



# Latitude 38

VOLUME 545 November 2022

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Cover: Clipper Race participant *UNICEF* surfs offshore  
with Bay Area sailor Dr. Holly Williams aboard  
for the full circumnavigation completed in August.  
See story page 58.

Photo Courtesy Clipper Race / *UNICEF* Crew

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We are forever dedicated to providing quality boats and services to sailors and free educational content, Recently, a reader asked about where to go for more modern and relevant sailing news over the local rag.

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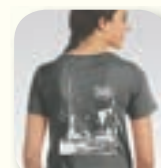


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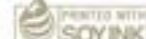
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## CALENDAR

### Non-Race

**Nov. 1-5** — Marine Flare Collection, West Contra Costa County Hazardous Waste Facility, Richmond, Wednesday-Saturday, 9 a.m.-noon & 12:30-4 p.m. Info, [www.parks.ca.gov](http://www.parks.ca.gov).

**Nov. 2-30** — Wednesday Yachting Luncheon, via YouTube, noon. StFYC, [www.stfyc.com](http://www.stfyc.com).

**Nov. 3** — Baja Ha-Ha Cruisers and Mexicans Baseball Game, Turtle Bay, Baja California Sur, 3 p.m. Info, [www.baja-haha.com](http://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](http://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](http://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](http://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](http://www.parks.ca.gov).

**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](http://www.richmondyc.org).

**Nov. 5-6** — Sea Glass & Ocean Art Festival, Cocoanut 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](http://www.facebook.com/SantaCruzSeaGlassFestival).

**Nov. 6** — Daylight Saving Time ends. Fall back one hour for Standard Time at 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](http://www.parks.ca.gov).

**Nov. 6** — Marine Flare Collection, Alameda County, by appointment. Info, [www.stopwaste.org/marineflares](http://www.stopwaste.org/marineflares).

**Nov. 6** — Hausmann Quartet, Maritime Museum of San Diego, 2:30 p.m. Nature Sounds. \$10-\$55. Info, <https://sdmaritime.org>.

**Nov. 6-27** — Keelboat Sailing, South Beach Harbor, San Francisco, noon-5 p.m. Sundays, weather permitting; RSVP in advance. Free. BAADS, [www.baads.org/sailing](http://www.baads.org/sailing).

**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](http://www.baja-haha.com).

**Nov. 8** — Full Beaver Moon on a Tuesday, Election Day, with a total lunar eclipse in the early morning.

**Nov. 9** — Start of Leg 3 in the Baja Ha-Ha, Bahia Santa Maria to Cabo San Lucas. Info, [www.baja-haha.com](http://www.baja-haha.com).

**Nov. 9** — California Clean Boating Network virtual meeting, 10 a.m.-12:15 p.m. Topics include whales, microplastics, boater sewage and marine flares. Free, but pre-register at <https://tinyurl.com/45m395zn>.

**Nov. 9** — Transpac Preparation Seminar, via Zoom, 6-8 p.m. With Robbie Haines, Barn Door winner, on pre-race prep; Jib Kelly, navigator/electronics expert; Brian Janney, North Sails offshore expert; Randy Smith, OEX sinking survivor, on safety at sea. Free. Info, [www.transpacyc.com](http://www.transpacyc.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](http://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](http://www.baja-haha.com).





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## CALENDAR

**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](http://www.baja-haha.com).

**Nov. 12, 1925** — At a meeting of Americans and Canadians in New York City, the North American Yacht Racing Union, originally founded in 1897, was reestablished.

**Nov. 12-13** — Advanced First Aid/CPR/AED for Mariners, Northwest Explorations, Bellingham, WA, 8 a.m.-3:30 p.m. \$375. Info, [www.maritimemedicalguides.org](http://www.maritimemedicalguides.org).

**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](http://www.cal-sailing.org).

**Nov. 18, 1927** — The North American Yacht Racing Union adopted the International Rule of Measurement for the 12-Meter class.

**Nov. 19** — Introduction to Marine Electrical, Spaulding Marine Center, Sausalito, 9 a.m.-3 p.m. With Clark Beek. \$59 includes morning coffee and light lunch. Info, [www.spauldingcenter.org](http://www.spauldingcenter.org).

**Nov. 19** — YRA Trophy Party, Richmond YC, 3-5 p.m. Free. Info, [www.yra.org](http://www.yra.org).

**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](http://www.baja-haha.com).

**Nov. 24** — Thanksgiving.

**Nov. 26** — Santa's Arrival via tugboat, Petaluma River Plaza, 11:30 a.m.-4:30 p.m. Info, [www.visitpetaluma.com](http://www.visitpetaluma.com).

**Nov. 26** — Boarded! A New Pirate Adventure, Maritime Museum of San Diego, 10:30 a.m. or 12:45 p.m. \$25-\$60. Info, <https://sdmaritime.org>.

**Dec. 3** — Lighted Yacht Parade, Oakland-Alameda Estuary, 5:30 p.m. Theme: Holiday Music. Fundraiser for Oakland Firefighters' Random Acts and the Alameda County Community Food Bank. Info, [www.lightedyachtparade.com](http://www.lightedyachtparade.com).

**Dec. 3** — Lighted Boat Parade in Santa Cruz. SCYC, [www.scyc.org](http://www.scyc.org).

**Dec. 3** — Delta Reflections Lighted Boat Parade, San Joaquin River, Stockton, 5 p.m. Windmill Cove-Weber Point-Light 39. Stockton YC, [www.stocktonyc.clubexpress.com](http://www.stocktonyc.clubexpress.com).

**Dec. 3-4** — Advanced First Aid/CPR/AED for Mariners, Southwestern YC, San Diego, 8 a.m.-3:30 p.m. \$375. Info, [www.maritimemedicalguides.org](http://www.maritimemedicalguides.org).

**Dec. 5-12** — Kayak Build Week, Spaulding Marine Center, Sausalito. Info, [www.spauldingcenter.org](http://www.spauldingcenter.org).

**Dec. 7** — Pearl Harbor Day.

**Dec. 10** — Making Waves Gala, Sailing Science Center, Treasure Island Administration Building, 5-9 p.m. Tours, exhibits, cocktails & hosted bar, seated dinner, silent & live auctions, games & prizes. \$125. Info, [www.sailingscience.org](http://www.sailingscience.org).

**Dec. 10** — Lighted Boat Parade, Sausalito, 6 p.m. Fireworks, 7:15 p.m. Info, [www.winterfestsausalito.com](http://www.winterfestsausalito.com).

**Dec. 10** — Lighted Boat Parade, Petaluma River, 5:30-7:30 p.m. Info, [www.visitpetaluma.com](http://www.visitpetaluma.com).

**Dec. 10** — Lighted Boat Parade, Oxbow Marina, Georgiana Slough, Isleton. Info, [www.marinawestyachtclub.com](http://www.marinawestyachtclub.com).

**Dec. 11, 18** — Parade of Lights, San Diego, 5:30 p.m. Theme: FantaSEA on the Bay. Info, [www.sdparadeoflights.org](http://www.sdparadeoflights.org).

**Dec. 16** — Decorated Boat Parade, San Francisco Cityfront. StFYC, [www.stfyc.com](http://www.stfyc.com).

**Dec. 17** — Boat Parade, Coyote Point, San Mateo. CPYC, [www.cpyc.com](http://www.cpyc.com).

### Racing

**Nov. 1** — Vanguard 15 team racing out of TISC in Clipper



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## CALENDAR

Cove concludes. Fleet 53, [www.vanguard15.org](http://www.vanguard15.org).

**Nov. 5** — Commodore's Cup. CPYC, [www.cpyc.com](http://www.cpyc.com).

**Nov. 5** — Last Gasp Regatta. HMBYC, [www.hmbyc.org](http://www.hmbyc.org).

**Nov. 5** — S.F. Pelican Races at Benicia. Fleet 1, [www.sfpelicanfleet1.com](http://www.sfpelicanfleet1.com).

**Nov. 5, 19, Dec. 3** — Hot Rum Series. SDYC, [www.sdyd.org](http://www.sdyd.org).

**Nov. 5, Dec. 3** — Fall Series. SSC, [www.stocktonsc.org](http://www.stocktonsc.org).

**Nov. 5-6** — BAYS High School NorCal Regatta. EYC, [www.encinal.org](http://www.encinal.org).

**Nov. 6** — Sunkist/CHOC Regatta in Corona del Mar. Balboa YC, [www.balboayachtclub.com](http://www.balboayachtclub.com).

**Nov. 6, 20, Dec. 4** — Fun Sail Fall Series. ElkYC, [www.elkhornyachtclub.org](http://www.elkhornyachtclub.org).

**Nov. 12** — Gap Series. CYC, [www.cyc.org](http://www.cyc.org).

**Nov. 12, Dec. 10** — Santana 22 Team Races. SCYC, [www.scyc.org](http://www.scyc.org).

**Nov. 16** — The Big Sail, Cal vs. Stanford, students and alumni, in J/22s. StFYC, [www.stfyc.com](http://www.stfyc.com).

**Nov. 19-20** — Turkey Bowl in Seattle. CYC of Seattle, [www.cycseattle.org](http://www.cycseattle.org).

**Nov. 19-20** — Turkey Day Regatta in Long Beach. ABYC, [www.abyc.org](http://www.abyc.org).

**Nov. 25** — Wild Turkey Race. TYC, [www.tyc.org](http://www.tyc.org).

**Nov. 26** — Thanksgiving Pursuit Race. CYC, [www.cyc.org](http://www.cyc.org).

**Dec. 3** — Die Hard Regatta. HMBYC, [www.hmbyc.org](http://www.hmbyc.org).

### Midwinter Series

**BENICIA YC** — Frostbite Series: 11/13, 12/11, 1/14, 2/11, 3/11. Dan, [race@mail.benicayachtclub.org](mailto:race@mail.benicayachtclub.org) or [www.benicayachtclub.org](http://www.benicayachtclub.org).

**BERKELEY YC** — Separate Saturday & Sunday Midwinter Series: 11/12-13, 12/10-11, 1/7-1/8, 2/11-12; Champion of Champions: 2/26. Chowder Series: Every Sunday through March except when it conflicts with the Midwinters. Info, [www.berkeleyyc.org](http://www.berkeleyyc.org) or [www.jibeset.net](http://www.jibeset.net).

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

**CORINTHIAN YC** — Midwinters: 1/21-22, 2/18-19. Info, [www.cyc.org](http://www.cyc.org).

**COYOTE POINT YC** — Winter Races: 1/8, 1/22, 2/12, 2/26, 3/12, 3/26. Info, [www.cpyc.com](http://www.cpyc.com).

**ELKHORN YC** — Chowder Cup Series: 11/19, 12/17. Info, [www.elkhornyachtclub.org](http://www.elkhornyachtclub.org).

**ENCINAL YC** — Jack Frost Series: 11/5, 12/3, 1/7, 2/4. Info, [www.encinal.org](http://www.encinal.org) or [www.jibeset.net](http://www.jibeset.net).

**GOLDEN GATE YC** — Manny Fagundes Seaweed Soup Regatta: 11/5, 12/3, 1/7, 2/4, 3/4. Info, [www.ggyc.org](http://www.ggyc.org) or [www.jibeset.net](http://www.jibeset.net).

**ISLAND YC** — Island Days: 11/13, 12/11, 1/8, 2/12, 3/12. Info, [www.iyc.org](http://www.iyc.org) or [www.jibeset.net](http://www.jibeset.net).

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

**LAKE MERRITT SC** — Robinson Memorial Midwinters: 12/10, 2023 dates TBA. Denis, (707) 338-6955.

**MONTEREY PENINSULA YC** — Perry Cup for Mercurys: 11/5, 12/3, 1/7, 2/4. Info, [www.mercury-sail.com](http://www.mercury-sail.com).

**OAKLAND YC** — Sunday Brunch Series: 1/15, 1/19, 2/5, 2/19, 3/5, 3/19, 4/2. Info, [race@oaklandyachtclub.com](mailto:race@oaklandyachtclub.com), [www.oaklandyachtclub.net](http://www.oaklandyachtclub.net) or [www.jibeset.net](http://www.jibeset.net).

**RICHMOND YC** — Small Boat Midwinters: 12/4, 1/8, 2/5, 3/5. Info, [www.richmondyc.org](http://www.richmondyc.org).

**SANTA CRUZ YC** — Midwinters: 11/19, 12/17, 1/14, 2/18, 3/18. Info, [www.scyc.org](http://www.scyc.org).

**SAUSALITO YC** — Chili Midwinter Regatta: 11/6, 12/4, 1/8, 2/5, 3/5. RegattaPRO Winter One Design: 11/12, 12/10,





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## CALENDAR

1/7, 2/11. Info, [www.sausalitoyachtclub.org](http://www.sausalitoyachtclub.org).

**SEQUOIA YC** — Winter Series: 11/5, 12/3, 1/7, 2/4, 3/4. Redwood Cup pursuit race series: 11/19, 12/17, 1/21, 2/11, 3/18. Info, [www.sequoiayc.org](http://www.sequoiayc.org) or [www.jibeset.net](http://www.jibeset.net).

**SOUTH BEACH YC** — Midwinters: 11/19, 12/17, 1/21, 2/18, 3/18. Info, [www.southbeachyachtclub.org](http://www.southbeachyachtclub.org).

**TIBURON YC** — Mott Midwinters: 12/3, 1/7, 2/4, 3/4. Info, [www.tyc.org](http://www.tyc.org) or [www.jibeset.net](http://www.jibeset.net).

**VALLEJO YC** — Tiny Robbins Midwinters: 12/3, 1/7, 2/4, 3/4. Info, [www.vyc.org](http://www.vyc.org) or [www.jibeset.net](http://www.jibeset.net).

**YACHT RACING ASSOCIATION** — Shorthanded Sunday Midwinters: 11/20, 12/18, 1/22, 2/26. Info, [www.yra.org](http://www.yra.org) or [www.jibeset.net](http://www.jibeset.net).

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

### November Weekend Tides

Predictions for Station 9414290, San Francisco (Golden Gate)

date/day	time/ht. LOW	time/ht. HIGH	time/ht. LOW	time/ht. HIGH
11/05Sat	0325/0.6	1011/6.0	1620/0.6	2237/5.0
11/06Sun	0306/1.1	0943/6.2	1602/0.1	2234/4.9
	HIGH	LOW	HIGH	LOW
11/12Sat	0300/4.6	0708/3.5	1248/5.6	1959/-0.1
11/13Sun	0358/4.5	0804/3.7	1331/5.3	2048/0.1
	LOW	HIGH	LOW	HIGH
11/19Sat	0110/1.0	0806/5.4	1417/1.4	2013/4.3
11/20Sun	0150/1.3	0833/5.7	1455/0.7	2114/4.5
	HIGH	LOW	HIGH	LOW
11/24Thu	0003/4.9	0429/2.7	1044/6.8	1738/-1.4
11/25Fri	0059/4.9	0515/3.0	1127/6.8	1826/-1.5
11/26Sat	0155/4.9	0605/3.2	1214/6.7	1917/-1.4
11/27Sun	0253/4.9	0704/3.4	1307/6.4	2013/-1.1

### November Weekend Currents

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

date/day	slack	max	slack	max
11/05Sat		0148/1.6E	0500	0818/3.0F
	1136	1424/2.0E	1748	2054/2.5F
11/06Sun	0006	0142/1.5E	0436	0800/3.0F
	1106	1400/2.2E	1736	2042/2.6F
11/12Sat		0100/2.3F	0448	0648/0.8E
	0900	1154/1.7F	1442	1742/1.6E
	2148			
11/13Sun		0200/2.2F	0548	0742/0.7E
	0954	1236/1.5F	1524	1830/1.4E
	2236			
11/19Sat	0218	0606/2.2F	0942	1212/1.4E
	1542	1842/1.6F	2200	
11/20Sun		0012/1.0E	0300	0636/2.4F
	1000	1236/1.7E	1624	1930/1.8F
	2248			
11/24Thu	0130	0330/1.1E	0600	0918/2.7F
	1206	1506/2.5E	1906	2236/2.7F
11/25Fri	0224	0424/1.0E	0648	1006/2.6F
	1248	1548/2.6E	1954	2330/2.7F
11/26Sat	0324	0524/0.9E	0742	1054/2.4F
	1336	1642/2.5E	2048	
11/27Sun		0030/2.7F	0430	0624/0.9E
	0836	1148/2.3F	1430	1736/2.4E
	2148			

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



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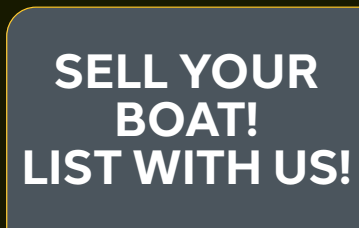


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## LETTERS

### PRINT JOURNALISM IS ALIVE AND WELL, AND HELPING WITH BOAT PROJECTS

To add to the salutations of the last two letters in the *Letters* section of the September 2022 issue: Thank you, *Latitude*, for the decades of entertainment, information and parties, and for sticking with newsprint as opposed to the glossies.

Besides the articles, ads and letters, there's the benefits to boat restorers, artists and thrifty sailors that your fine publication provides.

Slicing deep into the pages near the binding staples makes it easy to successively dab them with a length of masking tape to quickly make a wide masking edge. On vertical surfaces, the newsprint smartly blots epoxy drips.

It takes just a half page to bring the diesel stove quickly alight on damp, chilly summer evenings. The magazine folds easily for a terrific fly swatter, and while serenading the other crew, our parrot, Noisy, poops on a biodegradable medium that's easy to crumple up and toss out.

Which lamentably brings to mind that the repeatability of access to every *Latitude* used to make it an invaluable substitute for when the TP ran out — before you switched to color printing.

Captain John  
Benny Gunn, Cape Dory 33  
San Francisco

*John (and Readers) — We're happy to hear that print journalism, against all odds, still has a foothold in the modern-media landscape. Sailors can feel fortunate to have well-read issues stored with the duct tape, epoxy, extra line and other critical supplies and spares.*



*Try doing boat projects, cleaning up epoxy, or starting a fire with a stack of iPads!*

As far as using the mag for toilet paper: Desperate times call for desperate measures, but wow, that sounds terrible!

### I'M, LIKE, TOTALLY OVER IT

Love the magazine. I've been, like, reading it for over 20 years now, so I hate to, like, criticize, but there is a really, like, bad habit in the *Max Ebb* column. The writer tends to like, overuse the word like, so I feel like a Valley girl every time I, like, read it.

I've, like, given up on it. It's, like, just too annoying.

Geoff  
San Francisco

*Geoff — We don't want to tell you what you should like or why, but here's why you should, like, like the unique poetry of the Max Ebb column:*

*For nearly 40 years, Lee Helm has been a 20-something naval architecture graduate student stuck with a Valley girl-esque accent that has come and gone and come (permanently, it seems) into and out of fashion. Like cartoon characters who never age, Lee's has perpetual youth.*

*"You can, like, take the girl out of the Valley, but you can't take the Valley out of the girl," wrote the author of Max Ebb*





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## LETTERS

*in response to this letter. Mind you, Lee is no ditz or disengaged youth. She is, in fact, the antithesis of those labels, even though her speech is forever mired in the kind of, like, "filler speak" (one publication called it the "like epidemic") that often characterizes adolescence. In a perfect world — if Professor Henry Higgins were instructing Eliza Doolittle — that pause would be internalized, rather than used, like, several times in a sentence.*

*We can't tell you what to like, Geoff, or not to be annoyed by likes, but we can tell you what we think is good. And having been crafted, tried and tested for more than 40 years, we think Max Ebb is pretty damn good.*

### ↑↓ **YES, THAT PROBABLY DID HAPPEN**

In your comment to Christopher M.'s September issue letter about the Alcatraz guards shooting warning shots, and then shooting through the sails of boats passing too close: You asked whether, seriously, that ever happened.

In 1962, my Ross School fourth-grade teacher, Mrs. Alessio, who earlier had been married to Aldo Alessio, described exactly that once happening when they sailed too close.

Mrs. Alessio was a nice lady, but didn't suffer fools kindly, so I have no hesitation siding with Christopher M.

Ben Ballard  
Question Mark, Daysailer  
Tiburon



TIM HENRY

**Boats racing in the Bay can now sail near Alcatraz without fear of bullets piercing their sails, but the National Park Service has asked sailors to maintain a distance "of at least 100 yards from the north, south and west shoreline of the island during the seabird breeding season, February-September." The previous letter stems from the July 20 'Electronic Latitude: Alcatraz Restricted Zone Is for the Birds'.**

### ↑↓ **YES, THERE ARE SWIMMERS IN CLIPPER COVE**

As both an active sailor and a longtime member of both the S.F. Triathlon Club and the Golden Gate Triathlon Club, I can assure you that both clubs frequently use the beach at Treasure Island for swimming training, simulated racing, and actual racing. We frequently park on the access road, and walk down to the beach.

Peter Kacandes  
Islander 36

*Peter was responding to comments on the July 29 'Electronic: Clipper Cove Beach on Treasure Island To Be Closed to Boats? Responding to rumors that the beach in Clipper Cove might be closed to motorized boats, several readers told us that they've never seen swimmers in Clipper Cove.*

*In late September, we spoke with the Treasure Island Development Authority (TIDA), who told us that some portion of*





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## LETTERS

*Clipper Cove's beach will be zoned off for swimming, but that there will be access for motorized dinghies as well.*

*Regardless of how the beach will be zoned, however, TIDA seems to be moving full steam ahead on a \$5 peak-hour toll to both enter and exit Treasure Island.*

### ↑↓ DO WE SAY YES OR NO TO STARLINK?

We will be bringing along a Starlink this Baja Ha-Ha. [Zac was commenting on the June 20 'LL: To Starlink or Not Starlink.] As we are a nonprofit taking people with multiple sclerosis sailing, connectivity is important for a variety of reasons. One aspect of trying to fundraise and run an organization such as Sail MS: We have to continually update those who support us through social media, etc. It's unfortunate that we can't just go disconnect, but showing the world what we can still do on this Ha-Ha, while battling multiple sclerosis, is definitely worth a little bullshit.

Zac Singer  
Encore, Andrews 56  
San Francisco Bay Area

### ↑↓ AN ANNUAL DEBATE: JUST HOW BIG IS THE ROLEX BIG BOAT SERIES? NOT VERY, ACCORDING TO MOST

Looking at the entries for this year's Big Boat Series, it seems like they got the name wrong.

First: It's a local race, though there was a J/70 that trailered all the way in from... Monterey. Not one entry from Marina del Rey, San Diego or Santa Barbara. Come on.

They need to lose the title because most boats were 35 feet and smaller, which is really not the spirit of "Big Boat" racing. Out of the 75 boats, 51 were 35 feet or less, with only nine of them over 41 feet. I did not count the [Classics Division], which were long boats whose bowsprits were longer than most of the boats racing.

I'm advocating calling it what it friggin' is, the 35-ft local-boat race! Not the 42- to 65-ft race from all over the country.

David Barten  
Ikani, Gecco 39  
San Diego



LATITUDE / CHRIS

*Does size matter? When considering the "Big" in the Rolex Big Boat Series, the answer is yes. Above: That's a big-time port-tack crossing by Greg Dorn's Dehler 46 'Favonius', which just squeaks by Barry Lewis's J/120 'Chance'. Big props!*

### ↑↓ THE GRANDE DAMES OF THE OLD DAYS

Long gone are the days of Big Boat racing on the Bay. I remember Kialoa, Condor of Bermuda and Longobarda. Then they let production boats in: Santa Cruz 70s and 50s, then Express 37s and J/35s, and it's gotten progressively smaller since. I truly miss the heydays of IOR.

Hans Bigall



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## LETTERS

*David and Hans — We're not sure if it's kinda interesting, ironic or just plain whatever, but as racing boats appear to be getting smaller, cruising boats are getting bigger and fancier. Gone are the 20- to 27-footers of the 1970s and '80s, in favor of boats with roller-furling mains and electric winches.*

### ↑↓ ARE YOU ONE OF OUR R BOATS?

My parents owned the R boat *Ace*, originally a San Francisco boat that we moved to SoCal.



COURTESY JOHN DUKAT

*The well-canvased, beautiful-looking R boats, which were once an active class on the Bay, were apparently wet boats to sail on.*

People used to laugh as I dressed in full foul weather gear in July, then they saw what foredeck on a submarine was like and stopped laughing. She was a great sailing boat, but I'm convinced she never went over a wave in all her days.

Colin Emsley

Colin is commenting on the August 8 'Electronic: Are You Familiar with

"R" Boats?

### ↑↓ THE TAXATION, REPRESENTATION AND OVERVALUATION CONVERSATION CONTINUES

Boats are *not* a good investment!

Always check out the estimated value by the tax assessor; if higher you should always appeal the value. Also check out comparable boat sales. There are boat owners out there who would probably be happy to donate or give the boat away to get rid of the overhead costs to keep it.

Maia Mercury

### ↑↓ LOOK, WE NEED THE MONEY

Our government has been starved of funding from three decades of Reaganite anti-tax zealotry. Pay your local taxes.

Tommaso Nicholas Boggia

Tommaso — Assessing property at inflated values is wrong. The tax rate is set by law and should be adhered to. Inflating assessed values to collect more taxes than the law calls for is probably illegal.

With that said, your statement absolutely applies to everyone who tries to avoid paying them by misrepresenting the value to the assessor, or who tries to avoid assessment completely.

PS: If you have a survey showing a different valuation, it's not hard to have the assessment changed.

Warren Holybee  
Eliana, Morgan 382  
Bay-based

### ↑↓ WHAT KIND OF BOATS ARE THEY LOOKING FOR?

Is this just supposed to be boats over a certain valuation? Boats that are left in the water? Or is it everything with a CF number?

I have some canoes and small boats with CF numbers





## FEATURED LISTING

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— ALLISON LEHMAN

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52 Offshore Sedan	1997	\$545,000	41 X-Yachts 412	1997	\$150,000
48 Monk	1964	\$149,000	40 Caliber LRC	2003	\$225,000
48 Saga	2003	\$325,000	40 Saga 409	2006	INQUIRE
47 Tayana	1990	\$115,000	40 Ellis Custom	1990	\$199,000
46 Outbound	2007	\$459,000	36 Sabre 362	1995	INQUIRE
46 Hershine	1987	\$99,000	36 Pearson 36-2	1986	\$55,000
46 Swan	1984	\$165,000	35 Catalina 355	2013	275,000CAD
46 Ker	2006	\$249,000	35 Island Packet 350	1999	181,900CAD
45 Allures 45.9	2022	€770,000	35 Brewer Cutter	2005	\$174,500
44 Swan 441	1979	\$125,000	34 Jeanneau 349	2020	\$227,500
44 Swan 441	1979	\$179,000	34 Sabre 34	1987	\$49,950
42 Baltic	1982	\$135,000	32 Beneteau 323	2006	\$72,000
42 Passport	1980	\$150,000	30 Henderson	1997	\$29,000

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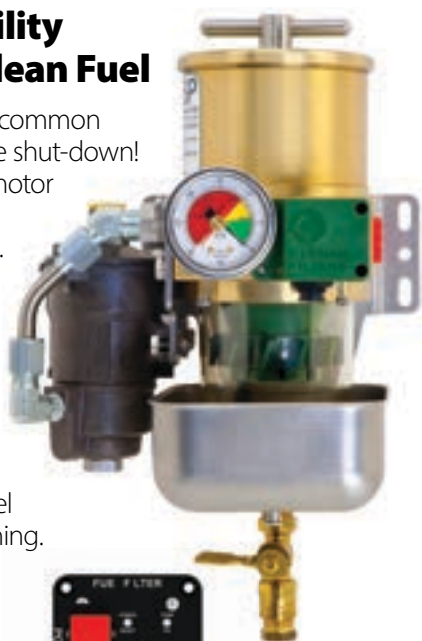
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## LETTERS

in Alameda County. Do I have to fear their sending me tax bills? I'm already paying for registration. Is Sacramento County any better? What happens if I have some little jalopy boat on a trailer registered in Alameda County, but the registration says kept in Sacramento County?

Or a boat worth maybe \$10,000? Same scenario?

Tim Anderson

*Tim — We can't speak to what Alameda may or may not say about the status of your boats, but we have heard of several over-valuations and a kind of aggressive attitude by some of Alameda's tax assessors. As mentioned, you can challenge the assessed valuation in any county. Be prepared to find yourself helping to educate the person valuing your boat about boats, and their value.*

*Remember, also, that the Department of Boating and Waterways has proposed requiring kayaks, canoes, SUPs, windsurfers and small sailboats to register with the DMV. (Please see the October issue's damn good Max Ebb.)*

### ↑↓ BOHEMIANS WE MET WHILE CRUISING

Last year, Linda and I sold everything and moved to Florida. After spending six months there, we left our truck and small trailer boat and returned to California to get our trawler and cruise back to Florida through Mexico, Central America and the Gulf.

We made it as far as Manzanillo when we decided to stay and live in Mexico. Our plan is to rent a place in San Carlos beginning next summer. We are currently in Ensenada at Baja Naval. We spent three months in the boatyard here getting some major work done and have been very happy with the services they have provided.

I know *Latitude* 38 is always looking for a good story, and I wanted to introduce you to a couple who are not ordinary, but true cruisers. I am not sure how long they have been at it, but they told me an amazing story about how they went into the bush somewhere in Canada and cut down a tree to replace the damaged mast on their steel sailboat.

Their boat has no radar or fridge and limited electronics. Pascal is a tattoo artist and works jobs along the way. He is from Quebec, and Cindi is from the west side of Canada somewhere.



MIKE SMITH

**Canadians Pascal and Cindi, two atypical sailors whom friends of 'Latitude' met on a shore somewhere.**

Mike Smith  
M/V Tranquillo

### ↑↓ A SAILOR WAS CAUGHT ON FILM DRIFTING INTO THE SURF ON HIS BOAT

I don't see an anchor line, and the outboard seems to be in the up, out-of-the-water position. So he's just drifting.





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## LETTERS

Just before the first wave hits him, we can see him casting with his fishing pole, obviously still fishing even though he is about to get caught in the surf. Seems clueless to his immediate peril.

Initially, the centerboard hits bottom and acts like a fixed keel. But at the end, the boat is sitting on its bottom, not its keel. The centerboard probably got knocked back into the hull slot. I would think they could have towed the boat back out past the waves, once some assistance arrived.

Roger Briggs  
Central California

*These comments stem from the September 12 'Electronic Latitude: Sailboat Meets Beach at Dana Point.*

No sculling? No back-up anchor? Just glad only ego and finances impacted.

Hopefully, lesson learned. Get back on that horse, sir.

Ken Brinkley

I lived near and kept a boat in Dana Point for 15 years. Boats washing up on the beach or hitting the Point happened numerous times each year. Usually, it was a powerboat on autopilot coming from Newport Beach.

Joseph DiMatteo

Seems like maybe time to unfurl the headsail and make way off the surf? Lastly, drop anchor?

Poor fellow.

I see why he wanted to be there (assuming he went there on purpose). It is a beautiful spot! But lee shores are always the main hazard on the West Coast facing the Pacific Ocean.

George J. Shea

It appears that the sailboat used an outboard for aux power. You can see it pretty clearly around the 4:10 mark. Nothing wrong with that, but it never appeared to be working during the video. And yet he ended up where he did with his sail cover on, so perhaps he ran out of fuel? Or was anchored and dragged his anchor?

Chuck Hawley  
Santa Cruz

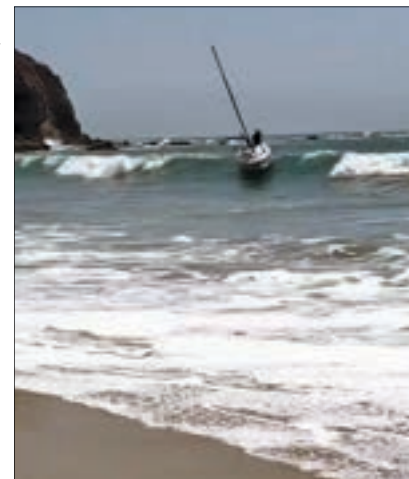
Engine up, sails covered, I guess he forgot to lock the keel up, and kick up the rudder before beaching it. Now get the trailer and go home.

Oops, this is not the ramp. Just a nice day out drift fishing.

Joseph F. Maciorowski

### ⬆️ ANCHORS AWEIGH

We cruised 12,000 miles over four years down Central America, through the Panama Canal, up the Caribbean and up the East Coast to Maine. We used a 45-lb Rocna as our



***We're not sure what happened to this 22-ish-ft sailboat off a Dana Point beach in mid-September, but it ended about as badly as you'd expect from this photo.***

SCOTT BANISTER

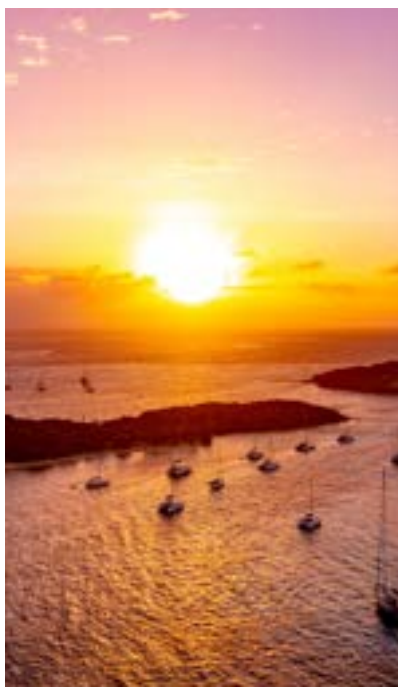




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## LETTERS

primary anchor; we were anchored out about 80% of that time in every conceivable situation, and only had two dragging events.

Once was when we hooked a ball of abandoned rope, so the anchor never really set. And once when we think another boat lifted our chain while retrieving their anchor.

Loved that Rocna.

Laura Fortune

*Laura was commenting on the September 30 'Electronic: Good Anchors Help You Sleep Well at Night.*

### ⇅ A WINNING COMBINATION

I have a 45-pound Delta anchor with 300 feet of chain on my Pacific Seacraft 37, with a 15-pound Fortress anchor with 20 feet of chain for my stern anchor.

So far, this combination has held fast for me.

Jefferson Asbury



LATITUDE / JOHN

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LATITUDE / JOHN

*Say hello to Mr. November, Bruce.*

### ⇅ A WINNING RATIO

We have always made sure to have a minimum of three times the boat-length of chain on the sea floor. After six years of cruising, we've never had an issue. In high winds, we simply add more scope.

Tim Mueller

Spica, Catalina 36  
San Diego

### ⇅ DO NOT MESS WITH MY PAPER CHARTS

I'm a "belt-and-suspenders" kind of sailor. As others have pointed out, there's no substitute for paper charts when the batteries die, the sun is obscured, and the diesel isn't turning over.

Being prepared saves lives. The people who died on the *Titanic* weren't killed in the crash with the iceberg — there weren't enough lifeboats and blankets.

Byron Jacobs

Ale Kai, Beneteau 393  
Sequoia YC, Redwood City

*Byron was commenting on the September 16 'LL: Paper Navigation Charts Set To Be Phased Out by 2026. The UK Hydrographic Office (UKHO) recently announced that it will stop producing paper nautical navigational charts.*

*In the US, NOAA plans to phase out paper charts by early 2025, but has developed the "NOAA Custom Chart (NCC)" application so that mariners can create their own customized charts directly from the latest NOAA ENC data.*

*It is not clear if UKHO will offer a similar service.*

### ⇅ PAPER IS REDUNDANT BUT IN A GOOD WAY

I can't imagine not using paper charts along with a chartplotter and radar. You can add notes to a paper chart,

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## LETTERS

whether it be something you've learned from other mariners or your personal observations.

Chartplotters are great, but what will mariners do if and when they lose power?

I believe in redundancy.

Paper is redundant to the chartplotter, and paper is always available. Power? Not necessarily.

Sailorette

### ↑↓ **JUST INVENT ME A COMPUTER WITH EXACTLY THE SAME PROPERTIES AS PAPER**

If they can make digital touch screens that can handle dividers, etc., screens 2-ft x 3-ft that don't rely on electricity, and function with liquids spilled on them, getting banged, and even in a liferaft, then I'm all for it.

Of course, by "they," I refer to the UK Hydro Office. I wonder if their decision was driven by market considerations not of the type embraced by Raytheon and other huge corporations serving the military. Perhaps they should get into the business of printing paper charts. Then they will see whether mariners are ready to abandon them.

As a cadet on the bridge, I was required to use paper and



*We've said it before (and before and before): Besides offering critical, low-cost redundancy to your navigation program, paper charts are just pretty, practical works of art that screens can never fully replace.*

a sextant in addition to electronic nav aids. I can't imagine a responsible maritime passenger or shipping company, or many smaller companies, foregoing paper.

That's crazy to me.

Peter

### ↑↓ **SHADY SHIPS SIGNAL FAKE AIS POSITIONS**

While navigating, "Seeing" a ship on AIS is not using a mobile device with an app that receives AIS information from a ground station internet relay. That's not how the AIS system works. AIS works through VHF radio, and if you don't have an AIS receiver, then you're just playing around with some app, and not navigating with AIS.

Second, I totally disagree with USCG comments, because if a ship reports its position incorrectly, then where it actually is has a higher likelihood of collision, not just "nuisance." Lastly, I'm a little disappointed there was no mention of the electronics industry here, because it is their failure. This problem of spoofing is the most grade-school problem



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## LETTERS

to be solved with off-the-shelf security software (much in the same way *Latitude 38* has the lock next to their URL, which means we know they own it).

Captain K

*Captain K was commenting on the September 23 'Lectronic with the same name as this letter. Regarding a "fake" AIS position being shown in front of you, but no actual ship, the Coast Guard said "that could be a nuisance, but not a safety risk. Vessels can't collide with phantom targets."*

### ↑↓ **RUNNING DARK**

I'd be more concerned about a ship that's in front of me on a moonless night that is reporting its location somewhere else. Since they are trying to hide, I'd not be surprised if they were running dark.

Gene

### ↑↓ **WHAT ARE THE BEST BOAT-IN-DINING SPOTS IN THE BAY?**

Suisun City has a long public dock that is free for several days, a small marina for longer stays, lots of nearby restaurants, and a nearby train station for easy crew transfers.

While there are interesting potential stops en route from the Central Bay, it's a viable one-day cruise on a flood tide to Suisun City. But note that due to shoals at the Suisun Slough entrance, keelboats must first enter Montezuma Slough, and then use a cut to Suisun Slough.

The cruise to Suisun City traverses some of the most interesting geographic features in the lower Bay/Delta system. The north part of Suisun Bay has some of the best remaining salt marshes in the Bay/Delta system that Suisun Slough meanders through. It's one of my favorite sailing routes on San Francisco Bay.

Jim Fryer  
Cheyenne, Wylie 34

*Jim was commenting on the September 21 'LL: What's Your Greatest Waterfront Dining Pleasure?*

### ↑↓ **THE CITY? AWESOME. THE DOCKS? NOT SO MUCH**

Will the docks [in Suisun City] ever be updated so you can walk around both sides of your boat? That's why a lot of boaters don't visit this marina. The shops are great and the eating is great, but the docks are not. They could at least improve the side closest to the office.

Willie Alexander



EVE'S WATERFRONT

*Eve's Waterfront on the Oakland Estuary offers some serious boat-in dining, or brunching, on the weekends.*

### ↑↓ **DON'T FORGET THE EAST BAY**

Eve's Waterfront restaurant on the Oakland-Alameda Estuary is now allowing boats to dock for brunch on Saturdays



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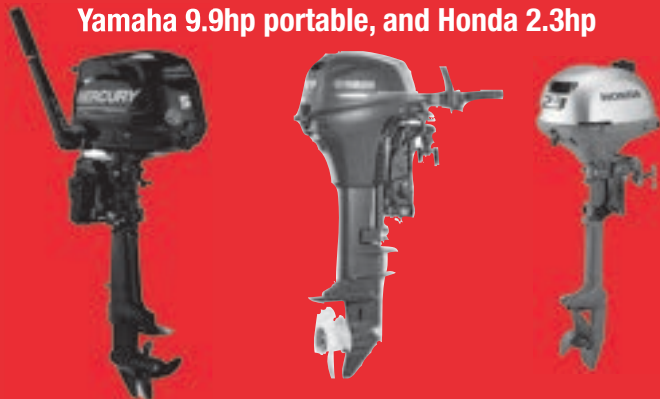


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## LETTERS

and Sundays.

Nathan de Vries  
Medusa, Santa Cruz 27  
Alameda

### ↑↓ DOING IT YOURSELF OR NOT AT ALL

I am looking for naval architect advice on repairing a cracked keel with a crack that runs all the way around the keel at the hull. I also have a bent rudder from the boat being dragged off the beach.

Two boatyards have suggested the cost of the repair is too great compared to the value of the boat.

My wife and I really like this boat and we would like to save it if I can do the work myself. I once was a machinist so I understand tools and fiberglass, but I'm far from being a boatyard pro.

Dave Bennett

### ↑↓ THE RED BLOOPER PHOTO

Thank you for posting the picture of *Sundance* flying the red blooper with the blue S2 runner on Lake Champlain [Vermont/New York] in your online post about bloopers.

Here is a little background on the photo:

The foredeck on the boat flying the blooper called out to his friend holding the boom on the other boat, "Hey Mark! Take a picture!" Mark looked up from his phone, looked back down, held up his phone and took a couple of shots.

We had been trying to pass the other boat (the one with Mark holding the boom) for a few

minutes prior to putting up the blooper. They had been taking us up at each attempt. We then rolled them by going below with the kite and the blooper up, maintaining a starboard tack a few degrees by the lee.

Lower and faster? We'll take it.

We ditched the stitching holding the bag to the tack pennant and now launch it out of the forward hatch, similar to a J/105 spinnaker hoist.

It's been the best \$300 sail we ever bought. Since we've had it, we've gained a small amount of speed and an exponential amount of photos.

James Kurfis  
*Sundance*  
Lake Champlain

James was commenting on the July 13 'Electronic: Latitude 38 Readers Identify the "Blooper".

### ↑↓ IS SAN FRANCISCO BAY FOG DISAPPEARING?

I sail every two to three weeks in the North Bay, and we often have fog this time of year. I feel it may not be as heavy



COURTESY MARK

*Ladies and gentlemen, we give you the blooper. They're a bit dated, but still very attractive.*



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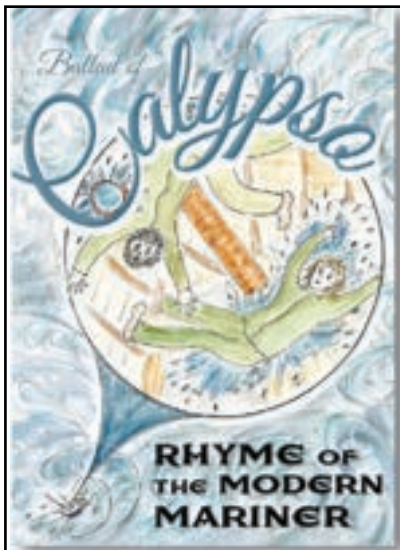
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## LETTERS



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LATITUDE / JOHN

*A fairly typical evening of summer beer can racing on San Francisco Bay.*

the past two years — usually a bank down the Slot and not extending in breadth to San Francisco and Tiburon, but it still seems to be regular. The true wind speed has been ~25-32 knots the past year, but has often averaged 32-34 knots in the previous five years at this time.

I miss true gale-force sailing this time of year!

Captain Kerry  
Cetacea, 42-ft cutter  
San Francisco

*Kerry was commenting on the September 16 'Lectronic Latitude with the same name as this letter. We're not sure if it's interesting or just whatever, but the last day of this year's Blue Angels show, held in early October, was canceled because of copious, persistent fog. It's rare, but not unheard of, to have so much fog so late in the year.*



TIM HENRY

*Karl the Fog gives a dewy embrace to the East Bay on a windy day in 2021.*

### ↑↓ **KARL HAS BEEN KEEPING KOOL**

The article stated that there is 30% less fog than just a few years ago — lots of debate and less agreement more than anything. In my mind, this summer, the Pacific was a few degrees cooler than usual, as was the Bay.

Not sure if that means more or less fog. And for those who don't know, they have named our famous fog Karl.

Craig Russell

### ↑↓ **MAX AND LEE? UPWELLING?**

This is likely one for Max Ebb or Lee Helm, but my understanding is that the fog is caused by the upwelling of cold water along the coast as the continent moves away from the Pacific Ocean. Unless that flow stops happening, there will be fog.

Offhand, I'd say



LOVEY SING

*A bird's-eye view of the Bay Area's iconic fog. That's Angel Island, Belvedere and Tiburon on the left/upper side of the photo.*

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## LETTERS

that over the last 20 years, Santa Cruz has had less fog than the last few years, which is nice, since the marine layer is not all that scenic, just cold.

Brad Smith

### ⇅ **WHEN THE SEA LION SH\*T HITS THE FAN**

After I used a high-powered flashlight, the sea lions left for the night but returned during the day. It sort of worked, and at least I got some sleep.

Our harbor is using plastic spike-type strips, which kind of work, although it's hard to tie up your boat around them. I also have witnessed sea lions going around the spikes, and using them for scratching posts. I wish I had a picture of the dock next to me full of sea lions, with one in the cockpit of a very nice picnic boat. Yikes! That's when I discovered they don't do bright lights.

Catherine Callahan

*Catherine was commenting on the September 26 'Lectronic with the same name as this letter.*



STEVE GANN

**Sea lions enjoy Labor Day Weekend on the water in Monterey Harbor. Most sailors appreciate and respect wildlife, but sea lions have apparently been taking over some marinas.**

### ⇅ **CAN THEY BE A NUISANCE? YES. CAN THEY BE A TOURIST ATTRACTION? OH HELL YES**

Pier 39 in San Francisco is a favorite place for sea lions. Now Pier 39 is the second-biggest tourist attraction in the United States. It pushed Disneyland into third place; Disney World is still #1 but is closed today [in late September] thanks to Hurricane Ian.

California Inclusive Sailing, Newport Beach

### ⇅ **THE PINNIPED MATERNITY WARD ON MY AFT DECK**

Nothing guarantees safe passage on the dock in H Basin in Marina del Rey. Hanging several fenders off the trawler stern over the swim step helps, but still, one night I nearly stepped onto a pregnant brown female draped on the swim-step length — she wouldn't move, either.

Several give birth, leaving gooey stuff on the dock and splattered all over my boat's hull sides and deck. Often, I have to clamber on my boat's bow via the dock box to get aboard when the resident bull has his harem of several females obstructing the dock fingers all around.

It definitely smells very fishy. Not much deters them.

I am the intruder to their natural water world, but what a challenge to negotiate their residence! Marinas take away their natural rocky shore. Maybe we should float some pinniped platforms for them!?

Cecile Schwedes  
Marina del Rey



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## LETTERS

### ⇕⇕ SEA LIONS HAVE POOH-POOHED THE DOCKS AT ONE OF OUR FAVORITE DESTINATIONS

Have you seen the docks at Angel Island recently? Almost completely covered in sea lion excrement.

Larry De La Briandais

### ⇕⇕ IF THEY ARE LEFT TO DO AS THEY MAY...

The sea lions in Ventura have become unbearable!

As stated in the article, the smell that permeates the docks is putrid and rancid. [Sea lions] are laying waste to the docks, with consistently loud barking at all hours of the day and night. It makes sleeping, or working from your boat, very difficult.

The outright brazen behavior of charging at you if you are not wielding a boathook or other self-defense-like stick when trying to shoo them off is quite worrisome. What if a child thinks they're cute and decides to approach them?

What about the possible health issues associated with the aforementioned excrement as it dries and becomes airborne, or any number of other means of inadvertently ingesting the feces?

I do not understand why, with the newly renovated docks here in our marina, the marina hasn't more actively engaged in protecting both their docks and the paying tenants.

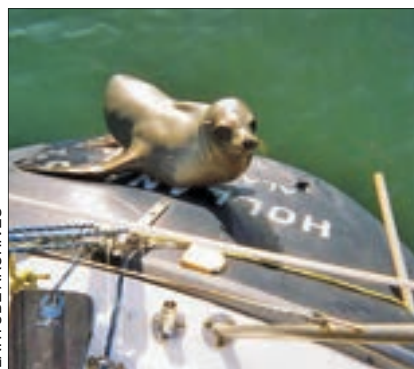
I contend, if the sea lions are left to do as they may, they will not be only seasonable but will become entrenched and more in numbers.

Daniel  
Ventura



RICH BOREN

**No, they are not anchor-outs overstaying a 72-hour ordinance, but rather, brazen lions of the sea pirating a boat in Port San Luis in 2008.**



LATITUDE ARCHIVES

**Well, when you're that damn cute, it sure makes it hard to want to shoo you away, or feel as though you're an existential threat to marine infrastructure.**

*Daniel — Well, children should really be supervised and strongly discouraged from walking up to sea lions, strange dogs, hot stoves, busy traffic, etc. We're also not sure how many ways there are to inadvertently ingest feces, but your point and the other stories included in this thread are well taken.*

*This is, and has been, a problem for some time.*

*We've heard of Freja the Walrus in Norway, who was euthanized because tourists were getting too close and cozy to snap photos. In July, there was a viral video of sea lions chasing people on a crowded beach in San Diego. And marine life (we're talking to you too, seagulls) has been befouling docks as long as docks have existed.*



# LETTERS

We take it as a good sign whenever we see marine life in abundance, but obviously there needs to be a balance between a healthy ecosystem and not having a sea lion give birth on your swimstep or chase you off the beach. We're not going to try to offer a solution here (because we don't have one), but we hear you, Latitude Nation. We hope to open a dialogue with wildlife experts to see what kind of balance can be achieved.

## ↑↓ A STORMY RETIREMENT

I plan to live in Margaritaville after I retire. My friends who live there love it. I'm so tired of snow and cold in Montana, and want to trade it for hurricanes, sun, sand and sea.

Bob  
Montana

Bob was commenting on the September 23 'LL: Retiring in the Right Latitude and Attitude, Jimmy Buffett Style.

## ↑↓ A SWING AND A BLESSED MISS BY HURRICANE ORLENE IN MEXICO

I'm sitting in Mazatlán now, and fortunately, Orlene ended up bringing only rain here. You hope for the best and plan for the worst. There was a lot of activity Sunday with boats from the old harbor and El Cid Marina moving into Marina Mazatlán. But as the article says, the season ain't over yet!

Joseph DiMatteo

Joseph was commenting on the October 3 'LL: Mexico's Southwest Braces Through the Rapidly Changing Hurricane Orlene.

## ↑↓ TRAGICALLY, HURRICANE IAN WAS A DIRECT HIT



NOAA

As of this writing, at least 120 people in Florida were killed after Hurricane Ian slammed into Florida's Gulf Coast. In the aftermath of the storm, boats were found blown into piles in marinas and strewn across roads.

This is bad. In 1992, I went through Hurricane Andrew, which was a category 5, and even much worse than Ian. (But they are all bad!) I lost my liveaboard home and fully equipped cruising boat after we had recently returned from cruising.

Yes, I was smart enough to not stay on the boat, or I wouldn't be here to type this. Sorry for all the loss from this storm Ian.

Fred Read

Fred was commenting on the September 30 'Electronic Latitude: Hurricane Ian's Coastal Catastrophe Amidst Improved Forecasting.

## ↑↓ FUELING DISCUSSION ABOUT THE BAJA HA-HA

The latest Cruisers Forum issue has a conversation titled "Sterilizing Water in Developing Countries." While it didn't mention the Baja Ha-Ha specifically, I immediately thought of Hurricane Kay wreaking havoc along Baja California's west coast. Getting fuel and water could be problematic:

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## LETTERS

Both fuel and water could be contaminated. The diesel could have more water in it than usual, and the water could have any number of pollutants in it.

We Ha-Ha'ers will need to be cognizant of these conditions and be prepared to deal with whatever we encounter, be it carrying enough fuel for the entire trip to Cabo San Lucas or having fuel-polishing capabilities on board. A watermaker, a reservoir of water jugs, or a water filtration/purification system may be necessary to combat the potential potability problem with the water.

Ron Harben

### ↑↓ **MY VERY PERSONAL BEST TO YOU, SIR**

Sir Jack van Ommen — it's Ron Koll, who was moored at Arabella's Landing in Gig Harbor, Washington, back in the summertime, from 2016 on. I was on the 1987 37-ft Tayana cutter, and my recollection is that your travel plans were to head back out to sea in early fall 2018.



JACK VAN OMMEN

*"It is official — meet 'Fleetwood III,'" said Jack van Ommen on May 4. "It was love at nearly first sight."*

I will never forget that before you left Gig Harbor, we had an opportunity to dine together at the Tides Tavern Restaurant on the waterfront. Since then, and getting up in

my years, my health has challenged me and I'm making the best that life has offered. This was a wonderful morning for me, as I was able to locate you, and must mention that it has been an honor knowing you from when we first met.

My very personal best to you.  
Ron Koll  
Gig Harbor, WA

*Ron was commenting on the August 3 'Lectronic: Jack van Ommen Plans To Launch Fleetwood III.*

### ↑↓ **SOLO KAYAKER CYRIL DERREUMAUX COMPLETES PACIFIC CROSSING**

Great job, Cyril! And I thought my weekly 1.5-hour kayaks were hard.

I had the pleasure to meet and talk with Cyril while I was moored off Sausalito Yacht Club a couple of years ago. The man had a plan, he trained and worked hard, and he went for it and succeeded. Very cool!

Memo Gidley  
Basic Instinct, Elliott 1050  
Sausalito

*Memo was commenting on the September 21 'Lectronic Latitude with the same name as this letter.*

### ↑↓ **A HIKING ANALOGY**

I just completed the Pacific Coast Trail from Mexico to Canada, and I know the preparation it takes, and the mental fortitude needed, to complete this massive undertaking. I now have spent long periods alone on the trail. I can't imagine dealing with the solitude in a tiny kayak in the middle of the ocean. Well done, Cyril!

James Stiely



# LETTERS

## ↑↓ BAY AREA SAILOR JOHN CLAUSER WINS NOBEL PRIZE (IN PHYSICS)

What a wonderful acknowledgment of a great sailor, and someone who has contributed to Bay Area sailing for decades now.

Around 2000, I was on the Pacific Cup YC board with John, and I "wrote" a very complicated Excel spreadsheet that was intended to let sailors to see how they were doing during the race. It was not only complicated to create, but it was practically impossible to use, and I soon gave up. John sent me a copy of his program that did the same thing, which was far easier to use, actually worked, and was elegantly written in C++, or some other language that was way too complicated for me. It was obvious I was dealing with someone who was really bright.

At board meetings, he would commonly bring up some arcane point in his professorial manner that would be extremely insightful and germane to the topic.

Good on ya, John. Well done!

Chuck Hawley  
Santa Cruz

Hey, he'll just use quantum entanglement to finish as soon as he starts!

Luther Abel

I saw him being interviewed last night on PBS, and he was wearing a *Bodacious* shirt. I immediately said: "That guy's a sailor!"

John Sully

## ↑↓ THE MULTI-DECADE BOAT OWNER'S CLUB

I didn't know there was an Over 30 club!

I've had *Kaze*, a 1956 wooden 23-ft sloop, for 36 years. And she is my first boat! She gets prettier and I sail her better as time goes on.

Liz Roso Diaz  
Rear Commodore

Master Mariners Benevolent Association



PETER LYONS

*John Clauser, owner of the 1D48 'Bodacious+', a Bay Area racing staple, was one of three physicists awarded for their work in quantum information science.*



SCOTT WALL PHOTOGRAPHY / MMBA

*Liz Diaz's 'Kaze', an Okamoto & Son sloop, has been in her family for going on four decades.*

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



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## LOOSE LIPS

Well done, readers! This month you demonstrated your appreciation for the effort and skill that goes into fine art. For what else could such a work be, other than art? “My new art installation at the SFMOMA.” — @charlotte\_wanderlust. “Newly found Calder piece, not selling for 400k.” — Rich Hudnut. “The Art of Rigging.” — Chris. It takes a genius to come up with something so unique, and there were many more comments that we found truly original. Check below for the winner and top ten captions.



© SEAN SVENDSEN

**The winner: “Hmmm, I think it’s right...let me see the picture again.”**  
 — Peter Bellak.

“Folding it to return to the manufacturer per their instructions.” — Ron Landmann.

“Hipster’s wind chime.” — @svamatores.

“But you said, ‘The bunny goes AROUND the tree!’”  
 — Adrianna B Cincoski.

“Dad, can we read the instructions now?” — Rob Sesar.

“I know it is a bit avant-garde, but it is too big for my wall.”  
 — Michael Berndt.

“Damned kites are coming up with something new every day!” — Ron Harben.

“Unlike his later efforts, such as *Running Fence*, Christo’s early works were devoted to Industrial Nihilism, a direction he abandoned after the Department of Public Sanitation repeatedly moved his public works to local landfill. Seen above, *Pursuit Abandoned*, 1966.” — John Tennyson.

“As soon as I get the kinks out of my new mast-folding system, I’ll win the Around Alameda race for sure!” — David Cohan.

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“Maybe they won’t notice.” — @superpete75.

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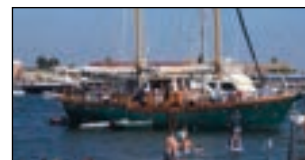
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## ronnie simpson's global solo challenge

Coming out of COVID pretty wrecked financially, I found myself flat broke and escaping Fiji on a sailboat. Bound for greener economic pastures in America, I landed in Hawaii, where I sold the boat and got a job driving charter sailing catamarans in Maui. In March, I bought another boat and began to plan for a new chapter. A super-cool 43-ft Doug Peterson-designed Serendipity 43, my newly renamed *MatuaMai* was essentially a scaled-up version of my old Peterson 34 *Quiver*, which took me to Fiji and back between 2019 and 2021. It made sense to do the Baja Ha-Ha and surf Mexico before heading west to Hawaii and Fiji. *MatuaMai* was Ha-Ha entry #2.

While working as the media director for the Pacific Cup in Kaneohe this summer, I received a rather cryptic email from my old buddy and Single-handed Transpacific Race rival Whitall Stokes. Intrigued, I called Whitall. He asked me if I would like to borrow his Open 50 *Sparrow* and race it solo nonstop around the world next year. My ultimate ambition in life is to sail in the Vendée Globe, and so in an instant I had agreed to radically alter my life and put together a campaign for the inaugural Global Solo Challenge race out of Spain in October 2023. My new ride was an older Open 50 that had been around the world two and a half times and had just undergone a pretty significant refit at the Maine Yacht Center in Portland, Maine. She was a good boat, but would still require a huge investment to be ready for the race next year.

A few days after that first phone call, I had finished my Pac Cup media obligations and delivered the Santa Cruz 52 *City Lights* back to San Francisco. In less than two weeks, I was flying to Maine with a pro sailing buddy and a media man to fire off this campaign. By September 1, I was launching a professionally built website with beautiful imagery and a \$25,000 initial fundraising goal that was nearly fulfilled. To say I was stoked is an understatement, but the real work was yet to begin. I would need to raise several hundred thousand dollars and find a lot of industry support. It's a huge undertaking. I'm also trying to make a positive difference by inspiring other veterans through raising funds and awareness for my 501(c)(3) nonprofit partner, US Patriot Sailing. Since I was wounded and nearly killed in combat in Iraq as a Marine, it's sailing that has inspired me to make the most of my second shot at life. That still remains true to this day, now more than ever.

On September 10, two crew and I departed Maine to sail south and get to Newport, Rhode Island, for the boat show there. Sailing about 300 miles in two days of mostly light air, *Sparrow* was reaching down the coast, oftentimes doing 10 knots of boatspeed in less than 10 knots of wind, gliding along on a glassy sea. In Newport, we didn't quite manage to get the boat into the show, but I did connect with several industry sponsors and began bringing in some real support. After the boat show, two delivery crew from Maine Yacht Center and I spent 26 hours sailing upwind to New York and put the boat right by the Statue of Liberty for a week of sailing and further preparations. Bombarded by terrible weather from Tropical Storm Ian, I couldn't accomplish all of my goals in New York.

Shortly after arriving in New York, I received the great news that the boat would be on the docks at the Annapolis Boat Show, the largest sailboat show in the US. Two crew, including a hotshot 15-year-old junior sailor from Kaneohe Yacht Club, and I departed New York to head to Maryland. We ripped down the coast on cyclone-driven northerlies at speeds up to 17 knots before hitting the Chesapeake and cruising up the bay under spinnaker on southerlies. Perfect timing. As of this writing, *Sparrow* is at anchor in Annapolis, where I am installing new sheet bags from Ronstan, new running rigging from New England Ropes, and some odds and ends from Wichard. Chesapeake Sailmakers is helping me with a stack pack and sail cover. I'm also about to announce a furler sponsor and, hopefully soon, a sail sponsor, among others. With more than \$30,000 raised in cash and about the same in

continued on outside column of next sightings page

## more government regs

It's safe to say that it's rare that regulation is enacted in advance of a problem. It usually comes about to try to address a problem the free market has failed to solve. Would the free market have removed lead from gasoline or created four-stroke outboards? Maybe eventually.

The latest regulation up for debate in the marine community is AB 252, a rent-control bill aimed at floating-home marinas. Both a local and statewide law came after Barnhill Marina & Boatyard in Alameda, which is under new ownership, announced a berth-fee increase that varied, but in some cases was up to or over 100%. (The new owners say that even with increases, Barnhill's berth fees are still below market





## coming to marinas?

rate.) Residents at Barnhill Marina sought help from the City of Alameda, leading to a local bill.

There are actually two distinct but related issues at play: the debate over floating-home rent control, which is now a local and statewide bill on the books (though the California law applies to only three Bay Area counties), and the proposal to extend tenant protections to all liveaboards in Alameda.

"Without any public hearing or consultation with boat marinas, or solicitation for any input, the city retroactively included liveaboards into the [floating-home ordinance]," Kris Leverich, the commodore of

*continued in middle column of next sightings page*

## ronnie simpson — continued

sponsored gear, I am well on my way to getting ready for the Global Solo Challenge, but there is still a long way to go. After Annapolis, I plan to sail the boat to Charleston and then Florida with a plan for some Caribbean racing and then a solo voyage to France in the spring before a refit in the summer and the race next October out of A Coruña, Spain.

It's a tall order to put this campaign together, but with everything I've learned in the past 15 years as a solo and crewed racing and cruising sailor, a media professional, a sailing writer and journalist, and a student of the game, I'm stoked to put these skill sets together and make this campaign a reality. It's hard work, very stressful and a huge gamble financially, but I keep telling myself that if I just continue putting one foot in front of the other, I'll eventually get where I need to be. In December, I plan to roll through San Francisco Bay to do a series of speaking engagements that are being scheduled now. If you'd like to learn more about the campaign, please check out [www.ronniesimpsonracing.com](http://www.ronniesimpsonracing.com) or email me directly at [ronniesimpsonracing@gmail.com](mailto:ronniesimpsonracing@gmail.com).

— ronnie simpson

*Left: Ronnie Simpson works the mainsheet during Day 1 of sea trials aboard 'Sparrow' in Portland, Maine. Spread: The Open 50 ghosts past the Statue of Liberty during a promotional sail on the Hudson River in New York City.*



## cca celebrates their centennial

In 1922, a group of seagoing gentlemen founded the Cruising Club of America. It is a club without a clubhouse; rather the fabric of the club is made up of its members, and they are quite the collection of who's who in accomplished offshore sailors. It is a difficult club to become a member of, as it is not a club one joins: It is a club one is asked to join.

This past September was the CCA's Centennial Anniversary, held in Newport, Rhode Island. The West Coast was well represented at all the celebratory events. Attending was San Francisco Station Rear Commodore Jim Quanci. Also in attendance were Michael Moradzadeh, Mary Crowley, Ric and Monika Sanders, Stan and Sally Honey, and the Cruising Club of America's 2020 Blue Water Medalist Randall Reeves. (Randall is featured as my guest on the *Good Jibes* podcast of September 17, 2022.)

One of the highlights of the Centennial celebration was a heavy-weather bluewater panel and presentation that consisted of American two-time Vendée Globe competitor Rich Wilson; the record holder of the fastest west-to-east circumnavigation, French sailor Jean-Luc Van Den Heede; British adventure sailor and circumnavigator Steve Brown; and our own West Coast sailor Randall Reeves, who, in 2019, completed the first-ever Figure 8 singlehanded circumnavigation, sailing more than 40,000 miles and circumnavigating three continents in less than a year (North and South America and Antarctica).

Rich Wilson shared his story of his famous capsize, when, on Thanksgiving Day 1990, he and his crewmate Steve Pettengill capsized his Shuttleworth trimaran *Great America* in 40-ft seas and 70-knot winds in the Southern Ocean. They were 400 miles from Cape Horn as they were attempting to beat the clipper record, west to east, set in 1853 from San Francisco to Boston, when the capsize happened. Their rescue was equally as harrowing, as their rescue required both men to board a supertanker via a rope ladder let down from the deck by the crew in what were still horrific conditions.

Panel member Steve Brown shared a story about being in Antarctica when a deep low pressure blew through, and there was no way to anchor in the 50- to 70-knot winds, so he motored his yacht into a somewhat protected cove, pulled up the centerboard, and beached the boat, then promptly went below and made curry and tea for the crew!

West Coast sailor Randall Reeves shared what it was like to be knocked down and have your porthole window blown out, destroying all the electronics, while in the Southern Ocean.

Randall's Figure 8 Voyage started in San Francisco, went down the Pacific and into the Southern Ocean, circumnavigating Antarctica, and then up into the Atlantic to the Northwest Passage, through the Passage, and then back down to San Francisco — all in one year! It was quite an achievement, and for it he was awarded the prestigious CCA Blue Water Medal.

On the night of the Centennial Gala, a stunningly beautiful, tented outdoor event was held on the lawn at Fort Adams, and more of this year's CCA awards were given. Once again, the West Coast was well represented by Stan and Sally Honey. In addition to winning the coveted the St. David's Lighthouse Trophy (a silver and gold replica of the lighthouse awarded since 1954 to the winner of the largest division — 108 boats this year) for this year's Newport Bermuda Race aboard their Cal 40 *Illusion*, they also won the 1884 Wendur Trophy for best CCA skipper in St. David's Lighthouse Division; the 1896 Thames Sailing Club Trophy, along with Rives Potts in *Carina* for Best Two-Boat Team; and, for the Best Station Performance (San Francisco), the 1901 McDonough Trophy.

The Honeys had a full West Coast crew aboard that included SFYC Staff Commodore Don Jesberg, Carl Buchan from Seattle, Washington, and Jonathan Livingston from Richmond. Stan and Sally are leaving their cruising life under sail on a high note as they now transition into the dark side as new owners of a power boat.

— moe roddy

## government regulations

the Aeolian Yacht Club, told us. Aeolian has several liveaboards.

"After first receiving notice from the city in mid-June that we must immediately register as landlords and comply with shore-side housing regulations, we thought, 'This must be a mistake.' All of the marinas and affected yacht clubs mobilized a response locally with supportive boaters to push back." Leverich helped form the Alameda Marine Coalition, which he called an informal group representing marina managers and owners.

As a result of pushback from marina owners, the non-floating-home protections have been deferred, and will be studied for the next year.

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SARAH SEAMAN





## — continued

Like most Bay Area waterfront municipalities, Alameda's leaders do all their deliberations far from the water and appear to have very little understanding of the economic, recreational and quality-of-life values along their long shorelines.

For more details on this story, see our report in the October 14 *'Lectronic Latitude*.

— tim henry

AEOLIAN YACHT CLUB



*Aeolian Yacht Club in Alameda.*

## hokahey away to social

On August 10, some friends and I sailed from San Francisco to Santa Barbara and back. What a blessing to be able to create stunning adventures without needing to get onto a plane or drive far!

A primary lesson I learned from the last time (2019) I sailed down the coast was to find at least one friend who could do the whole trip with me — to help with continuity, teamwork, simplicity — rather than three complete crew changes. My paragliding buddy, fellow sailor and electric unicycling enthusiast Joel agreed to join for the duration.

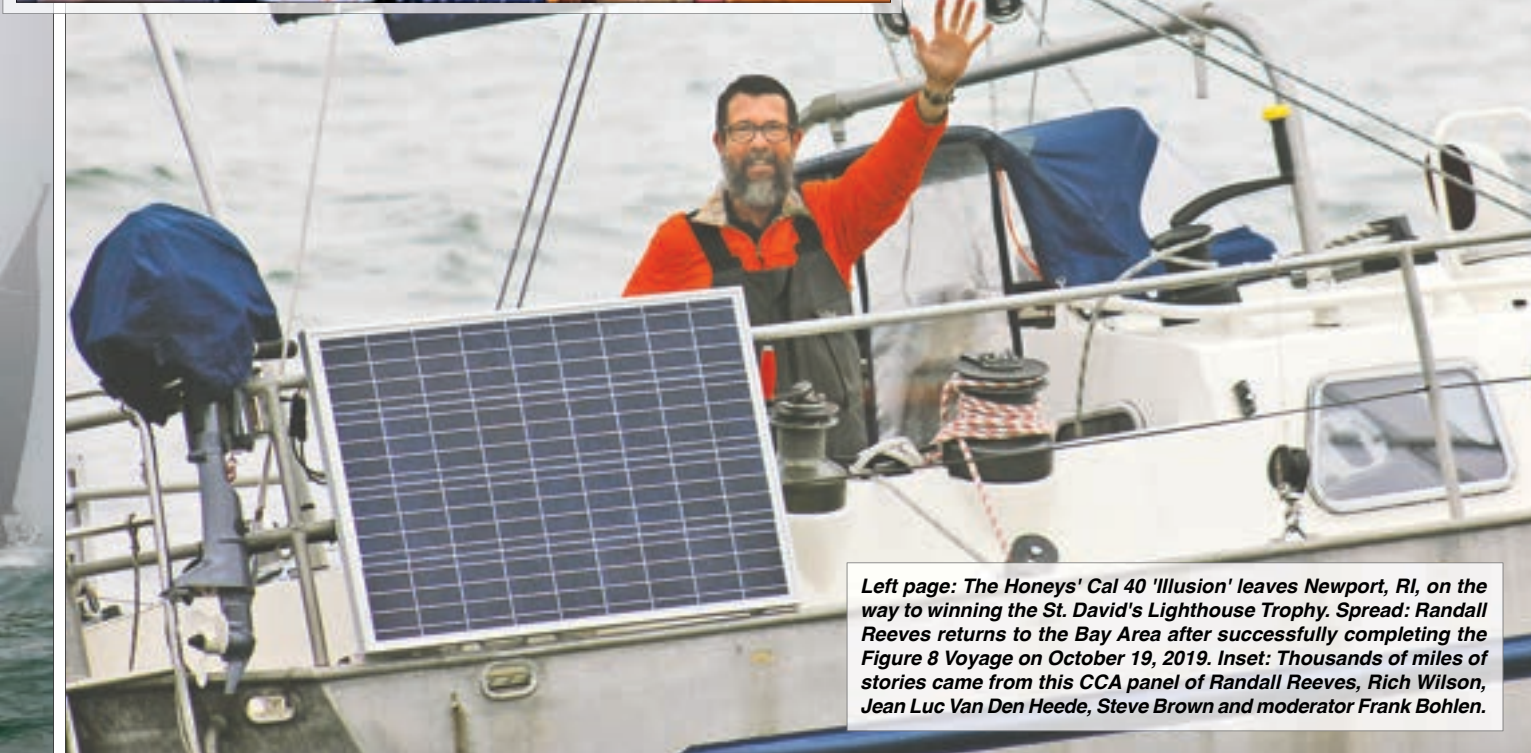
We took a young couple learning to sail with us for the 54-hour nonstop sail from Richmond to Santa Barbara. Emma and Connor are planning to give up a land-based address, buy a catamaran, and live/work from their floating home. This trip offered some offshore and overnight sailing experience.

We were able to sail 90% of the trip south, with winds typically ranging from 12 to 25 knots. Under Joel's tutelage, we flew the spinnaker much of the time. We were able to maintain an excellent speed overall. At one rather scary moment, surfing down a wave, Emma, hand-steering at the helm,

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MOE RODDY



*Left page: The Honeys' Cal 40 'Illusion' leaves Newport, RI, on the way to winning the St. David's Lighthouse Trophy. Spread: Randall Reeves returns to the Bay Area after successfully completing the Figure 8 Voyage on October 19, 2019. Inset: Thousands of miles of stories came from this CCA panel of Randall Reeves, Rich Wilson, Jean Luc Van Den Heede, Steve Brown and moderator Frank Bohlen.*

LATITUDE / TIM

## away to soca — continued

saw 17 knots of speed over ground! It was a little freaky and a new record for *Hokahey* (a record that I have no interest in repeating or excelling). The sound of the water rushing by the hull was both new and disconcerting.

Connor and Emma did a fantastic job of meal coordination and execution for the 300-mile sail to Santa Barbara. I don't think I've ever eaten so well offshore before. One remarkable feature of a catamaran is its stability, so that even barreling downwind at 8 knots in 5-ft seas we could use the grill on the aft section of the boat.

In a repeat of the previous trip to Santa Barbara, we lost our autopilot and had some electrical issues, and thus needed to hand-steer nearly the entire trip south. Emma and I formed one team, and did four-hour watches together, while Connor and Joel formed the other. During daylight it was more informal and we simply rested as needed.

Highlights of the trip were diverse and abundant. We sailed under a full moon, saw perhaps 20 whales (including two breaching), and, once in SoCal waters, dolphins. Dolphins by the hundreds, often playing on our bow wave. On the trip home we saw more dolphins, including, during a moonless night, two pods of dolphins swimming alongside *Hokahey* with phosphorescence lighting up the dolphins' aura.

Arriving in Santa Barbara, we said goodbye to Emma and Connor and hello to Steve, a neighbor in Richmond who lives on a 44-ft catamaran. He was keen to do some exploration of the California coast. We enjoyed a couple of days of fun and relaxation in Santa Barbara before sailing to Santa Cruz Island for two nights, playing in the kayak or the dinghy, hiking, chilling in the hammock, eating, swimming, and spotting an endemic species of fox.

Following a lovely sail back to Santa Barbara, we saw another good weather window to round Point Conception and left at 11:30 p.m. to take advantage of the light winds and waves. We arrived in Morro Bay 28 hours later. Being a night person, I would usually take first night watch for about three hours, and then wake up Joel for his turn. Joel and Steve were able to replace the motor to the autopilot with a spare that was on board (thanks to a phone consult with Jason, *Hokahey's* regular first mate and engineer) when we were in Santa Barbara, and we were back in business.

The last time I was in Morro Bay, I was too stressed to untie the kayak and go explore near the dozens of sea otters that live there. Not this time! Ultra-cute. We spent two nights in Morro Bay, kayaking, unicycling, resting, eating, etc.

Then we saw another atypical weather window — flat calms followed by an unusual south wind. While we had anticipated going to San Simeon, and/or Monterey and/or Santa Cruz, the temptation of catching a south wind was too compelling. Leaving Morro Bay at noon, we arrived back in San Francisco 38 hours later. One exciting discovery was that *Hokahey* will cruise at over 5 knots under one engine alone. (I was concerned about having enough fuel to motor all the way to San Francisco without stopping.) The south wind arrived as predicted, and we were able to fly the spinnaker for several hours.

Arriving back in the Bay at 8 p.m. Sunday night — and being a few days ahead of schedule — we decided to slow the trip down and anchor at the base of the North Tower of the Golden Gate Bridge in Horseshoe Cove. Monday we arose, fueled up, and flew the spinnaker again back to Richmond, followed by a pumpout and cleaning and organizing of the boat.

Lessons learned (or re-learned): the value of the crew and the chemistry of the crew; how to work with fear, especially at night in high winds. While I never needed to throw up, I did have to pay attention and manage mild nausea, which also limited my energy and ability to do optional work underway. Take time to have fun. Downtime. Exploration time. Allow enough time for delays, breakdowns, and problematic weather, and take advantage when weather windows open. Peace on; adventure on.

— jan passion

## sailing books for

Studies over the past few years suggest that books — those ancient communications devices made of paper and ink — offer a more fulfilling reading experience than pixel-based formats. There is also evidence that readers of 'real' books retain information longer.

We admit to being a tad biased on the subject. That's why we review only actual books, not e-books or audio books. Print media may be going the way of the dinosaur, but we're not going to lob any more asteroids into the process.

In the old days, a dozen or so new books would arrive on our desks every year. Now we're lucky to get a handful. In 2022, we got exactly three new books. Here's a look.

**Sailing Towards the Horizon** (Birgit Hackl, \$16) — Like many before them,





## holiday shopping

young Austrians Birgit Hackl and Christian Feldbauer get the idea of sailing to the South Seas. Also like many before them, they had never sailed before. In the days before you could learn to do everything via YouTube, they read all the right books (Pardey, Roth, Vigor, Cornell, et al.) and eventually found a sturdy 41-ft S&S cutter-rigged aluminum sloop, which they renamed *Pitufa* (Spanish for 'Smurfette', based on their pet names for each other). With their cat Leeloo, they took off from Croatia in 2011. They knew the basics, but when the going gets rough, "We start browsing *Storm Tactics*" (by Lin and Larry Pardey), writes Hackl. They follow the diagrams for heaving to, and voila! "Reefed main and rudder work as promised ... and we can cook and eat comfortably."

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## musket cove regatta

If you're Pacific-bound in 2023, you should know that each September a huge fleet of racing yachts and cruising sailboats congregates on the picturesque Fijian island of Malolo for a whole array of events: sailing regattas, Hobie cat races, SUP challenges, a fun run, and beach cleanups. Some crews participate actively in each category; others just come to watch, cheer the teams, and party in the evening — everybody's welcome at the Musket Cove Yacht Club.

This year, 96 yachts arrived from all over the world for the event, including 13 from the United States. The modest entry fee of 110 FJD (~\$50 US)/person covers the entry at the regattas, a welcome dinner, a buffet on the last day, and free drinks in between — a good reason why the regatta is also known as the biggest party in the South Pacific.

Californian cruisers Mike Priest (from L.A.) and Kellie Fennessy (originally from San Francisco) set out from Marina del Rey on their Taswell 56 *Dash* in 2018. They went to Musket Cove for the regatta in 2019 and returned this year after spending the COVID lockdown in New Zealand. "We prefer crewing with others; it's safer for *Dash* to remain in her berth in Musket Cove Marina," Kellie laughs. Mike adds, "Kellie crewed on *Rewa*,

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**Spread:** The view from Morro Bay Yacht Club at sunset. **Inset:** The 'Hokahey' coastal cruising crew from the lower left, Joel McMinn, Emma Rosicky, Captain Jan Passion and Connor Mullins.



# SIGHTINGS

## musket cove — continued

a 70-ft ketch this year. I met *Wow* in the days just prior to the regatta and jumped on the opportunity to race on a lightweight cat."

The first day saw the Hobie cats struggle through a first round with very light, fickle winds, but the 64 teams, with participants of all ages, gave their best, whistling for wind, and paddling frantically over the finish line. In the afternoon, with the support of the Musket Cove YC and Fiji Waste Recyclers, a big group of eco-aware sailors gathered for a beach cleanup on the northern side of Malolo Island. Knowing that all beer bottles consumed here are returned to the brewery to be refilled made the Fiji Bitter in the evenings taste even better.

A gray, light-air second day was the Beachcomber Pirate Day with a regatta from Musket Cove out to Treasure Island. Fortunately, the rules for this regatta simply say, "There are no rules for pirates," so participants, some without sails, just turned on their engines and steamed toward the finish line full-throttle. David, the skipper of the lightweight Stealth 14 catamaran *Wow*, lowered his 50-hp outboard engines into the water, put his mixed British/American/Swiss crew as a counterweight on the bows,

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## book reviews

This fun book takes Birgit and Christian to their dream destination and from newbies to old salts over a 10-year period. In addition to the book, they maintain a newsy blog at [www.pitufa.at](http://www.pitufa.at). See a report from the couple in these very pages.

**Captain Hale's Covenant** (Thomas E. Crocker, \$29.95) — We never know quite how to properly review historical fiction about naval warfare in the Napoleonic age, because these books are not really about sailing. That said, Crocker's long (416 pages plus 10 glossary pages) tome is as epic and swashbuckling a tale as we've seen since Patrick O'Brian sailed over the bar 20-some years ago. The story follows American blockade runner Adam Hale as he faces action during the Federal Period (1780s-1820s).

*Musket Cove Regatta. Spread: Breezes didn't blow the magical scenery away. Inset: The kids' SUP contest.*

BOTH PHOTOS BIRGIT HACKL





## — continued

Woven around actual historical events, *Covenant* has plenty of action ashore and afloat, and explores the early formative years of the American experience. With an admitted bias toward the O'Brien stories as the bellwether for this genre, we have to say that Captain Hale's *Covenant* is every bit as well researched and well done.

**The Shell and the Octopus — a Memoir** (Rebecca Stirling, \$16.95) — This is one of the most unusual, and enjoyable, sailing books we've ever read. We were drawn in almost instantly. The author is at home saying goodbye to her mother and looking forward to starting a life of her own with her boyfriend in Europe, when the call comes in that her father has been killed in a

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## musket cove — continued

and managed to win the race, doing 11 knots at times.

By the third day, the wind-whistling was rewarded with a stiff breeze for the Round Malolo Classic Regatta. Sails up, all of the 26 participating boats were struggling for a good position to start out into a stiff breeze of 15-20 knots from the southeast. Big catamarans rushed ahead, chased by impressive monohulls and a whole fleet of cruising yachts in all sizes, weights and age categories in close combat with precarious maneuvers. In the end, three little local racing multihulls charged through the field and left the big yachts in their wake. *Burt* (a 33-ft Reynolds cat) won the 15-mile race in just 1 hour, 26 minutes, followed by *Kaia* (a Seacart 26) and *Miss Minnie* (a Box 8.5 cat). The first cruising catamaran over the finish line was *Marcato* (an SVD 60) and the first monohull *Fenice* (a 62-ft Bene-teau).

In light breeze on Day 4, the Hobie cats still had enough to keep their sails filled during the second round of the race. A handful of ladies and 12 men competed in the SUP challenge. Cruiser kids got out in two categories to brave the wobbly boards with lots of enthusiasm and quite some skill. Later in the afternoon, many cruisers took the opportunity to move their sea legs in an onshore competition and gave their best in a fun run.

Light air on Day 5 started the six-mile-long Sandbar Race with flapping, light-wind sails, chasing cat's paws on calm seas. What the race lacked in wind, it made up for in mindboggling beauty: All boats had up whatever canvas they could hoist, and the colorful spinnakers, gennakers and other light-wind sails were reflected in a mirror-like sea under a deep-blue sky with a few tufts of fluffy clouds. The monohull *Mustang Sally* showed an astoundingly good performance and finished first in its category in just 1 hour, 25 minutes. In the finale just before the finishing line, *Burt*, the winner of the Round Malolo Race and *Wow*, the winner of the Pirate race, were still in close competition, but *Wow* had the better tactics and managed to get first over the finish line in 1 hour, 17 minutes. In the afternoon, the wind picked up and the Hobie cats got out for an action-filled finale with the Kiwi crews of *Akonga* and *Mustang Sally* in first places.

The Musket Cove Regatta finished with free drinks, great prizes for all winners in the different categories (ranging from free haulouts at sponsoring marinas to food baskets), a huge buffet, happy cruisers and racers, and a firm resolution to come back next year for this fabulous sporting event and the fun party that goes with it. Entry fees from the Hobies and 3,000 FJD (~\$1,300 US) from auctioning off haulouts at Vuda and Marsden Cove Marina (NZ) went to the Youth Sailing Program at Vuda Marina.

— birgit hackl

## first steps to casting off for adventure

We are Hal and Alicia Hetteema, a couple of empty-nesters in a perpetual search for adventure. Hal served in the US Army as a paratrooper, worked in auto computer diagnostics, and retired after serving as a correctional lieutenant for the California Department of Corrections. I'm a stay-at-home mom and registered nurse who overworked through the pandemic, though I was then able to transition to remote work. So it's time to go cruising.

Our sailing journey began nearly 10 years ago when our good friends Jeff and Becky Hare rented a sailboat and took us sailing on San Francisco Bay. I immediately fell in love with the feeling of standing at the helm, wind blowing in my hair and a waterborne vessel undulating beneath me. Of course, on that first sail I couldn't keep the boat going in any one direction for very long, but I soon learned to control the boat (as much as any human can). There was a sense of awe as we turned off the engine and left ourselves to the mercy of the winds. I was exhilarated, but Hal, on the other hand, could take it or leave it. Nevertheless, we both enjoyed the new perspective. Hal quickly filed the experience away, but I could not forget it.

Then in 2014, Jeff and Becky offered us the trip of a lifetime: chartering a sailboat in the British Virgin Islands. While Hal didn't really care for the sailing part, the adventure of getting from island to island on a sailboat

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# SIGHTINGS

## casting off — continued

sounded thrilling. Plus, who would turn down an opportunity to see the beautiful BVI? So we said yes, and before we knew it, we were on a 45-ft Jeanneau sailing around the BVI. After such a fantastic adventure, we did it again two years later, this time on a Leopard catamaran in French Polynesia. Those trips were full of island-hopping, snorkeling, scuba diving, great food and some late-night cockpit karaoke sessions. But the trips only served to enhance the sailing bug, and I wanted more.

A few years later, after Hal had retired, he quickly became bored, as he has never been one to sit around. The sailing bug wriggled its way up into my brain and became a plan. Friends Jeff and Becky (yep, the same ones who took us out the first time) purchased a Lagoon 450 catamaran, and I finagled my way into spending several weekends with them adventuring around the California Delta waterways and San Francisco Bay. Those were some of the most enjoyable times we have had on a sailboat. I took advantage of those feelings of enjoyment and decided to build on them. I began to share with Hal YouTube videos of people who had made sailing around the world a lifestyle. These videos showed adventures in challenging seas and secluded islands, and visits to the most beautiful places one can imagine. That got Hal interested in the adventure and challenge part of sailing.

Before that interest could fade, I convinced Hal to take some sailing classes. We completed a weeklong liveaboard sailing class in the US Virgin Islands to achieve our ASA 101, 103, 104 and 114 certifications. The week was filled with intense daily lessons, both lecture and practical. The days were spent studying and practicing maneuvers, followed by incredible evenings of swimming in crystal-clear water and views of beautiful sandy beaches. This was the time I knew I had him hooked. Motivation in place, we began to make some critical decisions about moving forward.

We went home from our lessons and decided to take the leap and sell our home to buy a boat with the intention of circumnavigating. Our home sold quickly, and all our belongings were either given to our children, donated, or disposed of. We then began our search for the right boat. In 2021, we purchased *Tashi*, a 2005 Island Packet 420 that we now keep in Isleton. Island Packets are proven world cruisers, and this one, though 17 years old, was in great shape with just a few updates/upgrades needed. We spent the first year of ownership partly in a boatyard and partly at a marina turning a weekend coastal cruiser into a world cruising vessel.

So, what's next? Circumnavigation, of course. We have one final item to get fixed, then we will head out the Golden Gate, take a left, and keep going. We plan to sail down the coast of California to Mexico, where we will spend some time sailing around the Sea of Cortez. From there we will continue south to Panama, where the weather and trade winds will be our guiding source for where we head off to next. We will be posting on our YouTube channel *Sailing Tashi* so our family and friends can keep up with our adventures.

Most people see the ocean from the land; we see the land from the ocean. The different perspective is life-altering. On the ocean, the land feels smaller, and one realizes the greatness of the ocean. On the ocean we are not in control, we simply ride the waves and go with the winds to our next destination. The freedom that comes with letting go of control is the biggest adventure a human can have. We are ready!

— hal & alicia hettema

## short sightings

The Sacramento TV station KCRA reported that a fire had burned a historical Stockton building to the ground. The fire started just after 6 p.m. on October 18. "According to local historians, the fire happened at a site known for decades as the **Colberg Boat Works** complex. The aggressive fire tore through one building and threatened others. The fire was so intense, crews couldn't go inside."

Pat Brown of Stockton Sailing Club reports that the Colberg family was among the original founders of Stockton Sailing Club. "This building was

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## books — continued

crash, and all plans go out the window. Eleven months later, Stirling and her sister return to the 30-ft boat that her father built and aboard which she circumnavigated: "We step aboard and she trembles like an old genie waking up after a thousand years." She takes the reader on a journey like few others, most of it somehow revolving around the handsome, charismatic, alcoholic, womanizing father she alternately loves and despises. No matter what happens or where they are, Dad can reliably be found in the nearest bar.

— jr





## short sightings — continued

the loft building of all their designs and layout facilities. Per Hank Colberg, all the designs were removed years ago."

According to *Daily Kos*, **offshore wind farms** are coming soon to the California coast. The Bureau of Ocean Energy Management will hold its first two offshore energy lease sales off California on December 6. The lease sales include two areas off the north coast near Humboldt and three areas off the central coast near Morro Bay. The total size encompassing the lease sales is 373,268 acres, which could allow for more than 4.5 gigawatts of energy with the ability to power more than 1.5 million homes.

"The White House is hoping to deploy 15 gigawatts of floating offshore wind by 2035," *Daily Kos* reported in October. "California has its own ambitious offshore wind goals and is hoping to add 25,000 megawatts of offshore wind energy to its grid by 2035."

— chris



LATITUDE/JR

This page: 'Tashi' is out of the boatyard and ready to head south. Left page, top: Former paratrooper Hal is taking another leap of faith. Bottom: The big jobs are done and it's all smiles as Hal and Alicia head through the Delta toward the Golden Gate.



ALL PHOTOS TASHI



# CLIPPER RACE —

Holly Williams is a surgeon. She's also a sailor, but since her med school days at UCSF in the late '80s, it seemed as if she would have to choose: her career or her sailing. Her career as a surgeon in San Francisco meant that her dream of sailing around the world would have to wait until she retired.



**Dr. Holly Williams getting ready to leave the Philippines for Seattle in March 2022.**

Fast-forward to 2020, and Williams is stranded at a Philippine dock under strict government surveillance for six weeks (from early February until March 19, 2020) in the early days of the COVID-19 pandemic. She's not retired, but she finds herself on a nautical adventure far from home.

And now it's November 2022. At the time of our interview, it had been only a month since Williams crossed the finish line of the 2019-2020 edition of the Clipper Round the World Race, two years delayed. She's still not retired, and she has managed to sail around the world. This is her adventure.

## It's Just Like a Big Dinghy

Williams got her start sailing small boats, dinghies mostly. "I started doing classes at South Beach, and eventually took lessons at Modern Sailing to be able to charter boats and take people out," she explains. "But I stayed on in the Bay to do my surgery residency. That was really time-consuming, and I couldn't charter. Nobody I knew had the same schedule. But I knew — if I buy a boat and live on it, I could make it work."

PHOTOS COURTESY HOLLY WILLIAMS EXCEPT AS NOTED

She bought a 1979 Catalina 30 named *Gypsy Heart* and was an unofficial live-aboard in sunny Sausalito Yacht Harbor through her residency from 1994 to 1998. Her logic: "I'm a surgeon; there's no time to sail around the world." So she sailed around the United States. Williams found the Chesapeake Bay during a few years living in Baltimore, but it was back to San Francisco Bay in 2014. She landed in Emeryville and has been based there ever since.

"The difference between an adventure and an ordeal is attitude," Williams quips. She had found the opportunity to go with the Clipper Round the World Race — she could sail the world in only 11 months! Turns out, the right stuff for this race just means you need the right attitude. Clipper trains you, and with grit and endurance, the rest is up to fate.

Williams' application and interviews were accepted. "I guess they determined that I was the right stuff, that I'd be able to live on the boat with other people for a long period of time with limited privacy."

It was off to the races. Williams left her full-time job and arranged part-time work to make sure she had a position to return to after the race. Not a strict amateur, Williams was going into the global race with ASA 103-110 certificates and delivery experience.

"I signed up for the four weeks of training that you do in England. I did that when I had vacation time off in 2018-19. I was still working full time."

A real blending of her two passions, Williams was on the UNICEF boat and loved sailing for a cause that was so defining in her life. "We got to do a lot of cool stuff with UNICEF at stopovers. We could use this boat like a billboard for UNICEF at every port. For example, we took one of our sails and had a table where people could sign a message on the sail for a small donation." The UNICEF initiative with Clipper Ventures made 1 million pounds between the 2017-2018 edition and the 2019-2020 edition.

So, how did Williams find herself stranded in the Philippines?

## Underway, Then Under Armed Guard

The 2019-2020 edition began in London on September 1, 2019. The race was divided into different legs: London

to Portugal; then to Uruguay; Cape Town, South Africa; and the crossing to Fremantle in Western Australia. At this point, Williams' team diverted to take two medevac patients to Durban in South Africa. One of the team was suffering from acute appendicitis. Though he was stabilized with on-hand antibiotics, they needed to get him emergency care. Because of the currents, the boat wouldn't make it in time to Cape Town. So they docked at the rescue center in Durban. "I made the diagnosis, made contact with the praxis, and administered IV. They said, 'Can you really do the IV on the boat?' And I said, 'Well, yeah I can do it. If I can care for premature little babies on a special high-frequency ventilator that jiggles their tiny bodies, of course, I can help right now.'"

You may be surprised, but Williams was not the official medical personnel on board — though she became the de facto medical person on the boat. For the second medevac, one of the team was in the center of the cockpit on a long tether when the boat was leaning at a severe heel. When a wave came over, he ended up going across the deck in an aerial cartwheel to the other side and hit his head on one of the winches, causing some dental injuries and a broken jaw. "We didn't know at the time he had a broken jaw," Williams says. "So it was good we took him in when we did." She

**Williams at the helm of the Clipper 70.**





# AROUND THE WORLD IN 29 MONTHS

was there for the assist, fashioning a makeshift sick bay in the boat.

That done, next came the passage through the Indian Ocean. They came around the bottom of Tasmania, driving up past the Solomon Islands then to Papua New Guinea, finally passing over the top of the Philippines to eventually dock in China.

Indeed, the fleet came around the bottom of Tasmania and passed the Solomons and Papua New Guinea, but then they got a call: "So, there's this virus..." laughs Williams. "We spent six weeks in the Philippines trying to get out. We actually did a race up past Taiwan to land in Japan among some Japanese islands, but then that cruise ship with all the tourists got COVID, so Japan said no."

When they got back to the Philippines, the 11 boats in the race were kept under armed guard. The officials provided only bottled water, and nerves ran high as they had not had a chance to reprovision and were living on leftovers in the boat's store. "The officials would not let us leave to restock groceries, but there was a pizza place that delivered, so we did have that at least."

Once the consulate changed their status to "detention," they spent five more days trapped on the dock trying

to get permission to leave to provision and go to Seattle. But this was right in mid-March, when the US announced the 30-day travel ban that prevented anyone with a European passport from entering the US. "That meant most of our crew!" says Williams. "And one of our supply containers had gotten routed to China (because that's where we were supposed to have gone originally). By the time they reached the dock in China, one or some of that crew had tested positive, and they were basically impounded."

Officially, the Clipper fleet was designated to be under quarantine, stuck on the dock. By the third week of March, they were still negotiating with the government to be able to leave the dock to restock supplies and depart to another

**The watch says "Cheese!" while crossing the South Atlantic Ocean from Uruguay to Cape Town in October 2019.**

port. Then, abruptly, the government decided to close the country. Hotels shuttered, flights were scheduled to cease, and more than 3,000 non-Philippine people were forced to leave. The government had given only three days' notice.

Sir Robin Knox-Johnston was in the thick of negotiations with the Philippine government, but, like everyone else, the sailors had to leave. Detention finally lifted, the teams emptied the boats, locked them up at the dock, and caught the last flights out of the country. "Clipper had organized vans to get us from port to the airport," recalls Williams. "We stripped the boats and put all valuable stuff into containers, then took all the food, and we left two people behind who were Clipper skippers to watch after the boats. And left them. Just like that."

The Clipper Race and Williams' around-the-world dreams were postponed. No one knew just then, but the race would be on hold for two full years.

Meanwhile, Williams continued working as a pediatric surgeon: on two weeks, off two weeks, just sailing around on San Francisco Bay. Resilience always wins, and time marches on.

## The Origins

In 1969, Sir Robin Knox-Johnston became the first person to perform a singlehanded nonstop circumnavigation of the globe. In 1994, with Sir Peter Blake, he won the second Jules Verne Trophy for sailing around the world in



SV UNICEF

**Makeshift sickbay, a week out from Cape Town in November 2019. 'UNICEF' had to head to Durban to medevac two of these crew. Left to right: Andy Toms (acute appendicitis stabilized with antibiotics), Sandra Marichal (sutured hand laceration), Thomas Henkelmann (broken jaw and missing teeth), and Keith Winstanley (hand abrasion with infection).**



SV UNICEF

# CLIPPER RACE —

CLIPPER ROUND THE WORLD



**Champagne celebration of 'UNICEF's podium finish in the Whatsundays, Australia, in January 2020. Williams is getting sprayed by skipper Ian Wiggins.**

slightly less than 75 days. In 1995, the British sailor convened the Clipper Race with his friend William Ward. It has run every two years since 1996.

Ward is a climber — he knew about the companies that put people on Everest. Together Ward and Knox-Johnston could offer a venture as challenging as climbing Everest but on the sea. Thus, Clipper Ventures was born.

The best news is you don't have to be a professional racer to join. Many participants have no sailing experience — you just gotta have the right attitude. Each boat has a professional skipper and an AQP (Additional Qualified Person) to assist the 20 or so participants who form the crew. The AQP is trained by Clipper and would be able to take over in case something happened to the captain.

As Williams experienced, the teams are kept secret until the much-anticipated big reveal day in July. For any given leg of the journey, there are 14-18 crew. On Williams' tour, the boat started off with nine around-the-worlders, but that went down to four by the finish.

"You've got someone as sail master, someone on sail repair (me at times), bosun, engineer, victualer, medical," says Williams. "On each leg we would end up having watch leaders. Some boats switched those roles often and others did not. We would keep the same and switch over out of necessity. Folks like me who had had experience racing and

stuff ended up calling trim."

The rest was really standard racing precautions: Sailors removed the chips from their cellphones to prevent outside assistance. Within seven days of the race, you could not get routing information or weather information: full-on race rules, says Williams.

## Race Pace

The race stopped on March 19, 2020, and didn't resume until March 20, 2022. Behind the scenes, Clipper Ventures negotiated for special permissions to bring in maintenance crews, as the boats had been sitting in the water for two years. Lifejackets and all valuables like electronics had been taken off, so the logistics of readying the boats was already complicated with the additional layer of travel restrictions due to COVID-19. As it turned out, a special classification for sporting events was designated in some high-level negotiations between Clipper and the government. It wasn't until January that they got the permits for key maintenance people and skippers to enter the country. The necessary maintenance crews and sailors still did not have permission. Then in February, the country ended the COVID-19 entry visa requirement and allowed the teams to enter the country pending a quarantine period.

The race relaunched on schedule, and this time they finished the Philippines leg. The race was on! They headed out

to cross the North Pacific, which ended up being the longest leg that Clipper has ever done: 34 days straight.

"It was grueling. Cold, wet, hurricane-force winds... We used our storm sails and finished second place." You know by now that Williams is made of stern stuff. "I really like the weather — the gnarlier the better!" She laughs. "I was part of this group in San Francisco; we'd text the group message, 'Hey, it's blowing over 40. Who is down to go out?'" San Francisco Bay made excellent training grounds for Williams. "I came away from it, after that Pacific leg, and I really felt I had accomplished something and that I would be able to draw on that for

years and years afterward — it's in my pocket now. And today, I have the whole race."

After the Pacific crossing, the next stopover was in Seattle, then the Panama Canal crossing from the Pacific side, then celebrations in Bermuda and New York. "We had a nice parade. They really pulled out all the stops. Everybody wanted to buy us a drink. It was really fun!"

The next leg was the race across the Atlantic: their fastest crossing. "I loved it when the seas were big. I just loved crossing the Atlantic," she says. "I knew these boats could handle it. That was just thrilling — the challenge of climbing from one side of the waves to the other."

Nearing the finish at this point, they continued on over the top of Scotland through the Pentland Firth. Despite its name, it's not a firth, it's a strait in Northern Scotland. "It's a narrow gap where 16-knot currents are not uncommon," Williams reports. "That was definitely a highlight."

Then, on July 30, the UNICEF boat finished her world tour. After a few days off in London, Williams flew back to Emeryville in August 2022.

## Home Again

Though Williams did not keep a blog, every move was documented online for her friends and family to follow. "My brother would get it going for my mom, who is 84 and really not into social media," says Williams. "The family became addicted to the tracker on the website — it had all this amazing information



# AROUND THE WORLD IN 29 MONTHS

on it. Every day she wanted to see the weather we had, the temperature, she'd read skipper and crew blogs — got really into it."

Most importantly, Williams has managed to maintain both her career and her hobby. "It was an opportunity to achieve a circumnavigation in a hardcore way. I went to places I had only dreamed about, like Cape Town — coming in there was amazing," reminisces Williams. "The wildlife out at sea, being so far out, was incredible. Days and days without seeing anything else out on the open ocean but the albatrosses, the sperm whales and, of course, the dolphin show every day."

Though thankful for the experience, Williams says it feels nice to be back. "I decided I wanted to get a new boat. I wanted to downsize a bit, and then I wouldn't have to worry about it when I was gone," she explains. The new boat was on order, a 2022 Beneteau Oceanis, which was supposed to be ready and delivered in May. But it was delayed three months.

CLIPPER ROUND THE WORLD

*'UNICEF' departs New York Harbor in June 2022.  
The event uses a fleet of 70-ft one-design yachts.*



Naming a new boat is always a story in itself. For Williams, the new boat represents home. "My mother picked [the name] out," she laughs. "I had been taking her out sailing all the time on my

prior boat," explains Williams. "It had a nice place where she could just lounge. She would loosen up her finger and push the electric winch button, and we would treat her like the queen!" laughs

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# AROUND THE WORLD IN 29 MONTHS



**Sailors took many different roles throughout the race. Here, Williams (left) is a seamstress, working on sail repairs.**

Williams. She asked her mom what the name should be, trying to boost interest in the new boat. Williams' lifelong nickname is Little Dolphin, so, "My mom said I should name it *Dolphin*. But I thought, 'That's a little simple...' But I'd really like to humor her; it would mean so much to her and to me." So, she looked for names along the lines of a French

Polynesian name or something Maori. Finally, Williams landed on *Nai'a*, which is Hawaiian for spinner dolphin.

So, home means returning to her family, returning to her beloved career, and returning to the body of water where it all began. "I live for when I can get out on the water. I like feeling the rhythm of the sea. It's a great equalizer. It doesn't know you, so you need to give it respect," says Williams. "You're with the elements, and the sea life — most people aren't

even aware of the moon cycles, the tide or even the weather! With this sport, I feel very much in touch with the world: what the moon is doing, the tides, the birds. I love just going out and anchoring out for days. It gives me peace, patience, humility and something that balances my love for my career as a surgeon."

Williams laughs easily. But imagine yourself returning from months straight of discipline, competition, community and adventure. It might be too much to

adequately describe, certainly difficult to give justice in the writing of something so personally symbolic.

In Williams' own words, she's chosen a stressful, rewarding, challenging career that really balances her equally stressful, rewarding, challenging hobby. Many sailors choose to mark this blending of passion and vocation with the milestones of their voyages through traditional nautical tattoos: a turtle for crossing the equator, a swallow for every 5,000 nautical miles that you sail, a golden dragon for crossing the International Date Line — you see the pattern — quite impressive milestones marked in a beautiful, permanent tribute. But for Williams, she opted for an ornate charm bracelet. Its many charms are symbols she'll wear in her heart for the rest of her life as part of her lived experience, but in bracelet form, easily put on and taken off as the demands of her career and sailing require.

In the end, it's her own Jules Vernian tale — around the world in 29 months.

— **heather breaux**

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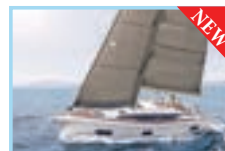
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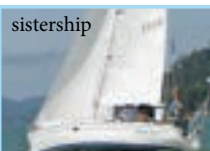
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# FAR SIDE OF THE WORLD —

As I write this, *X-Wing* is made fast to a mooring ball at the lovely Paradise Resort on Taveuni Island in Fiji. And 10,819 nautical miles away in any direction — the exact opposite point on Earth from me right now — is the small town of Bourem, in the East African country Mali. If you're reading this in California, the exact other side of the Earth from you right



**Drew Smith, boldly going where no one has gone before... at least anyone on record.**

now is the western Indian Ocean, somewhere southeast of Madagascar.

I'm not sure I can really explain why or when I became so curious about what's on the other side of the planet from me at a given moment. We're often told as children that if you dig a hole straight through the center of the Earth, you'll end up in China, but of course that's geographically improbable. There's a word for it actually: "antipode". Two points exactly opposite from each other on the planet are "antipodal" to each other. The antipode of the North Pole is the South Pole. The antipode of where you're sitting right now is the farthest distance you can possibly travel from your seat, at least without leaving the planet.

It seems like such a small thing, but once I gave it my attention, it got stuck in my head. I started wondering about antipodes all the time! Then, late one rainy night in 2017, at anchor in Clipper Cove, I had a sudden stroke of insight. I sat bolt upright in my V-berth with the sudden realization that the farthest distance a human being can possibly travel in their life is the antipode of the place they were born!

I knew immediately that my

ALL PHOTOS X-WING

bucket list had a new entry, and I realized that my loose goal to someday sail across the Pacific had just solidified into a plan. With a little math, I determined that the antipode of my tiny hometown of Sussex, a little farming community on the east coast of Canada, was just a spot in the ocean about a thousand miles south of Perth, Australia.

At first I was a little disappointed that my antipode wasn't on land. My disappointment changed quickly to acceptance as I discovered that less than 7% of the land surface of the Earth has an antipode that is also on land. But that minor glitch quickly turned to resolve as I realized my goal was absolutely still within my reach. I would still go to my antipode. It would take a few years, but I had just the boat to do it and all the skills required. I named the project *FarOtherSide*, listed it on the usual social media sites, and got to work.

A few things would need to be determined before I could really get the project going. For one, I'd have to find the exact lat/long of my birth room at the hospital. Unfortunately, the hospital was already very old when I was born, and was decommissioned and knocked down in the '80s. Fortunately, my father still lives in the town, and still practices law there, so I got him to visit the town archives and he turned up an aerial photograph of the town from the 1940s and indicated the hospital birth wing on it.

I overlaid the photograph onto Google Maps and discovered something interesting. The site that used to be the Sussex

***The trip so far, including 'X-Wing's participation in the Race to Alaska in 2017, 2018 and 2019.***



Memorial Hospital was now the site of Sussex Regional High School, the high school I attended as a teen! Looking more closely, I found that the exact site of my birth was probably somewhere in the English Department. I must have walked over the exact site of my birth dozens of times without ever knowing it!

I had originally purchased *X-Wing*, my little 1974 Islander 34 sloop, for \$12k as a fixer-upper and a crash pad while I was working in the Bay Area. She needed a lot of work, but she had strong bones, a nice hand-laid fiberglass hull and a decent rig. I had been spending my quiet evenings and weekends fixing her up to sell, but with my path now very clear, I would have to up my game significantly.

I gave my notice at my tech job, said my goodbyes, and sailed *X-Wing* south, down the Baja Peninsula and around the corner up into La Paz. Once there, I put her into the Bercovich boatyard, a dirt-floor yard that I had a good relationship with from



# VOYAGE TO THE ANTIPODE



**Above:** 'X-Wing' at anchor. **Left:** Grayson on the outboard. **Top left:** Snow day during quarantine in Canada. **Center:** Pudgy dinghy on a grocery run in Mexico. **Top right:** Sheila Smith, Drew's mom, joined the boat for a couple of weeks in Tahiti and Moorea.

previous visits. Most importantly, they would let me do all the work on her myself. *X-Wing* spent just under 18 months in the yard, with me living aboard and working on her full time for 12 of those months. Finally, after I'd rebuilt, repaired or replaced literally every system aboard, she was ready to go, and in September 2019, my girlfriend Grayson Brannen and I departed La Paz and headed south.

The route to my antipode would be ambitious — from Mexico, we would travel down the coast through Central America to Ecuador. From there we would visit the Galápagos Islands before making the long offshore voyage to Rapa Nui, then the Pitcairns, and then take the "back way" into French Polynesia via the Gambiers and Tuamotus. The trip of a lifetime, or at least so we thought.

Of course, as for most cruisers, February 2020 threw a big wrench into the plans. *X-Wing* was anchored in the lagoon at Barra de Navidad, Mexico, for

three months as COVID lockdowns became more and more widespread. At first, cruisers were free to move about Mexico, but then the ports slowly began to close, then open, then close again. Eventually, it looked as if any moment we'd be told to just stay on our boats indefinitely and not

come ashore at all.

Staring down the barrel of a hot Mexican summer, confined to a tiny sailboat with no AC, in a crocodile-inhabited lagoon with silty water that plugged up our watermaker filters... we weren't excited. We decided to cut and run in the middle of the night, so we pulled up the anchor and sailed 3,000 miles due west to Maui, Hawaii. We were 32 days at sea, with 30 of those days on a single starboard tack!

Hawaii was eerie and beautiful. With no air travel allowed, there were no tourists at any of the popular spots. It was lovely and peaceful, and we stayed for a couple of months. But as a Canadian without a current work visa, I'm only allowed into the US for a set number of days each year, and I didn't want to wear out my welcome. We hemmed and hawed on departure dates, but then Hurricane Douglas made up our minds: Did we want to secure the boat as best we could and watch from shore as our home and dreams were possibly destroyed, or did we want to run hard north and get out of the way? We chose to run, prepared the boat for the worst, and sailed hard north out of Hanalei Bay, Kauai. Hurricane Douglas veered north to follow us.

After four highly stressful days downloading GRIBs and weather forecasts over the Ham radio every few hours, the hurricane curved to the west and passed a few hundred miles south of us, much to our relief!

We arrived in Victoria, Canada, after another 32-day passage, and fortunately the customs agents were willing to let my American girlfriend into the country — a question that had been weighing heavily on us. We spent a full year in Canada, from fall 2020 until fall 2021, with Grayson traveling back to the US and me going to visit her — submitting to two-week quarantines on each return to Canada — for a total of eight weeks in quarantine. Fortunately, the quarantine laws hadn't been codified fully, and there wasn't yet a written legal obligation to stay in a land-based home. I installed a small forced-air diesel heater into *X-Wing*, and spent those early, cold quarantine weeks happily anchored in the beautiful, empty bays of British Columbia's Inside Passage.

In fall 2021, it was time to sail again; Canadian winters can be charming, but I missed warmer waters. My original an-

*At first I was a little disappointed that my antipode wasn't on land.*

tipode plan had been to leave from San Francisco, and the trip would take an estimated 24-36 months. Here I was all the way back up north in Canada, two years into the trip and a thousand miles farther away than when I'd started! Something would have to change, and so we decided to modify the plan somewhat — *X-Wing* would sail to Mexico again, but this time we'd skip Central America altogether and head directly to French Polynesia. I sailed



# FAR SIDE OF THE WORLD —

south and spent three lovely months in the Bay Area again, moored at Jack London Square in Oakland, and the day after Christmas we set sail south again. By the end of January, *X-Wing* was once again in familiar La Paz.

We had some drive-train damage from a (whale?) strike coming down Baja and the boat was taking on a little water, so a haulout was in order. That revealed that the stern tube needed to be rebuilt, which was a significant ding to the cruising budget. Eventually, everything was in order again, and in April, I was joined by a couple of good friends, Rob Fyfe and Adam Krellenstein, and we set sail from San Jose del Cabo, bound for French Polynesia. We were 27 days at sea, arriving at Taiohae Bay, Nuku Hiva, on *Star Wars* Day, May 4.

From Nuku Hiva, I singlehanded *X-Wing* six days south to the beautiful coral atoll of Fakarava, in the Tuamotu Archipelago. There I met up with Grayson again for much swimming, diving and adventuring. We stayed in Fakarava for a few weeks, then sailed four days to Papeete, where my 76-year-old mother met us for two weeks of idyllic tropical cruising in the anchorages of Tahiti and Moorea.

Unfortunately, we had only a three-month visa to stay in French Polynesia, so we had to make our way northwest to Raiatea and Bora Bora, where we would check out of the country. French Polynesia



**Above: Winging it to Kauai under reefed genoa and drifter. Left: Taking care of business at Bercovich Boat Works in La Paz.**

of 2022. We couldn't find any further information, so we decided to stop in and see for ourselves. Unfortunately, after our not being able to make radio contact and anchoring for the night, in the morning the radio buzzed and the park rangers let us know the details. Officially, the park was indeed closed for the year. We were

not permitted to come ashore under any circumstances, and we'd have to leave the lagoon. The rangers were very polite and apologetic, and we were allowed to stay at anchor for one extra night, which we used to get in a little snorkeling and some much-needed rest.

Incidentally, before going to Suvarov, we spoke with several longtime cruisers, and there was a disagreement as to how to pronounce the name of the island. Some insisted that it was a play on the name of the Russian captain

Suvarov, who discovered the island, but we asked the park rangers and they set us straight. The island was named Suvarov, but when the Cook Islands took possession, the name was officially changed to Suvarrow, pronounced as spelled. That name was chosen because it sounded similar to Suvarov, but is actually a word in one of the Cook Islands' languages that means "don't come here." We had a good laugh about that.

We continued to American Samoa, and then onward to Western Samoa, deeply enjoying the Samoan culture and way of life. Such friendly people! We loved our time there, but unfortunately Grayson had obligations back in the States, so she headed back for a few months. I continued on, singlehanded the six-day offshore passage to Savusavu, Fiji, where I met another incoming crew.

Fiji is where I am writing this now; the new crew, Haylie Basch, has been here for two weeks; I will drop her off in Suva in another three days. After that, I'll singlehand north to the Yasawa Group with a plan to meet up with a bunch of other cruising boats at the Blue Lagoon, and then make my way back down to Port Denarau. I'll pick up some crew there



# VOYAGE TO THE ANTIPODE

and we'll head offshore again, bound for Vanuatu, where we will explore the islands and hopefully scuba dive on the wreck of the SS *President Coolidge*, a passenger-liner-turned-troop-transport that hit mines and sank at Espiritu Santo during World War II.

After Vanuatu, we'll make our way to New Caledonia. After a few weeks exploring that country, the good ship *X-Wing* will make the 12-day passage southwest to Sydney, Australia, where she will remain for the five months of cyclone season. In April, we'll head up the eastern coast, through the Torres Strait, across the top of Australia and down the west coast to Perth, probably arriving around November 2023. Sometime around the beginning of 2024, *X-Wing* will make the thousand-mile dash due south. I will follow my GPS carefully to the exact coordinates and complete a five-year odyssey, checking off the largest and most elaborate item on my bucket list.

I'm sure after reading this you have two burning questions, the first probably



*"The days blur into weeks, and the weeks don't involve shoes or shirts," writes Drew. "The internet bill skyrockets while the groceries dwindle... We swap crocodiles and rolly anchorages for a calm lagoon."*

being, "What will you do when you reach your antipode??" Honestly, that part remains to be planned — I am in touch with the principal and a couple of teachers at the high school, and I hope to be

able to do something with the current students. And maybe throw some bread into the water and make a perfect "Earth sandwich"? We'll see.

The second question that I bet you have is, "Where is my own antipode?" It just so happens that there's a tool on my website, [www.FarOtherSide.com](http://www.FarOtherSide.com), to answer that very question. It's just a Google map, which you drag around to your exact birth site, and then a second Google map directly below it on the page will update to show the exact opposite side of the Earth. Just be forewarned: Almost everyone in North America has a birth antipode that is way out in the ocean, so you might have to zoom out the map pretty far to see anything but blue!

Anyhow, that's my story. By the time you read this, I should be posting videos on my YouTube channel, named (you guessed it) *FarOtherSide*, along with all the rest of the usual social media sites. If you're interested in following along with *X-Wing's* adventure sailing, please come find us there.

— drew smith

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# J/105 NORTH AMERICAN CHAMPIONSHIP



**A mark rounding in the hotly contested J/105 North Americans, hosted by San Francisco YC on September 26-October 2, with official races starting on the 29th.**

**— All photos Martha Blanchfield / Renegade Sailing**

**W**ith 28 boats registered for the J/105 North Americans, hosted by San Francisco Yacht Club — including the *Velvet Mayhem* syndicate aboard their Annapolis vessel plus the Newbury, Ohio, *Unbridled* crew aboard a locally chartered J/Boat — competition was brisk as the breeze on a fall Bay day.

Varied conditions were served during the four days of racing on September 29-October 2, as sailors weathered a minimum 8- to 11-knot breeze. Late Friday's conditions hit hardest, with wind peaking at 22-24. With thick coastal fog slowly pouring over the Golden Gate Bridge, racers focused on a windward finish south of Southampton Shoal met

up with plenty of short, wet chop.

Claiming gold was Randy Hecht of the shiny marine-blue *Niuhi*. Tactician Russ Silvestri commented on their winning ways:

1) Have a clean lane off the line. "Only once did we tack off the starting line because another boat affected us."

2) Minimize maneuvers. "The goal was two tacks a beat, as the consistent wind direction put a premium on speed and staying clean. Once you are in the 4th-to-10th group, you get ping-ponged around while the top three boats sail away."

The crew's top moments happened in the first race of Day 2. "We were third, with *Blackhawk* leading, *Mojo* second. On the final jibe to the finish, we were thin on the layline and on starboard. *Mojo* heated up behind us; *Blackhawk* jibed to go wing-and-wing. We snuck through to win. *Blackhawk* came third, creating in essence a 4-point swing, which set the tone for the day. That moment increased our energy and carried us through the regatta."

The J/105 *Niuhi* is new to Hecht. Four of the six crewmembers race together on a Knarr of the same name, participating in more than 25 days of racing during 40 starts per year.

**Eventual champion 'Niuhi' (blue hull) leads at a windward mark rounding.**







# DRAWS 28 BOATS TO THE LINE

allowed us to round the mark in the top three to solidify a strong hold on second overall. The boat we crossed was unable to make the mark and ended up rounding in 20th. That was a really critical moment for us."

Third was claimed by event organizer and skipper of *Ne\*Ne*, Tim Russell. This crew was challenged by a series of early-on surprise incidents, including their main block pulling out immediately pre-race on Day 1, a top batten gone missing in another heat, plus a switcheroo to a new foredeck crew on Saturday and Sunday. Despite the hurdles, *Ne\*Ne* rallied with come-from-behind momentum, improving their tally over the final five races that weekend.

"It was an awesome event," says the defending 2021 Nationals champ, "from conditions to camaraderie to socials and dinners."

*Ne\*Ne* and *Mojo* both earned 75 points after 11 races. Jeff Littfin, *Mojo*'s owner since 2008, asserts, "*Niuhi* dominated with great boat speed, tactics and crew work. After the first day, our goal was to get ourselves into fifth. We ended the regatta with a string of nice finishes and landed in fourth."

This year's North Americans attracted former Olympians, nationally ranked sailors, and the best J/105 sailors in the country. "Starboard laylines were busy — only the bold attempted port-tack lay-

lines," said *Maverick*'s Ian Charles with a smile. "Randy Hecht and Russ Silvestri showed us a new level of racing the 105," commented Charles. With such deep talent from the ranks, he was content to be on the podium, adding that he and the crew shot themselves in the foot in the final race, which dropped them from third to fifth.

As for this crew's memorable rodeo

*"You get ping-ponged around while the top three boats sail away."*

moment, "During Race 8, we jibed away from the windward mark, looking to find a hole within the wall of starboard boats where we could insert and get around — a maneuver which was a first for team *Maverick*."

Jibing in very close proximity to other boats at the windward mark is not for the meek of heart. "Thankfully, the boat closest to us was a strong team led by Jeff Littfin (an America's Cup veteran). I had confidence in his ability to sail and maneuver in tight quarters."

Team *Maverick* sailed with three women on the crew of seven. "I think we were the only boat with three women," noted Charles.

**B**lackhawk's Ryan Simmons, whose crew snared second, commented, "It was a great test of overall sailing abilities as the regatta encompassed so many different disciplines."

This was his fourth North Americans, having twice raced the event locally and once in Texas in 2017, with *Arbitrage*.

"Competition was the highest level I have experienced in the local fleet. Every program has clearly been preparing boat and crew, and it really showed. I saw a high level of competition in every race — any tactical or boat-handling mistake would quickly lose you 5 to 10 places."

Illustrating that point, Simmons talks about what unfolded at the weather mark in the final race on Saturday. "We were coming in on the port layline, holding onto third position with places 4-12 on the starboard layline. We were able to cross the critical first boat, which



Second-place 'Blackhawk' (foreground).



# J/105 NORTH AMERICANS

The lead pack on a downwind leg.



Not all the fun and games are on the racecourse. Of the orchestration to pull pieces together for the regatta, Silvestri lauds the San Francisco Yacht Club with a 10. In addition to club effort, "Race socials were tops (gutter races being a huge hit), the measurement process, and Angie [Olson] as MC made each day a fun time. Tim Russell created a great event well supported by sponsors and volunteers. Ian Charles, the local

fleet captain, keeps the momentum going, and this is manifested by exceptional turnout. Bringing in an outside race manager, Shannon Bush, kept everyone on their best behavior. *Blackhawk's* team were first-class competitors, welcoming us back to the club with congratulations."

J/105 fleets compete in Chicago, Annapolis, San Diego, Houston, Marblehead, Cleveland, Seattle and San Francisco. The Bay Area's 105ers race year-round. Fleet 1 was formed in 1994

by Don Trask, the J/Boats dealer in Alameda, plus Art Ball and Chris Corlett, who sold and promoted the boat.

— **martha blanchfield**

*J/105 NORTH AMERICANS, SFYC, 9/29-10/2 (11r, 0t)*

1) **Niuhi**, Randy Hecht, SFYC, 29 points; 2) **Blackhawk**, Ryan Simmons, SFYC, 62; 3) **Ne\*Ne**, Tim Russell, SFYC, 75; 4) **Mojo**, Jeff Littfin, NoYC, 75; 5) **Maverick**, Ian Charles, StFYC, 81. (28 boats)

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



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It was shaping up to be another hot and uncomfortable night in the anchorage. Not really that bad compared with being inland during a heat wave; the cabin never really gets that much hotter than the water. But most of the annoyance would emanate from a nearby powerboat in the habit of running its generator all night, needed to power the air conditioning. That and the bugs that fly in through all our open hatches. I was about ready to weigh anchor and move to the far side of the anchorage when, of all people, Lee Helm paddled alongside on an inflatable stand-up paddleboard.

"Lee, when did you become a cruiser?" I hailed, surprised to see her in the anchorage.

"I'm just, like, helping deliver the boat south for a race series," she answered.

Seeing that I was on the foredeck about to untie the anchor rode, she asked if I was getting ready to head out. "Good weather window, if you don't mind motoring all night. It's too late to get to the offshore synoptic wind before the glass-off."

"Just moving away from the cretins on that powerboat," I explained. "Noisy generator."

"Bad karma for them," Lee agreed. "You'd think they'd figure out that they could sleep in a much quieter boat if they used fans instead of AC."

"That would be a tough sell," I said. "They probably spent a bundle on a multi-zone marine air-conditioning

system and a big generator to feed it. Personally, I've learned not to go offshore without a personal fan. Makes all the difference to have moving air on your face."

A young woman on an SUP often attracts followers, and Lee had apparently lured a guy in a kayak to follow her over to my boat.

"OK if I join in on the gam?" he asked.

"Sure," I said, "but first I have to ask a hypothetical question of nautical etiquette: If a powerboat, anchored close aboard, runs a noisy generator on a hot night, probably to keep their air conditioner running, what's the proper way to ask them to turn it off?"

"Depends on who was anchored first," he said after a moment's thought.

"If I could talk them into using fans instead of AC," I suggested, "it wouldn't be a problem."

"Fans and a lightweight sleeping sheet," Lee added. "Never sail to a warm climate without both, because, like, no boat has enough ventilation. Especially in heavy going when the hatches are all closed. Which boat are you from?"

He gestured to a 60-ft cruiser, a modern semi-light displacement design optimized for comfort and fast cruising. "It's big enough to carry all our water toys," he explained. "Because when the anchor goes down, it's really nice for crew to have some individual transportation, you know, to get off the boat for a bit."

"For sure, that's why I, like, heart this paddleboard," Lee admitted.

"Ancient proverb: On the ocean, all boats are too small. And not in the way you might think," added the kayaker.

"Back to our problem," I said. "We can't ask them to use fans they don't have. And they were, in fact, anchored here first."

"Then your only option is to move," he concluded. "Too bad. My good old West Marine Crew Fan, the one powered by four big D cells, is the one I bring on every passage. Heck, I've even learned to sleep with it clutched tight in my hands, blowing cool air in my face. Makes it feel at least 10 degrees colder."

"I had one of those too," Lee continued. "But now there's, like, a much better mousetrap, lighter but bigger with more power, and it recharges via a USB connection, so you can lose the spare batteries. Also has a nice, big mounting clamp so you don't have to learn to hold it in your sleep."

"I can get to Hawaii with only one spare set of D cells," the kayaker said.

"Me too," said Lee. "But like, you still have to be a little careful not to run the fan when you don't really need it, or that second set of Ds will be a little lame at the finish line. The Koonie fan is much better. First compare weight: The West Marine Crew Fan weighs in at 1,469 grams, including the four extra D cells. The Koonie only weighs 594 grams, less than half. That gets you to the finish line about..."



BOTH PHOTOS MAX EBB

**Left: The venerable West Marine Crew Fan. With one set of spare D cells, it weighs in at 1,469 grams. Right: New technology: The Koonie fan (and other identical brands) is lighter, at only 594 grams, and more powerful, thanks to USB charging.**



# A HOT NIGHT AT ANCHOR



*We're not sure why the powerboat moved, but we're glad he did.*

Lee hadn't brought her phone with the calculator app on the SUP, but she seemed to have at least as many apps on her watch.

"... about 2.4 minutes faster than with the heavier fans, on an Express 27 racing to Hawaii. Or 4.8 minutes if you're doublehanded and each person brings their own. Hey, that could actually, like, make a difference."

"Where can I find this newfangled fan?" I asked.

"Search your favorite online store. Koonie fan, also sold under other brand names, identical product. Charges via USB cable, and like, very thoughtfully, it has both micro USB and Type C plugs. You'll need at least a two-amp USB charger."

Meanwhile, a small oar-powered dinghy with a cruising couple on board had pulled up to the scene, to add their own experiences with fans on hot nights.

"I like the older model fan with the variable speed control," the man said. "It really saved our bacon one year racing to Hawaii. This was a big boat,

brand-new, main engine alternator not charging the batteries for some reason we never discovered, but that was no big deal 'cause the genset charged the house batteries. One morning the genset didn't start, gave the error code for low oil pressure. We were pretty sure the oil supply and the oil pump were fine, so we got clearance from the RC to talk to the genset support line about what to do.

"First we disconnected the sensor. That just produced the error code for 'you disconnected the sensor.' Then we hot-wired around it. The error code was 'you hot-wired the sensor.' Customer tech support finally told us that the sensor has to present 100 ohms to the genset engine computer for the engine to run. So the hunt was on for something on the boat with 100 ohms of resistance. We tried everything — hair pins, strips of leather soaked in seawater, banana peels — no luck. Then finally we had the idea to smash open the Crew Fan, and set the speed control, which is really just a variable

resistor, to 100 ohms. And voila! We could once again use our electric heads and the washing machine."

"I've told you a million times not to exaggerate," his female companion corrected him. "That washing machine only worked on starboard tack. On port it filled up with seawater."

"But my fix won us the MacGyver award for the race," the man boasted.

Then another dinghy — this one looked like about a 14-footer with a big outboard — motored up to the scene.

"Can we invite ourselves to the party?" they asked.

"An assault dinghy!" Lee admired their ride as they tossed me a bow painter. "Does it break 30 knots?"

"Not with this load," the driver replied, gesturing to his seven crewmates. "But we can get to town and back fast with a full load of provisions."

"Welcome aboard, but I've got to re-anchor before the sun goes down," I announced. "Looks like there's still some space in close to the beach."

"It gets pretty buggy in there,"

warned the kayaker. "You'll want screens on your hatches."

But now that we had a party going, even more dinghies full of cruising sailors started to arrive. I broke open the wine locker and the chocolate safe and served appetizers constructed from my secret stash of assorted smoked fish and fancy crackers.

"Max," Lee couldn't help pointing out, after she had made her SUP fast and climbed aboard, "these are like, actually hors d'oeuvres, not appetizers, because they're not served with a meal. Good, though."

There was more discussion about the value of noise-canceling headphones on a boat at anchor, and the best kind of "sleeping sheet" for hot nights. The consensus was that it needed to be lightweight but also absorbent, properties best met by very thin flannel. There was a faction that insisted that all crew should bring a full-size pillow, racing or cruising. Personally, I've always just stuffed some of my

fleece cold-weather gear into the sleeping bag stuff sack, and that has been

*"But now there's, like, a much better mousetrap, lighter but bigger with more power, and it recharges via a USB connection, so you can lose the spare batteries. Also has a nice, big mounting clamp so you don't have to learn to hold it in your sleep."*

good enough for a pillow. But among cruisers, this would never answer.

One of the late arrivals, a small

dinghy with an electric outboard, brought a portable Bluetooth amp and speaker, so I cued up my favorite compilation of big band tunes. But the next wave of party animals to dinghy over arrived with ukuleles and a violin, so the canned music was outclassed.

I had never had so many guests on my boat at one time, not even dockside. I realized, too late, that the sun was down and I was not up for moving to a different spot in the anchorage after dark. I was resigned to enduring the sound of my neighbor's genset all night.

But then the music was interrupted by an unexpected noise from the starboard beam: A large engine was starting up, followed by a second large engine, and then the grating sound of a bow thruster and an anchor windlass operating simultaneously.

The large powerboat, the one that ran its generator all night, had decided to move.

— max ebb

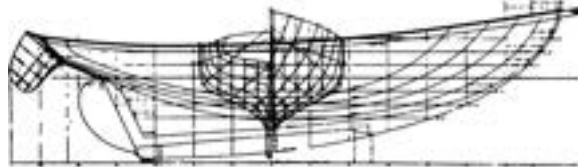
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# THE RACING

**This month we cover SBYC's Red Bra Regatta, the Express 37 Nationals at BYC, the Mercury PCCs at LAYC, StFYC's Jessica Cup, SCYC's Jack and Jill, and the El Toro Stampede at RYC. We take a look at the Vanguard 15 Fleet Champs on Tomales Bay, the Perpetual Cup on South Lake Tahoe, and RYC's Totally Dinghy. Race Notes includes a correction to the Rolex Big Boat Series and more. Among other Box Scores are more 2022 Beer Can results.**

## Red Bra Regatta Turns 10

"For our 10th anniversary of the Red Bra Regatta we saw competitive racing from a solid range of boats," asserts organizer and racer Kim Stuart. "Each year brings an increase in development of skills and gains in confidence. Participation among faster boats has also increased."

South Beach YC hosts the Red Bra Regatta with action in the southern portion of San Francisco Bay. Boats are crewed by women only and a female helms the entire day. Racers of all skill levels participate, and many favor being able to mix it up and take on positions outside their normal comfort zones.

The September 24 event drew 19 crews, each completing two races. In Spinnaker PHRF 99 and above, Robin Van Vliet's J/24 *Little Wing* flew to finish first with two bullets. "In Race 1, I realized how hard it was to make the line on starboard tack, so naturally I said, 'What the heck, port tack at the pin end it is.' That gave us a great jump ahead. Race 2's strategy was to not be early due to a ripping ebb, plus not call any laylines until we were close; sailing in South Beach adds quite a layer of complexity." Van Vliet's Red Bra crew culled talent from three J/24s plus a Santana 22.

Spinnaker PHRF 98 and below attracted eight to the line. Also earning snake eyes (1, 1) was the J/105 *Roulette*, helmed by Libby Zhang, who reveals that conditions were distinctly different over the day with winds shifting from an early NNW to a more dominant WNW. A tidal transition also ensued — from flood to ebb. "Early on we saw a westerly wind make its presence in the shape of a big line minus breeze on the course," says Zhang. "Tactician Katie positioned us mid-line at the edge of pressure to give us an on-time start ahead of other boats, plus an option to immediately tack over onto lifted port."

Boats that crossed this hole eventually caught a stronger westerly and sailed fast but paid a big price. *Roulette* led to the windward mark; however, with winds transitioning, the J/105 fought to make forward progress in light and shifty conditions. "Trailing boats came with a new breeze, so all we could do was keep

attentive until wind reached us. Once in, we sailed fast to hold a lead." A 10- to 14-knot WNW and a 1-knot ebb filled for Race 2. It was challenging to make leeward-mark calls with accuracy due to the east-west current differential. As a result, *Roulette* rounded the mark wide both times. "Our bow and pit team — Sam, Jorly and Stacy — doused the kite admirably in spite of the late calls and hot angles that I threw at them."

In the Non-Spinnaker division, Yuning Pathman aboard the Catalina 38 *Love Handles* picked up a 1.2. "An unforgettable day. Credit goes to our incredible crew Rachel Martinez, Patty Baker, Liesl Strand, Annie Rainey, Anny Zheng and

mittee boat. Soon thereafter, competitor *Fogdog* came from behind and yelled, 'Course 2!' We immediately sheeted in and continued. It was so rare to get help from a competitor boat; they said Corinthian spirit is the true meaning of the race."

*Love Handles* summarizes the day as an opportunity to experience teamwork and sportsmanship. Van Vliet states that the event delivers energy and the opportunity to be around an amazing array of female sailors and friends new and old. Zhang looks forward to this regatta every year. "It strikes a great balance between fun and competitive, plus brings together a wonderful and constructive mix of experienced and newer sailors."

— martha blanchfield

ROSSPHOTOGRAPHIC



The 'Love Handles' crew back at the clubhouse. Guess which regatta.

Malini and Maya Leveque." Maya, age 10, lays claim to being Red Bra's youngest racer. On *Love Handles*, she served as co-tactician, adroitly locating marks and spotting boats fore and aft.

Says Pathman, "Despite no time to practice as a team, the ladies came together and immediately worked like a well-oiled machine. We had a minor issue with our whisker pole during Race 1, but kept at it and continued racing while fixing things." Smiling, she continues, "For Race 2, we didn't hear that the course number had changed. We thought a single windward and leeward mark rounding was needed, but when we crossed what we thought to be the finish line, there was no horn from the com-

### SBYC RED BRA REGATTA, 9/24 (2r, 0t)

SPINNAKER PHRF ≥99 — 1) **Little Wing**, J/24, Robin Van Vliet, 2 points; 2) **Heart of Gold**, Olson 911S, Joan Byrne/Collette Zaro, 4; 3) **Enamored**, Moore 24, Nicole Voss, 6. (6 boats)

SPINNAKER PHRF ≤98 — 1) **Roulette**, J/105, Libby Zhang, 2 points; 2) **Butcher**, J/88, Caitlin Gutekunst, 4; 3) **Sharkey**, J/105, Kate Mollitor, 6. (8 boats)

NON-SPINNAKER — 1) **Love Handles**, Catalina 38, Yuning Pathman, 3 points; 2) **Fogdog**, Catalina 320, Patricia Pasqual, 4; 3) **Picante**, Islander Bahama, Phaedra Fisher, 7. (5 boats)

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

### Express 37 Nationals

As has become tradition, Berkeley YC again graciously offered to run the



PHAEDRA FISHER



'Sharkey' takedown action in South Beach Yacht Club's Red Bra Regatta on September 24. Inset: 'Love Handles' skipper Yuning Wang with Maya Bakshi (at 10 years old the youngest competitor ever in the regatta).



ROSSPHOTOGRAPHIC

Express 37 Nationals this year. The fleet allowed enough time for boats and crew to come up for air after the Rolex Big Boat Series and get tuned up for this three-day regatta on September 30-October 2.

Two boats changing ownership recently and no yachts visiting from Monterey or farther south were reasons for a lower turnout than usual.

The option of sailing windward/lee-ward courses around inflatable marks was not available this year, unfortunately. The BYC markset boat went into maintenance mode at the wrong time. Instead, YRA marks provided the available course options. Harding Rock won out as the weather mark for most upwind legs; however, YRA 21 turned out to be the pièce de résistance in Race 5. Six races were completed, with winds staying in the 10- to 20-knot range.

After two days of racing it became clear that *Spy* vs. *Spy* and *Spindrift V* were fighting it out for the top two spots.

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

October's racing stories included:

- *Yucca*, Not *Mayan*, Wins Classics at Rolex Big Boat Series
- J/105 North Americans
- Channel Islands to Marina del Rey
- The Latest News From the YRA
- The US Sailing Board of Directors
- America's Cup Hall of Fame Induction
- Previews of November Races, Midwinter Series, and more.

The *Spy* prevailed — congratulations! Remarkably, the next three places were separated by only two points in the end, and five boats scored a bullet each during the series. The final podium position was decided in the last race.

Plenty of reports about Andy Schwenk, owner of *Spindrift V*, have already filled the pages, telling tales of his remarkable ocean rescue. We were able to top this with Andy Live! His appearance as keynote speaker during the Paella Party at BYC on Saturday evening got the crowd going.

Plenty of trophies were handed out, serious and less serious ones. Testimony proved that they increased the entertainment value of the entire event.

Thank you, BYC, for being a great host. Will you be the same now, with a Nobel laureate in your ranks?

— jens.jensen

*EXPRESS 37 NATIONALS, BYC, 9/30-10/2 (6r. Q1)*

- 1) **Spy vs. Spy**, Brendan Busch, RYC, 14 points;
  - 2) **Spindrift V**, Andy Schwenk, RYC, 17;
  - 3) **Bullet**, Laurence Baskin, SSS, 20. (6 boats)
- Full results at [www.jibeset.net](http://www.jibeset.net)

### Mercury Pacific Coast Championship

Eight boats attended the 2022 PCCs, competing for the Don Lee Perpetual Trophy at Los Angeles YC, on October 1-2. Hurricane Gulch showed us a variety of conditions from 5 mph from the south to 12 mph from the southwest.

Day 1 had the cloud cover hang in and some delay. The race started with 5 mph

breeze from 165°. John Ravizza led at the first mark, but allowed Don Whelan to slip by. After two laps, Whelan was first. Race 2 had the course move to the right, with a little more breeze. Greg Dair won Race 2.

Races 3 and 4 saw the wind move farther right to 220-230° at about 12 mph. Doug Baird and Nick Messano won Race 3. Race 4 was again the double sausage, finishing downwind, this time won by Chris Messano.

At the end of Day 1, Chris Messano with Doug McLean were tied for first at 11 points with John Ravizza and John Buestad. Tied for second at 14 points were Greg Dair with Tucker and Don Whelan with Park Densmore. Doug Baird and Nick Messano were two points back with 16.

On Day 2, the breeze started at 170°, but the sky was clearing and the wind moving right quickly. John Ravizza pulled away easily to win Race 5.

Race 6 had Chris Messano pull ahead and win. Race 7 was the double sausage with one more windward leg, finishing upwind. Messano won Race 7, with George Hershman finishing second. This was George's first regatta in his newly acquired Mercury #467, *Happy Dayz*, with his daughter Kristen.

John Ravizza was most consistent over the seven-race series with no throwouts. He edged Chris Messano by 2 points.

Thanks to LAYC for their hospitality and the race committee for the excellent work. They moved a lot of marks, keep-



# THE RACING

ROSSPHOTOGRAPHIC



JENS JENSEN



ing up with the changing wind direction both days.

— don whelan

## MERCURY PCC, LAYC, 10/1-2 (7r, 0t)

1) **Fortran**, John Ravizza, StFYC, 17 points; 2) **FrenzyToo**, Chris Messano/Doug McLean, CBYC, 19; 3) **Chance**, Greg Dair, CBYC, 23. (8 boats)

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

## Jessica Cup Woodies on the Cityfront

For those not soloing up to Vallejo with the SSS, there was the MMBA Jessica Cup, for classic woodies of all stripes, at StFYC on October 15. There were four divisions: Gaff, Marconi 1, featuring the big sloops and schooners, Marconi 2, for the smaller boats, and Farallon Clippers.

The FCs comprised the largest fleet, with all five boats currently racing, out of the seven left on the Bay, in attendance. Both of Jen Hinkel's Resilience Racing boats, *Ouessant* and *Mistress II*, participated, with Don Taylor's perennial favorite *VIP*, Bill Belmont's very fast Master Mariners winner *Credit*, and Brian Boyd's concours-ready *Hana* rounding out the group.

The starts were tight, as necessary in the first race: a short sprint from StFYC to Blackaller (Mark 16), down to Golden Gate YC's mark X, and finish.

*Mistress II* won the start in a weak

**Top row: More scenes from the Red Bra Regatta. Left: the Catalina 30 'Huge' at the start, with Marcia Bever at the helm. Right: Aboard Phaedra Fisher's Islander Bahama 'Picante'. Bottom row: Express 37 Nationals. Left: 'Spindrift V', 'Spy vs. Spy', 'Bullet' downwind. Right: Aboard 'Bullet' upwind.**

flood and 8-12 knots of south wind, which persisted all day. She was immediately rolled by *Credit*, which was footing like mad, but was able to get back ahead at Blackaller by superb boat handling in a bear-away set and a quick jibe to starboard, leaving *Credit* with a wrap-and-park job when they tried to emulate *Mistress II*'s work. They did their best to close the gap going to X, but finished some 20 seconds after Aldo Alessio's old ride, with *VIP* taking third.

The second race had even tighter competition at the start, with *M2*, *Credit*, and *VIP* crossing at the same time, and flopping to port, with *M2* outside at the pin. The fractional-rigged *Credit* and *VIP*, both footing like mad, blasted over and past the masthead-rigged *M2*, which had to clear out but played the shifty southerly to stay right with the leaders in a 16-6-16-X [Blackaller-Fort Mason-Blackaller-GGYC] course.

Once again, the superior boat handling on *Mistress II* paid at Blackaller, and soon it was a match race between *M2* and *VIP*. The latter held onto the lead into Mark 6, but went inside to Fort Mason, while *M2* headed west, taking a slim lead. *VIP* was just behind back up at 16, but as soon as *M2*'s kite went up, she was gone.

Her well-rehearsed crew of Chris and Aaron Cassell, Michael Simon and Stephen Buckingham up front, with Shannon Elms, Rachel Porter and Anna Alderkamp in the cockpit, made it an easy day for their skipper. *VIP* was second, with *Hana* eking out a third over *Credit*.

— richard vonehrenkrook

## StFYC JESSICA CUP, 10/15 (2r, 0t)

GAFF — 1) **Makani Kai**, 34-ft Sea Spirit ketch, Ken Inouye, 3 points; 2) **Sequestor**, 36-ft Tahiti ketch, Hans List, 3; 3) **Briar Rose**, 30-ft Tahiti ketch, Ian Powell, 8. (3 boats)

MARCONI I — 1) **Key of Göteborg**, 52-ft S&S yawl, Neil Gibbs, 3 points; 2) **Mayan**, 58-ft Alden schooner, Beau Vrolyk, 3. (2 boats)

MARCONI II — 1) **Cuckoo**, Bird, Bill Claussen, 3 points; 2) **Neja**, Dasher 32, Jim Borger, 3; 2) **Hummingbird**, Bird, Patrick Pillsbury, 6. (4 boats)

FARALLON CLIPPER — 1) **Mistress II**, Richard vonEhrenkrook, 2 points; 2) **VIP**, Don Taylor, 5; 3) **Credit**, Bill Belmont, 6. (5 boats)

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

## SCYC Jack and Jill and Then Some

SCYC's Jack and Jill Regatta on September 24 attracted 27 boats, offering multiple divisions to promote inclusion of non-racers, women and couples. The largest boat in the Double Date Division





STICKY FINGERS



KAREN LOUTENHEIZER



KASATKA

was the Santa Cruz 52 *Sweetheart*, sailed by two world cruisers. Sydnie Moore reports that the oldest sailor in the fleet was 75 years young and the youngest was 13 months old.

"Everyone asks me, 'What does a baby do on a sailboat?' My little man Andrei, who is now 13 months old, has taken to going straight to the tiller and main-sheet," said Rachel Voropayev. "Just yesterday he decided he wanted to grind and trim the jib too!"

"This year's Jack and Jill was his fourth official race, which included a Champion of Champions, SCYC Mid-winters, and the Delta Ditch Run on *Kasatka*, our Santa Cruz 27, and the Lake Chelan Annual Regatta on our Moore 24 *Ichiban*.

"Yes, I change diapers — I'm not involved in actually racing the boat like I used to be. My #1 job is Andrei. And yes, it is all so worth it to see Andrei loving the racing life just like his parents. For all you moms out there who don't think you can do it with your baby, get those sea legs going and bring them along for a ride they will never forget."

— chris / latitude

#### SCYC JACK & JILL DOUBLEHANDED & FAMILY REGATTA, 9/24

SPINNAKER — 1) **Watts Moore...**, Moore 24, Christopher Watts/Karen Loutenheizer; 2) **No-body's Girl**, Moore 24, Sydnie Moore/Mackenzie

**SCYC's Jack and Jill Regatta, clockwise from top left: Bob Kalpin's 'Sticky Fingers' won best-dressed/groomed team (crew included Sara Schonhals, Jamie Thompson and Liz Kroft); Andrei and Mama Rachel Voropayev love to drive the boat; Chris Watts and Karen Loutenheizer aboard the Moore 24 'Watt's Moore...'**

Cook; 3) **Flying Circus**, Moore 24, Melinda & Bill Erkelens. (7 boats)

NON-SPINNAKER — 1) **Big Mac**, MacGregor 26, Mark & Libby McCord; 2) **Jersey Girl**, SC27, Joe & Teresa Wagster; 3) **Sailing Pair-a-Dice**, Catalina 30, Barry Keeler. (5 boats)

FAMILIES WITH CHILDREN ≤12 — 1) **Pegasus Racing**, J/100, Tom, Max & Delilah Lewin. (1 boat)

FAMILIES WITH CHILDREN ≥13 — 1) **Hama-chi**, Santana 22, Stefan & Tierney Berlinski. (1 boat)

DOUBLE DATE — 1) **Octavia**, SC50, Shepard Kett; 2) **Mercedes**, Moore 24, Josselyn Verutti; 3) **Moorgawr**, Moore 24, Evan Diola. (12 boats)

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

#### El Toro Stampede

The El Toro Stampede, at age 70+, is Richmond YC's oldest regatta, but it's inclusive of racers young and old. For the older crowd, PRO Vickie Gilmour, herself a lifelong El Toro sailor, recommended that the older crowd "Take two Aleves before you leave the dock, so you can stand up when you get out."

Five junior sailors, up to age 16, joined 14 of their elders for the day's four races. Race 1 would take place outside the RYC breakwater in the Potrero Reach. Race

2 would be a weight-division heat that would finish off RYC's A Dock, right at the entrance to the turning basin. Two more races would follow a lunch break. Most of the prizes were hand-crafted ceramic mugs, but there was also the Green Bottle (gin, for the adults) and the Soda Social (root beer, for the minors). The Bull Thrower winner would not receive the usual prize. "Steer manure just isn't available, so it's chicken shit," said Vickie. A supply-chain issue?

All this was going on in the midst of RYC's winter junior program, so the harbor was full of El Toros, Optis, RS Fevas, a Laser and a couple of C420s. The newest sailors were practicing touch-and-go's in El Toros.

The activity started out in a chilly, fog-swept breeze on Sunday, October 9. The fog was so dense over in San Francisco that the Fleet Week air show was canceled. A couple of the older sailors retired after the first race. "The first race was a little windy, then it moderated — really lovely sailing," said Vickie. While the sailors took their lunch break, the sky — over the Richmond Riviera at least — cleared and the chill abated.

— chris / latitude

# THE RACING

ALL PHOTOS THIS PAGE LATITUDE / CHRIS



## RYC EL TORO STAMPEDE, 10/9 (4r, 0t)

SENIOR — 1) Gordie Nash; 2) John Walsh; 3) Nick Nash. (14 boats)

JUNIOR — 1) Evan Sullivan; 2) Jenna Englehart; 3) Alistair Spencer-Mork. (5 boats)

GREEN BOTTLE — Buzz Blackett.

SODA SOCIAL — Amanda Wheeler.

BULL THROWER — Evan Sullivan.

**El Toro Stampede at RYC. Clockwise from left: Evan Sullivan, winner of the most coveted prize; Gordie Nash, top Senior; Buzz Blackett, Green Bottle winner; Amanda Wheeler, Soda Social winner.**

## Race Notes

If you competed in a YRA race or series during 2022, we're looking forward to seeing you at the **YRA Trophy Party** at Richmond YC on Saturday, November

19, 3-5 p.m. "If you raced with us in 2022, please plan on coming out to share a beer and swap racing tales, and pick up any awards you might have won," says the YRA. We'll be collecting photos

## SSS HALF MOON BAY RACE, 9/17

SINGLEHANDED MONOHULL — 1) **Kincsem**, J/105, Joerg Esdom; 2) **Freedom**, Worth 40, Jib Martens; 3) **Osprey**, Jeanneau 349, Todd Arnold. (13 boats)

DOUBLEHANDED MONOHULL — 1) **Arca-dia**, Mod. Santana 27, Gordie Nash/Terry Bennett; 2) **Twist**, J/120, Timo Bruck/Elaine Scott; 3) **Puffin**, Moore 24, Patrick Haesloop/Kelly Gregory. (5 boats)

DOUBLEHANDED MULTIHULL — 1) **Rain-bow**, Crowther 10M, Cliff Shaw/Jackie Philpott; 2) **Lookin' Good 3**, F28R, Rafi Yahalom/Kartheek Manne. (2 boats)

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

## RYC TOTALLY DINGHY, 9/17 (4r, 0t)

WYLIE WABBIT — 1) Colin Moore, 4 points; 2) Kim Desenberg, 6; 3) Merrick Cheney, 10. (4 boats)

MERCURY — 1) Shaum Sinawi, 3 points; 2) Bill Worden, 8; 3) David Bacci, 9. (5 boats)

THISTLE — 1) Mike Gillum, 3 points; 2) Stephen Oliver, 9; 3) Stanton Smith, 9. (4 boats)

SNIPER — 1) Tom O'Neill, 3 points; 2) Andy Meyerpeter, 10. (2 boats)

ILCA 7 — 1) Tim Armstrong, 4 points; 2) Andy Goodman, 5; 3) Rick Raduziner, 13. (3 boats)

ILCA 6 — 1) Al Sargent, 5 points; 2) Chris Boome, 7; 3) Toshinari Takayanagi, 8. (13 boats)

## BOX SCORES

RS AERO 9 — 1) Michael Sealey, 6 points; 2) Ilya Volkov, 7; 3) Craig Perez, 8. (6 boats)

RS TERA — 1) Ihsan Waterbury, 8 points; 2) Keira Faye, 9; 3) Seby Barker, 11. (6 boats)

EL TORO — 1) Vaughn Seifers, 8 points; 2) Fred Paxton, 11; 3) Nick Nash, 13. (8 boats)

OPEN CLASS B — 1) Steve Cameron, Melges 14, 4 points; 2) Greg Warner, RS Aero, 5; 3) Russell Klein, Sunfish, 11. (6 boats)

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

## MPYC JACK AND JILL RACE, 9/25

PHRF — 1) **Peabody**, Ultimate 20, Donna Womble; 2) **Colibri**, J/70, Sherry Sybertz; 3) **Calphurnia**, Schumacher 28, Jefferson Kise. (6 boats)

SHIELDS — 1) **Stillwater**, Garth & Ashley Hobson; 2) **Harriet**, C. Hardy/J. Stratton/J. Alexander. (2 boats)

SANTANA 22 — 1) **Cnidarian**, Kate & Mary Conway. (1 boat)

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

## OLSON 25/WYLIE WABBIT NATIONALS, SFYC, 10/7-9 (6r, 1t)

OLSON 25 — 1) **Sketch**, David Gruver,

SFYC, 5 points; 2) **Shark on Bluegrass**, Falk Meissner, BYC, 13; 3) **O'mar**, David Scott, BYC, 15. (7 boats)

WYLIE WABBIT — 1) **Bear**, Christine Bletzer, RYC, 5 points; 2) **Just a Hare**, Marcos McGee, RYC, 13; 3) **Hare-o-Dynamic**, Ethan Petersen, RYC, 15. (10 boats)

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

## SFYC FALL CLASSIC REGATTA, 10/8-9 (4r, 0t)

ALERION 28 — 1) **Resilience**, Michael Quinn, 9 points; 2) **Eagle**, Chuck Eaton, 9; 3) **Zenaida**, Fred Paxton, 13. (9 boats)

FOLKBOAT — 1) **Freja**, Tom Reed, 4 points; 2) **Faith**, James Vernon, 11; 3) **Polperro**, Peter Jeal, 13. (8 boats)

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

## ILCA PCCs, VENTURA YC, 9/17-18 (9r, 1t)

ILCA 6 — 1) Nicholas Mueller, 9 points; 2) Liam Andresen, 22; 3) Thomas Kraak, 32. (14 boats)

ILCA 4 — 1) Talia Hamlin, 11 points; 2) Siena Nichols, 15; 3) Madison Mansour, 26. (8 boats)

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

## VANGUARD 15 FLEET CHAMPS, InvYC, 9/17-18 (13r, 2t)

1) Sam Wheeler/Steph Gleason, 17 points; 2) Steve Kleha/Claire Pratt, 23; 3) Kristin Altreuter/





ALL PHOTOS THIS PAGE SAM CORSO

South Lake Tahoe Windjammers YC's Perpetual Cup on September 17-18. Clockwise from top left: 'Dianne' and 'Hot Sheet', 'Dianne', 'Eagle' and 'Hot Sheet', all Express 27s. See [www.sltwyc.com](http://www.sltwyc.com).

and stories for our Season Champions features, to run in the December and January issues of *Latitude 38*. The YRA adds, "While you've got your calendar out, marking down Nov. 19 for the YRA Trophy Party, be sure to add May 6-7, 2023, for the Great Vallejo Race!"

Another note from our friends at the YRA: "2023 Certificates will be available starting December 1."

Bay Area kiteboarder Daniela Moroz won her sixth **Formula Kite World**

title in a row at the championship held October 11-16 in Cagliari on the Italian island of Sardinia when 150 riders from 44 countries competed in men's and women's divisions.

Bianca Dragone, 32. (11 boats)

Full results at <http://vanguard15.org>

#### SYC TWIN ISLAND SERIES (3r, 0t)

SPINNAKER A — 1) **Slainte**, Cal 20, Paul Sutcheck, 7 points; 2) **Zephyr**, Hanse 370e, Matt Zarem, 10; 3) **Twelve Bar Blues**, J/105, Hugh Westermeyer, 10. (3 boats)

NON-SPINNAKER C — 1) **Leilani**, Alerion 33, Bob Lalanne, 7 points; 2) **Ravenette**, J/88, Bruce Dunwoodie 10; 3) **Homeslice**, Ericson 27, Josh Dvoron, 14. (10 boats)

Full results at [www.sausalito-yachtclub.org](http://www.sausalito-yachtclub.org)

#### HMBYC VICE COMMODORE'S REGATTA, 10/1 (7r, 0t)

CAL 20 — 1) Linda Galino, 4 points; 2) Carlane Johnson, 8; 3) Laura McGee, 12. (4 boats)  
CORONADO 15 — 1) Stan Martin, 9 points; 2) Carl Hage, 9; 3) Marc Arsenaault, 16. (3 boats)

LASER — 1) Toshi Takayanagi, 7 points; 2) Emilio Castelli, 16; 3) Joe Denton, 16. (7 boats)

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

#### StFYC MOORE 24 FALL REGATTA, 10/1-2 (7r, 1t)

1) **Mooregasm**, Steve Bourdow, 13 points; 2) **Watts Moore...**, Chris Watts, 18; 3) **Mooretician**, Peter Schoen/Roe Patterson, 18. (9 boats)

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

## BOX SCORES

#### SEQYC MOONLIGHT MARATHON, 10/8

1) **Mistral**, Beneteau 36.7, Mark Wommack; 2) **Tess**, C&C 110, Stan Phillips; 3) **Ohana**, Catalina 36 MkII, Dan Lockwood. (8 boats)

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

#### J/24 WEST COAST CHAMPIONSHIP, SWYC, 10/14-16 (5r, 0t)

1) **Take Five**, Susan Taylor/Werner Horn, California YC, 7 points; 2) **Alice?**, Matt Gibbs, North Flathead YC, 7.7; 3) **Irie**, Ryan Jurkowski, Cortez Racing Association, 18. (10 boats)

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

#### CPYC/SEQYC BARTH REGATTA, 10/15

1) **Allons-y** J/70, Davis King, SeqYC; 2) **Hi-jinks**, J/92, Ian McGee, SeqYC; 3) **Osprey**, Sabre 36, Jeffrey Stine, SeqYC. (12 boats)

CLUB SCORES — 1) SeqYC, 11 points; 2) CPYC, 30.

#### OYC OKTOBERFEST 10/15

SPINNAKER <168 — 1) **Vitesse Too**, Hobie 33, Grant Hayes; 2) **CentoMiglia**, Flying Tiger 10, Zhenya Kirushkin-Stephanoff; 3) **Gig**, Humboldt

30, Gil Sloan. (8 boats)

SPINNAKER 141-186 — 1) **Loose Cannon**, J/22, Jens Jensen; 2) **Double Agent**, Merit 25, Scott Ollivier; 3) **Dream Catcher**, J/24, Steven Bayles. (7 boats)

SPINNAKER ≥ 189 — 1) **Ursa Minor**, Santana 525, Ted Keech; 2) **Fun**, Santana 22, Chris Nicholas; 3) **Toypedo**, Ranger 26-2, David Hayward. (4 boats)

NON-SPINNAKER — 1) **Nice Turn**, Cal 2-29, Jim Jessie; 2) **Sashay Aweigh**, Harbor 25, Ghaida Zahran; 3) **Boogie Woogie**, Ranger 33, John Ratto. (4 boats)

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

#### StFYC JOE LOGAN/FALL INVITATIONAL, 10/16 (4r, 0t)

KNARR — 1) **Viva**, Don Jesberg, 10 points; 2) **Svenkist**, Sean Svendsen, 16; 3) **Aliena**, John Buestad, 18. (13 boats)

ALERION 28 — 1) **Last Dance**, Bruce Munro/Jim Coggan, 12 points; 2) **Eagle**, Chuck Eaton, 12; 3) **Zenaida**, Fred Paxton/Arnie Quan, 12. (8 boats)

FOLKBOAT — 1) **Faith**, James Vernon, 8 points; 2) **Polperro**, Peter Jeal, 13; 3) **Sif**, George Cathey, 17. (8 boats)

J/24 — 1) **Downtown Uproar**, Darren Cumming, 5 points; 2) **Evil Octopus**, Jasper Van Vliet, 7; 3) **Feral Rooster**, Paul Van Ravenswaay, 15.

# THE RACING



Action at RYC's Totally Dinghy Regatta on September 17, with Lasers and Thistles. It was supposed to be a two-day regatta, but Sunday's racing was canceled due to a storm. See Box Scores.

Moroz made it look easy as she foiled to victory in the only race in the women's final. After an unbroken five-year streak of victories in all events came to an end earlier this year, Moroz's sheen of invincibility was broken, so this was a sweet victory for her in the biggest event of the

year. Learn more about the Worlds at [www.formulakite.org/2022worlds](http://www.formulakite.org/2022worlds).

In early October, the skippers in the Classics division of September's **Rolex Big Boat Series** received this message

from StFYC's Susan Ruhne, regatta chair for the series: "The OA [organizing authority] received a scoring inquiry from Beau Vrolyk, skipper of *Mayan*, on the Monday after the regatta concluded.

(7 boats)

MERCURY — 1) **Fortran**, John Ravizza/Chris Boome, 6; 3) **Fast Break**, Randy Smith/Junette Kushner, 13; 3) **Makani**, Chris Davis, 16. (5 boats)

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

## BEER CAN SERIES

### EYC SUMMER TWILIGHT SERIES (5r, 1t)

PHRF 1 SPINNAKER — 1) **Good & Plenty**, Soverel 33, Justis Fennell, 4 points; 2) **Flying Fish**, Olson 30, Jeff Lee, 12; 3) **Smokin'**, Melges 24, Kevin Clark, 14. (8 boats)

PHRF 2 SPINNAKER — 1) **Wile E Coyote**, Express 27, Dan Pruzan, 5 points; 2) **Ad Lib**, Aphrodite 101, Bruce Baker, 10; 3) **Whitecap**, IOD, Hank Hernandez, 12. (6 boats)

PHRF 3 SPINNAKER — 1) **Dream Catcher**, J/24, George Lythcott, 10 points; 2) **Meliki**, Santana 22, Deb Fehr, 10; 3) **Finn**, Capo 26, Vince Casalaina, 12. (9 boats)

NON-SPINNAKER — 1) **Puff Mommy**, Harbor 20, Theo Rohr, 7 points; 2) **Obsession**, Harbor 20, Kame Richards, 7; 3) **Loco2**, Mercury, Paul Mueller, 10. (9 boats)

EXPRESS 37 — 1) **Snowy Owl**, Jens Jensen, 4 points; 2) **Mudshark**, David Fullerton, 12; 3) **Eclipse**, Sandy Andersen, 16. (3 boats)

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

## BOX SCORES

### SEQYC WEDNESDAY NIGHT SUNSET SERIES (24r, 5t)

PHRF — 1) **Mistral**, Beneteau 36.7, Mark Wommack, 46 points; 2) **Ferox**, Pogo 36, Anja Bog, 52; 3) **Hijinks**, J/92, Tom Borgstrom, 73; 4) **Allons-Y**, J/70, Davis King, 83; 5) **Rascal**, Wilderness 30, William Larsen, 83. (22 boats)

CATALINA 42 — 1) **Revelry**, Rick & Petra Gilmore, 21 points; 2) **Slipstream**, Mark Millet, 35; 3) **Fortitude**, Ted Eberle, 46. (3 boats)

OPEN 5.70 — 1) **570**, JF Hervy/Maggie, 61 points; 2) **Kraken**, Sergey Morozov, 73; 3) **Spirit**, Marton Neher, 83. (7 boats)

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

### SPINNAKER SAILING OF REDWOOD CITY SPRING & SUMMER SERIES (22r, 6t)

MERIT 25 — 1) **Brett**, Brett Herr, 29 points; 2) **Offsite Meeting**, Arjun Verma, 35; 3) **Steve**, Steve Klein, 61. (15 boats)

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

### SYC SUMMER SUNSET SERIES (4r, 1t)

SPINNAKER A — 1) **Streaker**, J/105, Greg Arkus, 7 points; 2) **Strangelove**, J/105, Csilla &

Paw Andersen, 12. (2 boats)

SPINNAKER C — 1) **Nancy**, Wyliecat 30, Pat Broderick, 3 points; 2) **Andiamo**, Catalina 36 MkII, John Squire, 5; 3) **Kele**, Catalina 320, Michael Chammout/Leigh Hunt, 9. (5 boats)

NON-SPINNAKER D — 1) **Homeslice**, Ericson 27, Josh Dvorson, 3 points; 2) **Kokomo**, Catalina 320, Kira Maixner, 8; 3) **Amicizia**, Hanse 415, Scott Lamson, 15. (6 boats)

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

### VYC VAN DOLSON PERPETUAL (4r, 1t)

A SPINNAKER — 1) **X-Ta-C**, Olson 29, Bill Sweitzer, 5 points; 2) **Kentucky Woman III**, Etchells, Bob Paedon, 5; 3) **Aerie**, CS36, Mark Littlefield, 7. (6 boats)

B NON-SPINNAKER — 1) **Lean Times**, Islander 36, Dale Anderson, 4 points; 2) **Wayward Wind**, Baltic 38, Fred Von, 6; 3) **Adventure**, Catalina 36, Steve Strunk, 6. (4 boats)

C NON-SPINNAKER — 1) **Water Baby**, Catalina 30, Mary Kraybill, 4 points; 2) **Wings**, Albin Ballad 30, Jerry Halterman, 6; 3) **Jeannette**, Du-four Arpege 30, Michael Boese, 8. (3 boats)

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

We ran more beer can series results in October's *Racing Sheet*. If yours aren't in either issue, please send them to us at [racing@latitude38.com](mailto:racing@latitude38.com) by 11/14 for inclusion in December.



COURTESY SAM WHEELER



**The Vanguard 15 'podium' in Inverness in September. Left to right: Steve Kleha, Claire Pratt, Sam Wheeler, Steph Gleason, Kristin Altreuter and Bianca Dragone.**

... We have now re-scored the regatta using the ORCez Time Correction Factor.

"This means that Yucca won the class and Mayan finished in second."

Yucca had finished each race first, but Mayan had been scored first on corrected time. As Beau wrote to Mayan's very large crew, "I was surprised that we had won every race. While I know we sailed well, it didn't feel like we were that dominant. I found what I believed was an error in the wind and course mix

used for the Classic Class. I have already called Hank Easom and congratulated him on winning." The boat owners will meet up to swap trophies.

See the scoring at [www.rolexbigboatseries.com](http://www.rolexbigboatseries.com), and read our full report in October 14's 'Lectronic Latitude' at [www.latitude38.com](http://www.latitude38.com).

— latitude / chris



LATITUDE / CHRIS

**RYC's Wednesday night beer can series PRO Eric Arens with winner Cindy Evans of the Express 34 'Joy Ride' and the ever-growing trophy. This was 'Joy Ride's' second series win, but her first under Cindy's ownership. You'll find many beer can series results in this issue's and last issue's Box Scores, but you won't find Richmond's. It simply doesn't work that way.**



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## IMPORTANT DATES

**October 31, 10 a.m.** – Baja Ha-Ha Kick-Off  
Parade.

**October 31, 11 a.m.** – Start of Leg One for  
all boats off Coronado Road

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

**November 3, 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 8, Tuesday** – The surreal Bahia  
Santa Maria Rock 'n Roll Beach Party

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

**November 9, 8 p.m. Thursday** – Dance  
Party at Squid Roe.

**November 11, Noon Friday** – Cabo San  
Lucas Beach Party and “From Here to  
Eternity Kissing Contest”

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

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

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# CHANGES

With reports this month from **Cool Change's** once-in-a-lifetime Tonga cruising experience; **Aldabra's** delayed-by-COVID puddle jump to the South Seas; the third installment of **Taliesin Rose's** cruisers' guide to off-the-beaten-track post-Ha-Ha destinations; and a tasty selection of **Cruise Notes**.

## Cool Change — Pacific Seacraft 31 Rick and Cindy Patrinellis Tonga — Forbidden Sailing Paradise Sausalito

A 2002 Tongan cruisers' guidebook raved about sailing in Vava'u, Tonga, but added the caveat, "The downside, if



COOL CHANGE

*Rick and Cindy got to experience what Tonga was like before the hordes.*

you consider crowds a negative, are the hordes of cruisers that clog Neiafu Harbor and the closer anchorages." Admittedly, although I wouldn't have described them as "hordes," it

was difficult getting a dinghy spot at sunset alongside the floating dock at Mango's, the most popular cruisers' hangout, back when we were here in 2019. Well, COVID, cyclones and a volcanic eruption changed all that. Mango's dock got torn off in the 2020 cyclone, and the place closed up. But more importantly, Tonga closed its borders in the early days of the pandemic, and as of July 2022, they still hadn't reopened them to foreigners. Their first outbreak of COVID wasn't until the rescue workers flooded in after the big volcanic eruption in January 2022, which deposited a thick layer of ash on everything. Nearly everyone in the country is vaccinated, but the medical facilities are primitive, so the king decided it was best to keep the borders closed well after virtually all other countries in the world had opened back up.

*What a difference a pandemic (and cyclone, and volcano) makes — the main anchorage in Neiafu in 2019 (bottom) and 2022 (top). The only similarity was the abandoned ketch in the foreground.*



COOL CHANGE

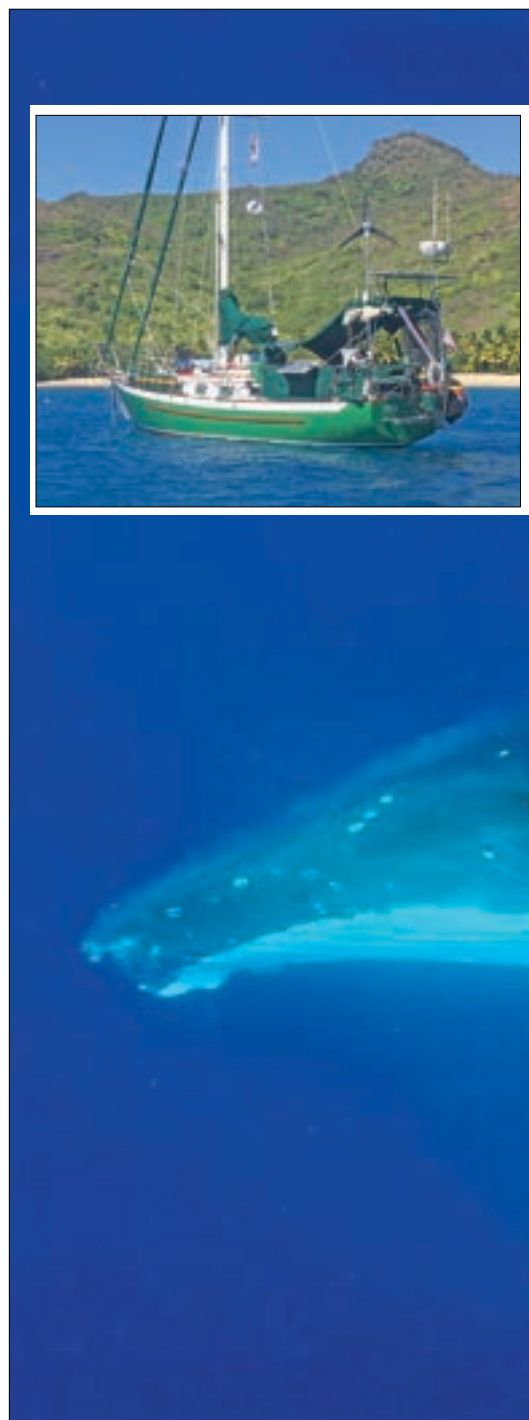
Meanwhile, we desperately tried to find a way back from California into Tonga to rescue our beloved Pacific Seacraft 31 *Cool Change*, trapped for more than two years on a cyclone cradle in the Vava'u Boatyard, and suffering unimaginable harm from sitting idle in the tropics. She was forced to weather cyclones, volcanic ash, high humidity, mud wasps and a whole host of other threats, not the least of which was lack of use. We had only intended to leave her for a few months when we departed in November 2019 for cyclone season, but then couldn't get back in due to COVID.

We finally found a compassionate ear at the Tongan Consulate in San Francisco, who understood that our sailboat had been our home. Virtually overnight, at the end of June 2022, we found ourselves on a chartered repatriation flight bound for Tonga, accompanied only by Tongan nationals who had also been locked out of their homes.

The Vava'u Boatyard insisted that ours was one of the only boats that had been fully decommissioned in a way that boded well for recommissioning. Nevertheless, we worked every day for a month to get her shipshape again. Lots of vinegar, lubrication and pump replacements later, she was ready to go.

We had been so gun-shy about trusting the Tongan government's borders policy that it was our intention to sail out of Tonga and into the waters of Fiji as soon as possible. Fiji was the first in the South Pacific to open up its maritime borders during the height of the COVID crisis, by designing an effective "blue lane" system of restricted entry ports and self-quarantine. So it made sense to sail west 600 miles or so to get there as soon as we could.

But then we went sailing. We'd almost forgotten how great the sailing is here! The entire Vava'u group of islands is enclosed within one gigantic reef that stops the ocean swell cold. So sailing between islands within the group is like sailing on a lake — no fetch, just wind waves. It is fun, active sailing too, because the trade winds blow right through here, often in the high teens to mid-20s. You are regularly changing



course around one island or another, and the islands create their own gusts and calms. There are 40 or so named, idyllic anchorages in protected coves scattered throughout the Vava'u group, where you can snorkel right off your boat into a nearby coral reef, or dinghy into miles of uninhabited beaches sprinkled with collectible, fascinating shells. There are caves to explore, remote lodges to visit for a snack or a drink, and invitations to be had from the locals for church, dinner, a kava ceremony or other island festivities.

But best of all, we were in the unique position of being one of the only sailboats on the water here. The borders opened to foreigners by air on August 1, but the



# IN LATITUDES



ALL PHOTOS COOL CHANGE



**Above: Big mama — many of the whales spotted in Tonga earlier this year were new mothers. Above left: 'Cool Change' at anchor. Right: The Kraken is one of the newer cruiser hangouts in Tonga.**

maritime borders were still closed. (*Editor's Note: Tonga fully reopened in late September.*) That meant that no one could get in on a boat unless their boat was already here. We have been in touch with some other owners of boats in the Vava'u Boatyard, and with the exception of a few who had already splashed and moved on, they are all waiting until 2023 to return.

No one would have believed me if I'd made this up: A worldwide pandemic closed the borders to one of the best cruising grounds in the South Pacific, and only because our boat was there before the pandemic began, and a sympathetic

consulate worker felt sorry for us, we got to have those very cruising grounds all to ourselves!

The whales who mate and give birth here, no longer frightened off by the whale-watching boats circling them, re-entered to play in the most inland waterways of the group, much to the delight of both the locals and us! There was no having to maneuver around even one other boat in any anchorage. Islanders and expats alike treated us like royalty because we were a novelty they hadn't experienced for more than two years. And we represented a glimmer of hope that their

economy will pick up again soon. We have gotten to know most of the major players in the expat community here, who have welcomed us with open arms.

By next season, the local tourism industry is hoping that things will start to get back to a new normal. But it will be years, if ever, before Vava'u will return to its glory days of the early 2000s. The Moorings and Sunsail charters are gone from here now, rumored to have been threatened with excessive taxation; the COVID lockdown put the final nails in that coffin. Mango's is closed, and even the owners of the famous La Paella Restaurant on Tapanapa Island, a favorite destination of charter boats since 1989, have decided to call it quits. As in many places all over the world, the COVID pandemic created a time for reassessment of business viability, and many businesses decided this was the time to move on.

Still, a new bar and grill called The Kraken, a great nascent establishment owned by a couple from Australia and located right on the water in Neiafu, is sure to be a favorite hangout of cruisers. The owners are friendly and welcoming, their food menu is limited but excellent,

their brand-new building is open and spacious, and their bathrooms are spotless! Good music is always playing and you will be able to dinghy right up to their dock.

There is also the Basque Tavern, owned by a Spaniard who is married to a Tongan woman and is raising a family here. They have been here for quite a while and have great hamburgers, although tapas are their main fare. There is a fancier restaurant down the street overlooking the bay called Bella Vista; a deli and a few pizza places; and rumor has it that the floating fish and chips restaurant that appeared here in 2019 will be resurrected. There are several grocery stores, more like the size of convenience stores. The Yacht Shop sells some frequently used parts and supplies, and there are a couple of fairly good hardware stores in town.

If you are looking for the glitz and glamour of watching an indigenous dance show while sipping a cocktail adorned with an umbrella, Tonga is not for you. But if you want to be invited by the one family who lives on the island next to your anchorage for a pig roast; or see/swim with a mother whale and her calf; or sail from protected anchorage to protected anchorage in 15- to 20-knot winds for 10- to 15-mile days on flat water in the sunshine; or snorkel and beach walk to your heart's delight, Vava'u is the place.

# CHANGES

Unfortunately, we will soon have to leave this forbidden Tongan paradise that we have had all to ourselves. Our dear *Cool Change* is up for sale, and Fiji has better resources than Tonga does to help us with that endeavor.

— Cindy 9/5/22  
[www.CoolChangeAdventures.com](http://www.CoolChangeAdventures.com)

**Aldabra — Catalina 42  
Nancy Morrison  
Reporting In From French Polynesia  
Santa Cruz**

*Aldabra* left Santa Cruz in 2016 and headed south with the *Baja Ha-Ha*. After four nice seasons in Mexico, making wonderful friends and learning a lot, I prepared to leave Banderas Bay for the Marquesas in March 2020. That launching point is great because of the many seminars offered in preparation for a Pacific crossing and the camaraderie among those planning the journey. Unfortunately, French Polynesia closed on the day of our intended departure due to COVID, so my crew and I ended up bashing north to San Diego.

In April this year, I departed San Diego with two crew, once again bound for the Marquesas. The wind came up after a few hours and was consistently in the high teens to low 20s for several days. It was colder for longer than I had anticipated, and accompanied much of the time by a broadside swell. Our point of sail varied from a beam reach to broad reach to downwind. We hardly knew we'd gone through the ITCZ because we had wind almost all the way. After 21 days, as we approached the island of Nuku Hiva, we marveled at what a charmed passage it had been. (Not that things didn't break. They did, but they were easily fixed, thanks to a good inventory of spare parts and a great crew.)

With a long-stay visa, I didn't have to hurry through the Marquesas, but we spent only 11 weeks there because I wanted my crew to see the Tuamotus before they left. We visited Nuku Hiva, Ua Pou, Hiva Oa, Tahuata and Fatu Hiva. The lush, scenic landscapes, waterfalls and hikes were jaw-dropping, along with one snorkel with dolphins and giant manta rays. But the most amazing highlights were the warmth and generosity of the Marquesan people and the cultural festivals, which included demonstrations of tattooing, dancing, carving and making tapas. The fruit and *poisson cru* were huge treats too.

We were lucky to attend the Patutiki

festival in Nuku Hiva. It celebrates the heritage of tattooing, dance and other arts. During the day, Marquesan tattoo artists performed their craft on willing subjects. At night we saw documentaries about the Patutiki movement of reviving the Marquesan heritage, along with exhibitions of dancing. At the end, the tattoos were judged, but all participants were celebrated. It was an honor to witness the



ALL PHOTOS ALDABRA



event.

We also found ourselves in Fatu Hiva during an important festival involving most of the Marquesan islands. Dancers from each participating island performed at night. During the day, teams of drummers jammed, a huge feast was offered to everyone in attendance, and artisans displayed and sold their crafts.

Back at the anchorage in Hanavave, we met delightful cruisers from Europe, Canada and the US. There was a strong sense of community and camaraderie in adventures and helping out with mishaps. It was sad to leave everyone when we headed for the Tuamotus.

After a pleasant passage, we arrived at the small atoll of Raroia in the Tuamotus. We stayed a few days in front of the village and then explored the other side of the atoll. While at the village we met a very nice bunch of cruisers and although we were acquainted for only a short time, we were sorry to see them leave.

Our next stop was Makemo, another beautiful atoll with welcoming people. And then we were off to Fakarava, where we met up with friends, provisioned, ate



# IN LATITUDES



**Spread:** Anaho Bay, Nuku Hiva. **Left:** Taipivai Valley, setting for Melville's 'Typee'. **Above left:** Nancy was the only woman owner/skipper in this year's PPJ fleet. **Top center:** 'Aldabra'. **Top right:** Bay of Virgins, Fatu Hiva. **Above right:** Tattoo contestant at the Patutiki festival.



at restaurants, refueled, toured a pearl farm, rode bikes, and took advantage of the many services offered by Fakarava Yacht Services. (Nuku Hiva and Hiva Oa also offer such services.) Fakarava is also a good place to dive and kiteboard.

Like everywhere so far, we felt we left Fakarava too soon, and I am now in Rangiroa. My earlier crews/guests have come and gone. With new crew arriving shortly, we'll do some diving here and then head to the Society Islands, perhaps by way of one last Tuamotu atoll, Tikehau, weather permitting. I didn't have a chance to visit many of the Tuamotu atolls, so I hope to return after cyclone season.

Rangiroa is the largest of the Tuamotu atolls and known for diving. You can dive just outside the Tiputa Pass and see

pristine reefs with lots of fish, sharks, turtles, rays and other creatures. It's also common to be joined by curious dolphins.

Perhaps because the atoll caters to holiday visitors and divers, you don't find the cruiser services that are available on Fakarava. There is a popular and somewhat protected anchorage next to the Tiputa Pass in front of the Kia Ora Hotel. But because the lagoon is so large, there is a lot of fetch, so visiting the other side of the atoll should be done only when the winds and seas are favorable.

After such a short time in the Marquesas and now the Tuamotus, I'm just scratching the surface of cruising here. And I would be much better informed if I spoke and understood French. That said, I have some newbie observations. One is that I'm always looking for provisions. Often, I find no fresh produce or dairy, but sometimes I get surprised and find lettuce, carrots or cucumbers, once even avocados. Often, and understandably, availability coincides with the arrival of a supply boat. But sometimes not. So I'm always on the lookout. At least in the

Marquesas, fruit was plentiful, but in the Tuamotus it's scarce. To compensate, I load up on frozen vegetables, which are not bad.

I find it hard to pass up an ATM because I might not see one for a bit. Same goes for internet access. In both the Marquesas and the Tuamotus, there has been a shortage of cooking gas. Even if you find some, if you don't have your own fitting for gravity-filling your tank, you may be in a pickle. The fittings are available in Papeete but many of us go through the Marquesas and Tuamotus without one. For me, it has meant very little use of the oven, so I miss baking.

Specific to the Tuamotus is timing of entering and exiting passes. The Tuamotus Current Guestimator on the Soggy Paws website — [www.svsoggypaws.com](http://www.svsoggypaws.com) — has been very helpful. Another issue is trying to avoid coral while anchoring, and then floating your chain. Avoiding coral heads when traveling through any lagoon is a concern, and OpenCPN with the satellite tiles created by Bruce on *Migration*, ([www.migrations.brucebalan.com](http://www.migrations.brucebalan.com)) makes this possible with care. Weather is an ongoing concern, being the most important factor in every decision here.

Other than that, the Marquesas and the Tuamotus are what dreams are made of. The climate is perfect — not cold and not too hot. The people are kind and welcoming, and the islands and atolls are fun to explore, by both land and water.

— Nancy 8/30/22

**Taliesin Rose — Bavaria 46E**  
**Fennell Family**  
**The Routes Less Traveled**  
**(Part 3 — El Salvador)**  
**Port Townsend**

*The greatest treasures are those invisible to the eye, but found by the heart.*

— Judy Garland

Our decision to leave the familiarity and hospitality of Mexico was determined by the weather. Hurricane season was upon us and we needed to get south out of the potential path of storms. We had initially set our sights on holing up for the summer in Nicaragua, near our friends who live there, but a period of civil unrest in spring 2018 gave us pause. As we were re-evaluating our options, our buddy boats suggested the Rally to El Salvador. Organized by former cruisers and current expats Bill and Jean, the three-day passage from Chiapas lands at Bahia del Sol in the beautiful and protected Estero Jaltepeque.

After fueling up, we set out and before



# CHANGES

long, crossed the imaginary boundary that separates Mexico from Guatemala.

The Pacific side of Guatemala is mostly a lee shore, and has only one marina available to sailors. The cost of entry and the impending storm season were prohibitive to our stopping, so we watched as the volcanoes slipped past, knowing that we were missing out on majestic Mayan ruins and savory tamales wrapped in banana leaves.

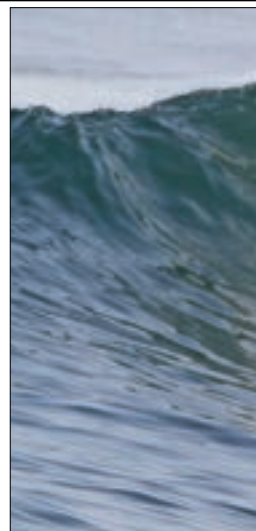
Guatemala did gift us with a sudden rain squall at daybreak. After we managed to avoid lightning through the night, the 35-knot wind came up quickly, whipped at the boat for a bit, and was gone again in a flash.

We arrived at the mouth of the Jaltepeque estuary early in the morning of the third day, the rising sun illuminating the triangular peaks of the volcanic mountaintops. We remained on station just outside the entrance until the fishing *panga* that would serve as our pilot boat came to meet us.

The entrance to the *estero* involves crossing a significant sand bar, and though we were assured that the swell was small enough to allow safe passage, the waves were breaking angrily. There is good reason why Lord Tennyson found such weighty meaning in his poem *Crossing the Bar*. Each crossing requires a significant amount of faith, and one unlucky maneuver can spell disaster.

We battened down the hatches, tethered into the cockpit, and tried to calm our nerves as we obediently followed instructions radioed from the pilot, with Bill translating from Spanish to English. Rowan placed *Taliesin Rose* into position and then, as directed, went full throttle to try to get up to a speed that would allow us to surf the breaking waves over the sandbar and into the navigable channel.

Surfing a large boat in big ocean swell is one thing. It is technical and exhilarating sailing. But in deep water there is a lot of room to maneuver through the wave. Surfing a boat that is your home — carrying your family, through steep waves, in shallow water — is quite another thing entirely. As we approached the bar, the first waves pushed us forward and then passed underneath. And then a wave picked up our 20,000-lb yacht like a surfboard and we were just along for the ride. Rowan clocked 19 knots on the speedometer and then, as calmly as he could manage, said, "I've lost steering..." We started to catch an edge and round up, and just as quickly, Rowan ably got us back on course, mostly intact, aside from some damage to a stanchion. Our buddy boat friends had an exciting crossing as well.



Once we had crossed the bar, we kept our eyes out for the calmer waters of the mostly unmarked channel. The adrenaline was still running a bit high as we made our way to the dock at Bahia del Sol Marina. We were welcomed to El Salvador by Rally hosts Bill and Jean, Immigration officials — and a bartender from the resort with a tray full of rum drinks. After securing the dock lines, getting our passports stamped, and confirming that we were none the worse for wear, we spent the remainder of the afternoon swimming in the pool, meeting other cruisers in the marina and celebrating (and decompressing from) our arrival in El Salvador.

Shortly after our arrival in June, the bar was closed to sailing vessels for the summer, as storm season is also swell season in Central America, and the bar becomes unnavigable for months. So for the first time since leaving home, we stayed in one place for longer than a week.

Up to that point, we had largely avoided routine by keeping on the move. So the routines we established in the *estero* were appreciated with a new perspective.

Weekday mornings, Rowan did boat chores as I taught boat school with our daughters, Emmy and Lucy, and other cruising kids. In the afternoons, the girls learned to swim proficiently, spending hours playing in the pool as parents supervised and socialized during *dos-por-uno hora de feliz*. Sunsets over the estuary were breathtakingly peaceful with the ever-changing arrays of towering cloud formations. Evenings, we would often share potluck meals with cruising friends.

Grocery shopping meant a dinghy run upriver to Herradura; a colorful, pimped-out chicken bus ride to Zacatecoluca; or a group van trip to San Salvador with an obligatory stop at the artisan *cerveceria* for lunch. Saturdays, Bill and Jean would have all the cruisers in the *estero* over to their place on Isla Cordoncillo for appetizers. Then we would all walk over to the tiny village for *pupusas*. Sundays meant a boat taxi ride up the *estero* to Lynn and Lou's — another wonderful expat couple — for an afternoon of music, potluck, and swimming. (Lynn would put out craft supplies and popcorn, and show movies for the kids.) Afternoons turned to evenings



# IN LATITUDES



**Above: 'Taliesin Rose' crosses the bar en route to Bahia del Sol. Left: The Fennell family, l to r: Vikki, Lucy, Rowan and Emmy. Originally from Sausalito, they began their big cruise with the 2017 Baja Ha-Ha. Top left: Gilligan, the Skipper (in pigtails) and various other characters go trick-or-treating around the marina. Top center: Vikki catches a nice one at Sunzal. Top right: Boat school with boat buddies.**

with laughter and friendship.

Lynn "volunteered" us to teach English to local teenagers, and once or twice a week we would meet these amazing young people to practice language skills. We celebrated birthdays with *piñatas* and apple bobbing in the pool. We attended local festivals and tried other local delicacies, though *pupusas* remain our favorite. We even spent a day at the local water park with kids from the island.

People often ask about safety in El Salvador. While we did see increased security in many places — and not many other gringo tourists — we were never exposed to any criminal element. In fact, almost every Salvadoran we met was generous, helpful, kind and welcoming to our family. The kids from the island played ball games on the beach with our girls. We laughed and made friends with folks from all walks of life. There is no question that local people have very real struggles. Many people we met live hand-to-mouth.

The infrastructure for services such as garbage collection and electricity are nonexistent in some places, and life can be very rough for many. Yet Salvadorans taught us that those with little often are the most giving.

Staying in one place for a while meant that dear friends came to visit, and we took the opportunity to explore many inland wonders of El Salvador. Renting a car allowed us travel to the preserved colonial town of Suchitoto. We stayed in the most amazing 200-year-old, restored hacienda *Los Almendros de San Lorenzo*, and toured the historical pueblo, now known for its vibrant artisan community. We took a lesson in traditional indigo dyeing, learning about the history of the area including the difficult times during the civil war (which started in 1979 and lasted a dozen years), and that much of the indigo used to dye Levi's jeans came from this region.

We took a hike to a waterfall cascading

over an incredible natural formation of geometric basalt rocks. We made our way to the charming surf town of El Tunco and paddled out to the famous wave at Sunzal. In search of another waterfall hike, we ended up at the end of a dirt road, with guides who didn't speak a lick of English, traipsing through the jungle without a clue as to where we were being led. Our faith in our guides was richly rewarded as we came upon a beautiful ravine with cascading waterfalls and swimming holes to frolic in. We celebrated a birthday with a trip to Lago de Coatepeque, a beautiful lake in the caldera of a volcano, and a dinner out at La Pampa Restaurant overlooking the water.

As the end of summer approached, we explored some more of El Salvador's national treasures. We went in search of tacos in Ataco and found ourselves in the middle of a large local festival. And we learned more about the incredible indigenous history at Joya de Ceren, a UNESCO World Heritage Site. The ruins of the pre-colonial farming community are incredibly preserved after being covered in ash from a nearby volcanic eruption in the year 400. Whereas the Mayan ruins illustrate how the elite class of the Mayan empire lived, the well cared-for archaeological sites at Joya de Ceren allow a glimpse into the daily lives of everyday folks before they were interrupted by the arrival of *conquistadores*.

Our time in El Salvador culminated with a number of meaningful celebrations. A heartwarming graduation for the students of the English class. An end-of-summer dock party with all the cruisers in the *estero*. An evening of raucous and laughter-filled dancing with the wonderful marina staff who had taken such good care of us during our stay. And Halloween, where the kids went boat-to-boat on the dock and by dinghy in the anchorage, greeted with treats by friends in creative costumes.

Of all the many wonders we were able to experience in El Salvador, the most precious and fondly remembered were the friendships we made and the community we found there in the *estero*. We still keep in touch with many of the friends we met that summer. We traveled on together with others who became like family, and all made our lives immensely richer in knowing them. We carried them with us in our hearts as we prepared to head southeast to the Gulf of Fonseca and Nicaragua.

— Vikki 10/3/22

For more on the Cruisers Rally to El Salvador, hosted these days by the Panama Posse, go to [www.elsalvadorrally.com](http://www.elsalvadorrally.com).

ALL PHOTOS TALEISIN ROSE EXCEPT AS NOTED

BILL / EL SALVADOR RALLY

# CHANGES

## Cruise Notes

• After doing the 2016 Ha-Ha and exploring the Sea of Cortez that winter, Doug and Sandra Asbe headed their Washington-based Alajuela 37 **Leigh Ann** west, enjoying two months cruising Hawaii before heading back to their home waters of the Salish Sea. In 2017, they headed to Alaska, where they spent the next three seasons cruising the myriad inlets and fjords of the 49th state. Three years later, says Doug, "we felt we had only gotten started."

"The first summer got us accustomed to the 18-foot tides and ever-present currents — and buying bear spray and extra-tough boots." By the third summer, they were in Glacier Bay, eerily empty of cruise ships due to the pandemic. "That summer we saw bears at nearly every anchorage. They eat the grass growing just above high tide. I felt bad when the sound of the anchor dropping startled them."

To avoid the Canadian protocols for transiting boats, Doug and Sandra sailed nonstop from Sitka to Port Angeles in what turned out to be a rough ride, beating



LEIGH ANN

'Leigh Ann' in front of Marjorie Glacier. Right: Doug and Sandra.



into 20-knot winds and steep seas. "Friends who left a week later had north-erlies behind them the whole way," notes Doug. "Timing is everything."

For the past two years, *Leigh Ann* has been sailing her home waters. "This year in Desolation Sound we helped friends harvest oysters," he says. "It was a wonderful week of tasty food, long days and good friends. Next year our plans are to circumnavigate Vancouver Island, harbor-hopping all the way."

• When Mike and Katie Gabriel of **Alegria** took the big left turn under the Golden Gate Bridge from Oakland in September 2018, they planned to spend only a year in Mexico before moving on, either through the Panama Canal or across the Pacific. "Well," says Mike, "we're about to

complete our fourth year in Mexico and have loved it here so much that we're still finding it hard to decide where we might sail off to next."

Over the past four years, they've completed a couple of the standard cruiser

loops, going as far south on the mainland as Zihuatanejo and all the way north to Puerto Peñasco in the Sonoran Desert. "We've endured two summer haulouts with lots of projects and upgrades for our 1976 Gulfstar 50, including the DIY jobs of thru-hull replacement, full hull strip, and blister repair," says Mike.

Now that they've become familiar with the Sea of Cortez and Pacific mainland, Mike and Katie have enjoyed seeking out the places less visited — remote islands and anchorages "outside the confines of the guidebooks. Gunkholing feels like a bit of a cheat in these modern times with the help of high-resolution satellite images of the coastline, but nonetheless, it keeps our skills sharp and presents new, exciting places and adventures each season."



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A few highlights from this last year include: more than 3,500 nm sailed; 326 nights at anchor (and counting); winning their class and second overall in the Banderas Bay Blast Regatta; running aground in Barra de

Navidad ("Have you really been to Barra if you haven't been aground?"); a fantastic inland road trip to witness the monarch butterfly migration; rescue-towing a 56-ft sailboat 96 miles north around Cabo Corrientes to La Cruz; hosting family and friends during the holidays; and sharing anchorages and memories with wonderful buddy boats.

"To say we've fallen in love with Mexico and the wonderful cruising community here is an understatement," says Mike. "We will venture farther in the not-too-distant future, but for now, we look forward to spending 'just one more year' here to do it all again!"

- Another sailing couple who had



Mike, Katie and Rosco, high above 'Alegria'.

world," writes Ken. "We told everybody, including our bosses and all of our friends and family, that we were circumnavigating the Earth. We studied. We bought all the books. We devoured all the magazines, including *Latitude*, in which we read not only every submission, but every ad, word for word. We went to seminars. We did our homework. By the time we left our slip in Ventura, I could have taught Jimmy Cornell a few things about sailing.

"Now here it is a decade later, and we are only about 1,500 miles south of our starting point. We can't teach anyone anything about sailing, and we couldn't be happier.

"Looking back at our first year and

long-range plans foiled by the magic of Mexico are Ken and Sheri Bliss of the Beneteau 36 **Cake**. "At the start of the Ha-Ha 10 years ago, Sheri and I were totally committed to sailing around the

how green we were, we laugh at ourselves hoping that we would find a 'Shawn and Heather' anchor point — only to find that



Down on the farm with Ken and Sheri.

the anchorage would be packed! (*Editor's Note* — Shawn Breeding and Heather Bansmer co-authored the popular *Sea of Cortez* — A Cruiser's Guidebook.) In our third year, our hope was to find nobody else in the anchorage except for a few



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# CHANGES

close friends' boats. By the sixth year, we wanted better internet and more convenient shopping. And last year, we only wanted solitude. But last year was so different in Mexico. The anchorages tripled with cruisers, mostly beautiful young families on beautiful young and expensive boats. The consensus among the fleet is that, because of COVID, families found out that they could work anywhere that there was internet — and why not?"

Currently, Sheri and Ken are in San Luis Obispo tending to the 30-acre agave farm that they created in 2020. "Because of climate changes, we're able to grow the blue agave *tequilana* on the Central Coast — the same plants that make Jalisco famous. The plants require so much less water than the grapes that surround our farm that we feel we are making better choices for California agriculture."

The Blisses will likely be back cruising by the time you read this. "We miss Mexico whenever we're away for too long. Every year on the boat has been special. Every year we meet new people that we know we will be friends with for life. Every season we discover a new anchorage."

• After the 2021 Baja Ha-Ha Rally, Scott and Kathy Erwin of the Brewer 44 **Sea Bella** spent November through March exploring the bays and small towns of mainland Mexico. After that they headed to the Sea of Cortez, spending an "amazing four months" anchorage-hopping with 10 or so other friends as far north as Refugio, with many sightings of mobula rays, turtles, dolphins, roosterfish, octopuses and whale sharks along the way. Kathy says the sea life and scenery in the north Sea were remarkable. In early August, "The dragon breath blew off the Baja," and they headed back south.



'Sea Bella' winging it. Inset: Scott and Kathy.

By September, the boat was in Puerto Escondido and the Erwins went on a two-week trip inland when word came that Hurricane Kay was on the way. *Sea Bella* was already in a hurricane hole, but Scott flew back to make sure everything was secure and to triple-check the mooring lines. He ended up riding it out aboard in 65-knot winds. We're

happy to report that boat and skipper came through the ordeal none the worse for wear. (Look for his firsthand account in a future issue.)

After that, says Kathy, "We decided a brief weather break was needed and flew to California to visit family and friends."

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AZIMUTH

**Scott and Ashley's passage through the Panama Canal was enhanced by family history.**

• When Ashley and Scott Racette of the Oakland-based Pearson 365 **Azimuth** last checked in in February, they were waiting for a window to cross the Gulf of Tehuantepec. Since then, they've been harbor-hopping down the Central American coast, particularly enjoying stops at Isla Tigre, Honduras ("with its cheery yellow pier, family restaurant, and umbrella-lined walkway"); Papagayo Marina ("dock party with the Panama Posse"); and Isla del Caño ("where the landscape changed from desert to jungle").

Their passage through the Panama Canal was enhanced by Scott's mom joining the boat, and paying homage to family history: Her grandfather worked for the Army Corps of Engineers and was assigned to a post in Panama City; and her dad grew up and went to college there. "We drove around, saw their old house, and toured the Miraflores Locks and other landmarks. It was an awesome experience!" says Ashley.

They're currently in Bocas del Toro, waiting out hurricane season and visiting friends. In November, they'll head across the Caribbean and complete their journey to the Chesapeake. ([www.sailingazimuth.com](http://www.sailingazimuth.com))

• When former Utah residents Robyn and Mark Bennett first sailed their Ingrid 38 **Mintaka** across the Pacific in 2004, their plan was to spend a season in New Zealand before moving on. Lo these many years later, they're still there, living aboard in Whangarei. (They did sail the boat back to Washington in 2009-10 to be near their college-bound son, but returned to Kiwiland in 2014 via the Pacific Puddle Jump. They have since become official residents.)

"*Mintaka* has not left New Zealand waters for a number of years now, but she has seen a lot of it. We've cruised extensively between North Cape and Mercury Bay, with numerous visits to Whangaroa, the Bay of Islands, Great Barrier Island, the Hauraki Gulf, and so many places in between. After the initial pandemic

lockdown early in 2020, we even got out for a long winter cruise — and made good use of our diesel heater! But with the border closure keeping us in country, we sailed farther south the following summer.



MINTAKA

**Now official Kiwis, Robyn and Mark enjoy exploring their new home waters aboard 'Mintaka'.**

"With the southern-most part of New Zealand, wild and remote Stewart Island, as our ultimate goal, we first sailed 'over the top' of the North Island and down the west coast to Abel Tasman National Park, Nelson, and the Marlborough Sounds. Passing through Cook

Strait, and wandering down the east side of the South Island, we eventually reached Stewart rather late in the season. Two weeks were all the weather gods allowed us there before chasing us out and north, back home to Whangarei. A grand adventure, leaving much for another visit.

"The past year has seen us mostly in port here, or off to the States for a visit, but we'll be out along the northeast coast again this summer."



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**30 FT CATALINA 30 MK II 1980.** Autopilot, GPS. Universal diesel engine. Located at Brickyard Cove Marina. 125% genoa. 150% mainsail. Radar. Boat hauled November — two coats of bottom paint, third coat at waterline. \$24,650. Point Richmond, CA. jbward59@aol.com (916) 985-2647



**30 FT CATALINA 30 1978.** Beautiful. Two engines: Yanmar YSB12 diesel and Honda 25hp on Garelick lift. Oakland Almar Marina #405. rborrisjr3789@gmail.com (510) 909-2866 \$25,000.



**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

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**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.** '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



**31 FT WYLIE GEMINI TWIN 1976.** 'Encore' is a beauty. Recent out-of-water survey. Check out Wooden Boat issue 12 for more build info. I would prefer that both boats go to the same buyer, but they have been apart before. By far the fastest boat I have ever sailed. Mylar main and jib, spare Mylar jib and a #3 Dacron jib. 2 spinnakers. \$20,000. Treasure Island, CA. sawinery2004@yahoo.com (925) 219-2279



**35 FT ERICSON 35-2 1970.** Rare setup — inboard diesel behind companionway. Fiberglass encapsulated lead keel, stripped and barrier coated 2022, new rigging 2022, new sails 2019, roller furling jib. Great layout. Must see, head-turner. More info on craigslist ad. \$25,000 OBO. Berkeley. joe@seraphinsailing.com



**34 FT CATALINA 34 MK II 1996.** Too much to list. If interested please send me an email. This boat is immaculate inside and out. You won't be disappointed in this beauty. \$74,900. Powell River, BC. lorirapp@live.ca (250) 863-7993



**33 FT SOVEREL 33 1985.** Well-known S.F. Bay boat, 'Flexi Flyer.' Great handling, fast and fully equipped for racing and cruising. Health issues force sale. X sale \$15,000. South Beach Marina. Diamon4u@yahoo.com (408) 656-9919



**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 rigged 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 Marelton 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



**32 FT WILLIAM ATKINS THISTLE 1980.** A Westsail-like boat, 11-ft beam, 5.3-ft draft, 41.3-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 FT SCHOCK SANTANA 35 1979.** This Bristol-condition boat is being offered with a possible liveaboard slip in the bay area. She is a comfortable fast cruiser, liveaboard, and competitive racer with a 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. Possible trade for a motorhome or van + or - value. \$29,500 OBO. San Francisco. driende@aol.com (650) 714-7777 www.schocksantana35.com/



**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. Marina Village Pkwy, CA, 94501. (408) 205-9146 www.sites.google.com/view/drop-beer/home

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**34.5 FT J/105 1997.** Price Reduced! Racing- and cruising-ready, 'Big Buoys' (FKA Ultimatum) is hull #153 and the winner of several regattas. Been regularly maintained and has many sails including recent jib, main and kite. \$45,000. South Beach Harbor, San Francisco. colingsmiller@sbcglobal.net (415) 370-5675

## 36 – 39 FEET SAILBOATS



**36 FT CATALINA 36 MK II 1999.** A classic Catalina design that supports coastal cruising, weekend getaways, and/or a place to stay. Owners have kept up appearance and operational systems. Inverter/charger provides 110v power throughout the vessel. In 2019, a new exhaust riser and two new AGM 4D batteries. A new sail cover and hatch covers were installed in 2020; in 2021 lifelines replaced. Documented records from the past few years of ownership. One of Catalina's most popular designs, this boat is easy to sail and maintain, and has an active, large owners' association. \$76,900. Alameda, CA. tracy@atomictunayachts.com (925) 683-0425



**40 FT WILDERNESS 1985.** 'Upside' was built in Santa Cruz. She is an ocean racer/cruiser. Masthead sail 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

**36 FT ALLIED WRIGHT PRINCESS 1977.** A solid/comfortable bluewater ketch with simplicity throughout. New rigging 2019, Hauled/paint 5/22 & quarterly diver cleaning. Westerbeke 40hp, roller furling jib, Dutchman system, dodger and all lines to the cockpit. USCG documented. \$36,276. Coyote Point. christopherjette@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. bonnielopezunr@gmail.com (209) 772-9695

**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



**36 FT ISLANDER 1979.** Sits in a 40-ft narrow slip in the West Basin, San Francisco Marina. Boat and slip rights sold together. 'Nimbus' is an excellent racing and cruising family sailboat for San Francisco Bay. Fiberglass hull and deck, varnished mahogany interior with teak and holly sole. Accommodations: Large "V" berth forward with head to port. Hanging lockers to starboard. Main salon: two settee berths, center table stows out of the way. Double quarter berth to port aft of the navigation station. Galley: Stainless steel sink, icebox, stove/oven. Mast and boom aluminum with stainless steel rigging. Manual jib furling system. Mainsail with two reefs. Jib and spinnaker. Engine: Westerbeke 38. \$85,000. West Basin, San Francisco Marina. daphnej@pacbell.net (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. Autohelm 4000 autopilot. Depthfinder. Three-cabin layout. U-shaped dinette. V-berth. Dinghy. Stereo. \$39,900. Redwood City, CA. iamerv@gmail.com (916) 792-6389 www.tinyurl.com/2tfm96d8

## 40 – 50 FEET SAILBOATS



**42 FT CARTER/MAAS STEEL SLOOP 1968.** Corten steel sloop professionally built in the famous Maas yard in Bresken, Netherlands. Many offshore races and cruises under her belt. Fast and seaworthy. Hauled every three years. Email for specs and details. \$32,000 OBO. Sausalito CA. goldengatesailing@gmail.com (415) 797-8008



**40 FT J/120 2001.** The J/120 S/V 'Hijinx' is now for sale. She has a sprayed race bottom (Trinidad Pro w/carbon). The keel and rudder have been templated and faired. New Ullman black Kevlar main and an older but large sail inventory. We've actively raced in Monterey Bay and podiumed in almost every regatta entered, including 1st SCYC Champion of Champions, 1st MPYC 2017 Año Nuevo race, 1st EYC Double Angle x 2, etc. Call Brad if interested. \$129,500. Alameda, Sail California docks. sompy@yahoo.com (831) 239-2602



**46 FT STEEL YAWL, FULL REFIT 2005.** 'Endeavor' is a strong, sea-kindly vessel, designed by Henk Tingen and built in Holland in 1958. Purchased 1987 and brought back from near-extinction. We had 13 years cruising about the world; maybe now it's your turn. Fall in love with your dream boat. Lots of good kit included, can be ready to sail to Norway in 2023! Contact C. Masters for complete list. \$100,000. Ipswich, Suffolk, UK. svendeavor1958@gmail.com (206) 960-3793



**44 FT JEANNEAU 2021.** Sun Odyssey 440 fully loaded: teak decks, life raft, radar, EPIRB, 3 berths, electric winches, bow thruster, furling main and jib, folding propeller, Yanmar 56hp with ~400 hrs, two fuel tanks, new dodger. Berthed in Sausalito. \$450,000 OBO. Sausalito. jkrensavage@gmail.com (650) 906-1713

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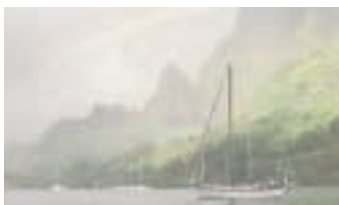
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**42 FT BENETEAU 1983.** A true racer/cruiser, the German Frers-designed First 42 is equally at home on the race course or as a high-performance cruising yacht. Handsome traditional lines. Elegant and practical interior. New Yanmar diesel 2013. \$65,000. Ventura. [teiberg@roadrunner.com](mailto:teiberg@roadrunner.com) (805) 477-0000



**45 FT HUNTER 450 1998.** 'Ambergis' 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](mailto:jghague@yahoo.com) (707) 815-5111



**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](mailto:loriserocki@yahoo.com) [www.tinyurl.com/2p8pu38k](http://www.tinyurl.com/2p8pu38k)



**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. [gmeadej@yahoo.com](mailto:gmeadej@yahoo.com) (415) 987-3948 [www.maxfx.biz](http://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](mailto:octavend1@aol.com) (415) 922-5520



**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. \$70,000. Point Richmond. [tomburden1@gmail.com](mailto:tomburden1@gmail.com) (831) 331-8737 [www.tom-burden.com/cal-40-shaman-photos.html](http://www.tom-burden.com/cal-40-shaman-photos.html)



**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](mailto:ron@griffininformation.com) (619) 226-6071 [www.tinyurl.com/jc7r4p8m](http://www.tinyurl.com/jc7r4p8m)

**48 FT SUNCOAST 1980.** Type of vessel: ketch. Estimated speed: 10 kt power, 6-8 kt sail. Built Netherlands 1980. Time of lay-up: fall 2012. Hull: length 48-ft, beam 15-ft, draft 7-ft. Frames: varied dimensional steel. Topsides single skin steel plate, 1/4" thick estimated; bottom single skin steel plate, 1/4" thick estimated; deck and bulkheads steel plate. Hull layout: V-berth, forward head, forward triple berth, settee/berth, chart station, galley, captain's berth, engine/machinery/maintenance room, after master bath, after head, straight inboard diesel engine auxiliary powered. New bow thruster (2010), electronics, autopilot, forward underwater sonar. Six-cyl Leyland diesel, midline, 350 gal water, 250 gal fuel. Pictures at website. \$54,900. Cleveland, OH. [maudeij@yahoo.com.au](mailto:maudeij@yahoo.com.au) (954) 235-2527 [www.guapasailboat.com](http://www.guapasailboat.com)



**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. \$98,500 Price reduced. Vintage Marina, Oxnard, CA. [scott\\_johnston63@yahoo.com](mailto: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, refrig, 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](mailto:Thepaintgod@yahoo.com) (415) 233-2845

**50 FT HUDSON FORCE 50 1978.** Center cockpit, 80hp Ford Lehman w/3600 hrs. Aft queen berth w/windows. Yanmar 90 Amp genset. Lower teak decks replaced, Sitka spruce main, aluminum mizzen. \$75,000. Berkeley. [Tcparfitt@yahoo.com](mailto:Tcparfitt@yahoo.com) (707) 861-2954



**40 FT CAL 40 1966.** Hull #73. Classic racer/cruiser. If a Cal 40 is on your bucket list this is very clean and mostly original example! Perkins 4108, electric head w/ macerator and tank. Smart charger, 2 batteries. Original "vintage" Tillermaster autopilot and Signet instruments. Harken furling w/cruising yankee 138% and lightly used racing Dacron 150%. Kevlar #3, tallboy. Removable carbon sprit w/2 asymm kites, all original spin gear, poles, 4 kites included. Successful PHRF racer in SoCal. Harken primary self-tailers, halyards led aft w/clutches to cockpit. Stainless cabin top handrails, eyebrows shaved, teak toerail cap. Nice clean updated look. Nice interior foam and cushions. newly recovered cockpit cushions. \$34,700. Dana Point, CA. [defsailor@gmail.com](mailto:defsailor@gmail.com) (949) 510-7353



**40 FT FARR 40 1992.** 'High Five': Cookson-built Farr 40 / Kevlar hull. Volvo Penta 40 hp; 250 hrs on engine and saildrive. Includes multiple sails. Extremely well maintained. Call to get more details. \$50,000. Morro Bay, CA. [goldconcept@sbcglobal.net](mailto:goldconcept@sbcglobal.net) (805) 550-1118



**46 FT NEW ZEALAND 46 1971.** Cutter rig, New Zealand Yachts, center cockpit, aft cabin, cold molded kauri pine, Dynel cloth, Epiglass design: Jim Young N.A. Re-rigged 2018, New standing and running rigging, North main and jib, lazy jacks, Harken mechanical backstay tensioner, B&G wind and depth instrumentation, Simrad radar, Yanmar 4HJ, 50hp, ZF Trans, Fireboy auto fire extinguisher system, slipstream Aust. Feathering prop, toerails, handrails, caprail, companionway hatches, forward cabin top hatch varnished. Steering: mechanical, hydraulic. Natural gas stove/oven. New 300-ft 5/16 high-test chain, stainless plow anchor, Engel refrigeration, Lavac manual heads. \$100,000 Reduced. Long Beach, CA. [jimwaide@gmail.com](mailto:jimwaide@gmail.com) (949) 838-5880

## 51 & OVER SAILBOATS



**55 FT MERRIFIELD-ROBERTS FAST CRUISER 1989/2016.** Immaculate 55-ft world cruiser designed by America's Cup champion Britton Chance. Three cabins, two bathrooms with complete refit in 2016. 150hp Yanmar plus 8 kW Westerbeke gen. New sails Quantum 2022. New dodgers. Fiberglass with foam core. New Sparcraft rig. Draft 6-ft 6-in with huge wing keel. Ready for Mexico. Updated keel and rudder 2000. New wiring and interior plus watermaker and new B&G. She's sailed 50,000 miles so far safe and fast. Power winches and StackPack. Possible finance or trade for powerboat. \$350,000 Owner Finance possible or powerboat trade. Marin. [55chance1989@gmail.com](mailto:55chance1989@gmail.com)





**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. lrtravioli@hotmail.com (559) 269-7669

## CLASSIC BOATS



**25 FT FOLKBOAT 1962.** Truly stunning Folkboat 'Snabben,' lovingly restored in 1996 by Michael Johnson, needs a little TLC. Beautifully detailed cabin, full galley, heater set up, sleeps three; looking for loving home; must see to believe! Truly priceless! \$11,000 OBO. Near Rio Vista, CA. janenebj@outlook.com (530) 906-2159



**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



**42 FT SOLARIS CATAMARAN 1976.** Price reduced. New rigging, instruments, bottom paint. Very well equipped and maintained. Easy to operate. Four private cabins. Bathtub. Gorgeous teak interior. 30hp diesels. Good sails. Strong, safe, comfortable cruiser. Call for details. \$110,000 OBO. Oxnard, CA. nfcoetzee@hotmail.com (805) 320-5580

**36 FT SCHIONNING WILDERNESS 1100 2016.** Light, fast cat built at Delta Marine in Seattle. Roomy, 2 full state-rooms, galley up, Spectra watermaker, large spillover freezer, 10 Lewmar hatches, solar, SSB, spinnaker, Rocnas. Cruised Zihua to Peñasco last 6 seasons. \$100,000 OBO. Puerto Peñasco, MX. svepiccat@gmail.com



**27 FT F25C 2000.** Superb F25C tri-maran. Well maintained example of this rare racer. Carbon rig. Elliott/Pattison racing sails. Double axel trailer. \$34,500 OBO. Los Angeles, CA. davidcollins@mindspring.com

**17 FT HOBIE 17 FX-ONE 2005.** High-performance racing cat. Excellent condition. Spinnaker/reacher, trailer, beach launch wheels. Santa Cruz Sailing Foundation. \$3,700. Santa Cruz, CA. jritcheylaw@cruzio.com (831) 476-0328

## PARTNERSHIPS

**PARTNERSHIP WANTED.** Looking for partnership on 35-50-ft sailboat, preferably Sausalito. Equity and non-equity considered. Have 35+ years of experience sailing on the Bay and 25,000 miles cruising internationally. Currently own and am racing in one designs but would like access to a boat for casual daysailing with my sweetie and/or with partners. Looking for a clean boat in good condition that is sailed regularly, and responsible, nice sail partners. Sebastopol. pzupan@gmail.com (415) 250-7854

**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

**40 FT BERTH FOR RENT.** Many benefits: Save money (\$600-\$1,200/yr). Private dock Alameda Estuary, good security, easy access, close parking, power, water, dock box included. \$390/mo. (Market value \$440-\$490/mo.) Sorry, no liveaboards! Call Ed. \$390. Alameda. capt.edpayne@att.net (510) 280-4994

**PIER 39 36-FT LIVEABOARD SLIP — FREE.** I no longer need my 36-ft slip (#B28) at Pier 39. The liveaboard slip has about 10 years left. Pay XFER fee (\$1,200) and it's yours. No text, just call or email. \$1,200. Pier 39 S.F., CA. rwnicho@hotmail.com (415) 648-7960

**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

**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

## PROPERTY FOR SALE OR RENT



**DRAMATIC WATERFRONT ALAMEDA TOWNHOME.** Dramatic waterfront Alameda 3BR/2.5 BA townhome with a private 44-ft deep-water slip attached to the property. An impressive 2,054 sq ft with multiple living spaces all designed to overlook the glistening Ballena Bay. \$1,249,000. leah@leahounger.com (510) 701-6497 www.tinyurl.com/3wdmepuy



**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 fwy. \$1,795,000. Point Richmond, CA. nathan@jinesrealestategroup.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](mailto:marcia@homesandharbors.com) 866-835-0500 [www.tinyurl.com/43475rkj](http://www.tinyurl.com/43475rkj)

### JOB OPPORTUNITIES



**INSIDE SALES REP SVENDSEN'S MARINE.** Join our team! The Inside Sales Representative is responsible for maximizing product sales as well as expanding the company's customer base. The Inside Sales Rep assists walk-in and phone-in customers on product selection, and performs sales/return transactions. Full-time position. M-F. Min five years previous retail experience preferred. Mechanical aptitude and ability to communicate technical product knowledge. \$24-\$34/hr DOE. Phone Debbie Laws. Alameda, CA. [dlaws@bay-ship.com](mailto:dlaws@bay-ship.com) (510) 599-1647

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classified: November 15  
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at [www.latitude38.com](http://www.latitude38.com)

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**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](mailto:office@berkeleymarine.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/](http://www.latitude38.com/job-opportunities/)

**CAPT. KIRK'S SAILING IS HIRING CAPTAINS!** We are seeking licensed captains for private charters on our three boats in Sausalito and Alameda. Our motto is "Best Day Ever" because we emphasize providing our guests with great customer service. Check out our reviews on Yelp/Google. We train our team and maintain our boats to high standards for safety and comfort. Part- or full-time possible. Please send résumé to email below. Thanks! [joe@sfbaysail.com](mailto:joe@sfbaysail.com) [www.sfbaysail.com](http://www.sfbaysail.com)



**BOATYARD MANAGER WANTED.** Spaulding Marine Center (501c3 non-profit organization) is currently seeking Marine Technicians to join our educational working boatyard. ABYC Certifications helpful with longevity in the industry. Full time positions available with benefits. Applications are available online through our website. Sausalito, CA. [jay@spauldingcenter.org](mailto:jay@spauldingcenter.org) (415) 332-3179 [www.tinyurl.com/59r37fmv](http://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](mailto:careers@inspiresailing.com) (510) 831-1800 [www.tinyurl.com/bdhdzn6c](http://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. Inquire at website. [Jrconner@scico.com](mailto:Jrconner@scico.com) (310) 510-4254 [www.tinyurl.com/wheb7kvn](http://www.tinyurl.com/wheb7kvn)

**FIELD TECHNICIAN.** The Canvas Works, on the water in Sausalito, specializing in custom canvas fabrication for marine and other applications, is seeking to fill a field and in-house technician position. This job is full time, weekdays 8:00 a.m. to 4:30 p.m. Responsibilities: Install canvas covers and structures on boats, homes, and commercial buildings. Oversee and organize shop mechanical areas, supplies and equipment. Demonstrate proficient operation of hand and power tools. Safely operate company vehicles. Qualified candidates must have solid mechanical skills, be proficient using hand and power tools. Training available for job specifics. Contact Lisa for more details. [lisa@thecanvasworks.com](mailto:lisa@thecanvasworks.com) (415) 331-6527 [www.tinyurl.com/2p8dd8ae](http://www.tinyurl.com/2p8dd8ae)



**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. [jnassoij@clubnautique.net](mailto:jnassoij@clubnautique.net) (415) 332-8001 [www.clubnautique.net](http://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](mailto:info@sailingscience.org) (510) 390-5727 [www.sailingscience.org/](http://www.sailingscience.org/)



**SLO SAIL AND CANVAS IS HIRING - MULTIPLE POSITIONS.** SLO Sail and Canvas is hiring for multiple positions on our busy sail loft in beautiful San Luis Obispo, California. We specialize in building boat covers, trampolines, and sails for sailing dinghies, one-designs, and beach catamarans. The following job opportunities are open for immediate fulfillment: Sailmaking Department Manager, Manufacturing Assistant - Industrial Department, Production Sewing & Prep - Trampoline or Boat Cover Department, and Office Assistant. To learn more about each job opening, visit website. [erik@slosailandcanvas.com](mailto:erik@slosailandcanvas.com) (805) 479-6122 ext.9 [www.tinyurl.com/fpdkrmt](http://www.tinyurl.com/fpdkrmt)



**SAILBOAT RIGGER WANTED.** South Beach Riggers is located in Sausalito, California, and has been in the rigging business for over 30 years. Currently we are looking for a motivated individual to join our skilled team. Our sailboat riggers are responsible for effectively and efficiently installing, maintaining, repairing, and replacing sailboat rigging and sail systems. An ideal candidate would be familiar with boats and nomenclature, mechanically inclined, and experienced in the use of basic hand tools, air tools and electric power tools, but we are willing to train the right person. If you are interested in working with and learning from an experienced leader in the marine industry, please contact us today! Compensation based on experience. Free parking, waterfront location. Sausalito. southbeachriggers@gmail.com (415) 331-3400



**EXPERIENCED YACHT BROKER / SALESPERSON NEEDED.** Rubicon Yachts is seeking a professional yacht broker/salesperson for its new Alameda, CA office. Yacht sales experience required, must be a self-starter, membership in CYBA is a plus. Contact owner/broker Mark Miner. Alameda, CA. mark@rubiconyachts.com www.rubiconyachts.com

**JOIN OUR TEAM OF INSTRUCTORS!** Spinnaker Sailing in Redwood City is looking for ASA-certified sailing instructors to teach out of our Redwood City Marina location. Part-time, flexible schedules, midweek and/or weekends. Please contact Rich or Bob by phone or email. Redwood City Marina. office@spinnakersailing.com (650) 363-1390 www.spinnakersailing.com



**LICENSED CAPTAIN WANTED.** Wanted: Licensed Captain with towing endorsement for TowBoatUS./Vessel Assist on the San Francisco Bay and Delta. Preferred if you live by SF waterfront, Alameda or Bethel Island areas. Philipdelano@gmail.com (925) 382-4422 www.vesselassistsanfrancisco.com

**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

**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

**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

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## NON PROFIT

**DONATE YOUR BOAT.** The Bay Area Association of Disabled Sailors strives to make sailing accessible to people with disabilities. BAADS is always on the lookout for donated boats to support its mission. Help an all-volunteer organization while receiving a charitable tax deduction. boatdonations@baads.org (415) 532-9831

## GEAR



**MATCHED 30" NEBLINE PROPELLERS.** This is a matched pair of 30 neblines propellers. 1.75 inch shaft. 28 pitch. Both are undamaged, moderately cleaned. Sold as a pair. \$1,000. Napa. trevor-steel@hotmail.com 707 637 3140

**NEWPORT 30 MK III BOAT PARTS.** Anchors: 22 lb claw anchor, 200 ft of rode \$150; 26 lb Danforth, 200 ft rode \$100; 13 lb Danforth, 200 ft rode \$75; 4 lb Danforth, 100 ft rode \$50. Dodger, one yr old with cover \$1,000. Schaefer 1100 furler with 110 and 150 jibs \$1,000. Ullman mainsail, six yrs old \$1,000. Avon 6-ft inflatable \$500. Lifelines eight yrs old \$200. Signet Marine SL250 (depth and speed) \$400. Smart Pack \$300. OBO for each. Olympic Valley. bennett3008@gmail.com (530) 608-9186

**2.5 HP OUTBOARD MOTOR 2022.** Mercury outboard motor. Excellent condition, used 5-10hrs, 38 lbs. Starts easy. Reason for sale: We have an electric motor. You can see how it runs at Brickyard Cove, Point Richmond. \$820. Point Richmond. fastrackmom@rocketmail.com (415) 847-0897



**ANCHOR WITH THE BEST.** Bruce original! Made in England 30 kg. Ready to deploy. Includes 200 ft of 5/16-in G8 chain. Cash only! \$750. 41 C Liberty Ship Way, Sausalito. mike@thecanvasworks.com (510) 224-0049

**2022 MERCURY PROKICKER OUTBOARD.** 2022 20-in 4-stroke Mercury ProKicker with electric start and power tilt. Nine hrs on engine. Comes with fuel tank, rolling outboard stand, cover, and starter battery. Email first preferred. \$2,800. San Rafael. greg.burgess@gmail.com (415) 384-1536

**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. sprocket@cupertinobikeshop.com (408) 888-6120



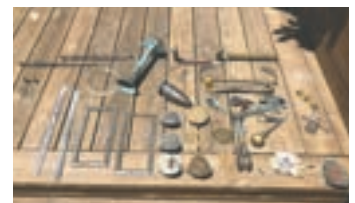
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**PERKINS 4-108 DIESEL ENGINE AND TRANSMISSION.** Perkins 4-108M. 45hp. Good condition: Takeout from Fuji 35 sailboat, 1700hrs. Transmission: Borg-Warner Velvet Drive. \$5,000. jbmouritsen@gmail.com (916) 802-2750

**BIG SALE.** 40-ft double-spreader, tapered mast section #4430 with running and standing rigging. Four North Sails, four Barient winches. Lots of hardware and much more! \$2,500. cblair1015@yahoo.com (209) 704-4982

## TRYING TO LOCATE



**FITTINGS FOR LAKE UNION DREAMBOAT.** 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

## CREW

**CREW POSITION WANTED FOR BAJA HA-HA.** I have some ocean experience, some racing experience and some Spanish. I can help with expenses, sail changes, driving, and cooking. Thanks, Michael. S.F. Bay. michael.s.121@att.net (707) 354-4326

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