

Latitude 38

VOLUME 554 August 2023

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San Francisco Sea Scouts
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Cover: Dave Moore's Santa Cruz 52 *Westerly* surfs towards Diamond Head on her way to winning first in class and first overall in the 2023 Transpac.

Photo: Sharon Green / Ultimate Sailing

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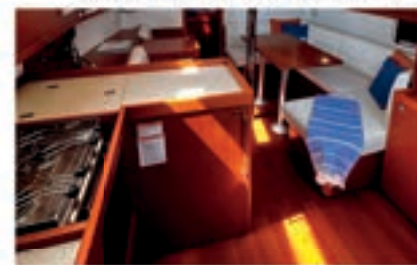
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Latitude 38

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Aug. 1 — Full Sturgeon Moon on a Tuesday.

Aug. 1-3 — Laser Clinic. CGRA, www.cgara.org.

Aug. 1-29 — Tuna Tuesdays, Alameda Marina, every Tuesday, 5:30 p.m. Island YC, tunatuesdays@iyc.org.

Aug. 2-30 — Wednesday Yachting Luncheon, via YouTube, noon. StFYC, www.stfyc.com/wyl.

Aug. 5 — Maritime Day, Galilee Harbor, Sausalito, 8 a.m.-6 p.m. Nautical vendors, live music, historic boats, free boat rides, dinghy races, food & drinks, raffle. Free admission; \$40 fee for vendor spaces. Info, www.galileeharbor.org.

Aug. 5 — Taste of the Delta, Windmill Cove, Stockton, 1-4 p.m. Delta wineries, breweries, restaurants and food vendors, live music, auction. \$45-\$50. Info, www.tasteofthedelta.com.

Aug. 5 — Open House & Silent Auction, Ballena Bay YC, Alameda, 2-5 p.m. Bidding, 4-8:30 p.m. Info, www.bbhc.org.

Aug. 5 — Sea Chantey Sing, Maritime Museum, S.F., 6-9 p.m. RSVP to peterkasin5@gmail.com.

Aug. 5-26 — Small Boat Sailing, South Beach Harbor, San Francisco, 9:30 a.m.-4 p.m. Saturdays, weather permitting; RSVP in advance. Free. BAADS, www.baads.org/sailing.

Aug. 5-26 — Rock the Dock Concert Series, Port of Redwood City, every Saturday through November, 4:30-7 p.m. Info, www.redwoodcityport.com/rockthedock.

Aug. 6, 20, Sept. 3, 17 — Sunday Sailing on Santa Monica Bay, Burton Chace Park Clubhouse, Marina del Rey, 10 a.m.-4 p.m. \$15 includes light brunch and post-sail dock party. Info, www.marinasundaysailors.org.

Aug. 10, Sept. 14 — Single Sailors Association Mixers, OYC, Alameda, 6:30-9 p.m. \$15. Info, www.singlesailors.org.

Aug. 11-12 — Lake Tahoe Concours d'Elegance wooden boat show, Obexer's, Homewood. Tahoe YC Foundation, www.laketahoeconcours.com.

Aug. 12 — Potter Yachters CruiserChallenge-XXIV, Monterey. Info, www.potter-yachters.org.

Aug. 12 — Hot Summer Nights, Stockton SC, 5-8 p.m. Car show, burgers, refreshments, dancing. Open to the public; free admission; \$35 to enter your car. Portion of proceeds benefits Hospice of San Joaquin. SSC, www.stocktonsc.org.

Aug. 19-20, Sept. 16-17 — Laser Clinigatta, Alameda Community Sailing Center, 10 a.m.-4 p.m. \$130. Julian, www.mindbodyboat.com.

Aug. 20, Sept. 3 — Open House, Cal Sailing Club, Berkeley Marina, 1-3 p.m. Introductory sails. Info, www.cal-sailing.org.

Aug. 26 — Relaunch of Thunderbird hull #1, Eddon Boatyard, Gig Harbor, WA. Info, www.gigharborboatshop.org.

Aug. 30 — Full moon on a Wednesday. If you only do something once in a Blue Moon, do it today.

Sept. 2 — Free Fishing Day, state of California. Info, <https://wildlife.ca.gov/Licensing/Fishing/Free-Fishing-Days>.

Sept. 4 — Labor Day.

Sept. 7 — Mexico Cruising Seminar, Spaulding Marine Center, Sausalito, 4-5:30 p.m. \$10 admission/free for registered skippers & first mates of the 2023 Baja Ha-Ha. Info, www.latitude38.com.

Sept. 7 — Baja Ha-Ha/Latitude 38 Fall Crew Party, Spaulding Marine Center, Sausalito, 6-9 p.m., with shipboard tours of the *Matthew Turner*, 3-5 p.m. The Casablanca food truck will return. \$10 admission/free for registered skippers & first mates of the 2023 Baja Ha-Ha. Info, www.latitude38.com.

Sept. 8 — R2AK Blazer Party, Northwest Maritime Center, Port Townsend, WA, 6-8 p.m. Info, www.r2ak.com.

Sept. 8-10 — Wooden Boat Festival, Port Townsend, WA. Info, www.woodenboat.org.

Sept. 8-10 — Women's Sailing Seminar, run by Island YC



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Sept. 14-17 — Boats Afloat Show, South Lake Union, Seattle, WA. Info, www.boatsafloatshow.com.

Sept. 17 — California Coastal Cleanup, Marina Village/OYC, Alameda. Clean up the Estuary by boat.

Sept. 17 — Hausmann Quartet, Maritime Museum of San Diego, 2:30 p.m. \$12-\$60. Info, www.sdmartime.org.

Oct. 30-Nov. 11 — Baja Ha-Ha XXIX Rally from San Diego to Cabo San Lucas, with stops in Turtle Bay and Bahia Santa Maria. Deadline to enter is 9/1 at 5 p.m. PDT. Info, www.baja-haha.com.

Racing

Aug. 4-6 — Skamania Coves Invitational. CGRA, www.cgca.org.

Aug. 5 — Double Damned, Cascade Locks to The Dalles, OR. Hood River YC, <https://hryc.clubexpress.com>.

Aug. 5 — Dave & Kay Few Regatta. CPYC, www.cpyc.com.

Aug. 5 — Summer Series. SeqYC, www.sequoiayc.org.

Aug. 5 — Treasure Island Race. Sierra Point YC, <https://spsc.clubexpress.com>.

Aug. 5 — Sail Benicia. BenYC, www.beniciayachtclub.org.

Aug. 5 — Singlehanded Regatta. FLYC, www.flyc.org.

Aug. 5-6 — Drake's Bay Race. YRA, www.yra.org, or SSS, www.sfbaysss.org, or www.jibeset.net.

Aug. 5-6 — Wet, Warm and Windy Regatta Open to J/105, J/88, J/24, J/70, Express 37 & 27, Olson 25 classes and other one designs with six+ boats. SFYC, www.sfyf.org.

Aug. 5-6 — Overnight Race, Stockton to Antioch and back. SSC, www.stocktonsc.org.

Aug. 5-6 — Santanarama. Stillwater YC, www.sycpb.org.

Aug. 5-6 — Hobie Mile High Regatta, Huntington Lake. FYC, www.fresnoyachtclub.org.

Aug. 6 — Big Brothers Big Sisters Day on the Bay, Santa Cruz. SCYC, www.scyc.org.

Aug. 11-13 — US Open Sailing Series, San Francisco Bay. RYC/StFYC/SFYC, www.ussailing.org/olympics/usopen.

Aug. 12 — YRA Summer Series #3. YRA, www.yra.org.

Aug. 12 — Round the Rock pursuit race. BVBC, www.bvbc.org.

Aug. 12 — Joe Logan Regatta for Mercurys. StFYC, www.stfyf.com.

Aug. 12 — South Bay Championship. SeqYC, www.sequoiayc.com.

Aug. 12 — Single/Doublehanded Race #5. BenYC, www.beniciayachtclub.org.

Aug. 12 — H.O. Lind Series. TYC, www.tyc.org.

Aug. 12, Sept. 2 — North Bay Series. VYC, www.vyc.org.

Aug. 12, Sept. 9 — South Bay Bridge (InterClub) Series. Info, www.jibeset.net.

Aug. 12, Sept. 9 — LMSC Summer/Fall Series, Lake Merritt, Oakland. Denis, (707) 338-6955.

Aug. 12-13 — Mid-Summer Regatta. CYC, www.cyc.org.

Aug. 12-13 — South Bay Championship. SeqYC, www.sequoiayc.org.

Aug. 12-13 — Laser NorCals. SCYC, www.scyc.org.

Aug. 13 — Jack Reacher Race & Raft-Up. BAMA, www.sfbama.org.

Aug. 13 — Gracie & George. EYC, www.encinal.org.

Aug. 13 — Fall #1. FSC, www.fremontsailingclub.org.

Aug. 13 — Commodore's Cup. SLTWYC, www.sltwyf.com.

Aug. 13, Sept. 10 — PHRF Fall 1-4. MPYC, www.mpyc.org.

Aug. 18 — Aldo Alessio. StFYC, www.stfyf.com.



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Aug. 19 — Women Skippers Regatta. Coed crew welcome. SYC, www.sausalitoyachtclub.org.

Aug. 19 — Fox Hat Race. TYC, www.tyc.org.

Aug. 19 — Endless Summer. HMBYC, www.hmbyc.org.

Aug. 19 — S.F. Pelican races, Grand St. Boat Ramp, Alameda. Fleet 1, www.sfpelicanfleet1.com.

Aug. 19, Sept. 16 — Fall One Design #1 & #2. SCYC, www.scyc.org.

Aug. 19-20 — Bluewater Bash. YRA, www.yra.org.

Aug. 19-20 — Melges 24 PCCs. SFYC, www.sfyf.org.

Aug. 19-20 — Phyllis Kleinman Swiftsure Regatta. StFYC, www.stfyf.com.

Aug. 20, Sept. 10 — Baxter-Judson Series. PresYC, www.presidioyachtclub.org.

Aug. 26 — San Francisco Sailing League Regatta. Club vs. club in J/22s. StFYC, www.stfyf.com.

Aug. 26 — Friendship Regatta. CYC/TYC, www.tyc.org.

Aug. 26 — Intraclub #3. RYC, www.richmondyc.org.

Aug. 26 — Monterey Bay YRA Double Angle Race. ElkYC, www.elkhornyachtclub.org.

Aug. 26-27 — Classic Boat Invitational #2. SYC, www.sausalitoyachtclub.org.

Aug. 26-27 — Corinthian Cup, SFYC vs. Annapolis YC. SFYC, www.sfyf.org.

Aug. 26-27 — Mercury Labor Day Regatta, Pebble Beach. Stillwater YC, www.sycpb.org.

Aug. 26-27 — Perpetual. SLTWYC, www.sltwyc.com.

Aug. 27 — Commodore's Cup. CYC, www.cyc.org.

Aug. 27 — Fall SCORE #1. SCYC, www.scyc.org.

Aug. 27, Sept. 10 — Shorthanded Sunday Series #3 & #4. YRA, www.yra.org.

Aug. 27, Sept. 10, 17 — Governor's Cup Series on Folsom Lake. FLYC, www.flyc.org.

Aug. 30 — Pink Shirt Race. VYC, www.vyc.org.

Sept. 2 — Jazz Cup run to Benicia. SBYC/BenYC, www.southbeachyachtclub.org.

Sept. 2-3 — Redwood Regatta on Big Lagoon. Humboldt YC, www.humboldtyachtclub.org.

Sept. 2-3 — Millimeter Nationals. EYC, www.encinal.org.

Sept. 2-3 — Veeder Cup. MPYC, www.mpyc.org.

Sept. 6-10 — J/24 Corinthian Nationals West in San Diego. SWYC, www.southwesternyc.org.

Sept. 8-10 — George Hinman Trophy/US Team Racing Championship at Mission Bay YC in San Diego. US Sailing, www.ussailing.org/competition/championships.

Sept. 8-10 — RS Tera NAs at Sail Park City, UT. Info, www.rsterana.org.

Sept. 9 — Offshore Series RC's Choice. YRA, www.yra.org.

Sept. 9 — Big Windward/Leeward. BYC, www.berkeleyyc.org.

Sept. 9 — SSS Half Moon Bay. SSS, www.sfbaysss.org.

Sept. 9 — Shorthanded Races. TYC, www.tyc.org.

Sept. 9 — Fall Race #1. SSC, www.stocktonsc.org.

Sept. 9 — Wosser Cup. SFYC, www.sfyf.org.

Sept. 9-10 — Knarr SF Bay Championship. SFYC, www.sfyf.org.

Sept. 9-10 — Multihull Invite. RYC, www.richmondyc.org.

Sept. 9-10 — Melges CA Cup. SCYC, www.scyc.org.

Sept. 9-10 — Tahoe ILCA Fleet Championships. Tahoe YC, www.tahoeyc.com.

Sept. 9-10 — Finn PCCs. SDYC, www.sdyc.org.

Sept. 10 — Single/Doublehanded Series. SeqYC, www.sequoiayc.org.

Sept. 10 — Commodore's Cup. EYC, www.encinal.org.

Sept. 10 — Fannette Island. SLTWYC, www.sltwyc.com.

Sept. 10 — Club Series. CYC, www.cyc.org.

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CALENDAR

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Sept. 16 — Steele Cup/Dinghy Regatta, Rancho Seco. FLYC, www.flyc.org.

Sept. 16 — Bart's Bash. CPYC, www.cpyc.com.

Sept. 16-17 — Beneteau Cup. SDYC, www.sdy.com.

Beer Can Series

BAY VIEW BOAT CLUB — Fall Monday Night Madness: 8/7, 8/21, 9/4, 9/18, 10/2 (makeup). Nick, (510) 459-1337 or www.bvbc.org.

BENICIA YC — Thursday nights through 9/28. Dan, (707) 319-5706 or race@mail.beniciayachtclub.org.

BERKELEY YC — Every Friday night through 9/29. Mark, (214) 801-7387 or www.berkeleyyc.org.

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

CLUB AT WESTPOINT — Friday Fun Series: 8/11, 9/1 (to Sausalito), 9/15, 10/6. Larry, lrmayne@gmail.com or www.jibeset.net.

CORINTHIAN YC — Every Friday night through 9/1. Marcus, (415) 435-4771, racing@cy.com or www.cyc.org.

COYOTE POINT YC — Sunset Sail, every Wednesday night through 10/18. Mark, (408) 718-1742 or www.cpyc.com.

ENCINAL YC — Friday nights, Summer Twilight Series: 8/11, 8/25, 9/8. Chris, (650) 224-3677, www.encinal.org or www.jibeset.net.

FOLSOM LAKE YC — Beer Can Series every Wednesday through 8/23. Cup Boat Regatta Series, 8/8. Summer Sunset Series, 8/4. Info, www.flyc.org.

GOLDEN GATE YC — Friday nights: 8/11, 8/25, 9/8. Info, www.ggyc.org or www.jibeset.net.

ISLAND YC — Fridays, Summer Island Nights: 8/4, 8/18, 9/1. Ed, (775) 336-7398, www.iyc.org.

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

LAKE WASHINGTON SC — Every Thursday night through 9/14. Mark, owing78@yahoo.com or www.lwsailing.org.

LAKE YOSEMITE SA — Every Thursday night through September. Info, www.lakeyosemitesailing.org.

MONTEREY PENINSULA YC — Sunset Series, every Wednesday through 10/11. Justin, (831) 747-4597 or www.mpyc.org.

OAKLAND YC — Sweet 16 Series, every Wednesday through 8/30. Info, www.oaklandyachtclub.net or www.jibeset.net.

RICHMOND YC — Every Wednesday through 9/27. R/C Racing every Thursday through 9/28. Info, www.richmondyc.org.

ST. FRANCIS YC — Wednesday Evening Series for Knarrrs, Folkboats & IODs: 8/2, 8/9, 8/16, 8/23, 8/30. Thursday Night Kites: 8/10, 9/7. Friday Night Wing/Windsurf Slalom: 8/25, 9/8. Friday Night Foil Series: 8/11. Info, (415) 563-6363 or www.stfy.com.

SANTA CRUZ YC — Every Tuesday night through 10/31. Every Wednesday night through 11/1. Laser Fridays: 8/11. Info, www.scyc.org.

SAUSALITO YC — Tuesdays, Summer Sunset Series: 8/1, 8/15, 8/29. Info, www.sausalitoyachtclub.org.

SEQUOIA YC — Sunset Series, every Wednesday through 10/4. Andrew, (408) 858-8385 or www.sequoiayc.org.

SIERRA POINT YC — Every Tuesday night through 8/1. Dylan, racing@sierrapointyc.org.

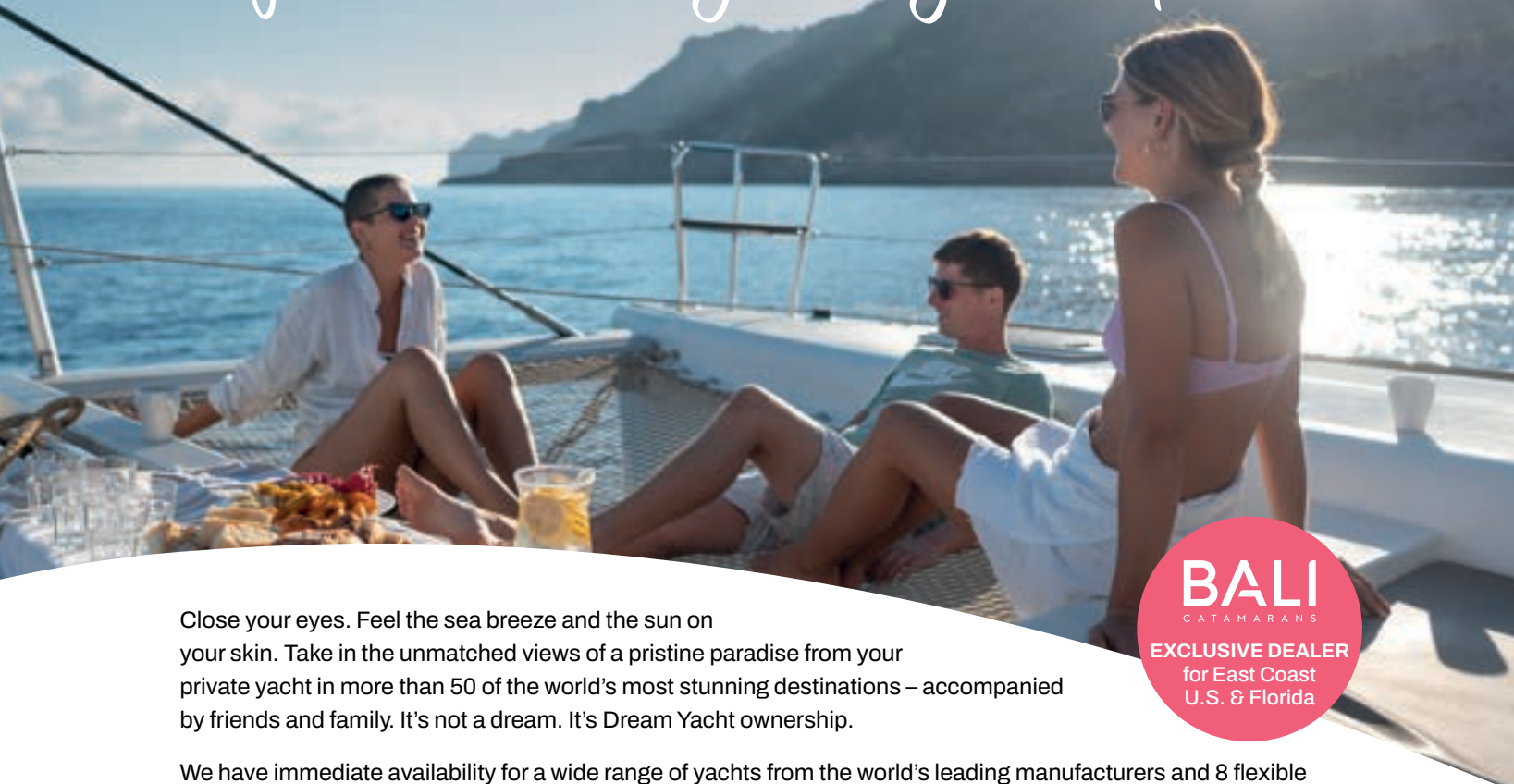


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46 Ker	2006	\$229,000	36 CS 36 Merlin	1987	\$49,500
45 Freedom	1989	Inquire	32 Beneteau 323	2006	\$72,000
45 Allures 45.9	2017	\$595,000	31 Ross 930	1984	\$37,000
45 Bestevaer	2011	\$450,000	28 Cutwater	2013	\$159,000

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CALENDAR

SOUTH BEACH YC — Every Friday night through 8/25. Suni, (415) 495-2295 or www.southbeachyachtclub.org.

SOUTH LAKE TAHOE WINDJAMMERS YC — Every Wednesday night through 9/20. Sam, (530) 318-3068 or www.sltywyc.com.

STOCKTON SC — Every Wednesday night through 8/30. Andy, (209) 483-3677 or www.stocktonsc.org.

TAHOE YC — Monday night Lasers, Summer Series through 8/28. Dick Ferris Summer Beer Can Series, every Wednesday through 8/30. Dan, (530) 583-9111 or www.tahoeyc.com.

TREASURE ISLAND SC — Vanguard 15 3-on-3 team racing every Tuesday night through 9/19. V15 fleet racing every Thursday night through 9/7. Info, <http://vanguard15.org>.

VALLEJO YC — Every Wednesday night through 9/27. Mark, (916) 835-2613 or www.vyc.org.

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

August Weekend Tides

Predictions for Station 9414290, San Francisco (Golden Gate)

date/day	time/ht.	time/ht.	time/ht.	time/ht.
	HIGH	LOW	HIGH	LOW
8/05Sat	0229/5.9	0845/-0.1	1540/5.9	2127/1.5
8/06Sun	0332/5.2	0929/0.7	1621/6.0	2237/1.3
	LOW	HIGH	LOW	HIGH
8/12Sat	0359/-0.1	1116/4.8	1534/3.3	2127/6.1
8/13Sun	0442/-0.2	1156/4.9	1621/3.2	2213/6.1
	HIGH	LOW	HIGH	LOW
8/19Sat	0124/5.3	0743/0.5	1437/5.2	2006/2.0
8/20Sun	0205/5.0	0811/1.0	1502/5.3	2050/1.8
	LOW	HIGH	LOW	HIGH
8/26Sat	0204/0.2	0949/4.3	1332/3.5	1945/6.2
8/27Sun	0303/-0.3	1035/4.6	1441/3.3	2048/6.5

August Weekend Currents

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

date/day	slack	max	slack	max
8/05Sat		0048/2.5F	0354	0648/2.2E
	1012	1336/3.2F	1706	1936/1.7E
	2248			
8/06Sun		0148/2.2F	0454	0742/1.8E
	1054	1418/2.9F	1748	2018/1.7E
	2354			
8/12Sat		0248/1.4E	0536	0900/2.5F
	1224	1436/0.9E	1654	1954/2.0F
	2306			
8/13Sun		0312/1.6E	0618	0948/2.8F
	1306	1524/1.1E	1742	2042/2.1F
	2354			
8/19Sat		0006/2.1F	0318	0606/1.6E
	0918	1236/2.5F	1612	1836/1.4E
	2136			
8/20Sun		0042/1.9F	0400	0648/1.4E
	0936	1306/2.4F	1630	1906/1.4E
	2212			
8/26Sat		0742/1.8F	1118	1300/0.5E
	1506	1824/1.8F	2118	
8/27Sun		0018/1.6E	0454	0830/2.3F
	1206	1400/0.8E	1618	1924/2.1F
	2224			

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

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LETTERS

↑↓ **LATITUDE 38 WAS LIVE FROM THE PACIFIC AND WEST COAST FOR THE 2023 TRANSPAC**

Thank you *Latitude* for the live feeds, and for your efforts. A seed has definitely been planted. Looking forward to the next live stream.

Chris Siefert

Thank you for making those interviews happen. The tech isn't easy to make work consistently.

Jeff Kise

↑↓ **AN EXPERIENCE I WILL NEVER FORGET**

Oh, technology is so exciting! Thank you *Lat 38*. Bravo! The reality of Starlink will change us; thank you for stepping into it! I am a devotee.

I've got to share a Transpac story — when I was a little girl (in the early '60s) the wives, girlfriends and children of the competitors got to fly over on an airplane that dipped down and flew above our "Daddies." It was an experience I will never forget! We got to communicate with them; I don't remember, but my dad told me that I said, "This is whiskey zoo-loo echo 8199 over," in a little voice.

Special memories of Transpac! Showing my age happily.

Cinde Lou Delmas
Another Girl, Alerion 38
Richmond Yacht Club



SHARON GREEN / TRANSPAC

'Westerly', Dave Moore's Santa Cruz 52 and this issue's cover girl, surfs her way to the finish line off Diamond Head, Oahu, Hawaii.

↑↓ **WISHING**

Way back when, our Rustler 32 sailed from California to Hawaii and returned with many miles under her keel before we purchased her. We sailed several years on the S.F. Bay before we sold *Ventura*. Wishing we had sailed to Hawaii one more time. Thanks for the memories.

Grace Hagen

↑↓ **LITTLE DID WE KNOW WE WERE TALKING WITH THE EVENTUAL CLASS AND OVERALL TRANSPAC WINNERS**

Westerly — Keep up the motivation and hard work! You guys seem to be in a good spot!

Derek Deskey

We had our first dockside practice live broadcast with Dave Moore and skipper Andy Schwenk aboard Dave's Santa Cruz 52 Westerly before the start of the 2023 Transpac. Westerly went on to win the Cabrillo Boat Shop Division 5 and the overall fleet King Kalakaua Trophy.



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LETTERS

↑↓ BTW

Captain Andy is a maverick!

Rifkin Yachts

Readers — Less than a year ago, Andy Schwenk survived a life-threatening injury after being rescued mid-ocean. He spent weeks in the hospital recovering from a flesh-eating bacteria. Congratulations, Andy — you and your crew just won the Transpac.

↑↓ NO FOLLOW-UP COMING

"A couple of boats have had to return with damage, though the most significant event so far has been the USCG helicopter rescue of Jerome Sammarcelli from his double-handed Carbon 32 *Sam* after he suffered a serious, but not life-threatening, finger laceration 150 miles off the coast. It's reported he is safely in the hospital in San Diego awaiting surgery. The boat has turned around and is returning to Marina del Rey with co-skipper Ben Kaliwoda bringing her home."

Please follow up with the details on why a non-life-threatening finger laceration 150 miles offshore warranted a USCG rescue.

Joseph DiMatteo

Joseph — We don't know why the Coast Guard decided to rescue, and we're not going to ask. It certainly would be interesting to understand the extent of Mr. Sammarcelli's injury. Was he in danger of losing his finger? What criteria was the Coast Guard considering before they initiated a rescue?

Even if we did ask, from our experience, the Coast Guard never goes into detail about their decision-making. Even if they did, few of us could understand the extent of the job that they do, because they're the only ones who do it.

If you're asking, "Was a rescue warranted?" then please don't. We've been over it before: We have a giant military with a gazillion-dollar operating budget, and the USCG has a no-questions-asked policy. It's widely known that they welcome the practice and repetition of rescues.

↑↓ SEVENTEEN SOLO SAILORS SET OUT TO SEA

Many thanks for your help getting Todd [Olsen] and *Gwendolyn* off the dock and underway at the Richmond Yacht Club! It was super-fun to have his family aboard to cheer him on. Many thanks to Cinde Lou for her ever-generous loan of the beautiful *Another Girl* for the day of the start.

As always, you guys at *Latitude* are ahead of the curve.

Milly Biller
Big Pink, Intl 110
Inverness



LATITUDE / CHRIS

There goes Todd Olsen on the Olson 29 'Gwendolyn' in late June for the start of the Singlehanded Transpacific Yacht Race.

Milly was commenting on the June 26 'Lectronic *Latitude* with the same name as the letter; she was specifically thanking *Latitude* Racing Editor Chris Weaver for her help at the start of this year's Singlehanded Transpacific Yacht Race.

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LETTERS

↑↓ KIND OF A LOT OF TRAFFIC ON THE PACIFIC

Two weeks ago today [around June 12], 14 boats departed Monterey for the "World's Toughest Row," also heading for Hanalei, Kauai. Their progress is on YB Tracking; all the teams are south of the rhumb line. Awesome to have all the folks out there at the same time!

Jeff Deuel

Jeff — The rowers were mentioned during the SHTP skipper's meeting as "fellow mariners to watch out for."

↑↓ LONGTIME LATITUDE CONTRIBUTOR RONNIE SIMPSON WILL BE RACING AROUND THE WORLD

Go Ronnie! A fantastic individual and sailor who deserves the best! Hope someone with the major sponsor backing can support what he is getting ready to do!

Memo Gidley
Basic Instinct, Elliot 1050
Sausalito

Memo was commenting on the June 30 'Electronic: Bay Area Sailor Ronnie Simpson Qualifies for Global Solo Challenge.

↑↓ MAYBE SOME LIVE STREAMING?

Perhaps Ronnie might do some Starlink feeds when it gets really exciting! (Does Starlink even work then?) I had hoped Ronnie would stick to writing (I find it refreshing), but I guess you can't keep a good man down.

Brad Smith

Brad — If you follow my Instagram feed @captainron_official, I was live broadcasting a 50-knot gale in the Gulf of Maine and sending back drone shots while rounding Bermuda. Starlink has been working great.

Ronald A. Simpson
Sparrow, Open 50
Planet Ocean



RONNIE SIMPSON

Start spreading the news! Ronnie Simpson, seen above on his Open 50 'Sparrow' off New York City, has qualified for the Global Solo Challenge, a singlehanded, nonstop, east-about round-the-world race.

↑↓ AN ALL-FEMALE TEAM WILL TAKE ON JULES VERNE TROPHY

I don't think this is the first attempt by an all-woman crew. In the mid-'90s, a crew took the ENZA catamaran around, but were dismasted in the Southern Ocean — Tracy Edwards was skipper and the boat, which was renamed *Royal & SunAlliance* who was the sponsor. I only know this because I was lucky enough to go on a test sail shortly before they left. The ladies said I could come along as chef, but they would have to throw me overboard before the finish line.

I declined, although it sounded like good fun!

David Hume

David was commenting on the June 16 'LL with (mostly) the same name as this letter. In that story, we said, "So far, no woman has been part of any crew competing for the pres-

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TIM HENRY/LATITUDE 38



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LETTERS

tigious [Jules Verne Trophy] prize."

↑↓ ACTUALLY, THERE HAVE BEEN A FEW

Tracy Edwards made a couple of attempts with an all-female crew, most notably on *Maiden II* back in 2001; they were ahead of the record pace when they broke their rig off Chile. Also, *Spindrift II* (ex *Banque Pop V*) is owned by Dona Bertarelli, and she was part of the crew on their unsuccessful attempts. Ellen MacArthur also skippered *Kingfisher II* in an unsuccessful TJV attempt back in 2003; she went on to break the solo RTW record.

And there was also a female, if not two, on teams competing in "The Race."

Ronnie Simpson

↑↓ S.F. SEA SCOUT SHIP VIKING NAMED BOATUS NATIONAL FLAGSHIP

What an excellent program and a wonderful group of young men and women! I learned to sail on S.F. Bay and spent almost two decades as a member of the Encinal YC. Thank you to all the adult supporters of the Sea Scouts.

James Williams
East Bay

James was commenting on the April 24 'Lectronic Latitude with the same name as this letter.

↑↓ FROM SEA SCOUTS TO CMA

My daughter learned to sail on the Sea Scout ship *Viking* and went on to Cal Maritime's sailing team, won the Kennedy Cup, and represented the US in the Student Yachting World Cup along with another girl from CMA. It's the best big-boat youth program around.

Steve Welch

↑↓ THROUGHOUT THE BAY AREA

A truly well-deserved honor for this crew, as well as for their dedicated officer (leader) quarterdeck! There are many Sea Scout ships throughout the S.F. Bay Area — check out your local ship for the young adults in your life!

Teri Marzano

↑↓ A DEARTH OF SLIPS SOUTH OF THE BORDER

I sure hope Richard Spindler is right about more



ROYAL & SUNALLIANCE

Thanks to our readers (and longtime contributors) for mentioning the indefatigable Tracy Edwards, who took a stab at the Jules Verne Trophy in 1998 with an all-female crew aboard the giant catamaran 'Royal & SunAlliance'. Edwards took ownership of the 110-ft maxi catamaran 'Club Med' in 2001, renamed it 'Maiden II', and made another attempt at the JVT; the boat lost its mast off Chile.

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LETTERS

availability of slips in Mexico next season.

As recently as 2016, when we finished our first round of cruising Mexico, you could call a marina a couple days in advance and get a slip right away (usually), or you might have to wait a few days at anchor for your slip to open. This year, while heading down Baja, we heard about the availability issue and started reaching out to marinas in early December for slips in January through April. We were told by Cabo, San Jose del Cabo, and all the La Paz and Puerto Vallarta marinas, as well as Grand marina in Barra, that they were full through March and April, and in the case of Paradise Village, through May. It definitely put a major crimp on how we like to cruise — with our plans being pretty fluid — and has made us reevaluate our approach to next season.

Jamie Rosman
Tardis, Taswell 49
Alameda

All the marinas are full, and many of the anchorages mentioned in the "good news, bad news," are terrible. The Baja Ha-Ha people are being sold a bill of goods.

Nojan Moshiri

Nojan was commenting on the April Sightings: Good and Bad News About Cruising in Mexico. But fear not, cruisers! Resourceful sailors cruising in Mexico will find slips and plenty to enjoy.

⇕ THE STARLINK DEBATE CONTINUES

As a liveaboard, one of the first things that really surprised me was how hard it was to get high-quality broadband internet at the dock. I've been in three marinas in the East Bay, and the options most home users rely on (fiber and cable) were not an option at any of them. DSL relies on good, short runs of copper cable from the hub, so scratch that. Cellular coverage in the marinas I've been in has been fine on shore, but terrible on the boat, perhaps due to all the masts around us.



LATITUDE / ARCHIVES

*Imagine being here, and willfully beaming the news of the world into your tiny, floating oasis. If you don't *have* to work or be connected all the time, then *should* you be?*

That leaves microwave and satellite. I had a microwave receiver for two years and was relatively happy with it, despite a high price/bandwidth ratio. I switched to Starlink about a year ago, spending over \$2K since then in hardware, mounting, and monthly fees. And while the speed/bandwidth is better than microwave, I just switched back, because the Starlink simply wasn't reliable enough to work from the boat on a regular basis. I could only occasionally Zoom for an hour without incident. More often than not, I would experience freezing or complete disconnection from

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LETTERS

almost every Zoom meeting. Admittedly, teleconferencing protocols are extremely reliant on low latency and low jitter, so regular web browsing and Netflix watching were fine. But I cannot justify spending \$120/mo on internet that I can't use for an important Zoom call.

I do believe Starlink is a game-changer for staying connected in remote areas, but as others have noted, in this age of reliable safety devices such as EPIRBs and Garmin inReaches (even my iPhone can send an emergency text via satellite), what do we gain from Starlink other than bandwidth? Are our anchorages and remote areas better or worse off with a bunch of tech bros using that bandwidth to work remotely out of them?

I'd argue worse.

Graeme

Graeme was commenting on the June 9 'LL: To Starlink or Not to Starlink? Check out the July issue's Letters for a deeper dive and discussion on being disconnected.

↑↓ SAME NEWS, DIFFERENT DAY

One of my prime directives for cruising is to "disconnect." One of the more interesting things I noticed when I was cruising back between 2006-2010 was that after spending a month or so out on the Sea of Cortez without any email, etc., when I did get into a marina and hooked back into the world internet, it was always the same news! New time, new date, new names, sometimes, but always the same. Nothing really changed in the world.

Given all that, and the safety concerns, I will be adding the Iridium GO! to my systems, along with EPIRB, PLB, AIS, cell phone and VHF. (I also carried an Iridium satellite phone before, and it was critical when I was sailing back on the Bash after a lightning strike took out my other instruments!)

J Mills

J was commenting on the June 28 'Lectronic: Best Emergency Communications Equipment for the Baja Ha-Ha, written by Latitude founder Richard Spindler.

↑↓ WAS THAT AN OLIGARCH, CRUISE SHIP, OR MEGAYACHT HEADING OUT OF THE BAY?

I will add my usual standard observation of all such crafts operated by and for the 1% class: WRETCHED EXCESS!



LATITUDE / JOHN

'Scenic Eclipse' slips out of the Bay in early May.

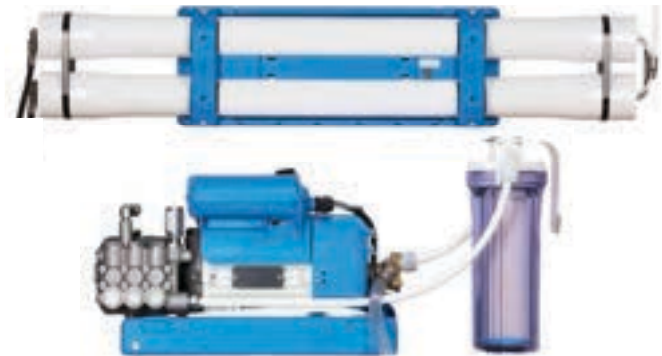
I expect replies will include how many of the working class are employed during construction and in operation. A recent in-depth report published in the *New Yorker* detailed how they are operated and how crew are treated. (Poorly.) In this age of working toward a sustainable environment for all, megayachts are not an answer. This is not to say that



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LETTERS

I do not appreciate the efforts of owners like Beau Vrolyk, commodore of StFYC, in restoring and sharing *Mayan* with sailors of all ages. Just saying.

Chuck Cunningham
St. Francis Yacht Club

Readers — In May, a vessel, which could have fallen into any of the categories listed above, sailed in and out of San Francisco Bay. It was identified by our readers, via various marine tracking sites, as the 545-ft, 230-passenger Scenic Eclipse, a high-end oceangoing cruise ship.

↑↓ PERSPECTIVE

It all depends on where one is standing. A person without a boat thinks a Potter 15 is as much indulgence as a megayacht is to others.

J.R. Smith
Manhattan, Kansas

↑↓ A QUESTION OF NEED

I assume their ports of call see a net benefit to the industries required to maintain and reprovision these vessels. Makes more sense to me than politicians flying around on private jets to get on a stage, lie, wave, and fly back to DC.

If you really want to drill down to excess, anyone who doesn't feed their family or make their living on a boat doesn't really 'need' one.

Jeff D.

↑↓ STATE OF CALIFORNIA PROPOSES 300% INCREASE IN BOAT REGISTRATION FEES

They took our gas tax that was to be used to only repair roads and put it in the general fund. The problem isn't the amount, it's the direction the money is sent. Pensions of city, county and state workers are where all this money ends up. They are turning us into their cash cows. The fees and permit fees and everything will continue to rise until we send a clear message that \$17,000-per-month pension payments are unacceptable.

Marl

Marl was commenting on the May 22 'LL with the same name as this letter. After proposing a 250% increase in boat registration fees two years ago, the State of California upped the ante, suggesting instead a 300% increase in fees. This calculates into the current \$20 biannual fee rising to \$80 every two years to register a boat. Fees have not been raised in 18 years.

↑↓ A STEPPED-FEE STRUCTURE?

There's lots to dislike about California's government, but in fairness, the fee hasn't been raised in 18 years. (There's lots to like about boating in California, though.) Maybe a stepped-fee structure would be more appropriate? Is \$40 per year, for example, too little for a big yacht, but too much for a Cal 20?

Joseph DiMatteo
His Second Letter this *Letters*

↑↓ IN THE CASE OF MEGAYACHTS ...

Big yachts (over five net tons) are usually registered with the Coast Guard and pay a different fee structure.

Don Durant
Club Nautique

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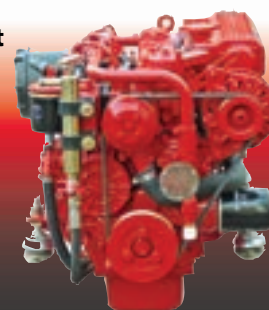
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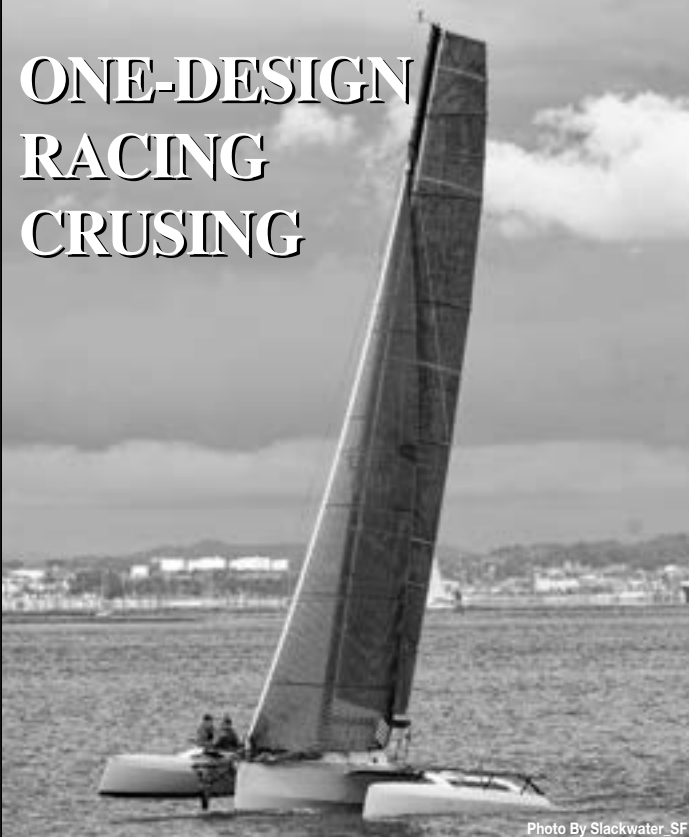


Photo By Slackwater_SF

Bottle Rocket with their Carbon Fiberpath J-1

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LETTERS

↑↓ REDISTRIBUTION DISASTER

The Downtown Shoreline Marina in Long Beach absorbed the tax monies [from registration] into Parks, Recreation and Marine decades ago. What happened after that? The marina wasn't being maintained. Security was laid off. Crime increased. *But*, the news showed some very nice parks that were built in troubled neighborhoods with the money. These were destroyed/trashed within weeks by the very people for whom they were built.

Sailorette



CA.GOV

Although California's capital is planted in the heart of the Delta, which represents a broad swath of boating interests — from sailors to fishermen to jet skis — Sacramento seems disconnected from the interests of boaters themselves.

↑↓ YEAH NO, I DECIDED TO LEAVE THE STATE

This is an example of why this native San Franciscan and lifelong sailor just relocated to North Carolina — wow, has it been a great move!

Per the comment above on Shoreline Marina in Long Beach: I can relate! Last summer, I was bringing my boat back up from San Diego and decided to stay for a week in Long Beach. I'd stayed at Shoreline Marina for several weeks in 2017, prior to the Transpac, and really enjoyed it. On my return, post-pandemic, it seemed a different place: dirtier, lots of vagrants and encampments, and many businesses shuttered, including a favorite breakfast place. It was an entirely different vibe.

Sound asleep in my bunk early on a Sunday morning (2:30), I was awakened to the unmistakable sound of someone climbing aboard the boat. I sprang out of my bed and looked out the companionway to see the silhouette of a person sitting in the cockpit. "What are you doing on my boat?" I sputtered. "I needed a place to sleep," she answered. Thank goodness she wasn't violent or aggressive. "And let me hear the gate close behind you," I said. It took some time before I was able to fall back asleep.

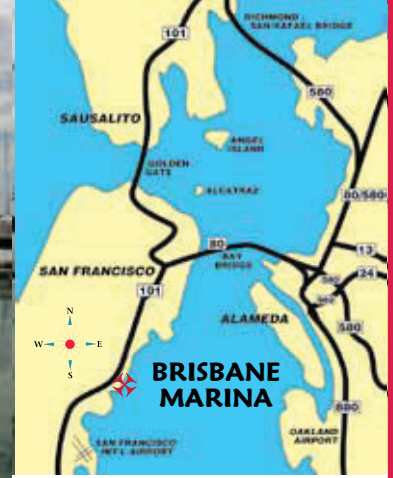
Any future contributions from me will be for *Changes in Latitudes*. I'm expecting my new Beneteau to arrive in Charleston next month and will soon begin The Cruising Life with my finances under considerably less assault.

Kirk Denebeim
Mirthmaker, Archambault 35
USA

Readers — Although Governor Gavin Newsom's proposed 300% registration-fee increase has a certain sticker shock quality, it still only amounts to \$40 per year — up from the current \$10 per year — which shouldn't break the bank for most boaters. The larger question in play, however, is what are we getting for our money?

For years, Latitude has been documenting the sorry shape of boating infrastructure here in the Bay Area, especially when

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LETTERS

compared with Southern California. The Recreational Boaters of California, a lobbying group for the boating industry and interests, said that California ranked third in the number of registered boats by state a few years ago. "Today, the state is fifth," the RBOC said, citing a number of nagging factors. "Local assessors have been drastically increasing the assessed value of vessels for local property tax purposes, regardless of their age. New marina developments are reducing the number of slips available for small boats. [And] boaters are being required to spend more money on less effective hull paints. California sailors are being made to pay more for less."

↑↓ OAKLAND A'S WATERFRONT STADIUM AT HOWARD TERMINAL STRIKES OUT

I can't imagine more welcome news. Developers have been building over maritime businesses, wharves and our seafaring heritage for decades. Those of us who have made our livings on the water have been commemorated on bronze plated displays and Facebook pages. What will be remembered and celebrated, when there is nothing left?

If a baseball team requires a stadium, let them build it and not the taxpayers. I wish the A's well.

Monty Chin
Latitude Nation

Monty was commenting on the April 21 'Lectronic Latitude with the same name as this letter.

↑↓ GREAT, BUT ARE WE STILL DESTINED FOR WATERFRONT APARTMENT BUILDINGS?

"[Not building a ballpark on Port of Oakland property] keeps critical land adjacent to the deep-water waterfront available for the maritime trades."

While this could be seen as a positive, you have to admit that the City of Oakland won't do *anything* that would remotely benefit boaters/Estuary users. I assume the usual (developer) suspects are already jockeying to put up the same kind of apartment blocks that are being built on both sides of the waterway, like Alameda Marina.



CITY OF OAKLAND

It seems as though the proposed Oakland A's ballpark at Howard Terminal will exist only as an ambitious design and ill-conceived idea predicated on the absurd notion that taxpayers should subsidize sports franchises. The Oakland A's appear bound for Las Vegas. At 28-74, the A's are the worst team in baseball as of this writing.

Jeff D.

↑↓ HUZZAH!

Happy they're keeping the waterfront open to shipping and other uses. I've always thought that large structures shouldn't be built on the Bay — it's hard on sea life and pretty nasty damage in the event of a quake.

Mary Westlake

It was going to be an absolute cluster for traffic and the maritime industry, and it *wasn't needed*. The Estuary is getting destroyed by all the building.

Cathleen Mayers

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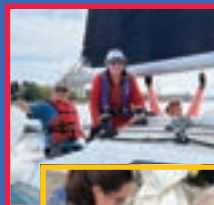


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LETTERS

*Kyntanna, Freedom 38
Oakland*

[They should] demolish the old Arena and Coliseum and build high-density housing there, right next to a BART and train station, and near an international airport. That would definitely improve the area, and the overall economics of the region.

J.J. Lasne

Good. Taxpayers should not be footing the bill for a privately owned sports team, especially not one that would ruin the waterfront with overpriced condos for tech bros.

Michael Bender

It was never about sports, professional or otherwise, it was all about a land grab by a few to make huge profits off the many.

Anonymous

Yes! Now, ditch the foot bridge idea; a small ferry would be better, be more fun, and cost a lot less.

I find it hard to find places to tie up when I come to Oakland or Alameda. There are not many locations. Try going to Svendsen's by boat; there is no place close to tie up.

Joe Mac

↑↓ **A WATER SHUTTLE IS COMING TO THE OAKLAND ESTUARY**

It is worth noting that this is one of a few places a chain ferry would be appropriate. This is a ferry that propels itself by pulling along a chain submerged in the bottom of the channel, or a wire above it. There is one crossing the Potomac at Poolesville, Maryland. A wire ferry would also be appropriate, though in this case the wire would be elevated on the side the ferry had just left so that the wire would be near water level only when the ferry was actually crossing. In either case, boats would have to keep clear of the ferry when it was crossing, but that is probably a good idea in general.

Christopher Barry

Christopher was commenting on the April 28 'Electronic: Take the Estuary Water-Shuttle Survey. The cities of Oakland and Alameda will offer a free water-shuttle service across the Oakland Estuary. The shuttle may be temporary, or it may evolve as a long-term solution, eliminating the need for the proposed pedestrian bridge.

↑↓ **WHY A BRIDGE AND NOT THE TUNNEL?**

While I have nothing against getting more people out on the water, I am baffled why no one is asking why these two cities aren't considering ways for bicyclists to *safely* navigate the Webster Tube in *both* directions. Bicycling is also carbon free, by the way. Is this water shuttle going to use diesel or electric power?

Carliane Johnson

Carliane — We're not sure what the temporary ferry will run on, but it will probably be diesel, at least for now. The short distance of the Estuary is perfect, however, for an electric or (as mentioned) chain-driven model.

↑↓ **IS THE CROSSWATER HORIZONTAL ELEVATOR AN ALTERNATIVE TO THE OAKLAND PEDESTRIAN BRIDGE?**

LETTERS

CROSSWATER TECHNOLOGIES



The start-up CrossWater has imagined a self-driving, all-electric, solar-powered "elevator ferry" for crossing small waterways.

While only a concept, it shows that creative non-bridge solutions to crossing the Estuary can and must be considered. The best solution enables use for all without restricting use for some.

Marty Thamm
Alameda

Marty was commenting on the July 12 'LL with the same name as this letter.

THE PROPOSED RELOCATION AND EXPANSION OF SAN FRANCISCO'S EAST HARBOR

I live aboard a 26 ft boat in Berkeley, and if I had a dollar for each time I've heard marina managers and administrators — here and elsewhere — wax lyrically about these big fancy boats that apparently exist somewhere just beyond the horizon, ready to rent high-priced slips, I'd be as rich as some people apparently think boat owners are.

I Sargin
Berkeley Marina

Sargin was commenting on the June 5 'Lectronic Latitude with the same name as this letter. After decades of negotiations and court battles with Pacific Gas and Electric, the City of San Francisco will begin a major renovation at San Francisco Marina's East Harbor. Many of those boats will be relocated to an expanded West Harbor, which has proved controversial among sailors and non-sailors alike.

THE POTENTIAL FOR GENTRIFICATION

I tend to agree that this is a potential move toward gentrification, a bit like what's happening at Treasure Island and the proposed new marina there. So much nicer for the folks who can afford St. Francis and Golden Gate — and bigger boats with deeper drafts.

Why not just update existing East Harbor facilities, and dredge on a regular basis? Let's at least see a serious exploration of options geared toward improvements in place. This would also preserve existing open water next to the Marina Green. If relocation takes place, what happens to the new "PG&E" cove next to Fort Mason? Will it be maintained somehow? Or dredged for small-boat anchorage?

Jas Peterson
Planet Earth

DON'T TAKE AWAY THE VIEW

The highest and best use of the Marina Green Promenade is not filling the open view with boat hulls and masts. This is an iconic viewing area of the Bay Trail. It should be left open for the millions of visitors, tourists and residents who now come to the waterfront for enjoyment. PG&E's money should be used to renovate East Harbor and repair West Harbor.

Evelyn Graham

AYALA COVE IS FOR SHERIFFS, SEALS AND SAILORS

The sea lion population, and all they leave behind, has gotten out of hand. [In late June], I was docking at Ayala Cove and made the mistake of not surveying the condition of the docks as I jumped off to secure the lines. I landed right

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LETTERS

in a pile of you-know-what and slipped, nearly doing the splits. My hip was sore for a while, but no lasting damage. It could have been worse. I have noticed the rangers making vague attempts to clean the docks on the weekend, but [in late June], they were a mess.

I love animals and am in favor of supporting marine wildlife worldwide, but aren't there sufficient beaches and rocks etc. to support the seal/sea lion population? It seems to me that supplying them with man-made docks almost forces the wildlife to interface with humans, and is counter productive.

Ken Haas



BOTH PHOTOS LATITUDE / JOHN

Where there are seals, such as on the docks at Ayala Cove, above, there is inevitably their excrement, as well. We're happy to see the wildlife in and around San Francisco Bay thriving. What's the balance between a healthy ecosystem and a place for humans to enjoy it?



San Francisco

Ken was commenting on the July 3 'Lectronic with the same name as this letter.

↑↓ WITH A LITTLE PLANNING, IT'S JUST FINE

We moored at Ayala Cove over the weekend prior to Independence Day. Our draft is 7'4", so it definitely required some planning in terms of when to arrive, but we had some two feet under our keel as we moored close to the beach. We certainly hit the mud during low tide, but no issues whatsoever. We had an absolutely beautiful time there, as always.

That said, it would be lovely to see the cove dredged a couple of feet, but I doubt we'll see that happen in our lifetime. The day docks can certainly use some repairs.

SV Makai 5

↑↓ SHOW ME THE MONEY

Maybe if they charged to use the docks they would have enough money for maintenance. Oh wait, they do charge and they have been charging for years.

I wonder where the money goes.

Michael Bender

↑↓ CONSIDERING THE DEPTHS OF THE ISSUE

The mooring field [at Ayala Cove] is about four feet at mean low tide. The docks were decimated by weather, even before the seals started hanging out. I believe the mooring

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LETTERS

field's silting is largely due to the larger ferries now servicing the island. As they enter, they typically swing 180 degrees, pointing their prop wash toward the middle of the mooring field. A rule requiring them to sail straight in and back out would solve the problem, but it won't matter until the field is dredged. That problem, like the dock repair, is a "when pigs fly" kind of thing.

By the way, the rest of the island isn't a hell of a lot better in terms of maintenance. The fire road is disintegrating by erosion in many areas; so is the sea wall in front of the café. Dead trees abound, and densely overgrown flora lead to a huge fire hazard.

I have been lobbying our assemblyman and others to persuade the state to cede the island to Golden Gate National Recreation Area (GGNRA). It too is unlikely, but damn, how wonderful would that be?

Captain Dane Faber

THE EASE OF TRIFOILING

The Hobie TriFoiler is "pretty complicated to set up."

I sure wish people would stop saying this because it's nonsense. To rig/derig the TF, you don't have to touch a single screw shackle. Everything is already wired up and in place on the spar racks. There is exactly one order in which



HOBIE

The TriFoiler hasn't been in production for some time, but there was an era when it was one of the most high-tech — but apparently simple-to-rig — boats on the water.

it goes together, which you reverse to take it down, and everything connects with Wichard snap shackles and Avibank pins. Dan (Ketterman) says that he can rig up in 9 or 11 minutes or something. It usually takes me more like 20.

That it's very picky about where it's sailed is true. With the main foils raised, the beam is 26-ft, so you need a beach or a wide ramp, though I *have* slid the whole package off the trailer (when it's less than four-ft wide) and assembled it in shallow water. And you need a minimum of 15 mph of wind speed *and* minimum of chop. Also, you can't really tie it to a dock because there's stuff sticking out in every direction and the rig is hotter than hell, so it sure is tough to try to climb over. But if you can meet the requirements, there's nothing else out there like it.

As for this boat, sorry, I can't answer. The old TF mailing list was supplanted some years ago by a bookface group, and I won't go there. Easy enough to ask, though.

Jonathan 'Canuck' Levine
Unfair Advantage, TF #23

Jonathan was commenting on the August 2021 'Lectronic Latitude: Foiling Tri Flips Near South Beach. One reader commented on that story that the TriFoiler was "pretty complicated to set up, launch, and find space to sail."

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LETTERS

↑↓ WHO SHOULD PAY FOR RESCUES?

People don't know what they don't know.

They're cutting sports and vocational education of almost every school in the country. People look at a calm, inviting channel in the South Bay while fishing and think an inflatable kayak or boat with an electric outboard and a life jacket is sufficient to go out in those conditions, and it usually is. A brief internet search, if they think to look it up, will confirm what they thought, but would also advise that people carry a signal mirror and a whistle. They may even stumble upon the California Boater Card and required boater-safety courses. It still will not prepare them for eight-foot tidal swings, direct them to a chart illustrating miles of shallow water, or explain that every afternoon in San Francisco Bay, that calm inviting water turns into a tumultuous sea state under 25-knot winds.

So when does the person become "negligent"? In the 911 system, the only repercussions for 911 negligence come with frequent 911 abusers, and it shouldn't be any other way. Emergency responders would rather show up to a nothing 911 call than have someone hesitate to ask for help, which can lead to disastrous results. You will find worse outcomes in areas where departments charge to respond, because people hesitate to call when they need help due to financial concerns.

In a country where people have million-dollar tenders for their private yacht, no one should have to hesitate to ask for help when they face a dangerous situation. Every cost involved in every response is already spent. People don't get called in to respond, they're present and waiting for an incident. The vehicles are already purchased, and as we boat owners know, having boats sitting around is not good for maintenance. Fuel is about the only justifiable thing to bill people for, but the reality is that if we're not using that fuel on a call, we will be using it training for the call.

The earliest alert gives people the best possible outcome, and even "negligent" people are sons and daughters and mothers and fathers, so let's keep everyone safe.

Joshua Williams

Joshua was commenting on the January 2022 'LL: Who Should Pay for Coast Guard Rescues?'

↑↓ SOMETIMES, SAILORS DON'T WEAR LIFE-JACKETS

Maybe I'm weird, but I always wear a PFD when I'm on my boat and away from the dock. And I always wear a tether when I'm out on the ocean, as well as running jacklines for the tether in case I have to move around outside the cockpit.



JEFF THORPE

After posting this photo of 13-year-old Nick Massano at the helm of the Santa Cruz 50 'Deception' during this year's Transpac, a number of readers bemoaned the fact that he wasn't wearing a PFD.

Steve Hajnal
Sugar Magnolia, Kalik 33
Latitude Nation

LETTERS

↑↓ CANINE SAFETY

Our dogs always have on a flotation device.
Newport — Mesa Boat Building History

↑↓ CAN YOU SAY IT ENOUGH?

Others have said it, but it can't be said enough: PFD? By the time you slow that rocketship to pick up a crew member, you'll lose sight of him.

Kristan DeDoes Verveniotis

↑↓ HATE TO BE, BUT I'M GONNA BE

Super awesome! Serious question though: Why no PFDs or tethers? I hate to be that person, but this seems incredibly irresponsible.

Sara Montgomer
Slainte, Cal 20

To the thread — You're slowing him and the boat with so many questions!

Scott Poorman

↑↓ YOU DO YOU

I'm a huge advocate for safety — and an educator — but at the end of the day, it's up to the person in charge to evaluate risk and set policy aboard, except where laws require otherwise. It is not up to the "mob" to dictate.

The Sailing Instructions are also thoughtful on the topic: 11.1 Personal Flotation Device (PFD) Use Requirements. A PFD as described in Monohull USSER and Multihull USSER 3.1.1, 3.1.2 shall be worn when on deck:

- a) between the hours of sunset and sunrise,
- b) when alone on deck,
- c) when reefed,
- d) when the true wind speed is 25 knots or above,
- e) when the visibility is less than 1 nautical mile, and/or
- f) when otherwise required by the person in charge.

Barry Demak

Barry was commenting on the July 14 'Lectronic: Sometimes, Sailors Don't Wear Lifejackets.

↑↓ MORE WORRIED ABOUT PEOPLE ON THE ROAD

As doublehandlers, we wore PFDs when alone on watch at night or when the weather was bad. Otherwise, we lived as nature intended. Ugh, who needs that chafe 24/7? After all, it's not like we were on the highways full of speeding, texting drivers.

Christine Watson
Cal 36

Wickford, Rhode Island

↑↓ WHAT FAZES ME

Admittedly, I find public reprimanding and shaming generally off-putting, while sailors without PFDs hardly fazes me at all. To each their own.

Josh Wheeler, The Resourceful Sailor
Sampaguita, 1985 Pacific Seacraft Flicka 20
Pacific Northwest

↑↓ SOMETIMES WE DON'T. MOSTLY, WE DO

[Thanks for writing an] article without pointing fingers or placing blame. We don't wear lifejackets in the Estuary, and sometimes, when it's not rail-in-the-water windy, not in the Bay. But on the ocean, it's mandatory for all aboard with the rare exception of calm weather when we are motoring dur-

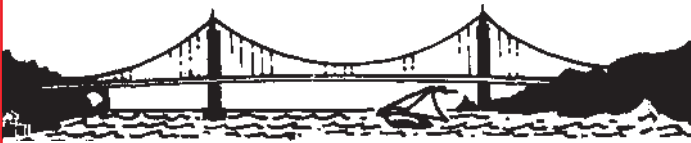


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LETTERS

ing the day and there is more than one person in the cockpit. And always, life jackets and tethers on deck. No exceptions.

Heidi Stagg

↑↓ WEAR YOUR PFD UNTIL IT'S TIME TO DRINK BEER

Years ago, we hired a skipper to help sail our new-to-us Tartan 38 from Sausalito to San Diego. I had recently returned from sailing from Colon, Panama, to Tahiti over 5-6 months, and had not once worn a lifejacket. So I balked when the paid skipper insisted I wear a lifejacket at all times, but I went along with it to avoid conflict. I'll never forget when we got around Point Conception, though, and the skipper made an exception to his hard-and-fast rule when he saw super-calm waters and sunny skies. He took off his own lifejacket and was even willing to crack open a beer.

We do, however, make our kids wear lifejackets whenever we are underway and they are on deck.

Susan Flieder
Andiamo, Buizen 48

↑↓ MY BOAT, MY RULES

First of all, water temp and sea state matter. We are primarily racing S.F. Bay and coastal waters; it's cold AF. After we've motored out the Estuary and are preparing to 'sail', everyone wears a PFD. You don't want to? No problem, that's your last time aboard. Why? I need you to assist in your own recovery if you go over.

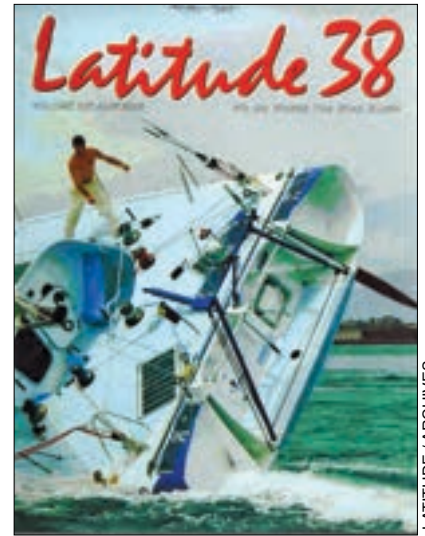
After many years' experience and several COB instances and recoveries, having a properly fitted PFD with crotch straps is the single most important thing you can do to ensure the crew you left with is the same crew you return with.

Back in the day, motorcycle helmets and seat belts felt weird; now, it's normal. Get an excellent PFD, and in short order, it will become a natural part of your habit.

Jeff Bruton
L20, J/29
San Francisco

Jeff — When we started skiing in the 1980s, not a single person was wearing a helmet, either, and now it's the norm. The concept of safety is an evolving spectrum. Our question was: Is it anyone's business whether someone else does or doesn't wear a lifejacket on their boat? What's the balance between encouraging safe habits and taking to the internet to reprimand people for not behaving how we want them to?

By the way, you'll notice on this very issue's cover — and at the start of these very Letters — that none of the sailors are wearing PFDs.



LATITUDE / ARCHIVES

One reader was "very disappointed" by this April 2003 cover, calling famed skipper Thierry Dubois a "jackass." We responded, "Given the fact that Dubois had at the time singlehanded most of the way around the world — including through the Southern Ocean — the shot of him actually shows him at one of his safer moments."

LOOSE LIPS

The photo we shared for the July Caption Contest(!) has been around for quite a while, as mentioned in our original post. But it was fun to see the range of comments we received. A couple of readers appeared to be concerned that we were enabling stereotyping. Not our intention at all. If you read the story behind the photo, you will see that the "blame" was apportioned to both captains — 'Lectronic 7/19: "The Story Behind This Month's Caption Contest(!)."



MARYLAND NATURAL RESOURCES POLICE

The winner: "The exact moment a motorsailer is conceived is rarely captured on film." — Vince Clements.

- "Don't look him in the eyes. Maybe he won't notice." — Shonna Hammon.
- "Let's hope that this T-bone is rare, skipper!!" — Pattie O'Connor.
- "I TOLD you it wasn't going to fit on the foredeck!!" — Steven Phillips.
- "I was so busy holding onto the line I didn't realize it was a sail-fish, until we landed it." — Mike Winter.
- "BoatUS's new tow service is still beta testing." — Joe Perez.
- "Someone on TikTok showed how to do this, except they jumped clean through the sail." — Dave Peterson.
- "I said, 'No, no, no!'" "Oh ... I thought you said, 'Go, go, go!'" — @sv_outatime.
- "I told you guys, we don't have any Grey Poupon!" — Craig.
- "The first attempt at cross-species reproduction did not go well ..." — Gary Green.
- "Latest innovations in fuel-efficient yacht delivery." — William Mac Herring.

"The grey sea and the long black land; And the yellow half-moon large and low; And the startled little waves that leap In fiery ringlets from their sleep, As I gain the cove with pushing prow, And quench its speed in the slushy sand." — Robert Browning, *Meeting at Night*, first verse.

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still wylie after all these years

Tom Wylie has pulled off an extraordinary achievement. We're not just talking about his boats, which are marvelous in their own right and diverse in appearance, materials and rigging, but always connected by the common thread of sleek, refined elegance. Warwick 'Commodore' Tompkins, who owns the Wylie 39 *Flash Girl*, said of the new Wylie designed C3, "A lovely but wicked boat," referring to the speed that seemingly permeates from the low freeboard and sheerline.

But it is Tom Wylie's longevity that has separated him from the pack. He has designed two new boats that are being built on the West Coast — an extraordinary achievement unto itself. "Both boats are repeat business," Wylie told us from his East Bay home in July. "That doesn't happen much in our culture, but it used to happen all the time when I started." The 60-ft C3 (pronounced "C cubed") was launched on June 21 at Betts Boats in Anacortes, Washington, for owner Charlie Ray, a renowned sculptor. Ray has owned the Wylie 44 C2 ("C squared") for almost 20 years. Wylie's other new boat is the 80-ft *Global Voyager*, being built for Dave Raney, the current owner of the Wylie 70 *Rage*. The well-known *Rage* was built at Schooner Creek Boat Works in Portland, Oregon, some 30 years ago.

In 2004, Wylie told *Latitude*, "I may not have been the best at business, but of all the people I've worked with over the years, I can't think of one who I couldn't go up to and shake hands with. To me, that's every bit as important as the career." During our recent conversation, Wylie said, "It was probably a bad comment — that I'm a bad businessman. Some people will say to me, 'Oh, you're still in business? Everyone else has gone out of business.'" Wylie's relationships with his clients run deep and are often predicated on a fidelity to the sport and lifestyle. "One side of my owners that's unique is that they're addicted to sailing. They are so in love with it, they're not going to quit. I'm kind of like that in some ways."

Charles Ray's work has been called "difficult to classify; style, materials, subject, presence, and scale are all variable." The same could be said for Tom Wylie. "He defies stereotyping; variety has been the spice of [his then] 40-year career in boat design and construction," we wrote in the 2004 article. "Consider the four projects in which he's currently engaged: a 21-ft singlehanded ocean racer, a 60-ft aluminum cruiser, a 30-ft production fiberglass catboat and a 52-ft wood-composite cruiser." Wylie told us recently, "There's a large amount of similarity between Charlie and me. He views boats and sailing as moving sculpture," Wylie said of Ray. "He is doing black-and-white photography with his boat: a black sail, white hull and the wishbone — it's a stunning statement. The boats he's ordered for me are not something that you can mass produce. In every way, they're a custom design." Ray was similarly effusive of Wylie's work. "Charlie was there for the launch of C3," Wylie explained. "He said, 'Tom, I can't wait to see you when you see this boat, because you'll be as happy with your masterpiece as I am.'"

Wylie mentioned the wishbone — also known as a cat rig — for which he is so well known. Could it be called his signature? "As a designer, I am a little disappointed that I got that label," Wylie told us. (He mentioned that several of his boats are not cat-rigged, such as the new 80-footer, which he says has a TP52-esque rig.) "I first got that comment with *Animal Farm*, the half-tonner from the early '70s, with people saying that was my signature." Tom said that the rig design often comes down to matters of practicality. "In the beginning, my career was aboard ocean-racing sloops. But after I had back surgeries in my late 30s, that was the root for a freestanding rig with no spinnakers and no winches to grind." Wylie mentioned a well-known example of one of his cat-rigged boats, the *Derek M. Baylis*. "If you had a sloop for a workboat, you'd have a 'payroll' problem; you would not pass the MOB test because you'd need a lot of crew to work the sails."

Though he said he sometimes feels "typecast" for the wishbone, Wylie also admits that the beautifully curved boom does "satisfy my eye. It is a simple statement: Aesthetically, I think the bendy mast is an artistic form. The mast is bendy for functional reasons: We're using Mother Nature. When the wind blows, it's a predictable bend to the wind direction

continued on outside column of next sightings page

lost at sea

An Australian sailor and his dog were rescued in mid-July by a Mexican fishing boat after having spent almost three months in the Pacific Ocean. Timothy Shaddock, 54, originally from Sydney, Australia, had left La Paz in May headed for French Polynesia, aboard his 30-ft Wharram catamaran *Aloha Toa*. Weeks into the voyage, the boat was crippled in a storm, Australia's *Nine News* reported. Around two months later, Shaddock's drifting boat was spotted by a Mexican tuna trawler's helicopter, approximately 1,200 miles from land.

The helicopter was searching for tuna when the pilot spotted "something bobbing," the *New York Times* reports. The pilot



Clockwise from top left: Tom Wylie has been called "John Muir of the sea" for his efforts to combat climate change by greening watercraft. "Our species is not doing well. We're not taking care of the environment," Wylie told us recently; the Bay Area-based cat-rigged *Derek M. Baylis*; two drawings of the recently launched 'C3'; the Wylie 70 'Rage'; 'Rage' flies a giant spinnaker; Charlie Ray's 'C2' sails out of the Golden Gate Straits.



for three months

dropped a water bottle before heading back to the fishing boat. Soon after, a small boat arrived to take Shaddock and his dog Bella back to the main ship. After staying aboard the trawler *Maria Delia* while they completed their voyage, Shaddock set foot on land in Manzanillo, Mexico, in July, where he was greeted by a contingent of well-wishers and reporters.

"I'm so grateful," Shaddock said of *Maria Delia's* captain and crew, and Grupomar, the company that owns the trawler. "I'm alive, and I really didn't think I'd make it."

The helicopter that spotted Shaddock was the first "human vehicle" he had seen

continued in middle column of next sightings page

tom wylie — continued

and velocity; the sail follows that lead, and you get an airfoil package; the sail and the battens follow the mast bend, all while the mast bend follows the lead of Mother Nature."

First and foremost, though, Wylie's designs come down to the client's wishes. For Dave Raney's 80-footer, cedar was strip planked over sapele plywood bulkeads; the wood structure formed the shape (or plug) for the carbon and foam core, and created the feeling of a wooden-boat interior. "It's very weight-competitive," Wylie said. "Most clients are not excited about living with raw carbon, but everyone loves clear wood." When comparing Raney's boat with Charles Ray's, Wylie said, "If you look at the two boats, you'd never know it was the same artist. I'm listening to the client and understanding what the client wants. For C3, Charlie said, 'I want freeboard low enough so that when sailing at high speed, I can drag my feet in the water.' That's a very artistic, childlike thing to do. I'm trying to picture what Charlie is describing and wants to achieve."

— *latitude / tim henry*



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SCHOONER CREEK BOAT WORKS

SIGHTINGS

how can we ever describe today?

Night Watch

Our 46-ft sailboat, *Pegasus*, sails in the dark, 15 miles offshore after an 03:30 start. She heads on a westerly course crossing the Sea of Cortez from Guaymas, on Mexico's mainland, to Santa Rosalia, on the Baja Peninsula. I'm sure Sandy, my wife, sleeps well in the forepeak. The sails are drawing nicely and I can hardly feel the boat moving. There is a steady gurgle as *Pegasus* slices through the sea.

I treasure moments like this: being underway, alone in the cockpit, Sandy secure and trusting below.

With a crisp, preternatural half moon overhead, Jupiter spotlights the way under a canopy of stars, planets, and meteorites. An ocean counterpoint sparkles below. The eastern horizon flickers with shore lights and a faint crimson edge as our planet rolls on its axis. All is well in the quiet, lonely cockpit, the instruments casting pale light showing speed (7.1 knots), course (275° magnetic), and depth (62 fathoms). The absence of blurs on the radar screen reassures that we are clear of dangers. I have to

continued on outside column of next sightings page

lost for three months

in months. His last sight of land had been from the Sea of Cortez, under the May full moon. He and Bella survived by drinking rainwater and supplementing their provisions with fresh-caught fish, which they ate raw. Along with the electronics, *Aloha Toa's* cooking facilities were disabled in the storm. Shaddock told reporters that his health had deteriorated while adrift, but improved quickly aboard *Maria Delia*.

Shaddock was, at times, philosophical about his ordeal. "There were many bad days. And many good days," he said.

"The fatigue is the hardest part," he told reporters. "You're always fixing something. And for me, I would try and find happiness inside myself. And I found that a lot, alone



A montage of the Norseman 447 'Pegasus's travels in the Sea of Cortez over the years. Center top: Author Al Fricke poses with lunch and dinner.



ALL PHOTOS COURTESY PEGASUS / AL FRICKE

— concluded

at sea. I would go in the water, too, and just enjoy being in the water." During an interview, he told a *Nine News* reporter that he had been in communication with his family throughout his time at sea, via his Garmin inReach.

Aloha Toa, which Shaddock describes as "a French Polynesian, traditional boat" that is made for ocean sailing, is still adrift in the Pacific. While the rescued sailor has no immediate plans to go to sea, he still says he loves the ocean. "I very much enjoy sailing, and I love the people of the sea."

At this point, he is looking forward to going home to Australia and spending time with his family.

— latitude / monica



describing today — continued

remind myself to breathe. *Pegasus* is so alone on a big ocean.

I remember my first voyage to the other end of a Wisconsin lake on my homemade 11-ft sailboat. At age 12, I knew the other kids wouldn't think of doing it. But I thought, "My parents will be proud. But what if I can't get back? What if I turn over? What about those big snapping turtles under the water?" Out here on the Sea of Cortez, there is still some of that, but mostly it has been edged out by long experience and mastery. Behind this is a familiar, vague apprehension. A primordial fear? It all washes away upon hearing the low exhaling bursts and squeals of invisible echo-locating dolphins playing in the bow wave.

The stars dim. Isla San Pedro is off to the north, a low ghost. The sea is liquid, dark, a silver flow, smooth rolling wavelets, leftovers from yesterday's weather. Starlights blink out; only the strongest survive ... like Sirius, not Bellatrix. And then only Sirius, Rigel, Jupiter, the moon, and one unnamed ... is it my old friend Capella? I look away, look back, and they are gone, their place taken by a flying, flopping fish on deck and hot coffee handed up from below by a sleepy, smiling face.

Morning Watch

Cloudless, with a light 360° haze. T-shirts, shorts, and broad-brimmed straw hats have replaced last night's clothing. *Pegasus* cruises at 7 knots toward a still-invisible destination only 28 miles away. Isla Tortuga has been drawing near for more than four hours. The seas are short and choppy little walls with the wind just off the starboard bow. *Pegasus* does not like this; bucking, lurching in complaint. We ease off, resulting in less water on deck and a smoother, faster ride for my well-deserved mid-morning nap. I drift off to a symphony of water burbling past, creaking lines, the low whir of the autopilot, the ticking of the ship's brass clock. Familiar, reassuring, amniotic. Most of all, it is a lovely confidence that Sandy is on watch and can handle everything.

The reverie is shattered by a high-pitched "FISH ON! All hands on deck!" Scrambling up from below, disoriented and squinting in the bright sun, I laugh: "You mean 'The only hand on deck!'" We have to slow *Pegasus* down to pull in the 30-pound bull dorado that is trying to get rid of the feather lure on the end of the trolling line. Sails are askew, flapping and snapping. *Pegasus* tosses awkwardly in the swell. "Turn to port hard!" I screech in a full octave above normal, only to contradict a few seconds later, "No, blast it, turn hard to starboard ... he's heading under the boat. Don't let it get caught on the rudder! Watch it, no slack line. He's close, get the gaff!" Sandy can only shake her head and stifle a broad grin at the sight of her steady, calm, competent captain coming unglued. "Incredible," I blurt, "take the rod and just feel the power of this fish." Holding on for dear life, Sandy, lets out. "Look, it's flashing gold and green!" Finally, I'm able to gaff the exhausted fish and haul it aboard. *Pegasus* begins moving gracefully in the right direction with sails trimmed once again. While washing the blood and scales off the deck, we glance at each other as the fish's brilliant hues dim.

At Anchor

Pegasus tugs experimentally at her anchor and swings slowly around in a little cove, which is actually an ancient volcano caldera. Sails are stowed, navigation is done, and the boat is settled in. Sandy and I are alone and have seen no human life all day. We are ringed by Sierra de la Giganta, the mountain range given to us by crunching tectonic plates with strata similar to the Grand Canyon. The insignificance I felt under the stars has been replaced by feeling tiny in this broad moonscape. We try unsuccessfully to outwit the merciless sun, but when we shift the awning and shades, predictably, *Pegasus* changes position on her anchor and we roast. Boat chores are complete, the fish is cleaned, and fresh filets will await us after snorkeling.

After a snorkel I say to Sandy, "How can we ever describe today to our friends back home?" Nodding her head, Sandy whispers back: "We can't ... they won't get it." And with that, and a giggle, we go below. A consummate ending to the Crossing Day.

— al fricke

a photographer's view of sailing the bay

One of the great things about *Latitude 38* is our community of readers who like to share their stories, and photos, of their many sailing adventures and events. On this occasion, we're talking specifically about Lyon Omohundro. Lyon is a Bay Area sailor and on-the-water photographer. Over the years, he's happily shared with us dozens of very cool sailing photos that he's taken. But who is Lyon Omohundro? That was exactly our question. We reached out to see what we could learn about this mystery sailor/photographer.

Lyon grew up in North Carolina, sailing aboard a rebuilt 1934 Lightning. His dad and a friend had found the boat in a barn near the Finger Lakes of New York. They towed the old boat with its fiberglassed hull, and 15-year-old expired tags, back to NC and set about getting it back up to sailing condition. That's when Lyon was put to work.

"A lasting memory is watching television with my younger brother polishing all the brass fittings while it was being restored, of course without gloves or other PPEs," he says.

Once the Lightning was put back together, they all hopped aboard and sailed it on Kerr Lake — about an hour from their home, on the border of North Carolina and Virginia. The senior Omohundro and his boat partner tried their hand at racing, but the boat's heavy fiberglassed hull ensured they were never among the place-getters. The boat was then relegated to daysailing, while the partner bought an updated version for racing.

Lyon recalls his first sailing vacation, aboard a neighboring family's 32-ft sailboat in Oriental, NC. The "pirate-looking" sailors of the mid-'70s captivated him and sparked a determination "to live on a sailboat someday."

"This is probably when I bought my first album. Fittingly enough, it was *Son of a Son of a Sailor* by Jimmy Buffet. Destiny, perhaps?" he adds.

In 1995, after completing his studies in arts administration at Salem College in Winston-Salem, Lyon came to San Francisco to interview for some internships, and subsequently paid jobs, in gallery management. The next steps unfolded in classic serendipity. One of the interviews was conducted in an upper-floor restaurant in Ghirardelli Square, overlooking San Francisco Bay. When the gallery owner seated at the bar revealed that he owned a sailboat in Sausalito, the penny dropped.

"I knew this was where I needed to be," Lyon says. He immediately packed up his East Coast life, and within six weeks moved to the Bay Area. "Once I started sailing with my new boss out of Sausalito, all of my early dreams came into focus. For a while, he lived in Sausalito Yacht Harbor, and I saw where and how it could be possible for me."

For the first 10 years, Lyon lived in San Francisco. Later, when he took another gallery job in Sausalito, he bought a Cal 34 and moved aboard. "That was 18 years ago ... [I] still live on it now."

Before COVID disrupted everyone's lives, Lyon worked at Sausalito's famous No Name Bar for 10 years. He bartended and booked music, and reveled in the local community's rich maritime, musical, artistic and poetic heritage, which includes tall tales and colorful characters, such as the legendary Spike Africa and the sailor/actor Sterling Hayden, and "the supposed late-night planning of the occupation of Alcatraz." And, he adds, "The many fishermen, sailors, captains and crew who frequented the bar locally and going up and down the coast added to the allure."

The past two years have delivered many opportunities for the sailor/photographer to immerse himself in his two passions, all while earning a living. He currently works in Sausalito as Modern Sailing School & Club's "quartermaster in charge of purchasing." Along with his daily work, Lyon takes on the occasional delivery or skippering job, while taking photos and setting up his own photographic website www.lyonseyephoto.com.

"I have only sold a handful," he says, "but it definitely makes me happy trying to catch beautiful imagery to share." During the past two years, Modern Sailing has sponsored the photo boat for the Master Mariners Regatta, which Lyon says is a great platform to shoot from.

"I use a Canon 5D Mark IV with 70-300mm telephoto zoom lens to capture my shots. It's a great, versatile setup, especially when the boat takes

continued on outside column of next sightings page

goings on in

Baja Ha-Ha/*Latitude 38* Fall Crew List Party

Latitude 38's annual Fall Crew List Party will return to Spaulding Marine Center in Sausalito on Thursday, September 7, from 6 p.m. to 9 p.m. Come connect with sailors and skippers to plan your next sailing and cruising adventure on the Bay, the coast, or cruising to Mexico.

We will also be holding our annual cruising seminar for Baja Ha-Ha cruisers preparing to head south. The seminar will go from 4 to 5:30 p.m.; doors open for the seminar at 3:30 p.m. Call of the Sea will also be offering tours of the *Matthew Turner* from 3

Left: Lyon Omohundro at the helm in Fiji. Clockwise from top right: "It's hard enough taking photos on land, where nothing is moving," Lyon said of this shot of the schooner 'Brigadoon'; another shot of 'Brigadoon' on the Bay; "It's all about timing, and angles," Lyon said of this Master Mariners shot; Lyon's July 2021 cover for *Latitude*. Center: Lyon in Chicago.



the sailing word

to 5 p.m.

There will be vendor tables, a food truck and bar with proceeds going to benefit Spaulding Marine Center. Admission is \$10 each for the seminar or party. Learn more at www.latitude38.com/crew-party.

Sail Around the World with Ronnie Simpson Racing

Ronnie Simpson is working hard preparing the Open 50 *Sparrow* for the Global Solo Challenge, a nonstop, around-the-world race. Simpson, a longtime *Latitude* contributor, released his first movie trailer

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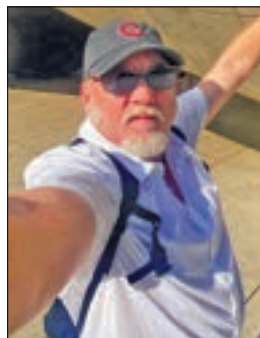
photog lyon omohundro — continued

an unexpected wave and the camera can be cleaned of saltwater later."

To date, Lyon's photos have been featured in many issues of *Latitude 38*, including gracing the cover of the July 2021 issue featuring the *Matthew Turner* racing in the Master Mariners Regatta.

Since moving to the Bay Area almost three decades ago, the sailor from North Carolina has enjoyed many local events, including sailing out of Bayview Boat Club on a 1927 Golden Gate sailboat (sometimes called Baby Birds), which Lyon says is a smaller version of the Bird Boats built by the same designer/shipwright. He's also sailed in beer can races at South Beach YC, Sausalito YC, Corinthian YC and Berkeley YC, crewed in the Big Boat Series, and sailed from Ventura to San Diego via Catalina Island. He's also sailed the Hard Day's Night Regatta, a 55-mile, 12-13 hour race that used to run in the summertime — "from Golden Gate YC, starting at dusk, sail to Light Buoy, Duxbury Reef, Farallones, back to Duxbury, Light Buoy

continued on outside column of next sightings page



ALL PHOTOS COURTESY LYON OMOHUNDRO

SIGHTINGS

photog lyon omohundro — continued

then finish."

And let's not forget his passages in Barcelona, Spain, and Fiji. But considering all his sailing adventures, Lyon considers the highlight to be "a nearly 3,000-mile, 26-day passage from Punta Mita, Mexico, to Hiva Oa, French Polynesia, on a Kelly-Peterson 44."

More recently, in 2022, he took part in the 300-mile Chicago to Mackinac Race, "which ended up to be quite an experience, and not necessarily in a good way."

"Even though I was raised in the South, it was the most ferocious lightning storm — we were nearly hit — with winds in the 50-60 knot range. Fortunately, I was on a Pacific Seacraft 34 and the boat, skipper and crew, all handled the storm quite well."

Regardless of his worldwide sailing experience, Lyon says that whether for work or fun, "I still enjoy sailing on San Francisco Bay whenever I can."

— *latitude / monica*

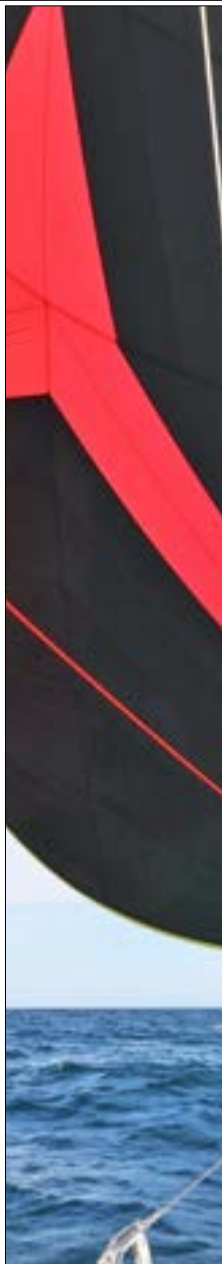
goings on

while simultaneously working on the boat and fundraising to reach the \$100k needed for a successful campaign.

Ronnie is still looking for 1,000 people to donate \$100 each. You can make a donation by going to www.ronniesimpsonracing.com, where you can also see his movie trailer. If there is a company hoping to be a title sponsor, you can also reach Ronnie at his website.

The Sausalito Boat Show

A new Sausalito Boat Show will be coming to the Bay Area's saltiest city this fall. The event will run from October 13-15 at



ALL PHOTOS SARAH FINGARSON

— concluded

Clipper Yacht Harbor. The family-friendly community event will highlight Clipper Yacht Harbor businesses and luxury-brand boats, and will feature local food vendors and music. It will include the broader Bay Area maritime community and nautical nonprofits while bringing attention to Sausalito's historical waterfront.

Show hours will be 10a.m. to 6p.m. on Friday and Saturday and 10-5 on Sunday. Tickets are \$20/day for adults, with a special three-day pass for \$50. Companies looking to exhibit can contact Mitch Perkins at mitchperk@gmail.com/415-272-4130.

— latitude

Readers of this Sightings may experience an acute cuteness overload or the desire to go adopt a pet. Coho, a golden retriever puppy, spent a few weeks with her mom, Sara Fingarson, top center, on a trip down the West Coast, from Washington to mainland Mexico. Bottom center: An AstroTurf potty mat was a key piece of equipment for the trip. Right: Coho and Andrew Hosford in the Sea of Cortez. Bottom left: A "Cuddle Puddle" inside the Hanse 458 'Aeolian'. Inset: Coho explores the author's Olson 25 in Commencement Bay, Washington.



raising a golden retriever puppy on a boat

As sailors, we often seek adventure and the opportunity to explore new horizons. However, when we decided to bring a golden retriever puppy aboard our friend's sailboat as we cruised down the coast to Mexico in late 2021, we knew we were in for a different kind of journey. Our adventure started in Anacortes, Washington, and took us along the coast of California, down to Baja California, and across the Sea of Cortez to Puerto Vallarta, Mexico.

At first we were apprehensive about raising a clumsy, but cute, four-month-old puppy on a sailboat. We were also unsure if our friend's brand-new Hanse 458 *Aeolian* would be suitable for a growing and energetic sharknado, or how well the sharknado would adapt to life, temporarily, on a boat.

Despite our concerns, we decided to take the leap and bring our new furry companion aboard. Jared, our captain, agreed with the idea immediately, so my fiancé Andrew and I flew back to Washington to get the pup, leaving Jared at Catalina Island to work on boat projects and install his new watermaker.

Bringing a dog aboard a sailboat, let alone a puppy, was not initially met with enthusiasm from everyone. There were concerns about the dog's quality of life, and where she would go to the bathroom. We understood these concerns, but we also knew she would be happiest with us and that we could provide her with a fulfilling and exciting life aboard.

We researched extensively and made sure we had all the necessary supplies, including a special AstroTurf mat for her to go potty on. We also made sure to follow all the various countries' regulations and laws for traveling with a pet.

Upon leaving Catalina and sailing down the coast of California, we quickly realized that our puppy, whom we named Coho, had a natural affinity for the water. The agreement was that she needed to be harnessed in at all times to prevent her falling overboard. The ocean can be unforgiving, and I'm not sure I could live with myself had she fallen in.

Despite the initial apprehension of others, we were determined to make it work. Coho quickly became a beloved member of the sailing community, with fellow sailors taking turns playing with her and taking her for walks on shore. She even made friends with some of the local dogs in the ports we visited. We found that we had to plan our day around her schedule, making sure that she got plenty of exercise and attention. Dinghying to shore became a highlight of Coho's day, as she could run to her heart's content on remote beaches. Watching her joyfully chase after sticks and splash in the waves brought us joy, and made all the challenges of boat life worthwhile.

Our journey across the Sea of Cortez was filled with breathtaking scenery and unforgettable experiences. Coho was with us every step of the way, making the trip even more special. Across nearly four months we explored remote islands, swam with sea lions and false orcas, and met incredible people along the way.

Raising a puppy on a sailboat requires a lot of commitment and dedication. It's not easy, but it's incredibly rewarding. Our journey taught us that with a little bit of creativity and patience, anything is possible. We wouldn't trade our time aboard with Coho for anything.

— sarah fingarson



The 2023 Transpac wrapped up with boats roaring down the Molokai Channel in effervescent sailing conditions, with bright-blue water in the foreground and the emerald green of Hawaii and Diamond Head in the background. It didn't start that way.

Participants revere the Transpac for its consistent, warm, sunny downwind ride to Hawaii. However, that reputation for a constant downwind pleasure ride masks the intricate subtleties that make or break competitors' best-laid plans. As Mike Tyson said, "Everyone has a plan until they get punched in the mouth."

To help bring the boats together at the finish line there are three starts spread across six days, to condense the finish times at the end of the 2,225-mile course. The smaller boats started on Tuesday, June 27, the middle classes on Thursday the 29th, with the big sleds and MOD 70 trimarans on Saturday, July 1.

Unlike a chess game or tennis match, you play the great game of yacht racing on a board that is never the same. Understanding history can help, but the unique conditions on the course change yearly and hourly. For the 2023 Transpac, the wind gods gave the favored hands to the Tuesday and Thursday starters, with the first 19 overall finishers from these starts and the first boat from Saturday coming in at 20th place.

'Pyewacket' shows fine form on the way to the finish.



SHARON GREEN / ULTIMATE SAILING

The 2023 communications technology allowed sailors to receive more data than ever, but with the advent of Starlink, the reverse flow of data coming off the boats also dramatically increased. *Latitude 38* hosted "Transpac Live," with broadcasts from class and overall winner, Dave Moore's *Westerly*, while numerous boats shared comments, photos and videos.



JOY CERILEY

The 0530 finish time for 'Zero Gravity' didn't dampen the victory celebration upon arrival.

Starlink gave us all glimpses of life aboard while the race was underway.

It was Saturday's starters who were punched in the mouth. The division contained some of the biggest, fastest and best-prepared boats in the fleet. They showed up on the starting line ready to launch themselves to Hawaii in pursuit of the earlier starters, only to find the wind had vaporized. They spent a day working themselves offshore to find elusive breezes.

DIVISION 1

The Cal Maritime fleet included Marnouch Moshayedi's *Rio 100* and Cal Maritime's Andrews 77 T/S *Cal Maritime*, crewed by an enthusiastic team of cadets along with coach Kerry Deaver. In the end, it was the well-tuned team aboard Doug Baker's Dencho/Kernan 68 *Peligrorso* that found its way to the wind and first in class.

Navigator Ernie Richau says, "It was a light start, but we slipped off the coast a little better than most, giving us an early edge. Getting out to the breeze was a big piece of our advantage, but then we had an abnormally long four days of reaching on the J2. Finally, it was running with the A2 and watching the clouds, which had a big influence this year. *Bad Pak* sailed super-fast and we were able to hold them off. We were really well prepared and the crew did a great job."

DIVISION 2

In the San Diego Boatworks class, victory was claimed by Ivan Batanov and Lawrence Andrews' RP 51 *Zero Gravity*. They beat John Raymont's Ker 52 *Fast Exit* by just 20 minutes after 2,225 miles and 10 days of racing.

Batanov said, "It was an unusual race with a slow Saturday start and not even making it halfway by day five. We had a light-air reach and wind holes in the middle of the ocean. Unlike 2019, when I raced our Soto 40, this year was far less windy. We learned a lot in 2019. We ramped up for this year, acquiring *Zero Gravity* in 2022, putting together a new sail plan with updated sail inventory, a performance-sail study, and great crew and training. Then we did all we could to keep the gas pedal down. We continuously worked hard to go fast in both the light and heavy air. It was a lot of work and a little luck."

DIVISION 3

The Whittier Trust class was Transpac's largest and hosted the return of 10 classic California sleds. It was home to five Santa Cruz 70s, a Nelson Marek and three Andrews designs, plus the Bill Lee Custom 68 *Merlin*. At the finish, the always well-prepared and well-sailed Disney ride, *Pyewacket*, found the right path through the thicket of wind holes and debris to sled into first.

THURSDAY'S CHILD

MAI NORTON / ULTIMATE SAILING



Doug Baker's Division 1 winner 'Peligroso' slid home three and a half hours ahead of number two, 'BadPak'.

Scott Easom gave us some insights. "First off, it was terrific to see a strong fleet of California sleds, many of which have been upgraded and remain very competitive. After racing Roy's Volvo 70, the race also reminded us how nice these sleds are to sail.

"One of the distressing aspects of improved weather forecasting was that we could see a week in advance that there was probably no chance Saturday starters would have a shot at first overall. We then focused on winning class and against Saturday starters. Our biggest fear was getting left behind in the wind hole on the coast. We worked really hard for the first day, doing everything we could to keep the boat moving and find the right sails and path to the wind. We managed to find the breeze 40 miles ahead of some competitors, putting us in a good position.

"It was still the slowest Transpac I've ever done. I've practically done two in the time it took to do this one. Besides one 30-knot squall with our A2 up, it made for a more comfortable ride and some of the best sleep ever on a Transpac. Once in the breeze, we had a great boat, great

crew and fantastic drivers who put us in front of our class and the fleet of Saturday starters."

Thursday's starters — divisions 4 through 6 — had fresher breezes to get off the coast, get north around Catalina, and start pointing their bows at the islands.

the race and recorded an elapsed time of 8 days 16 hours 12 minutes 17 seconds. Yet, when times were tallied, it was Stan Fleming's J/125 *Nereid* that put its sprit out front at the finish for first in class and second overall.

Stan, who did his first Transpac in 1965 with John Scripps on *Novia del Mar*, says it was pre-race preparation that pulled it all together. "Jeremy Davidson got the boat in great shape; we added a new rudder and some hull strengthening. Our great navigator, Damian Craig, had us reaching hard and farther north than normal. We paid our dues in this race early."

Nereid carried just six crew, with three hours on and three off, with one person coming on deck every hour. Stan detailed, "It's a light, fast boat with white water coming down the boat and a quick motion, so the whole effect is fast but tiring. You come on deck and do one hour trimming the kite, one hour trimming the main and one hour driving. Then go below, hold on and try to get some rest."



PAM DAVIS

Stan Fleming's J/125 'Nereid' beat three sister-ships in her class.

DIVISION 4

It was the Ocean Navigator class that held the first monohull to finish, with Bill McKinley's Ker 46+ *Denali 3* becoming the first to surf past Diamond Head on July 8 at 02:12:17 Hawaii time. This team led Ocean Navigator Division 4 for most of

SHARON GREEN / ULTIMATE SAILING



First in class and first overall, Dave Moore's SC52 'Westerly' arrived for a winning photo op.

DIVISION 5

The Cabrillo Boat Shop division was home to the winners. It was also home to a completely Santa Cruz-built fleet of three Santa Cruz 52s and three Santa Cruz 50s. They're still a great boat for the course.

The win came from the exceptionally well prepared and sailed modified Santa Cruz 52 *Westerly*, which also took first overall in the 2023 Transpac. The overall win earned *Westerly* the King Kalakaua Trophy, honoring the team that has sailed the best relative to their rating against all other boats on the course, regardless of their starting date.

We followed this boat more closely than most, as owner Dave Moore and crew Andy Schwenk had called ahead of the race to ask if we'd be interested in connecting with them via Starlink for some mid-ocean live broadcasts of the Transpac. We gave it a try, with *Latitude 38* crew Nicki Bennett putting the technology platform together for "Transpac Live." We're glad we went along for the ride!

Dave and *Westerly* finished near the bottom of the pack in the 2019 race, so went back to the drawing board. They skipped 2021 and worked with Greg Stewart of Nelson Marek to turbo the boat with a new keel, rudder and rigging for 2023. The revitalized, well-prepared boat then went for practice races to ensure their crew work and sail changes were well rehearsed. Navigator Chris Busch kept them in the right place, so it all paid off!

DIVISION 6

In the Pasha Hawaii class, it was Cecil and Allyson Rossi's Farr 57, Hawaii-based *Ho'okolohe*, that found the right lane to ship their boat west, leading the fleet most of the way to the finish line. They repeated their 2021 win by being the first in their class to cross the line and correcting out ahead.

Tuesday starters — divisions 7 and 8 — escaped the coast with some breeze and set the pace early, with steady reaching while looking for the running breezes, before being pursued by Thursday's starters.

The Farr 57 'Ho'okolohe' powered down the Molokai to a first in class.



STEPHAN R. CLOUTIER / ULTIMATE SAILING



DIVISION 7

The Boatswain's Locker class had a fun battle between two Dehler 46 sisterships, Greg Dorn's *Favonius* and Ian Edwards' *Wings*, that kept them and the class on their toes. The tight race between the two kept them pushing hard, but not hard enough to beat Mike Sudo and crew aboard the Beneteau First 47.7 *Macondo*, which swooped past Diamond Head as the sun was setting to take first in class and fourth overall. Stephan Lewis and crew aboard his Newland 368 *Pegasus* took sixth, despite breaking their rig 100 miles from the finish and sailing the rest of the way with a mast jury-rigged from their spinnaker pole.

THURSDAY'S CHILD

2023 TRANSPAC PERPETUAL TROPHIES

King Kalakaua; Overall Corrected Time	Westerly
Barn Door Trophy; Overall Elapsed Time, Unlimited	Rio100
Merlin Trophy; Overall Elapsed Time.....	Rio100
Nash Family Corinthian Crew Award.....	Velvet Hammer
Storm Trysail Team Trophy.....	Grand Illusion, Ho'okolehe, Triumph
E. Ben Mitchell Navigation Trophy.....	Jay Davis, Rio100
Mark S. Rudiger Celestial Navigation Trophy.....	T/S Cal Maritime
Tail End Charlie Award	Blue Moon
Ronald L. Burla Trophy for Media Excellence	Macondo

2023 TRANSPAC RESULTS

57 starters, 5 retired, 52 finishers

FL	CL	BOAT NAME	BOAT TYPE	OWNER/SKIPPER	ELAPSED	CORR.
DIVISION 1 (Started July 1)						
31	1	Peligroso	Kernan 68	Doug Baker	08:20:59:54	10:09:44:26
37	2	BadPak	Botin 56	Tom Holthus	08:14:17:26	10:13:19:29
41	3	Zeus	i52	Michael Firmin	09:04:18:56	10:19:43:48
42	4	GoodEnergy	R/P 63	Goerge Hershman/Mark Comings	08:10:17:18	10:20:29:12
43	5	Artemis	Botin 65	Raymond Paul	09:04:56:40	10:21:12:02
45	6	Rio100	Bakewell White 100	Sebastian Moshayed	07:13:16:38	11:05:32:28
46	7	T/S Cal Maritime	Andrews 77	Cal Maritime	09:03:44:22	11:12:07:29
DIVISION 2 (Started July 1)						
39	1	Zero Gravity 51	R/P 51	Ivan Batanov/Lawrence Andrews	09:19:28:25	10:18:04:45
40	2	Fast Exit II	Ker 52	John Raymont	09:06:34:42	10:18:24:48
44	3	Saga	TP52	John Brynjolfsson	09:18:27:51	11:04:58:38
DIVISION 3 (Started July 1)						
20	1	Pyewacket	Andrews 68	Roy P. Disney	09:07:58:56	09:21:17:12
24	2	Grand Illusion	SC70	David H. Clark	09:14:15:25	10:00:45:24
26	3	Pied Piper	SC70	Jack Jennings	09:14:33:10	10:03:52:43
29	4	Buona Sera	SC70	Edward Marez	09:20:02:59	10:06:57:19
32	5	Bolt	NM70	Craig L. Reynolds	09:20:33:55	10:10:59:45
33	6	Merlin	Bill Lee 68	Chip Merlin	09:14:07:57	10:11:33:28
34	7	Mirage	SC70	Marchetta Furey	10:04:18:17	10:12:55:02
35	8	Rock 'n Roll	Andrews 68	John Sangmeister	09:14:45:50	10:12:55:02
38	9	Westerly	SC70	Stuart Dahlgren	10:01:16:17	10:13:28:47
49	10	Trader	Andrews 70	Doug Pasnik	11:13:43:16	12:07:19:43
DIVISION 4 (Started June 29)						
2	1	Nereid	J/125	Standish Fleming	09:18:52:17	08:23:18:24
6	2	Arsenal	J/125	Andrew Picel	10:03:09:05	09:03:48:32
7	3	Denali 3	Ker 46+	William McKinley	08:16:12:17	09:04:28:05
8	4	Velvet Hammer	J/125	James Nichols	10:03:23:57	09:05:20:50
10	5	Reinrag2	J/125	Thomas Garnier	10:02:11:22	09:07:01:56
22	6	Groundhog Day	Rogers 46	Rich Festa	10:03:03:21	10:00:14:11
47	7	Volpe	Dencho/Kernan	Les Linkogle	12:01:54:12	11:19:33:16
DIVISION 5 (Started June 29)						
1	1	Westerly	SC52	Dave Moore	09:05:06:02	08:19:15:42
3	2	Deception	SC50	Chris Messano/Bill Durant	09:18:56:43	09:02:29:57
5	3	Triumph	SC52	Steve Sellinger	09:17:40:17	09:03:39:04
15	4	Pinball Wizard	SC52	Bill & Lisa Dana	10:07:55:06	09:11:47:15
23	5	Oaxaca	SC50	Michael Moradzadeh	11:00:57:29	10:00:42:52
28	6	J/World's Hula Girl	SC50	Wayne Zittel	11:01:46:46	10:06:54:33
DIVISION 6 (Started June 29)						
17	1	Ho'okolehe	Farr 57	Cecil & Alyson Rossi	10:20:55:41	09:14:20:50
21	2	Spin Doctor	Andrews 40	Paul Farrell	11:05:42:22	09:22:02:33
25	3	CaZan	DK46	Wayne Zittel	11:06:08:19	10:00:51:20
27	4	Aimant de Fille	J/145	Steven ERnest	11:08:19:40	10:04:52:38
36	5	Good Trouble	Andrews 56	Marie Rogers	11:10:32:32	10:13:06:02
50	6	Blue Moon	Jeanneau 52.2	Russ Johnson	16:09:26:22	12:08:10:52
DIVISION 7 (Started June 27)						
4	1	Macondo	First 47.7	Mike Sudo	11:09:28:08	09:03:19:19
9	2	Lenny	First 44	Charles Devanneaux	11:05:44:47	09:06:55:06
11	3	Night's Watch	J/130	Dean Stanec	11:00:59:41	09:08:41:20
12	4	Favonius	Dehler 46	Greg Dorn	10:20:38:22	09:08:52:47
13	5	Wings	Dehler 46	Ian Edwards	11:01:06:53	09:08:55:24
18	6	Pegasus	Newland 368	Stephen Lewis	11:11:00:48	09:15:45:13
19	7	Creative	J/111	Ed Sanford	11:21:00:17	09:20:55:28
30	8	Black Marlin	1D35	Herwig Baumgartner	12:13:03:44	10:09:29:25
DIVISION 8 (Started June 27)						
14	1	Juno	Express 37	Dan Merino	12:16:38:07	09:10:16:59
16	2	Sweet Okole	Farr 36	Dean Treadway	12:14:44:23	09:12:37:45
48	3	Imagine Too	Catalina 445	Larry Goshorn	16:23:59:34	12:03:20:52
DIVISION 9 (Started July 1)						
1	1	Orion	MOD70	Justin Shaffer	04:17:48:01	08:23:11:47
2	2	Maserati Multi 70	MOD70	Giovanni Soldini	04:23:55:49	09:11:08:53

The liveboard Beneteau First 47.7 'Macondo' arrived for a winning sunset finish.

Mike said he actually lives aboard *Macondo*, surely making this the only live-aboard to win this year. Likely, it's a rare feat. It's a low-budget program that gets lots of great help from the crew.

Mike said, "I was inspired by the movie *Morning Light*, thinking if 20-year-olds can do it, I can do it. I had a young crew of nine with an average age of 35, but surprisingly we had 42 Pacific crossings between us. Thirty-five-year-old navigator Sean Doyle did his first Transpac at age 19 as skipper of a 1D35. There were lots of lead changes during the race and we were really happy to come out on top."

Unlike a chess game or tennis match, you play the great game of yacht racing on a board that is never the same. Understanding history can help, but the unique conditions on the course change yearly and hourly.



TRANSPAC — THURSDAY'S CHILD

DIVISION 8

The smithREgroup class was condensed to just three boats on the course, after three boats suffered minor failures that caused them to abandon the race and return home. The run to the finish in this class was contested by Dean Treadway's Farr 36 *Sweet Okole*, Dan Merino's Express 37 *Juno*, and Larry Goshorn's Catalina 445 *Imagine Too*. *Sweet Okole* led much of the way, but as they neared Hawaii *Juno* took the lead and held it until the end.

Dan recounted, "I sailed my first Transpac in 1993. This is the second time on my own boat. In 2021 we lost to Andy Schwenk, who had five crew aboard, so we took his advice and sailed with five this year. With the three breakdowns, we ended up racing hard against the very experienced *Sweet Okole*. We crossed jibes within a mile of each other a couple of times, so it was tight racing. I promised the crew a warm, dry downwind trip, but



Dan Merino and crew on his San Diego-based Express 37 'Juno' were all smiles for the 0230 finish.

we had lots of cold reaching and found more leaks than I could imagine."

MULTIHULL DIVISION

The multihull division originally looked like a competitive fleet of four, world-ranging MOD 70 trimarans: *Snowflake*, *Argo*, *Orion* and *Maserati*. *Snowflake* didn't

make the start and *Argo* bailed early with engine problems. That left *Maserati* and *Orion* to battle it out with *Orion* finishing a solid six hours ahead of *Maserati* (about 150 miles at their 25+ knot speeds).

It's not unusual to say this, but this was another unique Transpac. The conditions on the board shifted to the north, the debris in the water was thicker, and the wind was lighter, with a lot more reaching in confused seas before competitors settled into the famous downwind Transpac mode. Despite the slow start, the challenging conditions and relentless effort, there was no shortage of smiles aboard any of the boats as they tied up and were handed a mai tai in a freshly cut pineapple from waiting family and volunteers who were there to greet them, regardless of their finish time.

Aloha to the 52nd annual Transpac.

— **latitude**/john

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SAN FRANCISCO SEA SCOUTS —

ALL PHOTOS SEA SCOUTS

When it comes to accessing the waterfront in San Francisco, your first thought might be to join a yacht club or sailing school. But with rising costs of living, the typical avenues for learning to sail can be costly and out of reach for families with kids hoping to learn to sail.

San Francisco Bay is one of the most challenging yet rewarding, rugged yet beautiful places to sail, but finding ways into the world of sailing in San Francisco can be tricky. That's where the San Francisco Sea Scouts come in. For more than 50 years, the San Francisco Sailing Whaleboat Association (SFSWA) has supported the San Francisco Sea Scouts.

Tamara Sokolov, who runs the San Francisco Sea Scouts programs, says it's not always easy for kids to find their way onto a sailboat. "You kind of have to seek it out and say, 'I want to find a friend with a boat and go with them.' But very few kids come to us because they decided they want to try sailing, and found a program."

When Sokolov started with SSS *Viking* 18 years ago, there were just two volunteers running the program. Right now, there are more than 100 kids total, up from just 12 originally. The Sea Scouts are experiencing exponential growth — mostly by word of mouth.

A lot of sailing magic takes place at the Sea Scouts base, but you have to know where to look or else you might miss it. The base is tucked away near Aquatic Park, next to the San Francisco Maritime National Historical Park and Hyde Street Pier. Although you can see the tall-ship masts across the Aquatic Park Cove, you feel San Francisco's hustle and bustle

start to fade once you're on the base. It truly is like walking into another world.

The base is rustic, but cozy and functional; good luck to you if you dare use the electric incinerator toilet. Despite their humble abode, the Sea Scouts get more done in one afternoon than many a Bay Area boat owner does in an entire season.

"Scouting specifically focuses on ideals we hold for ourselves and our community."

Who are the Sea Scouts? First, you have to ask, "Where are the Sea Scouts?" Along with the San Francisco group, the bases dot the Bay Area — to the north in Petaluma and to the south in Redwood City. Some of the key organizers and skippers from the Redwood City base recently visited the S.F. base for a trip on SSS *Viking*, and to share their thoughts on Sea Scouts. Laura Rosenberg, Sea Scouts committee chair and skipper of ship 95, *Terrapin*, Leslie Feyling, skipper of Mariner Scout ship *Tradewind*, and Jason Lawrence, skipper of ship 33, *Gryphon*, agreed: The ranking system is the same, the values are the same, and the kids are all wonderful no matter which Sea Scout club you look at. The difference mainly lies in the vessels aboard which the kids get to learn.

You develop a love for your specific program — scouts in S.F. develop an emotional bond with their classic wooden sailboat training ships. But in Redwood City, kids are on bigger power boats and retired military vessels such as the SSS *Gryphon*, a 65-ft Army transport vessel from the Korean War and MSS *Tradewind*, an ex-US Navy Landing Craft Swimmer Reconnaissance Vessel.

Lawrence sees the Sea Scouts as a safe place for all kids to learn and grow, and recognizes the impact that the program also has on the boating community at large. "One of the many benefits of a nautical-based program is that it reconnects us to our nautical history. Somehow we've all forgotten what that nautical history is," he explains. "Redwood City's Sea Scouts has been a neutral place to gather since 1927, and will continue to promote our shared history for generations to come."

"We teach maritime skills, but disguise it as a way to teach leadership, personal responsibility," Rosenberg says, and "interpersonal skills are disguised as maritime fun!"

The Scouts themselves are uniquely empowered, hard-working kids. They are given a lot of responsibility and a lot of mentorship, different tools, and the know-how to realize complex boat-building plans and lofty restoration projects, becoming fearless sailors in the process. In the safety of the bases, scouts learn, experiment, try, fail, and try again. All against the backdrop of the rich maritime history of the San Francisco Bay working waterfront, especially at the San Francisco

Sea Scout Ship 'Viking' has taken boatloads of kids out to sea.



TEAMWORK AFLOAT

base. Their proximity to the Hyde Street Pier and Maritime Museum allows them to benefit from the park's knowledge and facilities.

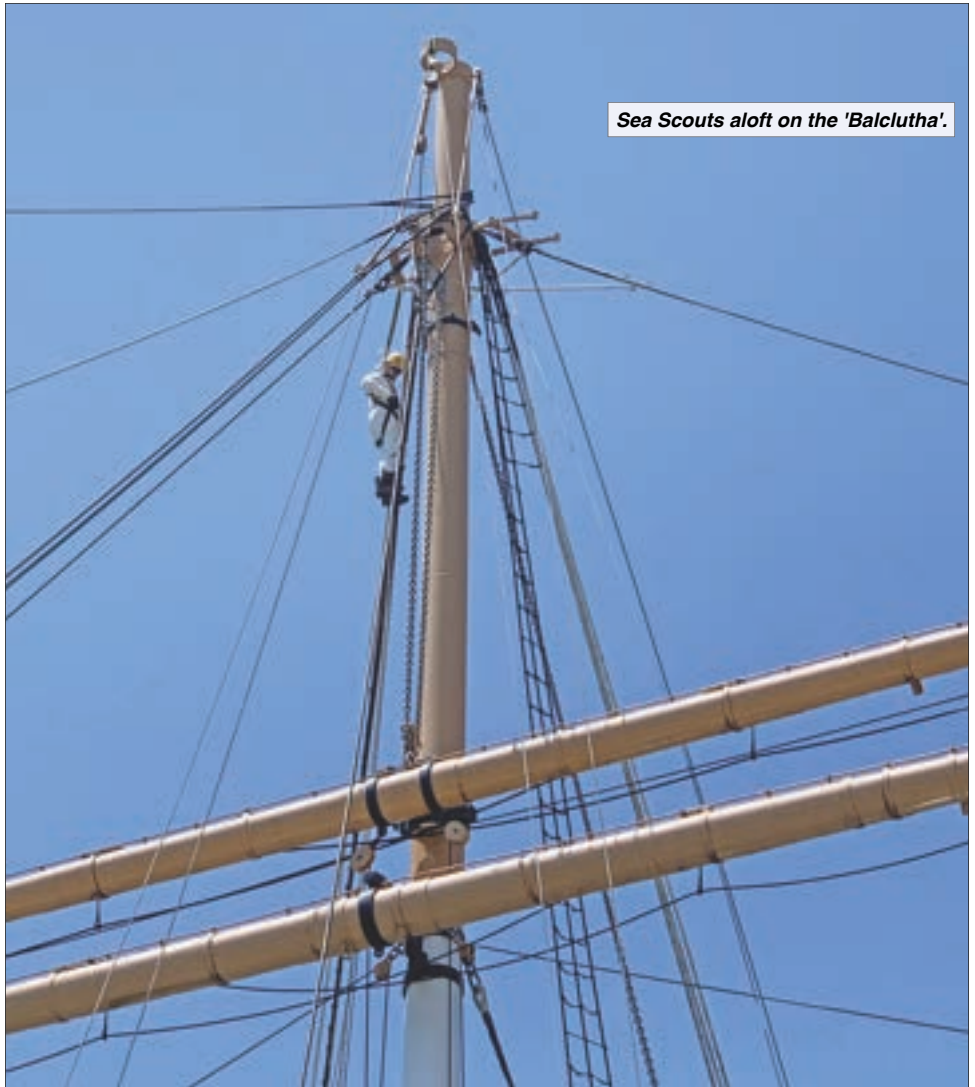
"It's a really natural partnership because this is the National Maritime Historical Park where they preserve wooden ships and bring the maritime history of S.F. to the public. The Sea Scouts do the same thing on a mini-scale, with 30-ft wooden boats from the 1930s," Sokolov explains. "Our Scouts have a profound love of wooden boats and maritime history. By the time they graduate high school, they are like little mini park rangers who care so much about the boats."

The Sea Scouts have been at the same base since before World War II, when they were given the space by the Army. Now, the sky's the limit — or actually, it's the size of their base that is their only limit. Sokolov wanted to be clear: "The only thing we need is more space and more volunteers!" The dock, pier and main buildings need renovation and improvements in order to grow the programs to meet demand. "We are within the National Maritime Historical Park and work closely with them. We are working toward a long-term agreement with the park so that we can begin work on some very deferred maintenance on the Sea Scout base," Sokolov says.

Sometimes it seems like the beehive of activity is hiding in plain sight from the rest of the historical park — kids aren't on a 9-to-5 work schedule, and many visitors to the area are tourists wandering up from Pier 39. It's important that families living in San Francisco understand that the Sea Scouts is a low-cost resource: The wild joy and disciplined seamanship the kids possess from their time in Sea Scouts is an invaluable part of the continuing history of the waterfront.

"The S.F. Bay is such an amazing and beautiful place. Any sailor will understand how very empowering it is to be on a boat with no auxiliary power and be screaming across the Bay," Sokolov explains. "I've been sailing *Viking* since 1997, and that specific boat, that tiller in my hand, cruising across, is still the most exhilarating feeling in my whole life. Seeing kids enjoying that and when it clicks for them. It's one thing to sail the boat, and much better to share that bond with a kid who's experiencing this for the first time."

The S.F. Sea Scouts base has two main vessels aboard which they run youth programs — Sea Scout Ship (SSS) *Viking* for the girls' club and SSS *Corsair* for the boys' club. The scouts' playground is the



Sea Scouts aloft on the 'Balclutha'.

wind-whipped central Bay, all day, every day. It's an intense environment for learning to sail, but these classic wooden whaleboats are worthy vessels and the kids are more than equal to the high-intensity sailing challenge. When SSS *Viking* hits the water with a dozen kids aged from 11 to 17, she's close to the water and out in real weather immediately.

SSS *Corsair* skipper Aaron Wu takes groups of scouts out for Friday summer sails, and for these outings, both boys and girls head out together for short, intensive sails. It's a great time to demonstrate skills, learn new ones (like reefing underway) and enjoy their teammates. Wu was a scout kid himself, and now is leading a double life as an engineer and sailor. But his story is fairly typical of kids who join Sea Scouts. "I didn't really intend to join, I just had a friend who loved to play 'Magic: The Gathering,' and he had some friends who liked to play at the Sea Scouts base over lunch," he laughs. "Growing up, I was very shy. I had a small group of friends. But in Sea Scouts, I was meeting other kids from around the city,

with whole different personalities, I never would have interacted with otherwise."

Wu was born and raised in San Francisco, and with no connections to boating, scouting was really his only access to the sport — a sport that has decidedly taken center stage in his life. He now races on the Bay in wooden-boat regattas, in the Master Mariners with the Sea Scouts, and in the Jessica Cup. He also crews in a J/105 fleet and does Wednesday night racing out of St. Francis Yacht Club. Not to mention he's a seasoned crew member for USA 76, the retired America's Cup charter boat. "I really like working part-time on charters and racing on weekends," he says. "I used to be a civil engineer; the sea almost happened to me by accident." Despite COVID setbacks, overcoming personal challenges, and the economic instability right now, Wu finds his peace out on the water, even with the big wind. He credits his time in the Sea Scouts for kicking it all off.

"Water access is tough in the city unless you're a boat owner, or part of a yacht club," he says. Sailing in general feels like

SAN FRANCISCO SEA SCOUTS —



Members of the Sea Scout Ship 'Gryphon', Sea Scout Ship 'Nautilus', and Mariner Scout Ship 'Tradewind' preparing to depart for the Old Salts Regatta in Alameda aboard the 'Gryphon'.

a whole other world to Wu. "I use a totally different language. Sailors speak their own language, you know?" He's basically trilingual. Wu speaks classic boat, charter boat, and landlubber, he just doesn't speak tall ship yet (since he'd rather be racing!).

Communication is key on the vessels, and the scouts practice inclusive, respectful closed-loop communication, just as

you would on a big boat. While the basics of tacking, jibing, and points of sail are the same, these boats do provide practice with some unusual features for a small vessel, like the tabernacle midship housing the mast and a staysail at the bow.

According to Wu, SSS *Viking* and *Cor-sair* were built in the 1920s and '30s as liferafts, and to perform rescues. To look

at them, you know they're old: no engine, no cabin, but a lot of slow-moving teak. They are actually the ideal training vessel. "You cannot single-handedly sail these boats. Modern boats tend to lean aft. But for us, sheets are midships, the tiller is at the very back. You need crew!" Combine the beautiful S.F. Bay water with the ideal training boats and the steady guidance of skippers like Wu and *boom* — you've got a very effective training program. These are



A Mariner Scout Ship 'Tradewind' crew member working on the generator's cooling system.

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great training vessels; they don't move as fast as newer fiberglass boats.

It's a brilliant blend of the tall-ship world and the world of classic boats within the universals of sailing. It's mirrored in the Sea Scouts' interactions with Hyde Street Pier and the Maritime Historical Park. "We had two of our girls complete service projects last week and the week before that," Sokolov says. "One preservation project was on *Balclutha*,



Summer fun includes learning sailing basics on small craft!

and they loved it. It could have been any community service project, so instead of taking care of a 30-ft boat, they're out there climbing up this tall mast and tarring the rig of an old ship. It's a very natural, cool partnership."

Amelie L'Etoile-Goga, 18, handily helmed SSS *Viking*, braving big gusts of wind and big, choppy swell in front of Alcatraz. It wasn't an easy sail, with a lot of new crew and a guest reporter taking pictures. She stayed calm and self-possessed at the tiller, directing crew and getting help from Wu when she needed it. It's clear that the Scouts love their vessel. "There's bonding between scouts and our boat," Amelie says. "For example, sleeping on it every night on the overnight cruises, I rely on this boat to keep me safe! And with everyone working and eating and sleeping on the boat, it's the center," she says. Their boat makes the act of being in community with each other possible.

Amelie is working toward her Quartermaster rank, but will be leaving for college soon. Her loyalties run deep, and she's excited to keep coming back and volunteering for the club she's spent so much time learning from. When she first



Painting projects in the yard at the S.F. Sea Scout base.

started taking the helm, she had to put in long days practicing. She estimates at least 10 hours in one day to practice crew overboard, roll tacks, and other maneuvers. But it is far from an individualistic experience, as she explains. "Scouting specifically focuses on ideals we hold for ourselves and our community, the responsibility we have for each other. We're working for the boat and for each other."

— heather breaux

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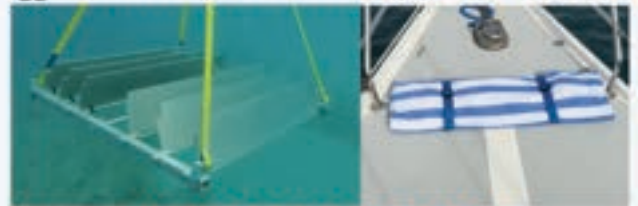
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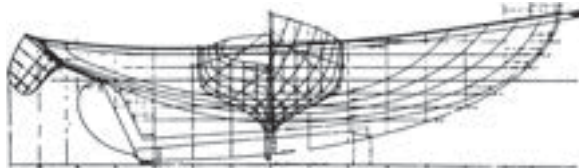
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The Baja Ha-Ha is the 750-mile cruisers' rally from San Diego to Cabo San Lucas, with R&R stops along the way at funky Turtle Bay and spectacular Bahia Santa Maria.

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

The goal of every Ha-Ha is for everyone to have a great time sailing and meeting other cruisers while making a safe passage down the coast of Baja. If you have a boat and a hunger for adventure, think about signing up for this year's 29th running. Visit www.baja-haha.com.



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IMPORTANT DATES

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

September 7, 6-9 p.m. – Latitude 38's Fall Crew List Party and Baja Ha-Ha Reunion, Spaulding Marine Center, Sausalito.

Late October — Downwind Marine Welcome Cruisers Party and Vendor Fair with wholesale discount pricing all day at Downwind Marine

During October — Evening Cruising Seminars at Downwind Marine at 6 p.m.

October 28, 5 - 7 p.m. Saturday – Andy Turpin with the Pacific Puddle Jump will put on a presentation at West Marine with information on the 2024 Puddle Jump.

October 29, 8:30- 9:15 a.m. – Skipper check-in.

October 29, 9:30- 11 a.m. — Skippers' meeting. West Marine, 1250 Rosecrans.

October 29, 1 p.m. – The Annual Ha-Ha Halloween Costume Party and BBQ. West Marine, 1250 Rosecrans.

October 30, 10 a.m. Monday – Baja Ha-Ha Kick-Off Parade.

October 30, 11 a.m. Monday – Start of Leg One for all boats off Coronado Road

November 2, 2 p.m. – Daytime – BHH baseball game at Turtle Bay.

November 2, Evening: Restaurant hopping, such as it is, in Turtle Bay

November 3, Noon-ish. Friday – Famous Turtle Bay Beach Picnic Party until sundown

November 4, 9 a.m. Saturday – Start of Leg Two to Bahia Santa Maria.

November 6, Monday – Bahia Santa Maria Day; a layday for relaxing and exploring.

November 7, 7:30 a.m. Wednesday – Start of Leg Three from Bahia Santa Maria to Cabo San Lucas.

November 9, 7:30 p.m. Thursday – Dance Party at Squid Roe.

November 10, noon. Friday – Cabo San Lucas Beach Party

November 11 – 6 p.m. Saturday – Awards presentations hosted by Cabo Marina.

November 19, 4-7 p.m. – La Paz Beach Party at La Costa Restaurant.

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SINGLEHANDED TRANSPACIFIC YACHT RACE —

Following a skippers' meeting and picnic lunch at Richmond Yacht Club on Saturday, June 24, the 2023 Single-handed Transpacific Yacht Race started off Golden Gate YC on Sunday the 25th.

With starts 10 minutes apart, the race committee wisely started the slowest divisions first, and the first two boats to reach the Golden Gate Bridge were two Westsail 32s, *Hula* and *Elizabeth Ann*.

A moderate morning southwesterly built to a good breeze outside the Gate. So good, in fact, that even the slowest boats made it out past the Farallon Islands that afternoon. By 24 hours into the race, all had left the islands far behind and had dipped south on a fast reach. Unfortunately, one of them took a knockdown. With autopilots out of order and some bruising to his body, Tony Bourque turned his Freedom 40/40 *Circe* around while he was still close enough to hand-steer home to RYC.

His would not be the only injuries — Randy Leasure on the San Francisco-based Westsail 32 *Tortuga* banged up his knee and fought off an infection, and Max Crittenden on the Oceanside-based

Martin 32 *Iniscaw* had an uncomfortable time with bruised ribs. Sailors reported a variety of minor damage too.

While the race proceeded so quickly that some of the race committee volunteers moved up their arrival dates to Kauai, the lead shifted between *Solstice*, *Jamani* and *Perplexity*. The corrected-time lead favored the Washington-based

"The wind comes up and you realize you have too much canvas up. It's too dangerous to take it down."

Hula, sailing the most southerly route. Then the RYC-based Cal 40 *Green Buffalo* began to dominate, and *Hula* appeared to slow way down. *Eos* sailed the most northerly course, closest to the rhumb line.

The volunteers had all arrived by

July 7, checked in to their rented house, launched their rented RIB, and made it out onto Hanalei Bay during a gorgeous sunset, just in time to greet *Green Buffalo*, the first arrival. Jim Quanci finished at dusk, spinnaker flying. He called this "my fastest trip yet (out of eight), and this is a longer distance" than the Pacific Cup. He said he had to keep his eye on *Solstice*, *Siren* and others. "Later — those Westsails — what do I owe them? Two days?"

Hot on Jim's heels for days, Michael Polkabra of the Monterey-based Cal 40 *Solstice* finished just three hours later, but John Wilkerson's Washington-based Express 37 *Perplexity* split the difference to arrive second. John said he had a better race than in 2021. "Two thirds of the way I'll be thinking, 'I'll never do this again.' Then you get here and you think, 'maybe 2025.'"

Michael was the first of the arrivals to go to shore. The tide had gone out, and cruiser/volunteer Dennis Maggard, who had anchored his Crealock 37 *Pamela* in the bay as a sort of mothership, ferried Michael on his four-person inflatable *Pamelita*. The sandbar at the mouth of the Hanalei River has shifted, and at such a low tide, it was a long walk across a vast expanse of sand to Black Pot Beach Park. When Michael stepped onto the sand, he took a moment to catch his balance. "I've got sea legs! It feels like an earthquake." Later, he described "times I had to dig deep. Then dig deeper. The wind comes up and you realize you have too much canvas up. It's too dangerous to take it down. So you turn off the autopilot and steer all night."

Dave Garman on *Such Fast*, another Washington boat, took the race committee by surprise shortly afterward. The tracker had shown him a couple of hours out, and he'd been calling in on VHF 68 instead of 69. "I took my own time," he told the race chair. The 1D35 was a handful; later Dave said, "I probably had about five minutes of fun — not enough keel — glad the mast is still up."

Sean Mulvihill's Belvedere-based J/120 *Jamani* finished just after sunrise, the first to arrive in daylight. Brendan Huffman's Sausalito-based SC33 *Siren* came in about two and a half hours later.

Chris Jordan on the San Francisco-based Express 27 *The Pork Chop Express* sailed into the bay feeling the pressure from Todd Olsen on the Olson 29 *Gwendolyn*. They were the only two sportboats in the race. Chris had reefed at midnight and didn't get much sleep that final night. He had used the autopilot the whole way, even though he loves to drive

Jim Quanci exits San Francisco Bay on June 25 on his way to a first-to-finish and overall win with his loyal steed, the Cal 40 'Green Buffalo'.



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The majority of racers arrived in Hanalei Bay in darkness. One exciting arrival during daylight hours was Chris Jordan's Express 27 'The Pork Chop Express' on July 8. The swell and the surf were up that day.

— All photos Latitude / Chris except as noted

the Express. He thinks that *Siren* got ahead of him because he jibed too late.

Chris called the Express "an amazing boat." He said he had done seven or eight Hawaii races. (Really? He lost count?) "This is tops."

Pork Chop and *Gwendolyn* arrived on a big surf, roly day. Todd on *Gwendolyn* said that he'd planned to follow *Green Buffalo* but had decided to sail farther south. His last two days were really windy.

In between finishes, volunteers enjoyed watching an outrigger canoe regatta that featured high school-age teams from all over the island.

That evening, Alex Benderskii (who's originally from Russia) on the L.A.-based Tartan 41 *Reverie* finished with an avian passenger still hitching a ride on his solar panel. At one point his solar panels were coated with guano. (We think the bird's an immature brown booby.)

On July 9, a spinner dolphin leaped out of the sea swell — much mellower than the previous day — to usher the BC-based Xc 42 *Elmach* into Hanalei Bay. Christophe Desage could not get his main to furl into the boom, as the clew had broken. RC volunteer Synthia Petroka, a sailmaker, climbed aboard. After 45 minutes of McGyvering, Christophe and Synthia were able to furl the main. But when Christophe pulled up his anchor to move into the designated anchorage, he found that his chain had wrapped around the anchor. The hard-

working race committee volunteers went to the rescue again.

On July 10, the Westsails arrived. Bill Stange explained what had happened to *Hula's* pace. In the middle of the night on July 6, he'd been in the midst of a jibe when he turned to set the spinnaker pole and found it had slipped overboard. He slowed from 8 knots to 6.5 knots and still had five days to go. "The other Westsails closed in." He thinks he was 50 miles ahead of *Elizabeth Ann* at the time.

On the night of July 10, *Hula* finished about 25 minutes ahead of *Elizabeth Ann*. But *EA* had a shortened 'E' (the foot length of the main), and thus Bill gave Gary Burton 1 second/mile. So *EA* corrected out 15 minutes ahead of *Hula*. (Yes, Westsailors care about winning

and about their PHRF numbers.)

Mike Smith on the Brisbane-based Cal 2-34 *Eos* was bedeviled by squalls, including on the day of his finish, July 11. "It was horrendous out there, 30 knots, a big swell, and riptides near the point." His wife said she couldn't see anything on the Hanalei webcam. "I tried hard to be the slowest boat. I went straight into the Pacific High."

He told of a mid-ocean encounter with SD2020, a 32-ft gray Sairdron that he could see on AIS. He tacked and circled it. He felt it had a personality.

The last arrival, at night as were so many, was Piyush Arora on the San

Max Crittenden made his return to Northern California and the SHTP with his Martin 32 'Iniscaw'.



SINGLEHANDED TRANSPACIFIC YACHT RACE —



Francisco-based Beneteau 305 *Horizon*. Piyush, 39, was the youngest and least experienced fleet member. He was so ready to get off the boat that he said he would swim to shore if he had to (but he didn't have to). "To decide in November to do the race was a big leap. The boat took care of me. I felt like I was a passenger."

In Hanalei: Clockwise from top left: Brendan Huffman and his girlfriend Margie Woods swam in the warm water off 'Siren's' transom. David Garman and his girlfriend Kristen Schoon on 'Such Fast'. (His T-shirt reads, "I'm Dave doing Dave things.") Christophe Desage sailed into Hanalei Bay with a mainsail that refused to furl on July 9. On rain-soaked July 11, volunteers Synthia Petroka and Greg Ashby brought Dani and Randy Leasure ashore in their rented RIB; the orange bimini made the little boat easy to spot.

Cal 40s took the overall race, but a spotlight shone brightly on the Westsails.

Mike Smith's twin pole arrangement on the Cal 2-34 'Eos' allowed him to forego spinnakers. One of the later arrivals to the crowded anchorage (on July 11), it took Mike four tries to be satisfied with his anchoring. Synthia Petroka can be spotted assisting at the helm.

All three of them had broken the Westsail 32 record for this race. That record, 16:03:54:13, set by Michael Linter on *My Star*, had stood for the entire history of the event, since 1978. *Hula's* elapsed time this year was 14:20:42:33. At the awards ceremony, Randy Leasure presented a new Westsail trophy, named in honor of fleet guru Dave King, to corrected-time winner Gary Burton of *Elizabeth Ann* of Brookings, OR.

Around on the other side of the island from Hanalei Bay, the awards party was hosted by the Kauai Sailing Association in the building that used to house the Nawiliwili Yacht Club. Brendan Huffman, who had donated *Siren* to KSA, said he was proud that his boat would be used in Kauai to bring new people into sailing and to up the game of those already sailing.

When he accepted his many accolades, Jim Quanci issued a challenge: "Seventeen guys? Gimme a break. Women have better endurance." There



A RECORD-BREAKING YEAR



Above: Out on the lawn at Nawiliwili. Back row, left to right: Christophe Desage, David Garman, Todd Olsen, Michael Polkabra, Alex Benderskii, Max Crittenden, John Wilkerson, Randy Leasure, Piyush Arora, Bill Stange. Front row: Jim Quanci, Chris Jordan, Mike Smith, Gary Burton, Brendan Huffman. Missing: Sean Mulvihill. Left: Sean Mulvihill aboard 'Jamani' in Hanalei Bay.



you go, female sailors, what are you waiting for? Set your sights on June 2025, and we'll see you first in San Francisco Bay and then a couple of weeks later in lovely Hanalei Bay. There are still records waiting to be broken, personal goals to be reached, and personal bests to be bettered. That bucket list isn't going to check off itself!

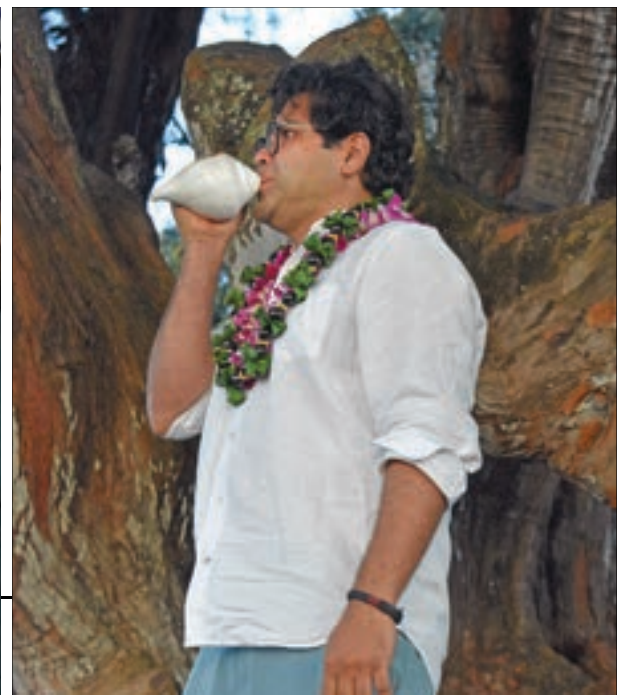
Learn more about the 2023 race at www.sfbaysss.org and www.jibset.net.
— **latitude**/chris



REVERIE

Alexander Benderskii had a messy young hitchhiker for more than a day. Amateur birders at our Racing Desk have identified this unplanned companion as a juvenile brown booby.

Below, left: The keiki of Kauai Sailing Association played crucial roles at the awards party in Nawiliwili. They hand-made ti leaf leis and presented them to each sailor (this is Chris Jordan, with race chair David Herrigel looking on), they served the catered dinner, and they sang a beautiful 'Oli Mahalo' ('Sing Thanks') song to Brendan Huffman, who had donated 'Siren' to their sailing program. **Right:** At Tree Time on July 12, Piyush Arora blew a conch shell in honor of his family's seafaring traditions from eastern India. ('Tree Time' is a daily gathering before sunset at an old ironwood tree in Hanalei Pavilion Park.)



SINGLEHANDED TRANSPACIFIC YACHT RACE



At the awards party, Jim Quanci showed us one of the swag items all the skippers received: a pair of boxer shorts with a print of chameleons.

SSS SINGLEHANDED TRANSPACIFIC YACHT RACE, 6/25-7/14

KANE — 1) **Perplexity**, Express 37-1, John Wilkerson; 2) **Jamani**, J/120, Sean Mulvihill; 3) **Elmach**, Xc 42, Christophe Desage; 4) **Such Fast**, 1D35, David Garman. (4 boats)

LONO — 1) **Green Buffalo**, Cal 40, Jim Quanci; 2) **Solstice**, Cal 40, Michael Polkabla; 3) **Reverie**, Tartan 41, Alexander Benderskii. (4 boats)

Hanalei Yacht Club Trophy – First Place Monohull on Corrected Time: **Green Buffalo**

Latitude 38/Nelson's Trophy – First on Corrected Time, Monohull from Northern California: **Green Buffalo**

Jack London Trophy – First on Elapsed Time: **Green Buffalo**

Displacement Monohull Trophy – First on Elapsed Time, Heavier Monohull: **Green Buffalo**

Jim Tallet Memorial Trophy – First on Corrected Time from outside Northern California: **Elizabeth Ann**

Grover Nibouar Trophy – First on Elapsed Time, Small ULDB Monohull: **The Pork Chop Express**

Dave King Trophy – First Westsail 32 on Corrected Time: **Elizabeth Ann**

Perseverance Trophy – Last on Elapsed Time: **Horizon**

KU — 1) **Siren**, SC33, Brendan Huffman; 2) **The Pork Chop Express**, Express 27, Chris Jordan; 3) **Gwendolyn**, Olson 29, Todd Olsen; 4) **Iniscaw**, Martin 32, Max Crittenden. (4 boats)

KANALOA — 1) **Elizabeth Ann**, Westsail 32,



Gary Burton of 'Elizabeth Ann' with a photo of the new Westsail 32 trophy, a model of the boat.

Gary Burton; 2) **Hula**, Westsail 32, Bill Stange; 3) **Tortuga**, Randy Leasure, Westsail 32; 4) **Eos**, Cal 2-34, Mike Smith; 5) **Horizon**, Beneteau First 305, Piyush Arora. (5 boats)

OVERALL — 1) **Green Buffalo**; 2) **Solstice**; 3) **Elizabeth Ann**; 4) **Hula**; 5) **Siren**; 6) **The Pork Chop Express**; 7) **Perplexity**; 8) **Tortuga**; 9) **Reverie**; 10) **Gwendolyn**; 11) **Jamani**; 12) **Iniscaw**; 13) **Eos**; 14) **Elmach**; 15) **Such Fast**; 16) **Horizon**. (17 boats)

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STEERING THE DREAM



"But Lee," I said with some desperation, "don't you miss sailing the downwind legs on my boat?"

Lee had called to bow out of crewing for me in the upcoming weekend regatta. It's happening more often now: Experienced crew and even promising beginners are flocking to the new generation of ultralight sprit boats. I think they are missing one of the best parts of sailboat racing, and maybe this argument could gain some traction with Lee.

"No way," she answered. "This boat is mega-fast downwind."

I had to explain: "On my boat, when we round the windward mark the main-sheet goes out, the chute goes up, and the cold, upwind Bay wind becomes an almost-warm following breeze. The new boats never even get the apparent wind angle aft of the beam! Where's the joy of the downwind leg?"

"Like, we go fast!" she repeated.

"It reminds me of when I shared a snow sled with my older brother," I said. "He had it going downhill and I had it going uphill... at least until our parents intervened and bought us another sled. These new boats are almost as bad — wind in your face all the way around the course. Look at the America's Cup boats, admittedly an extreme example. You can't even tell if they're beating or running."

It was hopeless. No matter how much I extolled the joys of the downwind run to Lee, including the fancy custom-order sandwiches I served for lunch, she was going with the action. But at least this time I had the last laugh. A ring frame on that hot new race boat was found to be separating from the hull, so they had to come out of the water at short notice for some major repair work. And the crew was obligated to work on the bottom while the boat was in the yard.

I could not resist a last tease, so I emailed her a copy of the parody poem "Yard Fever," credited to Rick Drain as Join Mastweld. Here it is:

Yard Fever by Join Mastweld

I must go into the yard again, to the lonely yard on the dry,
And all I ask is a hauled boat and a disk to sand her by,
And the mixing stick and the sander's song and the paint can's shaking,
And a gray mist on the skipper's face and a great budget breaking.

I must go into the yard again, for the drag of the growing slime,
Is a slow drag like a green shag that delays arrival time;
And all I ask is no rainy days with the yard's meter ticking,
And no dropped tools and no blown cools and no old fittings sticking.

I must go into the yard again, to the toxic hazard life,
To the M-E-K and the E-P-A where the fume's like a whetted knife;
And all I ask is a fast sail home with a laughing fellow-rover,
And a quiet sleep and a sweet dream when the long haulout's over.

Lee's reaction was quick and to the point:

Race Fever by Lee Helm

I must go out to race again, to challenge the sea and the sky,
And all I ask is a fast boat, and a stick to steer her by.
And the wave's kick and the wind's song, and what black sails are costing,
And a frightened look on the crew's face, on a close port-tack crossing.

I must go out to race again, for the call of a perfect start,
Is a wild call and a clear call that I love with all my heart.
And all I ask is a shifty breeze with a gain on every tack,
And the flung spray and the blown spume, and the other boats quite far back.

I must go out to race again, for the life of the racing crew
Is a life of skill and luck and nerve, and a really good bottle of brew.



'Latitude' has found a rare photo of Max himself air-drying his buns after a bucket bath on the foredeck of a Transpac racer. Heavy boats sail very deep reaches with the apparent wind well aft. But the new boats seldom bring the apparent wind aft of the beam, so many of the traditional joys of a downwind race are lost.



SHARON GREEN / ULTIMATE SAILING

The apparent wind on sprit-rigged J/125 'Arsenal' in the 2023 Transpac has eliminated some pleasures enjoyed in past Transpacs.

And all I ask is to hear the excuse
from a vanquished racing master,
And a stiff drink from a silver cup that
I won by sailing faster.

"Not bad for an ad-lib effort," I
emailed back. "But something has al-
ways bothered me in the original Sea
Fever, where the first line seems to
leave out the word 'go' in 'I must down
to the seas again, to the lonely sea
and the sky.' Do you think Masefield
really wanted to turn the word 'down'
into a verb?"

"No way," Lee answered. "It was
first published with that typo, and
has been published both ways since."

"Good to hear. I don't know if any-
one could have ever thought that first
line was intentional as published."

Meanwhile, Lee had apparently
copied "Yard Fever" to her skipper,
who had forwarded it to his entire
crew list. The next version to grace my
inbox was titled "Ha-Ha Fever" and
goes like this:

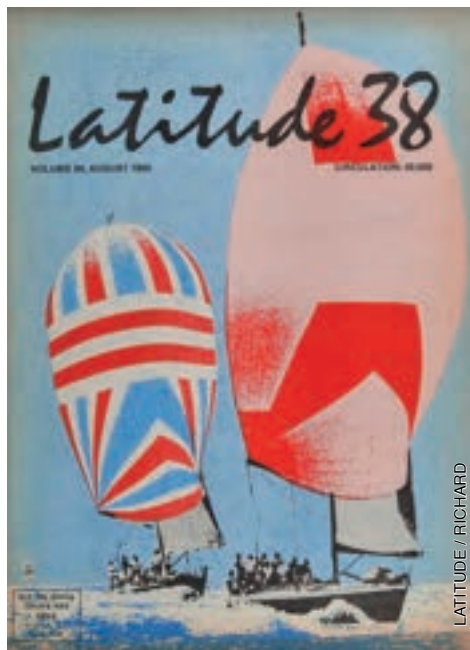
I must sail down the coast again, to
play with the migrating whales,
And all I ask is a cruising boat with
roller furling sails.
With helm lashed and the sheets tied
and the autopilot whirring,
And the solar cells putting out the
amps while the soup pot is stirring.

I must sail down to Turtle Bay, where
softball rules the town,
And all I ask is a *panga* ride; if I tried
to swim I'd drown.
The yellowfins bite all day and all
night, especially off Mag Bay,
And the shacks on the sand, as I un-
derstand, will cook your tuna filet.

When the wind drops and the boat
stops, we'll never lose our cool,
We'll start the mill and run it till we're
getting low on fuel.
And all I ask is a northerly breeze to
finish the run to Cabo.
And a good dink that doesn't sink to
get us into Squid Roe.

John Masefield (1878-1967) was English Poet Laureate from 1930-1967 and published *Sea-Fever* in 1902. Masefield published it originally with the title hyphenated, and the opening line of each stanza begins, "I must down to the seas again..."





The cover of our August 1985 edition shows the traditional configuration for Transpac boats running down the Molokai Channel. The wind was aft.

"Bravo!" I typed back to the list. "But the last rhyme needs some work."

This did not end the flood of Sea Fever parodies. There was "Electric Fever" about nautical gadgetry: "I must go down to the seas again, in a modern high-tech boat." And "Office Fever", and of course, "Cruise Ship Fever":

in their own creative energy.

But I did find crew for the weekend, and two of them were even old enough to know what to do with a spinnaker pole. I fell back on traditional tactics for crew recruiting and retention on my traditional boat: Custom order race sandwiches from

"It reminds me of when I shared a snow sled with my older brother. He had it going downhill and I had it going uphill... at least until our parents intervened and bought us another sled."

"And all I ask is a large ship that rides on an even keel." Then there's America's Cup fever: "I must go after the Cup again, for the ultimate sailing prize, is a wild call and a clear call that I can monetize..."

The game ended when it became clear that people were just finding them via Google instead of putting

the upscale deli, fancy snacks, post-race dinner at the yacht club, and good logowear that the crew will be proud to show off at any yacht club. And, most important of all, a chance to be invited to crew on a long downhill race on a boat that keeps the apparent wind well aft.

— max ebb

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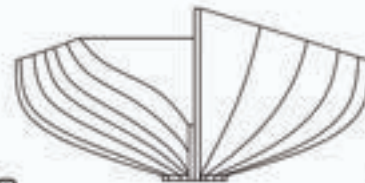
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THE RACING

The YRA's Westpoint Regatta and Half Moon Bay Race, a pair of regattas north and south for classic woodies, BAMA's Doublehanded Farallones Race, Ullman Sails Long Beach Race Week and the Moore 24 Nationals comprise this edition of Racing Sheet. Copious Box Scores fill in some of the blanks.

Close Finishes at Westpoint Regatta

One skipper said action was the best in the race's history, with thrilling and challenging conditions. A July 8 YRA destination event, the Westpoint Regatta is gaining in popularity. The start is staged near the Berkeley Pier ruins. The course runs westward to Harding Rock, then takes a left and goes 20+ miles south.

With strong winds all day, not every crew set a spinnaker. Bob Walden of the Cal 39 *Sea Star* paired jib top with spinnaker. "We took the jib top and flew it for 80% of the race," reports Bob. "It was the right horse for the course with winds being around 80-90° apparent and in the 20s. Harding was almost a fetch; we put in one short tack before the mark."

Craig Page sailed the SR33 *Kuda Wuda* in PHRF 3, traveling almost 11 minutes faster than *Revelry*, Rick and Petra Gilmore's Catalina 42. Corrected, Page nudged out *Revelry* by less than 30 seconds. "We were hauling ass, planing at 10-13 knots," said Craig. At times, a two-sail reach was executed. The crew was active on this-wide-with-narrow-waterline boat. *Kuda Wuda* carried a chute two thirds of the day.

Other notables included a win by blind athlete Walt Raineri on the Sonar *Bravo Zulu BAADS* in the non-spinnaker division. Rick Waltonsmith's trimaran had the quickest time at 2:08:56. The fastest monohull was Greg Mullins' 52-ft *Zamazaan*, clocking just over 2.5 hours. Also in PHRF 1 was Mark Kennedy on the Melges 32 *Nuckalavee*, having "an exciting, wet upwind ride to Harding, almost like ocean racing, with many waves and swells." While rounding the mark, the crew realized an outrageous amount of

water was in the bow. "With nowhere for it to go, she was nosediving dangerously. We called the race and tucked into South Beach Yacht Club."

At Westpoint in Redwood City, event hospitality rated high. "Crews were met by a club port captain, then guided to berths where each was greeted by a dock captain," said Kevin Parker, general manager at the Club at Westpoint. "More than 50 volunteers welcomed 171 crew to Westpoint Harbor." Sailors feasted on jerk chicken, fried plantains, tiki drinks and more. For 2024, a marina green space for dining, a band and a dance floor will be ready. "Hurrica Restaurant, plus our new club, will receive guests. Sunday's hot breakfasts will be made on-premises."

Treasure Island YC hosted the skipper's meeting with sponsor Mersea Restaurant, a restaurant and bar in a shipping container on Treasure Island. TIYC provided PRO Russell Breed, the startline boat and the race committee staff. Sequoia YC provided the finish boat. Westpoint Harbor hosted over-nighters. The Club at Westpoint planned the Island Time party, plus Sunday grab-and-go breakfasts for 6 a.m. departures with the flood.

— martha blanchfield

YRA WESTPOINT REGATTA, TIYC/SEQYC/TCAW, 7/8

PHRF 1 — 1) **Zamazaan**, Farr 52, Greg Mullins; 2) **Saoirse**, Tripp 41, Russell Huebschle; 3) **Wingman 5**, Swan 48, Jim Diepenbrock. (5

boats)

PHRF 2 — 1) **Chance**, J/120, Barry Lewis; 2) **Invictus**, Jeanneau SunFast 3600, Nico Popp; 3) **Jubilant**, J/112e GP, Kevin Wilkinson. (4 boats)

PHRF 3 — 1) **Kuda Wuda**, SR33, Craig Page; 2) **Revelry**, Catalina 42, Rick & Petra Gilmore; 3) **Yellowfin**, J/105, Dick Maclay. (10 boats)

PHRF 4 — 1) **Sea Star**, Cal 39, Bob Walden; 2) **L20**, J/29, Alex Huang; 3) **Ahi**, Santana 35, Andy Newell. (7 boats)

PHRF 5 — 1) **Windwalker**, Islander 36, Richard Shoenhair; 2) **Luna Sea**, Islander 36, Dan Knox; 3) **Zeehond**, Newport 30 MkII, Donn Guay. (4 boats)

SPORTBOAT — 1) **Daredevil**, Melges 24, Tim Anto; 2) **Son of a Son**, J/70, David Fried; 3) **Spirit**, Open 5.70, Marton Neher. (4 boats)

NON-SPINNAKER — 1) **Bravo Zulu BAADS**, Sonar, Walt Raineri; 2) **Windswept Lady**, X-362, Kerry Sheehan/Peter Cook. (2 boats)

MULTIHULL — 1) **Round Midnight**, Explorer 44, Rick Waltonsmith. (2 boats)

Full results at www.jibeset.net

BAMA Doublehanded Farallones

"The BAMA Doublehanded Farallones has a special place in San Francisco racing," commented one of the race committee volunteers.

"YRA runs the crewed Farallones, and the Singlehanded Sailing Society runs the Singlehanded Farallones. BAMA's Doublehanded Farallones fits snugly in between for those who want to race with exactly one other person, exclusively against other boats with two-person crews."

The Bay Area Multihull Association puts on the Doublehanded Farallones Race for both multihulls and monohulls. They held this year's race on June 24.

"The Doublehanded Farallones is

Some of the Westpoint Regatta prize winners. Left: "Stay thirsty, my friends." That countenance gives Craig Page of 'Kuda Wuda' the vibe for "The World's Most Interesting Man." Middle, left to right: Skipper Timothy Anto, Jenny Thompson and Todd Diaz from Sportboat winner 'Daredevil'. Right: Accepting the prize for 'Sea Star' is crew Matt 'Biggie' Osborn, wearing his signature froggy sombrero. Prizes were wooden boxes with an anchor inlay and a whistle inside.



MARTHA BLANCHFIELD

YRA Westpoint Regatta on July 8: An early-in-the-race spinnaker set on 'Sea Star' took a bit of time to tame, but eventually the kite filled and pulled the crew south past Alcatraz.

MARTHA BLANCHFIELD



also special as the only one of the three to start from the water instead of a race deck. The race committee starts boats outside the Gate, so racers do not have to fight to get out under the bridge or worry as much about ship traffic passing under the bridge.

"Twenty-three boats registered for this year's race, and 22 started off Baker Beach in flat water. By the time the race committee picked up all the starting gear, the boats were out of sight to the west."

"For the second year in a row, we had all finishers back before sunset," reports Truls Myklebust, BAMA's commodore.

"We had near-ideal conditions for the start, with 16-17 knots of breeze and about 3.5 knots of ebb going under the committee boat at the start at Baker Beach. Everyone got away safely and disappeared quickly. Racers would encounter lighter winds offshore, below 10 knots at times, but the winds picked up again on the way back, and it was still a very quick race, if not quite as quick as last year, when the fastest times in several decades were posted.

"The SeaCart 30 trimaran *Bottle Rocket*, with David Schumann and Trevor Baylis, absolutely crushed it this year, finishing the course in just over 5.5 hours for line honors, and corrected out to 7:15:59 for the overall win, more than

an hour ahead of the next-fastest boat.

"On the monohull side, the Farr 38 *Timber Wolf* with David Hodges and John Kernot was the first monohull to finish and won the Mono 2 division, but the Moore 24 *Topper II* with Conrad Holbrook and Kim Dincel got the best corrected time for monohulls and won the ULDB/Sportboat division. The Express 37 *Elan* with Jack Peurach and John Duncan finished just behind *Timber Wolf* on the water, and won the Mono 1 division.

"For mixed-gender crews, the Beneteau 10R *CruzSea Baby* with Brian Turner and his daughter Amanda were first to finish, but the Moore 24 *Puffin* with Patrick Haesloop and Kelly Gregory corrected out just ahead. There were no all-female crews this year.

"The last boat crossed the finish line at 7:32 p.m., even earlier than last year. The perseverance award goes to the Merit 25 *Wettoo*, which corrected out mid-fleet in the Mono 2 division.

"The San Francisco Ham Radio Club assisted with radio coverage again this year, and were able to keep in touch with the fleet even when they were well offshore, ensuring that we could keep tabs on everyone for safety. But racers made it around the course with minimum trouble, and we only had three retirements this year."

— *latitude / chris*

BAMA DOUBLEHANDED FARALLONES, 6/24

MONO 1 — 1) **Elan**, Express 37, Jack Peurach/John Duncan; 2) **pHat Jack**, Express 37, Bob Lugliani/Patrick Perigaud; 3) **Spindrift V**, Express 37, Andy Schwenk/Cindy Evans. (4 boats)

MONO 2 — 1) **Timber Wolf**, Farr 38, David Hodges/John Kernot; 2) **Shaman**, Cal 40, Bart Hackworth/Ron Tostenson; 3) **Outcast**, Farr 38, Guillaume Murray Béchaux/Scott Owens. (7 boats)

ULDB/SPORTBOAT — 1) **Topper II**, Moore 24, Conrad Holbrook/Kim Dincel; 2) **Oxymoron**, Moore 24, Tom Southam/Carl Stahmer; 3) **Nina**, Olson 29, Robert MacDonald/Jason Winkel. (5 boats)

MULTIHULL — 1) **Bottle Rocket**, SeaCart 30 GP+, David Schumann/Trevor Baylis; 2) **Greyhound**, F-22, Evan McDonald/Brian Cline; 3) **Ma's Rover**, F-31, John Donovan/Mark Eastham. (6 boats)

Full results at www.jibeset.net

Great SF Schooner Race

Marking the second in a three-part regatta series for classic yachts was the Great San Francisco Schooner Race and Belvedere Classic, hosted by San Francisco YC on July 15. The classic yacht non-schooner division attracted 16 entrants in addition to the four schooners. The schooners crossed the line individually based on ratings. Vessels followed a Bay Tour course.

Father-daughter team Terry and Lindsey Klaus took a first on the 50-ft *Brigadoon*. The schooner has sailed all but one year of this regatta; even then she still graced the race docks with a visit. At 99 years old, *Brigadoon* looks as wonderful as the day she was launched. She's the first design of L. Francis Herreshoff, son of Nat Herreshoff.

Earning second place was *Jakatan*, with Jeff Hawkins at the helm. Having done every edition of this race, "Jakatan" can be observed engraved on the trophy several times.

In the non-schooner division, Jock MacLean reveals that *Oriole*, a Bird, had a late start — by one minute — but found a great line to Sausalito. "She sailed away at 12 [Little Harding], held her own going to Blossom Rock, then kicked in to Alcatraz." This skipper tacked under the other boats, running the Bird closer than most along the guano island. "She can perform like a bat outta hell upwind." In 2022, Bill Claussen on the Bird Boat *Cuckoo* had the ride of his life fighting to earn first; this year he sailed to second. Special recognition was given to *Freda*, one of the West Coast's oldest ladies on the water. She was built in Belvedere in 1885.

One of the youngest to sail was James

THE RACING

ALL PHOTOS THIS PAGE MARTHA BLANCHFIELD



SF Schooner Cup, clockwise from top left: 'Gloriana' enjoyed the afternoon in doublehanded style; wooden boats on the startline for the Classic (non-schooner) division; Jock MacLean on 'Oriole' tucks in close to Alcatraz for smoother water; James Conrad Borger III, 9, played an essential role on 'Neja' during race prep, checking the anemometer and adding a few squirts of WD-40 (this photo was staged; full safety precautions were taken during actual up-the-mast time).

Conrad Borger III, grandson of Jim Borger, owner of the Lapworth-designed Dasher 32 *Neja*. In his first race, Conrad, age 9, proved indispensable during prep, twice hoisted up the mast to check the anemometer. He also assisted with "putting stuff into the sides so they would not slide out." After a brief pre-race stint on foredeck, he slid below, where he spent most of his time playing video games and mastering how to stand in the middle of the cabin without touching anything when the boat heeled. "I just go with the flow." After a tack, family yelled to check on things. "Now we're leaning the other way," was his response.

While Bay Area inland temps hit more than 100°, folks on the water reveled in cool winds and intermittent douses. On the calendar since 2008, this regatta was initially limited to schooners. However, the number of local schooners is dwindling, so in 2019 registration was expanded to include non-schooners. "We are pleased to see things grow," says race chair John Swain of SFYC. "2023 brought a great turnout of vessels — from Birds to Knarrs, three Farallon Clippers, and various other classics."

The Belvedere Classic and Great SF

Schooner Race is one in a series that includes the Master Mariners Regatta and the Jessica Cup, a trifecta established by SFYC, StFYC and MMBA. Yachts of classic design, built in wood or steel, as well as glass-reinforced plastic (GRP) boats designed more than 50 years ago may enter. For entrants that have two or more masts, the foremast must be equal to or smaller than the mainmast.

— martha blanchfield

SFYC GREAT SF SCHOONER RACE & BELVEDERE CLASSIC, 7/15

SCHOONER — 1) **Brigadoon**, Gaff schooner, Terry & Lindsey Klaus, 2) **Jakatan**, Gaff schooner, Jeff Hawkins; 3) **Gloriana**, Herreshoff schooner, Jim Mason. (4 boats)

CLASSIC — 1) **Oriole**, Bird, Jock MacLean; 2) **Cuckoo**, Bird, James Coggan; 3) **Kookaburra**, Bird, Martin Koffel/Evan Kereiakes. (12 boats)

Full results at www.sfyf.org

YRA Half Moon Bay Race

Joe Rockmore of Half Moon Bay YC filed this report about the YRA's Half Moon Bay Race on June 24. The race started off the St. Francis YC on the San Francisco Cityfront. "After a postponement of 10 minutes to let a bunch

of swimmers cross the starting line, 18 boats fought a surprise flood at the starting line." The race committee sent the A fleet (PHRF <78) to the Lightship, while the C fleet (PHRF >78) and the lone SHS boat went around R2 (the first S.F. shipping channel approach buoy). "It was choppy going out the Gate, but the wind held at a steady 8-12 knots.

"Once around the weather marks, most boats set their chutes for a headstay reach down the coast. The choppy waters over the southern shoal gave way to fairly smooth water, and after a while the sun even peeked out of the overcast.

"The choice of courses was such that both fleets were finishing at the same time, after a fairly fast 4- to 4.5-hour sail. In the A fleet, *Reverie*, John Arens' J/109, was close enough to the first finishers to correct out a comfortable 7 minutes up on the second-place boat. In the C fleet, *Vera Cruz*, Michael Johnson's Jeanneau Sun Odyssey 349, corrected out ahead of perennial ocean competitors *Ahi* and *Sea Star*.

"Once the boats came into Pillar Point Harbor, some elected to take slips and others anchored out off HMBYC. Then most of the racers joined the crowd of HMBYC members for a rocking good party." The Stan Erhart Band supplied live music. "Local chef Richard Poncini made a huge batch of paella for dinner. Judging from the comments received,

JANIE NOON



DAVID LEYTON



THIS ROW JANIE NOON



all had a good time and look forward to doing it again next year."

— latitude / chris

YRA HALF MOON BAY RACE, 6/24

PHRO 1 — 1) **Reverie**, J/109, John Arens; 2) **Basic Instinct**, Elliott 1050, Memo Gidley; 3) **Jubilant**, J/112e GP, Kevin Wilkinson. (9 boats)

PHRO 2 — 1) **Vera Cruz**, Jeanneau Sun Odyssey 349, Michael Johnson; 2) **Ahi**, Santana 35, Andy Newell; 3) **Sea Star**, Cal 39, Bob Walden. (8 boats)

SHS — 1) **Nancy**, Wyliecat 30, Pat Broderick/ Joseph Duri. (1 boat)

Full results at www.jibeset.net

Kettenburg & Classic Yacht Regatta

"The AMSS had our last big San Diego-based regatta on Saturday, June 24, with the dockside social hour the preceding evening, June 23," writes photographer Janie Noon, who also crews aboard the racing yacht *Chimaera*. "It was an absolutely glorious day, with sunshine, sparkling seas, and fresh breeze for our ocean course."

For Northern Californians who are familiar with the Master Mariners Benevolent Association (MMBA), the AMSS is a similar organization based in San Diego. According to the "About Us" section of their website, "The Ancient Mariners Sailing Society is a fraternity of people interested in the preservation of vessels of classic design. As owners

Kettenburg & Classics Regatta, clockwise from top left: 'Jade', a PC (Pacific Class) owned by Craig Downey; Johnny and Theresa Smullen's IOD 'Altair' and John Driscoll's Sparkman & Stephens/ Gerry Driscoll design 'Chimaera'; 'Fairwyn', Rick and Gayle Leland's custom yawl, designed by Sparkman & Stephens in 1957; Linna Buser's Kettenburg 50 'Rendezvous'.

of historically relevant vessels, AMSS members understand that they serve as the temporary line stewards of true maritime treasures. As such, the Ancient Mariners fleet comprises a 'Living Museum' of boats in service, which are well loved and cared for, and which are shown and raced together on a regular basis. "Vessels run the gamut from small classic knockabout dinghies to large, magnificent yachts originally constructed during the Golden Age of sail, before the Second World War."

See www.ancientmarinerssailing.org for more info about the organization.
— chris / latitude

SDYC KETTENBURG & CLASSIC YACHT REGATTA, 6/24

CLASSIC — 1) **Hidalgo**, Kettenburg 46, Curtis Underwood; 2) **Sally**, 10-Meter, CF Koehler; 3) **Chimaera**, S&S 47 sloop, John Driscoll. (7 boats)

PC — 1) **Nepenthe**, Rick Arneson; 2) **Zest**, Jerry Jessop; 3) **Jade**, Craig Downey. (5 boats)

Full results at www.sdyc.org

Ullman Sails Long Beach Race Week

It all started with an Instagram Direct Message, as great adventures are wont to do these days: "Are you free to sail

with us at Long Beach Race Week next weekend?"

Given that I was about to launch into the San Francisco Lipton Cup, the thought momentarily crossed my mind that two chock-a-block long weekends of racing might be a little indulgent. But then again, it was an offer to sail a J/105 in Southern California, where summer tends to more reliably live up to its promises and people beer-can their 40-ft-plus rocket ships. With barely a pause, I DM'ed back, "Yes, I can make it!"

Long Beach Race Week (June 23-25) is one of Southern California's most anticipated events due to its generally breezy offshore conditions, its onshore hospitality, and its role as a venue for a number of championships, including the Catalina 37 Nationals and the J/70, J/80, J/105, J/109 and J/120 High Point Series.

Racers have the choice of competing in one of two formats each day: random leg (long distance) or windward/leeward. Racing takes place in three areas, each with its own race committee. Alamitos Bay and Long Beach YCs organize the races and post-race fun.

THE RACING

BRONNY DANIELS / LBYC



COURTESY WILL BENEDICT

TOM WALKER / WWW.TOMWALKER.PHOTOGRAPHY.COM



LBYC SAILING

Long Beach Race Week, clockwise from top left: The J/105 'Cúchulainn' is just to leeward of 'Sun Puffin'; Dominic Marchal and Will Benedict with the Catalina 37 championship trophy; Shore Team Racing in action; Ros de Vries works the foredeck of 'Cúchulainn'.

Over the course of three action-packed days, sailors from near and far converged upon Long Beach to compete. Coming from as far as the Pacific Northwest and Mexico City, they sought sunshine and glory, populating seven one-design classes and three PHRF fleets.

My ride for the three days would be the J/105 *Cúchulainn*. A sporty boat helmed by Rob Dekker and hailing from Marina del Rey, the 105 was a familiar and very fun entrée into Southern California's racing set. Rob and crew were very gracious and used every opportunity to introduce me to themselves, the boat and practically anyone who came within hailing distance. "We have a San Francisco Bay sailor!" they'd say, nudging me forward as if unveiling a secret weapon. I'd smile, wearing the reputation like a magical tiara.

Day 1 started with the breeze already in the teens and *Cúchulainn's* crew already muttering, "It isn't often like this in Marina del Rey." As the breeze built, the boat became more spirited, perhaps even cheerful. The spinnaker sets took on a satisfying efficiency; the kite filled rapidly, and the boat would charge downwind. "These boats are designed for this — San Francisco Bay, not Marina del

Rey sailing," Rob said, happy to be given the opportunity to stretch the boat's legs. By the final race of the day, we had seen true wind speeds of 22 knots, which in S.F. Bay terms would be an average afternoon. The Long Beach difference however, was the warm conditions; we were almost always tearing off sweaty layers on the downwind legs.

After a busy day playing with the kite on the foredeck, I was glad to follow the boat parade back to ABYC for the Mt. Gay Rum Party. We had a fair ration of celebratory drinks while being showered with sponsor merchandise thrown off the clubhouse balcony into a mob pining and hungry for those red Mt. Gay hats.

Day 2 and the breeze was on while we were still at the dock. Rob cheerfully changed the furling jib on the J/105, anticipating lighter conditions. His bet came good; we poked the boat out of the breakwater to find 11 knots of breeze, sunshine and very little swell — an idyllic day. It got even better, as the Race Committee noticed — well in advance, thankfully — that we had entered the wrong course area and should make our way to the inshore Charlie course. For a visitor, this was the premium venue — just off the City Beach, among pretty

palm-lined islands (i.e. decorated oil rigs), with cruise ships, tugs and recreational traffic. Nonetheless, it remained a challenging day of light-air sailing. It was critical to coordinate our maneuvers and manage crew weight, so we were always on our toes. The breeze remained a steady 11 knots, so we completed the day's races with a sense of relaxation.

Day 3 was a repeat of Day 2, with a steady breeze and ample sunshine bringing the Sunday crowd to Alamitos Bay, which by 10 a.m. was filled with almost every type of floating craft. After making better choices at the previous evening's LBYC party (and a Transpac Party on the *USS Iowa*, which we snuck off to after), the *Cúchulainn* crew entered the day with a self-satisfied mindset. Our racing had been competitive, but we weren't sharpening our elbows to defend a podium spot. So the race for us was to improve our light-air boat handling and have a fantastic time while we were at it.

I felt that we as a crew had found our groove. As I stood on the cabintop, trimming the J/105's beautiful green spinnaker with the gentle care of someone guiding a puppy by the leash, I wished the event could continue for another three days. While we didn't take home any glassware, we had made new friendships and enjoyed what was arguably the best of Southern California racing conditions. We'd had the excitement

of a breezy Friday, a hangover-friendly Saturday, and a Sunday to bring it all together. Completing our final downwind finish, I felt light. Long Beach Race Week was everything I had imagined — sunshine, good times and just a touch of big-boat glamour.

Dominic Marchal, previously an Alameda-based sailor and owner of

Marchal Sailmakers, won the highly competitive Catalina 37 Nationals, on a chartered boat.

Dominic, who reunited a crew of old sailing friends to race together for the first time in 28 years, said, "Today was perfect Long Beach conditions, a little light early, but the breeze came in. We had a two-point lead going into the day,

we finished last in Race 6 out of five boats, and we were a little concerned. But we did the math and realized that there were four boats with a chance to win going into the last race. Our second place in Race 7 was good enough, and it was just a blast. We got the gang back together using sailing as an excuse. I thought best case we'd get on the podium; the fact that we won is just great!"

— *ros de vries*

R2AK STAGE 2 FINISHERS, 6/14-28

1) **We Brake for Whales**, Lyman Morse 40; 2) **Budgie Smugglers**, Shaw 34; 3) **Pestou**, F-24 MkII; 4) **Dacron & Denim**, Dash 34; 5) **Unfinished Business**, J/29; 6) **Ruf Duck**, F9R; 7) **Ship of Fools**, C&C 35 MkII; 8) **UnSalted Nuts**, Henderson 30; 9) **Monkey Fist**, Olson 30; 10) **Mike & Marty's Big Day Out**, Corsair 24 MkII; 11) **Wave Forager**, rowboat; 12) **Supernautloid**, Sunrise 34; 13) **Solveig**, Custom Faering; 14) **Of One**, rowboat; 15) **SeaSmoke**, kayak; 16) **Toybox Express**, kayak; 17) **Sporting Chance**, kayak; 17) **Bella Bella & Beyond**, kayak (tie). (33 teams)
Full results at www.r2ak.com

ROUND THE ISLAND RACE, 6/20

VANGUARD 15 — 1) Ty Ingram/Julia Wyatt; 2) Kristen Altreuter/Bianca Dragone; 3) Dan Altreuter/Neha Bajaj. (16 boats)
Full results at www.vanguard15.org

EYC ALAMEDA ESTUARY ONE DESIGN REGATTA, 6/25 (5r, 1t)

MERCURY — 1) **Space Invader**, David West, 6 points; 2) **Stars**, Jim Bradley, 8; 3) **Flight Risk**, Randy Smith, 14. (8 boats)

TYC BROTHERS & SISTERS, 7/1

SPINNAKER — 1) **Siento el Viento**, C&C 29-1, Ian Matthew; 2) **Ondina**, Cal 2-29, John Walsh; 3) **Kind of Blue**, J/109, David Anderson. (5 boats)

JIB & MAIN — 1) **Lion**, Olson 25, Lon Woodrum/Steve Nimz; 2) **Last Dance**, Alerion Express 28, Bruce Munro. (4 boats)

Full results at www.jibaset.net

SCYC FIRECRACKER REGATTA, 7/2

PHRF <80 — 1) **Loca Motion**, Express 37, Mark Chaffey/Heidi Hall. (1 boat)

PHRF ≥81 — 1) **Flexi Flyer**, Soverel 33, Joe Wagster/Mark Merritt; 2) **Calphurnia**, Schumacher 28, Jeff Kise; 3) **Javelin**, J/105, Sergei Podshivalov. (7 boats)

JIB & MAIN — 1) **Hanalei**, SC27, Frank van Diggelen; 2) **Diving Dolphin**, Santana 22, Justin Nielson; 3) **Cutlass**, Newport 33, Diana & Dan Garrett. (5 boats)

Full results at www.regattanetwork.com

SFYC HART NUNES, 7/8, (4r, 0t)

MERCURY — 1) **2020**, Shaum Sinawi/Gerard Sheridan, 13 points; 2) **Niuhi**, Randy Hecht, 13; 3) **Space Invader**, David West/Bill Pearson, 13. (7 boats)

Full results at www.sfyc.org

SIFYC SF CLASSIC/UN CHALLENGE, 7/8

WINDSURFERS — 1) Xavier Ferlet; 2) Charlier Lundquist. (6 boards)

BOX SCORES

HYDROFOIL KITES — 1) Neil Marcellini; 2) Vladimir Mezhibovsky; 3) Mike Martin. (13 boards)
WINGFOILS — 1) Morgan Ostermann; 2) Jason Kane; 3) John Subranni. (20 boards)

Full results at www.stfyc.com

EYC HIGH SIERRA REGATTA, WEEKEND 1, 7/8-9 (5r, 1t)

SAN JUAN 21 — 1) **Illuminator**, Bob Comstock, 7 points; 2) **The Black Pearl**, Rod Hansen, 9; 3) **The Great Dane**, Jorgen Clausen, 12. (12 boats)

VANGUARD 15 — 1) Michael Rivlin/Sam Gebb, 4 points; 2) Ian Markowitz, 10; 3) Brian Rosensteel, 14. (9 boats)

INTERNATIONAL 14 — 1) **Dunder Pit**, Terence Gleeson, 4 points; 2) **Pros & Cons**, John Clark, 9; 3) **Atomic Punk**, Kirk Twardowski, 12. (8 boats)

DAY SAILER A — 1) **Measure's Up**, Neil Stapleton/Rory McClish, 4 points; 2) **Hot Flash**, Craig Lee, 9; 3) **Jersey Girl**, Greg Miller, 11. (11 boats)

LIDO 14 A — 1) **Snafu**, Tom Jenkins, 5 points; 2) **No Name**, John Papadopoulos, 8; 3) **Orion**, Ryder Nesbitt, 13. (10 boats)

MOTH — 1) **Strings**, Matt Struble, 6 points; 2) **SODL**, Nicolas Delfino, 8; 3) **One Whole Moth**, Jack Lugliani, 15. (6 boats)

LASER — 1) **Gummie Bear**, Julian Soto, 4 points; 2) **Eat Sleep Hike Repeat**, Al Sargent, 8; 3) **Jitijy**, Chris Boome, 14. (11 boats)

LASER RADIAL — 1) Cooper Smith, 5 points; 2) Toshi Takayanagi, 6; 3) Palmer Mays, 12. (11 boats)

BANSHEE — 1) **No Name**, Wayne Cassingham, 4 points; 2) **Ghost**, Charles Witcher, 7; 3) **Wild Mouse**, John Andrew, 10. (7 boats)

RS AERO — 1) David Sharp, 5 points; 2) Craig Perez, 6; 3) Patrick Grey, 12. (6 boats)

EYC HIGH SIERRA REGATTA, WEEKEND 2, 7/15-16 (5r, 1t)

PHRF CATALINA — 1) **Slo Mo**, Dave Samson, 4 points; 2) **Breaking Wind**, Ernest Lopez, 8; 3) **SLOJoe**, Joe Diehl, 12. (3 boats)

SPORTBOAT — 1) **No Name**, Jon Stewart, 6.5 points; 2) **Weckless**, Tim Russell, 7; 3) **WB II**, August Sturm, 11. (7 boats)

VICTORY 21 — 1) **Mr. Goodwrench**, Don Bonander, 6 points; 2) **Chupacabra**, John Killian, 8; 3) **No Name**, Matthew Bonander, 9. (9 boats)

ULTIMATE 20 — 1) **Peabody**, Donna Womble, 6 points; 2) **Ultimate Antics**, Bob Comstock, 7; 3) **Rush**, John Andrew, 12. (7 boats)

CORONADO 15 — 1) **No Name**, David Rum-

baugh, 5 points; 2) **It's the Water**, Ole Eichhorn, 8; 3) **Boondoggle II**, Travis Wilson, 9. (10 boats)
MELGES 15 — 1) Brian MacLean, 6 points; 2) Kevin Thomas, 6; 3) Steve Trunkey, 10. (3 boats)
Full results at www.fresnoyachtclub.org

ILCA MASTER PCCs, StFYC, 7/15-16 (8r, 1t)

1) Bill Symes, Legend Master, NHYC/WSC, 25 points; 2) Al Sargent, Master, StFYC/ACSC, 34; 3) James Espey, Apprentice, StFYC, 35; 4) Tracy Usher, Great Grand Master, StFYC, 42. (17 boats)

Full results at www.stfyc.com

SYC J/105 & J/88 INVITATIONAL, 7/15-16 (6r, 0t)

J/105 — 1) **Niuhi**, George Hecht, 14 points; 2) **Blackhawk**, Ryan Simmons, 17; 3) **Maverick**, Ian Charles, 24; 4) **Peaches**, John & Michael Rivlin, 39; 5) **Arbitrage**, Bruce Stone, 48. (21 boats)

J/88 — 1) **Ravenette**, Bruce Dunwoodie, 12 points; 2) **Hijinks**, Dave Corbin, 15; 3) **White Shadow**, Jim Hopp, 16. (5 boats)

Full results at www.sausalitoyachtclub.org

LONG BEACH OLYMPIC CLASSES REGATTA/USOPENSAILING SERIES, ABYC/LBYC, 7/14-16

420 — 1) Christopher Daher/Alexis Mottl-Long, 8 points; 2) Gage Christopher/Colin Kennedy, 14; 3) Carsten Zieger/Charley Stephenson, 21. (4 boats)

ILCA 7 NORTH AMERICANS — 1) Robby Meek, 35 points; 2) Ford McCann, 39; 3) Leo Boucher, 45; 4) Luke Ruitenberg, 49; 5) Ryan Anderson, 50. (37 boats)

ILCA 6 NA — 1) Lillian Myers, 20 points; 2) Charlotte Rose, 27; 3) Hamilton Barclay, 41; 4) Hallie Schiffman, 46; 5) Rory Walsh, 52. (65 boats)

ILCA 4 NA — 1) Jason Folvig, 8 points; 2) Beck Brill, 13; 3) Gavin Galway, 25; 4) Gloria Pervis, 31; 5) Kousei Hatter, 36. (22 boats)

IQ FOIL MEN — 1) Ethan Froelich, 10 points; 2) Xavier Ferlet, 12; 3) Paul Didham, 25. (3 boards)

IQ FOIL WOMEN — 1) Bryn Muller, 10 points; 2) Danicka Sailer, 16; 3) Anna Weis, 19. (3 boards)

IQ FOIL U19 MEN — 1) Makani Andrews, 8 points; 2) Garrett January, 18; 3) Jack Parr, 19. (6 boards)

IQ FOIL U19 WOMEN — 1) Aimee Bright, 8 points; 2) Elizaveta Astakhova, 17; 3) Stella Bilger, 20. (5 boards)

FORMULA KITE — 1) Adam Keaton, 11 points; 2) Neil Marcellini, 23; 3) Leif Given, 24. (12 boards)

OPEN KITE FOIL — 1) Robert Rice, 16 points; 2) Suguru Ueda, 23; 3) Felix Louis Njai, 24. (7 boats)

Full results at www.ussailing.org

THE RACING SHEET



PAUL DIONNE / WWW.PAULDIONNEPHOTOGRAPHY.COM

Moore 24 Nationals on Huntington Lake. "It was also the Joel Verutti Memorial Regatta," writes fleet member Sydnie Moore. "He was the original Roadmaster; he encouraged Moore sailors to be more adventurous and try different venues. His daughter Josselyn has been racing 'Mercedes'."

ULLMAN SAILS LONG BEACH RACE WEEK, LBYC/ABYC, 6/23-25

PHRF RL — 1) **Javelin**, J/125, Daniel Murphy, 5 points; 2) **Flaquita**, RP 44, Paul Casanova, 7; 3) **Tiburón**, SC37, Craig Steele, 12. (15 boats)

PHRF A — 1) **Destroyer**, 1D35, Jim Bailey family, 15 points; 2) **Picosa**, J/111, Doug Jorgensen, 16; 3) **Obsidian**, J/111, John Staff, 22. (11 boats)

PHRF B — 1) **Fuzzy Logic**, J/109, Jeffrey Shew, 13 points; 2) **Sun Puffin**, J/105, George Scheel, 21; 3) **Raptor**, J/109, Heinz Butner, 22. (9 boats)

FARR 40 — 1) **Blade II**, Nick Mercier, 7 points; 2) **White Knight**, Zoltan Katinszky, 18; 3) **Dark Star**, Steve Brown, 20. (4 boats)

CATALINA 37 NATIONALS — 1) **Shore Team Racing**, Dominic Marchal/Will Benedict, LBYC/RYC, 19 points; 2) **Kowabunga**, Chris Layne/Allie Tsai, HYC/LSFYC, 21; 3) **No Name**, Marcy Rye, 21, SMWYC, 21. (5 boats)

BENETEAU 36.7 — 1) **Rode Rage**, Peter Cochran, 5 points; 2) **PI**, Larry Smith, 10; 3) **Buenos Aires**, Mark Williams, 17. (4 boats)

SCHOCK 35 PCC — 1) **Code Blue**, Robert Marcus, ABYC, 12; 2) **Whiplash**, Thompson/Rossbach/Basadre, LBYC, 17; 3) **Uncle Bob**, Larry Leveille, Santa Barbara YC, 19. (4 boats)

J/70 — 1) **Nimbus**, Eduardo Saenz, 14 points; 2) **DJ**, Ryan Cox, 19; 3) **Minor Threat**, Jeff Janov, 20. (9 boats)

VIPER 640 PCC — 1) **#287**, Ed Feo, ABYC, 16 points; 2) **#301**, Mike Shea, ABYC, 19; 3) **Boiling Point**, Dan Milechik, ABYC, 20. (6 boats)

MELGES 15 — 1) **He's Gone**, Brad Thompson, 8 points; 2) **#591**, Allie Blecher, 16; 3) **#hmb**, James Baurley, 32. (12 boats)

BOAT OF THE WEEK — **Shore Team Racing**, One Design; **Destroyer**, NHYC, PHRF.

BOAT OF THE DAY — **Picosa**, LAYC, Friday; **He's Gone**, ABYC, Saturday.

YACHT CLUB CHALLENGE — California YC: **Minor Threat, #591, Obsidian**.

GOLISON & KENT FAMILY TROPHY — **Minor Threat**.

FARTHEST TRAVELED — **Nimbus**, SDYC, Mexico City.

CAMPBELL CUP — Destroyer.

Full results at www.lbrw.org

Moore 24 Nationals

After well over a decade, the Moore 24 fleet returned to Huntington Lake for its 2023 Nationals on June 30-July 2. Boats from as far away as Port Townsend, Seattle and San Diego ventured to the Sierra to this very special spot. Santa Cruz YC organized and hosted the event, with essential support from Fresno YC.

Huntington Lake provided nice winds, albeit slightly lighter than usual at 5-12 knots. With the thinning of the tree lines due to fires several years ago on the upwind shores, the typical scenarios for tactics and strategies that the Huntington regulars know well didn't materialize, and the racers used the entire lake to make their moves. Eight races were sailed over three days.

With a solid lead and dropping a fourth going into the final day with two races, *Mooregasm* needed a top-five finish to take the regatta. After a rough start, we battled to the tail end of the front pack of seven, but managed to work up to third by the finish to take the win overall.

Firefly, *Paramour* and *Mooretician* started Day 3 virtually tied. *Paramour* battled *Firefly* in a super-close final race to finish 1, 2, but *Paramour* needed to put a boat in between to prevail. *DFZ* had a great final day with a 2, 3, but *Mooretician* was able to hang to fourth, with *DFZ* rounding out the top five.

Ten different boats posted top-three finishes during the event. Speed was indeed important, but good starts and tactics could make up for a great deal. Those who have raced at Huntington over the years are very familiar with the upwind strategy of starting low on the line and racing to the left side "to the Boy Scout camp" and playing the shifts up the left shore as the lake narrows. But

starting high on the line and working the right shore proved to be OK and the winning move at times.

Our strategy on *Mooregasm* was to keep it simple — find clear lanes where we could use our height mode, keep the boat pointed up the lake (on the lifted tack), and always try to line ourselves up for the next puff we could see moving down the lake. Downwind, we focused on being patient, as the puffs would bring boats behind forward, but if you didn't panic and kept your wits, you'd use those same puffs to extend back out again.

With lake sailing, change is a constant, and more often than not, shifts will come back. Seeking out wind pressure was our primary focus, and crew Ali Fuwat Yuvali used his eyes and intuition to great effect both upwind and downwind. Karl Robrock was fantastic in the cockpit; his tacking technique with the #1 up is the best there is, and this adds up to many boatlengths on every beat. My wife Sarah Bourdow came out of semi-retirement to handle the bow with ease.

There seemed to be two modalities: boats that sailed higher/slower and boats that sailed lower/faster. We realized that to continue to succeed, we would need to better position ourselves relative to other boats, where we could use our ability to point well. This enabled us to overcome several poor starts, including an OCS return.

There wasn't a single race under 75 minutes, and that's a ton of concentration, intensity and energy to expend over three days.

— *stephen bourdow*

MOORE 24 NATIONALS, 6/30-7/2 (8r, 1t)

1) **Mooregasm**, Stephen Bourdow, 17 points; 2) **Firefly**, Joel Turmel, 27; 3) **Paramour**, Rowan Fennell, 28; 4) **Mooretician**, Peter Schoen, 31. 5) **DFZ**, Eric Kownacki/Tom Jenkins, 34. (21 boats)

Full results at www.regattanetwork.com

For more racing news, subscribe to *Lectronic Latitude* online at www.latitude38.com

July's racing stories included:

- Transpac • The Ocean Race
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- Inaugural SailGP Los Angeles
- Bay Sailors in the Chicago-Mac
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CHANGES

With reports this month on **Azimuth's** arrival in Chesapeake Bay; a retrospective on cruising aboard **Mar** half a century ago; two unexpected solo ocean crossings aboard **Sparklemuffin**; and a forepeak full of **Cruise Notes**.

Azimuth — Pearson 365 Ashley Gremel and Scott Racette Going With the Flow Oakland/Richmond (VA)

I last chimed into *Changes* from Isla Mujeres, Mexico, after the longest passage of our two-year voyage from San Francisco.

The 980 miles from Cartagena, Colombia, had been choppy but benign, with several delightful moments, including sailing with a pod of pilot whales — and two steak dinners. The addition of our friend John made for an easy watch schedule of four hours on

and eight off. My regular crew aboard *Azimuth*, a 1979 Pearson 365 sloop, is my husband Scott Racette, and our salty cat Cypress.

Our timing on Isla Mujeres, off Cancun, coincided with spring break, and this stop took on a holiday feel of its own for us. We rented lounge chairs on the beach for an afternoon, attended a water aerobics class with the local ladies, and did a last round of souvenir purchases.

Much of our attention was on the weather as March turned into April. We needed to make it back north to Latitude 38 and our new home base in the Chesapeake

'Azimuth' departed San Francisco Bay in April 2021. Scott and Ashley took time to "stop and smell many roses" on their way to the Chesapeake.



After a two-year cruise, Scott and Ashley are finally in their new home-port in Virginia.

AZIMUTH



AZIMUTH

Bay well before hurricanes began carving their paths off the coast of Africa.

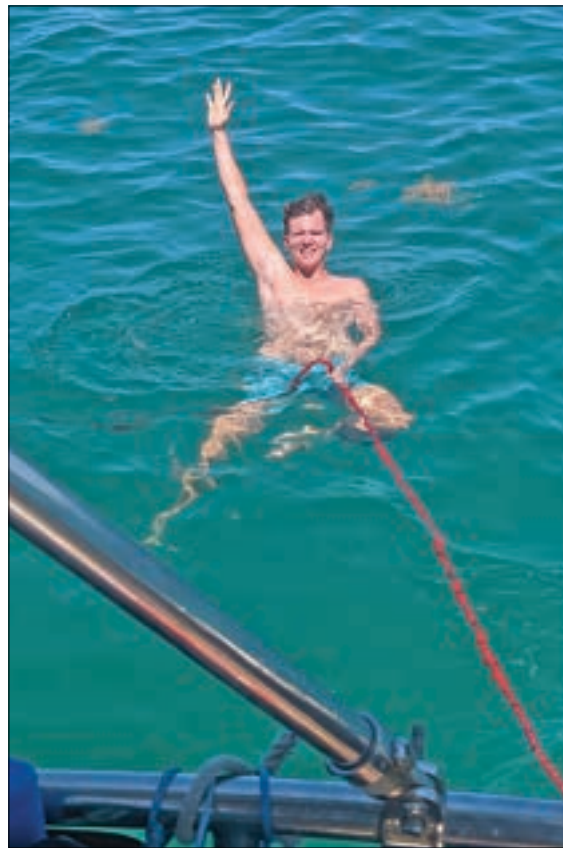
There were a couple of tempting weather windows that came and went due to concerns about the arrival of the next cold front, the stomach flu that descended on us, and various other concerns. We began wondering if we were dragging our feet to extend our time at sea, but determined that our intuition and research had gotten us this far — and it was no time to stop trusting our guts!

On April 12, we untied the dock lines with the help of friends at El Milagro Marina and set off for the Florida Keys. Sargassum seaweed floated as far as the eye could see, and clouds billowed huge overhead. The passage was pleasing, with just one squall keeping us on our toes at 3 a.m.

About 30 miles from our destination, the wind shut off and we cranked up our Westerbeke 40. We had been troubleshooting a variable rpm issue since Panama, and despite some TLC in Colombia from ourselves and Elvis, the mechanic, it had arisen again during the previous passage. The likely culprit was fuel contamination. Organisms thrive in diesel fuel in hotter climates, and to make matters worse, we had water splash into the tank when refueling from jerry cans in rough seas off Punta Mala in the Pacific. After motoring along for an hour or two, the engine cut off again. We cleared the filter and bled the engine a few times before waving the white flag and calling TowBoat US. Our visions of reentering the United States hadn't included being tied to their bright-red boats, but within 15 minutes, we were blasting along at 7 knots on a rumb line to Marathon, Florida.

Once there, we got the fuel polished, and got ourselves reacquainted with speaking English, car culture, and the outrageous abundance of US grocery stores.

With continual cold fronts in March, conditions were squirrely for making progress north this spring. We looked at the weather constantly. When in the Pacific, with its rocky coastline and limited destinations, our moves were more easily predictable. Now on the East Coast, harbors line the coast and the countless options can confound planning efforts. We daysailed to Rodriguez Key



and then onto an anchorage outside Key Largo. We planned on heading straight for Ft. Lauderdale, but talk on the dock proved helpful in adding these stops, as the locals do. They were our last tropical-feeling anchorages, and the sunsets and dolphin sightings felt like a farewell.

Heading north, we still experienced the fuel/rpm issue, but the spikes were fewer and further between. Between tornado and thunderstorm warnings, we were able to sail to Stuart, where we camped out for a couple of weeks to take care of some work obligations and a family visit. We rode out a few storms, including a

IN LATITUDES



Below: Scott jury-rigged a jerry can to supply fuel for this drive through the mangroves to Marathon for fuel polishing. Below left: Swimming with the sargasso off the Florida Keys. Far left: First of many drawbridges on the ICW. Left: Cypress thanks her lucky stars that she doesn't have opposable thumbs. Above: Chicken parmesan prep. Right: 'Azimuth' in Mexico.



Crossing into North Carolina marked the start of a series of day trips through the ICW. We traded palms for pines and found a new rhythm of waking at 5 a.m. and tucking into the next harbor before the early-afternoon thunderstorms. The lyrics "Changes in latitudes, changes in attitudes" resonated as we felt the effects of transition from the tropics to the temperates.

By then, we were in reach of family and friends, and while motoring 6-10 hours/day isn't exactly relaxing, we felt ourselves loosening up as landscapes became more familiar and boating became lower-stakes than during other portions of our long journey.

We crossed the Virginia state line in the Great Dismal Swamp that, despite its name, is a national treasure that includes a state park and scenic waterway for boats with drafts of 5 feet or less. The small lock system to raise and lower into the swamp was a microcosm of our Panama Canal experience a year earlier. We left the swamp and joined the hustle and bustle of Norfolk and Hampton Roads, and then had our final passage to our new slip.

— Ashley 7/2/23
(cloudsformoverland.substack.com)

Mar — 60-ft ketch

John Riise

The Martian Chronicles

SoCal

Fifty years ago this month, I got the call. Chuck Tobias was looking to replace some departing crew on *Mar*, his 60-ft Baltic ketch. Might I be interested in sailing the *Med* for the summer?

My only hesitation for screaming "Yes!" was that my buddy Tom and I already had our backpacks and Eurail passes ready for a European summer trek, and I didn't want to disappoint him. "Bring him!" Chuck said. And so it began.

Compared with many cruising boats, even back then, *Mar* was big gal. Built of larch over oak in Denmark in 1959 for



ALL PHOTOS AZIMUTH

tornado that damaged many boats in Palm Beach, just south of us.

To bust up our weather-enforced stagnation, we hopped into the Intracoastal Waterway (ICW) for an easy motorsail 17 miles north to Fort Pierce. Then we had a rough three-day, two-night passage to Charleston, South Carolina, where we waited nearly three weeks for another suitable weather window to proceed. When friends and family asked about our ETA to Virginia, we began saying that the forecast was "comically bad" with 20-40 knots on the nose and big waves created by the opposing Gulf Stream.

We researched hopping into the ICW from there at Mile Marker 469, but just couldn't quite stomach that much motoring after our previous troubles. We prepared to do so nonetheless, but then Scott found a short window to make the 26-hour passage to Southport, North Carolina. This ended up being our last section through the ocean, and one of the sweetest of the trip. We ditched the watch schedule in favor of taking turns dozing in the cockpit. We arrived on Memorial Day and were delighted to see countless others enjoying the day aboard their watercraft of choice.

CHANGES



THOMAS F. DAVIS



MAR/JR

Young JR and (inset) the current high-mileage version.

author Ernest Gann (*The High and the Mighty* and *Fate Is the Hunter* are two of his many books), the boat displaces 40 tons on a 20-ft beam and draws 10 feet. Originally named *Blackwatch*, the boat was featured prominently in Gann's sailing autobiography *Song of the Sirens*. Chuck bought the boat from Ernie and had most if not all of his books aboard. I enjoyed them all so much that I decided that very summer that, if it was in the stars, I'd pursue a writing career.

We got onto the boat in Mallorca, one of the Balearic Islands off Spain's east coast. From there, we headed into the greater Mediterranean, visiting Sardinia and several ports in mainland Italy. But the main focus of that first summer of '73 was Greece, where we spent the warm months visiting its myriad ports and islands. In Delos, long before guides or closed-to-the-public areas, we walked freely among exquisite ruins in a place once so sacred no one was allowed to die or be born there. It was a stark contrast to nearby Mykonos, which even then was a gathering place and party town for young travelers from all over the world. In Crete, we checked out the ongoing excavations of Knossos, thought to have been obliterated (along with most of the Minoan culture) by a tsunami from the eruption of the Santorini volcano in 1600 BCE.

And we visited that, too — what's left of the island of Thera after Santorini blew its top. The small city is perched on the rim of a steep cliff, and offers spectacular

'Mar' in her '70s Med configuration. A bowsprit was added later in the decade. The boat still sails, doing charters out of Halifax as 'Mar II'.



MAR/JR

views of the water-filled caldera with a small, still-steaming volcanic island in the middle. Back then, you got to town by walking up about 2 million steps (OK, 588, but it seemed like more) or riding one of the donkeys that made the trip multiple times a day. (I understand the donkeys are still working, but these days there's also a cable car.) If you wanted to catch up on your aerobics, you walked up yourself. I still pant just thinking about it.

All through the summer, wherever we went, we met scores of friendly and fascinating people: other yachties, package-tour tourists, expats, backpackers, artists, writers. At one stop, a British kid read the name on the stern and asked if we were Martians. The concept stuck. Another Brit I remember vividly was an older, white-haired gentleman named Ernie Bradford, a British historian who had recently completed a book called *Ulysses Found*. Like Heinrich Schliemann, Bradford wondered if there might be as much fact as fiction in Homer's writing. So he delved into the geography and weather patterns of Ulysses's time. And like Schliemann, who found Troy, Bradford made a pretty convincing case that Ulysses's epic *Odyssey* might really have happened.

As fall approached, the plan was to take the boat back to Palma de Mallorca for the winter. Those plans changed drastically one dark and stormy night when I jumped out of my bunk up forward — into calf-deep water. Oh, shit.

The whole story of what followed would take up an entire chapter of a book if I ever get around to writing one. The short version is that our starboard anchor got loose (a chain lock broke) and ran out about 10 feet before a safety pawl finally stopped it. From there, as we pounded along, it just bounced up and down along the hull until it punched a hole.

There was a good bit of initial confusion before we figured this out. Fortunately, the breach was relatively easy to get at and plug. Had it been 6 inches up, down, forward or aft, it would have required much more effort, chopping and time to get at.



Med memories. Top: The arrow points to the hole. After that, we made extra-sure the anchor and chain were always properly stowed. Above: Another Acropolis, this one at Lindos on Rhodes. The white-washed buildings made all the towns we visited seem so clean. Right: Common Maltese bollard. Below: Ta' Xbiex Marina. Far right: 'Mar' Med-moored in Amalfi, Italy. Inset far right: Chuck at the wheel.



As it was, there was a lot of water already in the boat. In the engine room, it was halfway up the side of the big Caterpillar diesel, and had dislodged all the metal deck plates. We'd stopped the boat, and it was wallowing in the troughs, the rolling accentuated by the hundreds of gallons of water sloshing from one side to the other.

Dewatering got underway with our main bilge pump, a big Jabsco unit attached to a little one-cylinder, hand-start Yanmar diesel. Someone had to stay down there and monitor the pump constantly, as it kept plugging up with all sorts of flotsam. As soon as the face of the pump started to turn from cold to hot, you had to stop it, very carefully remove the faceplate — taking extreme care not to lose

IN LATITUDES



a word of English, soon replaced the damaged planks using (as far as I saw) only hand tools.

With autumn by then upon us and the Sciroccos marching north from Africa with some regularity, Chuck decided to winter the boat over right where she was in Ta' Xbiex

("tashbish") Marina. Tom and I agreed to stay aboard, and soon became part of as eclectic a group of locals and boating folks as I've ever encountered before or since. Over time, those included a retired Air Force guy who ran a charter dive boat; a professional flutist who had recorded with the Moody Blues; and a traveling magician with both a cheetah and a chimpanzee aboard. We spent many days, evenings and all-nighters socializing and/or helping each other out when storms rolled into the harbor.

When spring arrived, the saga continued as we returned to the Aegean and Ionian so Chuck could finish up a documentary film he'd been putting together. (It debuted a few years later as *The Way of the Wind*.) Later that year, we crossed the Atlantic for some more adventures in the Caribbean. I went home for a while, but a couple of years later rejoined the boat in California for a trip through Panama and up the East Coast to New York.

But that first trip, that first summer, was a seminal time for me. A kind of last fling of carefree, ignorant youth before I had to "grow up." (How ignorant? I remember spotting a cover of *Newsweek* at a newsstand in Piraeus and commenting, "Wow, look — Nixon resigned.")

Of course, there have been other boats and other travels since then. But none of them formed or informed my life like that first cruise aboard *Mar* half a century ago. I still stay in contact with several friends made back then, and still carry many sensibilities learned on those long, sparkling days — and occasional terrifying nights — on the wine-dark sea. I did pursue the writing thing, and even managed to make a career out of it.

Now I'm the older, white-haired gentleman who is happy to retell the stories of the summer of '73 to anyone who will listen. And I always end with the same thought: If you ever get the opportunity to cruise the Med, even for a little while, do it. It could change your life forever.

— JR 7/3/23



ALL PHOTOS MARJOR

any screws — then the rubber impeller, and then pick out the bits of can labels, wood chips, cigarette butts (odd because nobody smoked) and other general crud. Then reassemble and engage it for another 10 minutes. All the while standing in freezing water, with dislodged floor plates banging your shins, and getting small shocks every time the boat rolled to port and the water went over the battery banks. Whee-ha — having some fun now!

At some point in the wee hours, it became obvious the interior water level was going down and we probably weren't going to lose the boat. (We'd unstrapped the boat's Boston Whaler in case we had to abandon.) Chuck got us going again, re-charting a course for the nearest land, which happened to be Malta.

After the longest night of most of our lives, we arrived in Grand Harbour around dawn. We'd called ahead, so there was quite a dock committee waiting. As we were pulling in to a concrete quay, Chuck kept pointing down and shouting "Quattro metri" (four meters) — giving us a bit of a cushion for depth. All the guys ashore kept motioning us in.

About 10 feet away from the quay, *Mar* came to a halt in the soft mud. We were all standing there with dock lines ready to throw, and looked to the skipper for what to do now. Breaking the tension of a long night, Chuck said, "Well, at least now we can't sink."

Within a day or so, the boat was hauled at the Manoel Island Shipyard and a couple of shipwrights, who couldn't speak

CHANGES

Sparklemuffin — Cabo Rico 34

Chuck Batson
Solitary Man
San Rafael

I recall with perfect clarity the exact moment when I wanted it to be done and over with. It was near the end of my second solo Pacific crossing, from the Marquesas to Honolulu, just west of the Alenuiha Channel. It had been what I presume is a fairly typical ocean passage: challenging — intensely so at times — with several things (but nothing truly serious) breaking or going wrong.



SPARKLEMUFFIN

While Chuck had some amazing cruising experiences, he notes, "It's not all dolphins and rainbows."

You see, I'd never intended to go solo. I had always wanted to co-create a shared sailing adventure. But in more than five years of searching, I'd failed to find anyone with the right combination of able, willing, and compatible to go along.

So I had to ask myself: What in the heck was I doing out here on a second solo ocean passage?

Rewind to 2016: I had become smitten with a romantic fantasy of cruising the warm, lush, inviting and mysterious South Pacific after reading Moitessier and watching popular YouTube channels. What could be more enticing than anchoring off one's own private, uninhabited island? Pure paradise! If all went well, maybe even a circumnavigation!

I thereupon took what I thought was "the logical route." I acquired a solid, seaworthy boat, small enough to be singlehanded — if necessary — and not so big as to be ostentatious or otherwise a barrier with locals and other cruisers. A Cabo Rico 34 fit the bill perfectly. I gave the boat a fun, playful name, *Sparklemuffin*, and vibrant colors. I wanted to make her appear fun, cozy, comfortable, warm, and inviting.

Over the course of outfitting, I accumulated a 400-page "ship's manual," containing the collected notes on everything I knew about sailing, navigation, weather, and the boat. I intended it to be not only a reference for myself, but also a resource crew could call upon to get themselves to safety should I become incapacitated.

I had figured a well-found vessel with a safety-conscious skipper would be highly

attractive to prospective crew. But the experience I encountered was that not many people knew how to discern a safe vessel (and skipper) — or even appeared to care all that much. Few asked questions about safety, prudent preparation, or seamanship.

For actual crew finding, I tried everything imaginable: multiple free and paid online crew-finding sites; advertisements in print and online; in-person crew parties. Even — in desperation after all else had failed — dating apps, including a website specializing in sailing singles. (Mind you, I was looking for any compatible adventure buddy — a platonic male or female — not a romantic partner.) I was just having no luck anywhere.

I considered and spoke with everyone who seemed the least bit promising. Generally, most folks around my age (late 40s) were invested in career, family, or both, and thus limited on the time they could spend. Those younger or older were often in very different phases of life, which again came with time constraints. One younger gentleman made it clear within minutes of meeting that he was looking for a serious party boat. Not a good fit.

Maybe because I'm vegan? Most prospects wanted meat or to fish. I get it — food is an important facet of morale. Beef jerky? No problem. I'm not militant about it; I just don't want it in my fridge or cookware. When, during the inevitable vegan discussion, a prospective crewmate asked to install a grill, or promised to clean the cockpit immediately after fishing, I knew it wasn't going to work.

Maybe my personality? Although fit, healthy, calm, matter-of-fact, and respectful, I'm an engineer, mostly left-brained, introverted, soft-spoken, and a bit socially awkward. I'll likely never be described as charismatic, bubbly, articulate, or persuasive. But again, I had assumed I wouldn't have to "sell" the dream too hard. All I requested from them was that we share expenses for provisions; I would pay for the boat. And any formalities

Being gifted a breadfruit in Hakau (population 12), Nuku Hiva.



SPARKLEMUFFIN



(visas, etc.) would be the responsibility of the individual.

I departed San Francisco Bay in November 2021, managing to find crew for the trip to San Diego. When they left, and with no other prospects, I made the trip to Ensenada solo. I had high hopes of wandering the docks to locate replacements, but the first two expat sailors I encountered started shoving US politics down my throat. Silly of me to believe I'd left the unwelcome deluge of such topics behind in California.

I eventually found more short-term crew to help get the boat farther south — again, folks who could spare a couple of weeks of vacation time from work. But try as I might, I was unable to find a mutually compatible candidate for a weeks-long ocean crossing.

I began having serious doubts about a circumnavigation, and considered throwing in the towel. But I knew I'd regret never making it to the tropics. Thus was born the impulsive and somewhat rash decision to cross the Pacific solo — despite

IN LATITUDES

own company. But if I must be alone, there are far simpler and easier ways to do it.

Solo, it was too much work to maintain an oceangoing vessel to a prudent and seamanlike level of seaworthiness — at least to my standards — not to mention provisioning, cooking, laundry, bottom cleaning, and so on.

As well, the bureaucracies and red tape of entering each new country often seem somehow outsized when you're dealing with them alone. Non-responsive departments, ambiguous or conflicting information, and officials who don't know or understand their own country's laws are just a few of the issues I encountered.

And of course, as any singlehander knows, it can become inordinately challenging when your automated steering options degrade. I lost the autopilot on the passage to Hawaii and had to hand-steer when motoring or in light winds, which was exasperatingly often.

Of course, these experiences aren't unique to solo sailors; but I feel they would have weighed less heavily on me if I'd been able to share them with a sympathetic companion.

Long story short, I decided to cut the South Seas adventure short. In April 2023, I departed the Marquesas for the 2,100-mile trip to Hawaii, once again solo.

As anticipated, the highs of this voyage were once again very high, and the lows very low. I enjoyed amazing and incredible experiences few in this world do or will. The euphoria of dolphin escorts and post-squall rainbows is hard to beat. However, by my personal psychological calculus, because I was unintentionally solo, those moments of joy did not outweigh the moments of misery.

Ironically, I encountered the friendliest and most welcoming sailors at the end of my journey in Ala Wai Harbor. The rules and circumstances there make it especially challenging to be a boat owner, so these sailors tend to be a particularly passionate and empathetic bunch. Almost immediately after arriving, I was making friends, hanging out in cockpits for sundowners, and being invited for sails and post-race socializing at the yacht club. I wondered how differently my journey might have transpired if I'd started from there instead.

With a jumbled heart and a bittersweet farewell, I left the faithful and venerable *Sparklemuffin* behind in Hawaii with a broker, and flew back to the mainland.

Where exactly did I go wrong? Frankly, I still have no idea. But it's time to move on. In the words of Edith Piaf, *non, je ne regrette rien* — I have no regrets.

ALL PHOTOS SPARKLEMUFFIN



Above: 'Sparklemuffin' in the Bay. Note purple dodger. Left: At anchor in Cat Harbor, Catalina, on the way south. Top right: The anchorage at Taiohae Bay, Nuku Hiva. Top left: Chuck chose fun, colorful themes for the boat to help entice prospective crew.

the fact that my only singlehanded experience to that point had been the overnight trip from San Diego to Ensenada days earlier.

Departing La Paz in April 2022, with my heart in my throat, I threw off the dock lines and headed out. After a 36-day, 3,300-mile passage, seeing the majestic peaks of Nuku Hiva arise gradually out of the horizon was amazing and magical. The flood and mix of emotions upon the first sight of land after so long at sea cannot be expressed in words.

Neither could the disappointment that there was no one to share it with.

My good friend and sailing buddy Bill flew in to meet me in Nuku Hiva. During his three-week visit, we circled the island, staying a couple of nights at each anchorage. We had some absolutely incredible and unique experiences: receiving a breadfruit (complete with detailed cooking instructions) from a particularly

gregarious young individual; roasting said breadfruit in a beach bonfire on an extraordinarily beautiful night; being gifted several kilos of citrus fruit by a descendant of the last queen of the Marquesas; and getting a private tour of the royal family's graveyard. We cautiously entered and anchored in an unsurveyed cove in the pitch black of a moonless night, to awaken to a scene of stunning, awe-inspiring cliffs. We hiked to a farm to purchase a variety of vegetables, and enjoyed the subsequent glorious fresh salad. To cap it off, we nearly got trampled by a crazed horse.

Our time together was exactly the sort of shared experience and adventure I'd been craving all along. After his inevitable return to home and work, the contrast of Bill's absence highlighted my aloneness in stark relief.

It's not that I can't handle being alone; I'm eminently comfortable with only my

CHANGES

What's next? I don't know yet. I've been helping Bill prep his own boat for a trip to Mexico, and am working on a novel marine weather app called *Weathermuffin* (weathermuffin.com), which fills some weather-monitoring gaps I experienced in my ocean crossings.

So far, these projects have helped me feel connected to the water until whenever and wherever I land back in the humdrum landlubber life.

— Chuck 6/21/23

Cruise Notes

• After a second winter season sailing the Sea of Cortez and the mainland Mexico coast, the Newport 41 **Triaena** is currently on summer break, on the hard in San Carlos while owners Tom Mitchell and Patty Johansen-Mitchell are back home in the Seattle area.

Tom and Patty started their commuter-cruising lifestyle with the 2021 Baja Ha-Ha fleet, after which they enjoyed their first season of cruising *mañana* land before leaving the boat in San Carlos. They started season two last October, sailing north to explore Isla Tiburon



TRIAENA

and Bahia de los Angeles. From there, it was across the Sea to Mazatlán, Banderas Bay, and back north to Barra de Navidad, where in February, they participated in Cruise-In Week, a fundraiser for the local schools. A few highlights included taking paying guests out on *Triaena* for a sunset cruise, "and crewing on Scott and Joanne's San Francisco-based *Fundango* for the Flamingo Race," says Patty. "The cruising community raised a record-setting \$31,000!"

The trip back to San Carlos this spring was less fun, with anchorages sparse, prevailing wind almost always on the nose, and weather windows few and far between. On the positive side, "We did learn how to effectively power *Triaena* upwind, in the typical short, steep waves generated by the north winds," says Patty.

Next season, *Triaena* will be venturing farther south. "Our goal is to complete



On a fun race in Tenacatita, Patty joked, "As a fully-loaded cruising boat, we really raced four boats that day — 'Triaena', two kayaks and a dinghy!" Upper left: Patty and Tom.

season three in El Salvador, where we'll leave the boat for the summer," says Patty. "From there, season four will take us to Panama, and later, the western Caribbean."

• Ken and Linda Landis sailed into Opua Marina in New Zealand's Bay of Islands in late 2019. The plan was to spend a few months there before heading back to Fiji and Vanuatu. Then the pandemic hit. With various visa extensions, they ended up living aboard **Linda Marie**, their Marina del Rey-based Beneteau 473, for two and a half years. "After the

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lockdown ended, we shipped our boat to Palma de Mallorca and sailed through the Med," writes Ken. The trip took the couple to various ports in Italy and Greece before ending up in Turkey. At that point, Ken



LINDA MARIE

Linda and Ken are back ashore, at least for a while.

and Linda decided that after five years of the cruising life, they were ready to swallow the anchor. They sold the boat late last year and returned to life ashore, landing outside Atlanta, Georgia, where Linda found work.

- The best-laid plans of mice, men — and cruisers ... "This summer has been a huge change for us!" says Chad Carvey of the Sausalito-based Devilliers 43 steel cutter **Walk On**. You may recall him and wife Carolyn as the ones who decided to take a little side trip north before heading to Mexico — and basically getting "stuck" there after the COVID-19 outbreak, eventually spending two unplanned years

exploring Canada and especially Alaska, "Where we simply fell in love with the breathtaking beauty and freedom of that magical place."

WALK ON



COVID-19 and an extended "Northern Exposure" has totally changed Chad and Carolyn's original plan of a circumnavigation.

This season, **Walk On** finally did make it to Mexico, where, says Chad, "While playing here in Baja this year, we felt homesick! After talking about 'sailing around the world' for 30 years or so, we decided not to do so. After going through a long list of pros and cons, we have decided to sail back up to Alaska, and start building our cabin on the land we bought up there! So much for our big voyage plans!"

- For the past two years, Bob Ritner and Joan Chen have been exploring the beautiful and varied Pacific and Caribbean coasts of Panama on their Beneteau Oceanis 351, **Green Flash**. Well, sort of: "We are commuter cruisers and split our

time between **Green Flash** and our home in San Clemente," clarifies Bob.

Since taking part in the 2017 Baja Ha-Ha, Bob and Joan have spent lots of time exploring Mexico and Central America, and Panama has become one of their favorite areas. "Both the Pacific and Caribbean coasts offer countless anchorages, remote islands and bays, great sailing and many hiking and snorkeling opportunities," says Bob.

In February, they left Shelter Bay Marina near the Caribbean entrance to the Canal (where **Green Flash** had been stored



GREEN FLASH

Cruisers passing through Panama's spectacular cruising grounds will likely run into 'Green Flash' sooner or later.

on the hard during the wet months), and followed the strong seasonal trade winds west to the Archipelago of Bocas del Toro.

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CHANGES IN LATITUDES



Bob and Joan are big fans of cruising both the Pacific and Caribbean coasts of Panama.

En route, they visited the amazing Isla Escudo de Veraguas, with its thick, green foliage, clear water and coral-fringed lagoons and channels. "This was our first time in the Bocas del Toro area and we found a friendly cruising community, quaint cafés, a laid-back Caribbean surfer vibe, and amazingly well-stocked hardware stores! Best of all, there are countless quiet anchorages all within a two-hour sail."

They're looking forward to son Zach, having recently graduated from the University of Hawaii, joining *Green Flash* on the next leg to the San Blas Islands. "This is a beautiful group of islands and cays between the Canal entrance and Colombia, and is our favorite cruising ground in Panama," says Bob. "We're looking forward to sharing our current sailing life with him and exploring these islands together before putting the boat back on

the hard until next year."

• From Katherine Gonzales's Co-Captain's Log:

"The bizarre juxtaposition: I am listening to Art of Leadership podcast episodes where the host and guests discuss the criticality of planning;

— "Every night I block my next day and schedule in my priorities according to my energy levels.

— "Oh, I would take that even one step further: I block my whole week out in advance, ensuring I write my book on Monday and Tuesday and have most of my meetings on Wednesdays.

— "Well, five years ago I started blocking out my entire next year each November.

"And here I sit, in **Ana María's** cockpit, sailing west in the middle of the Pacific Ocean, without even knowing our destination.

"Will we be allowed to make landfall in the tiny atoll of Suwarrow in 36 hours?"

Will we detour to American Samoa so we can eat at Pizza Hut and hike in the national park? Or will we try to skirt the fine line between the weather front from the Southern Ocean and the dreaded South

Pacific Convergence Zone to continue for six more days straight to Tonga?

"The difference in mindset is striking. Many people back home are proactively planning their days, weeks, months, and even years while we are making and remaking plans every six hours when a new forecast becomes available.

"In the end, we were allowed to land in Suwarrow and — thanks to daily snorkel adventures, lovely hikes, delightful company, and a deep-seated sense of peace — it was a highlight of our cruising life!"

Katherine and Andres are cruising aboard their Seattle-based Pacific Seacraft 34 *Ana María*.

(www.CoCaptainsLog.com)



Like all cruisers, Katherine and Andres's plans can change quickly and often.

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6 FT VIKING 8-PERSON LIFE RAFT 2022. Model L008U00741AM5 RescYou Liferaft Offshore Pack — Eight-Person. New, never opened. Certification good for one more year. It is a 2022 model year and the length would be 6 feet. \$2,000. San Ramon, CA a64me@yahoo.com (360) 306-0953

9 FT AVON 2000. Hard-bottom inflatable dinghy with trailer and 8hp Mercury outboard. \$2,000. San Rafael skip@allegrosip.com (415) 830-1301

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16 FT WAYFARER (#153) 1960. Ian Proctor designed this wooden cruising dinghy class (1957). This boat built in England, obtained and restored in California (1988) by experienced wooden boat builder/owner. Structurally sound w/Proctor aluminum mast, boom and pole. Fully rigged w/main, jib and spinnaker, "Elvstrom" bairlers, oars, anchor and rode, dock lines, and jute fenders. Sears steel trailer (licensed) included. This registered centerboard sailboat for lake, Bay and coastal use has been family used and stored under cover. \$6,500 OBO. Orangevale, CA graniteoak@yahoo.com (916) 420-2461



22.5 FT PEARSON ENSIGN 1965. Daysailer. Perfect sailboat for the strong winds in San Francisco Bay. Very solid fiberglass hull with full keel, three-foot draft. 1200 lbs of lead in the keel. Boat will not flip under strong winds. Can tack upwind in 40 knots. Jiffy reefing in main and reef in jib. Newer main, working jib, genoa, Tri-Radial spinnaker (full gear). Newer (15 hrs) Tohatsu 6 hp Sailmaster, extra long shaft, will not lift out of water during heavy seas. Large seven-ft cockpit made with solid mahogany and teak sole. Rigged for singlehanded sailing. Very comfortable daysailer. Very well maintained, beautiful boat. Berthed in South Beach Harbor. Free sailing lessons for beginners. \$3,500 OBO. San Francisco larrywarshaw@gmail.com (415) 715-4666



18.5 FT DRASCOMBE LUGGER 1979. Complete rebuild with new sails and new engine. New paint — British racing green. New bottom paint and boat stripe. Varnished spars, varnished rub rail. Access hatch in bow for replacing foam. New teak oarlock beds. New oarlocks. New oars. New stainless steel mainsheet horse. New engine mount with stainless steel bolts and eyes. New 4-stroke/4hp Yamaha longshaft with 1 hr on engine. Storage boat cover. Tent. New keel rub rail for beaching. Existing sails in usable shape. Brand-new roller furling jib, main, and mizzen. Galvanized trailer, lights. \$10,000. Portland, OR davidbolton11@yahoo.com (530) 414-1485

14 FT RS QUEST 2019. Performance daysailer, lightly used, stored in garage since 2020. Galvanized trailer with folding tongue. Mast float, motor mount, storage cover. See website for photos and info. \$9,800. Folsom, CA dennisdoyle66@gmail.com (252) 626-0447 www.rssailing.com

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20 FT FLICKA 20 1980. 'Ditch Witch' is for sale! Pacific Seacraft Flicka 20. She's a solid boat, great for cruising around the Bay, up the Delta, you name it. Sails include 2 jibs and a cruising main. Inboard motor, original YSM8. Low hrs — starts on the first go. In the last 2 years, we've done the following: painted the bottom at Berkeley Marine Center; replaced belts, fuel filter, hoses, and motor mounts; replaced lifelines; new 2-blade propeller, hatch boards, aft portlights, tiller cover and winch covers, and new running rigging. \$22,000. Berkeley Marina kimbo.flicka@gmail.com (510) 394-2552 www.photos.app.goo.gl/Ek4fR9Ui9ePBcj558

21 FT SAN JUAN MK II 1979. Been stored couple yrs. and needs a little TLC, but overall a good boat with good main, working jib, 150 genoa and spinnaker. 1986 Johnson L/S outboard, 2 Barient 10 winches, Porta-Potti, Calkins trailer, (new rims and tires May 23). Sailed on Clear Lake last 35 years, race winner: 1st LYC spring regatta, 2nd Konocti Cup several times. \$2,500 OBO. Novato, CA rickatac@msn.com (415) 269-5483



24 FT PACIFIC SEACRAFT DANA 24 1995. Lovingly maintained, cutter-rigged, ideal for singlehanding in strong winds with jib and staysail on roller furlers, Tides Marine Strong Track, slab reefing, all lines led aft. Just repowered (4/2023) with new Yanmar 2YM15; new AGM batteries; brightwork refinished (5/2023). Sails from Carol Hasse's loft. North Sail asymmetrical kite. Raymarine MFD, AIS, and tiller pilot. Standard Horizon fixed-mount VHF. Sun awning, closed-cell cockpit cushions, etc. The boat is a beauty in superb condition. \$60,000. Berkeley rsharf@berkeley.edu (510) 495-4620

23.5 FT HUNTER 23.5 1993. Honda 8hp electric start, trailer double-axle, furling jib, Owner's manual. Mast spar pole, Bimini top, SaniPottie, ice chest, tables, cushions interior-exterior. (Bow window crack). Clean! PICTURES available on request. \$5,100. South Lake Tahoe, CA. pete20077@msn.com (530) 318-3939



22 FT CATALINA CAPRI 22 1988. Bay/inland daysailer with four bunks. Standard mast with fixed wing keel, 2-ft 8-in draft. Includes newer Nissan 4-stroke, 5hp long-shaft outboard, and Trail-Rite trailer plus spare. Includes main, genoa and jibs. About 3500 lbs incl trailer. Boomkicker, swim ladder, porta-head, and several upgrades. Visit Catalina Yachts for main specs. All registrations up to date. \$9,500. Sonoma, CA camcom2012-capri22@yahoo.com www.tinyurl.com/35frc98a

22 FT CATALINA 22 1972. Hull 1116. Boat name 'Alelia'. Lots of upgrades. Four winches, new bottom paint, new trailer tires. We have had this boat for many years and we absolutely love it. We just inherited a Flicka 20, so we have to part with the C22. You can sail the boat tomorrow, no issues. It could use cosmetic work, but perfectly functional. Comes with trailer but no outboard. \$2,800. Santa Cruz, CA bernardi@ucsc.edu

22 FT CAPRI 22 1991. Fin keel. Clean, simple boat set up for racing and singlehanding. YRA PHRF 198. Three mains, four jibs, spinnaker with pole, tiller pilot, outboard, swim ladder. Sleeps four. Great small sailboat. See link for photos. \$900 OBO. Alameda, CA vaidasn@yahoo.com (510) 213-4288 www.tinyurl.com/skibb2



22 FT CATALINA 22 1978. The boat has been refurbished to be like new. Mostly in freshwater. New mainsail, two sets of sails, two rudders, two tillers, two motors, boat cover and many more extras. \$6,500. Santa Cruz Area mrgz76@gmail.com (831) 578-1506

25 – 28 FEET SAILBOATS

28 FT ALERION EXPRESS 28 2009. Wonderful boat in search of younger owner. Blue with original sails and no racing electronics. Maintenance at KKM! \$60,000. Point Richmond ptuxen8@gmail.com (209) 403-8861



28.5 FT TRITON 1966. Lovingly maintained classic 28.5-ft Pearson Triton, fiberglass racer/cruiser sailboat designed by Swedish naval architect Carl Alberg. Perfect for the San Francisco Bay, ready for the ocean. Mainsail with reef option, standard+genoa jib, spinnaker rigging. Teak handrails, companionway, interior trim. Inboard Beta Marine diesel engine, automatic bilge pump. Comfortably sleeps four. Flipper water pump, sink, ice locker, storage and hanging locker. Recently replaced: rigging, windows, lifelines, etc. Bottom repainted 2022. Boat in excellent condition and ready to sail! \$12,500 OBO. San Francisco Marina dr.janictecheng@gmail.com (650) 868-1888



26 FT CLASSIC 26 1999. Well-equipped and maintained; one-owner. Made by Classic Yachts, Chanute, Kansas. Relocating to a marina-less area. 1GM10 Yanmar/SD20, Edson pedestal. Encapsulated ~3-ft 6-in reef keel, fresh standing rigging and North 3D sails. HDPE NACA-foil rudder. New: Icom 510AIS, Raymarine I70 Tridata and wind instruments. Marine head, dual AGM batteries, solar panel, Truecharge and PROsine inverter. A superb lake sailboat. Galvanized trailer. \$22,000. Folsom Lake ms6peters@yahoo.com (916) 597-0951



28 FT PEARSON 1979. Great turnkey, ready-to-sail boat with huge complement of sails and spinnakers. Atomic 4 less than 150 hrs. Ten-ft inflatable dinghy, 5hp Nissan outboard. Flotation cushions, new batteries. Garmin echo-MAP 70dv. Nature Head composting toilet. \$12,000. Coyote Point Marina sampooran@gmail.com (510) 901-1271



28 FT CAL 1968. Original owner. Lapworth-designed fin keel with encapsulated ballast. In 2008, bottom peeled, dried out, and replaced with 2001E epoxy. Hull, mast, boom and aircraft alloy spreaders epoxy painted. New oversize rigging for Bay. Freshwater flushed, well maintained original Atomic Four with valve job in 1987 runs great. Newer main and jib and two other sails. Clean inside and out, spacious cabin, standard galley, two VHF radios, one with GPS, depthsounder and knotmeter. Marine head and holding tank. Stowed below Zodiac dinghy with blow-firm floor, and lots of marine gear included. \$11,500 OBO. Loch Lomond Marina, San Rafael 2webspin@comcast.net (415) 453-2700



23 FT STONE HORSE 1973. Built by Edey & Duff boatyard in Massachusetts. Fiberglass hull, Full ballasted keel. Five kW regenerative electric propulsion. Roller jib, self-tending staysail. Comfortable weekend cabin including V-berth, seating, wood stove and pump sink. Vessel is in excellent working and esthetic condition. Stone Horse is safe and simplistic by nature. The electric conversion has greatly improved the experience onboard. \$30,000. Alameda RykerUvila@yahoo.com (360) 626-3668



26 FT MACGREGOR 26M 2006. Great lake and coastal pocket cruiser with lots of factory features. Mast raising system, roller furling, easy access cooler, trailer with brakes 60 hp outboard, new head, Garmin map/depth, sail covers Call for details. \$19,995. Penn Valley, CA chrisfrank3@gmail.com (530) 902-4832

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26 FT YAMAHA 1984. PHRF racer and comfortable cruiser. Interior and exterior maintained in excellent condition by meticulous owner. Yanmar 1gm10 diesel with very low hrs. Garmin chartplotter, Raymarine VHF radio, emergency beacon and many other items. \$10,000. Alameda Jnovie@aol.com (415) 271-3441

29 – 31 FEET SAILBOATS

30 FT ETCHELLS 1998. EtcHELLS USA #1091 'Dinner Roll'. excellent condition, Speed shopped hull, spare spinnaker pole, tiller and rudder. Factory recessed traveler, spinnaker and deck hardware. Four Brolga turmbuckles, bungee tensioned running rigging, Proctor mast, Burtek single-axle trailer 2 sail boxes, new bearings, tires and spare. Three mains, five jibs, 10 spinnakers. Many more extras. Call Bill. \$7,500. Stockton, CA wccanepa@comcast.net (209) 570-0501 www.wccanepa@comcast.net



30 FT ERICSON 30+ 1985. Well-kept, freshwater. Comes equipped with an M18 Universal marine diesel motor with around 500 miles on it. Easy boat to singlehand with autopilot and everything run to the cockpit. Rigging in great condition, mainsail is a three-year-old North sail, and a decent headsail. The boat has been kept up and maintained every season. Comes with a solar system that charges the two house battery banks: plenty of battery power! A lot of extras on this boat; please contact me for full details. Also, comes with a winter cover and stands for winter storage. \$25,000. Homewood, CA trevorlarkins@gmail.com (530) 412-1999



30 FT ISLANDER 1968. Hand-laid fiberglass hull, engine well with Yamaha 9.9 outboard, new main and sail cover, all lines led aft including anchor. Electric water and bilge pumps, autopilot, fishfinder, radio. \$6,500. Alameda mitchk830@gmail.com (510) 506-6324



30 FT ERICSON 30+ 1984. Very good condition, ready to sail anywhere. New main and genoa, new electronics, most running rigging replaced. Hot and cold pressure water, refrigeration, autopilot, spinnakers, barbecue. Too much to list here; call me. \$24,500. Alameda, CA slincer@sbcglobal.net (510) 672-1121



30 FT LANCER 30 1986. Boat is in good condition outside of a missing instrument port that has allowed some leaking during rain. Treated with love and care — had our second daughter, so no more time for this kind of fun. I'm told the engine alone is worth \$10k. Will happily provide a survey upon request. \$8,000 OBO - motivated seller. Oyster Point Marina brianjimpedersen@gmail.com (707) 934-0050



29 FT CAL 29 1970. 'Kon Tiki' is a fantastic coastal cruiser, Bay, and lake boat. She's spent the last 20 yrs putting smiles on our families' faces and needs a new caretaker. She is currently on her trailer, ready to go. Asking price does not include the trailer. Trailer is available if interested. Yanmar diesel, roller furling, new bottom Jan 23, turnkey boat, not a project. Text first. Cheers, David \$9,500. Vallejo, CA dbookpg@gmail.com (831) 402-4695

31 FT HUNTER 31 1985. Upgraded, good condition. Singlehanded-rigged. Lines aft, electric winch, self-tacking jib, Dutchman mainsail flaking. 16hp Yanmar, low hrs. S/steel compression post, S/steel lifelines. Recent \$10,000 haulout including bottom paint. 6-ft 4-in headroom. See website for video. \$16,000. Pier 39 San Francisco russcolban@yahoo.com (510) 509-0728 www.tinyurl.com/bdfc7txj



30 FT OLSON 1979. 'Hot Betty', Bay Area beauty. Hot race sails, practice sails, original gel bottom. Clean inside and out. Trailer with electric brakes, new tires. Excellent race history, 3 Nationals, 3 trophies! Six-time Vallejo 1st, etc. \$16,000. Pt. Richmond bluecanyondave@gmail.com



30 FT NEWPORT 30 MK II 1979. A well-equipped offshore sailing vessel that has undergone several upgrades and much maintenance work in recent years. It has participated in five Pacific Cup campaigns, achieving first overall in 1998, and third in class in 2012. This boat is a turnkey budget racer capable of offshore sailing, coastal cruising, and daysailing. New boom 2014. Rebuilt mast 2014. Rebuilt rudder 2023. New cutlass bearing 2023. Bottom paint 2023. Monitor windvane. M-Rud emergency rudder. Two spinnaker poles. Three headsails: 130; 110; storm sail. Three spinnakers. New mainsail 2012. New twin headsails 2014. New fuel tank and electronic fuel gauge 2014. Yanmar 2GM. USCG Documented vessel. Garmin navigation suite. \$19,950. Redwood City, CA captmaddog@gmail.com (650) 533-7732 www.tinyurl.com/5cwdfjze



30 FT S2 9.2A 1978. Well maintained, sturdy cruiser that races well to its PHRF rating. Perfect for the upcoming sailing season. Very easy to singlehand: all lines led to the cockpit, genoa on a roller furler, and lazy jacks for the main. Repowered in 2005 with sail, winch, and vang upgrades in 2015. Bottom job completed Sept '22 with new dripless shaft seal and 2 new batteries. Ready to sail! Text for more info. \$16,000 OBO. South Beach Marina, San Francisco ercel57@gmail.com (813) 451-9058



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

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30 FT SANTANA 1976. 1976 30 ft Santana. MUST SELL-Moving out of area! Scarcely used since purchase 12-2019 when surveyed and appraised for \$12,500. Fresh water until Fall of 2022, now at Marina Village in Alameda. Consider any offer over \$7000! Great boat with redone electrical & 2000 Yanmar diesel engine plus much more! fjmiii@sbcglobal.net; 925-260-6429 \$10,500 OBO. Marina Village, Alameda f.j.marshall@sbcglobal.net (925) 260-6429



34.6 FT CATALINA 1986/87. Beautiful. Clean, comfortable teak cabin with two private comfortable berths. Recent full engine and transmission service, five new batteries. Sails are in good condition. New aluminum frame and dodger with detachable bimini. Winches serviced and bearings replaced, new propeller, ignition and starter. Full galley, outdoor cushions, new head and holding tank. New exhaust heat riser, fuel pump/ separator, and fuel lines. \$34,500. Benicia Marina, CA shanaknott@me.com (916) 316-8920

33 FT CAL 33 1971. Classic older-style sloop with modified scoop stern. Strong Volvo diesel 487 hrs. Harken roller furling. Tiller, older sails. Relocating and priced to sell. \$9,750 OBO. Emery Cove Yacht Harbor ngolifeart@gmail.com (747) 286-8311



34 FT BENETEAU FIRST CLASS 10 1983. Racing or cruising, the Beneteau First Class 10 has outstanding performance. Designed by Jean-Marie Finot and Jacques Fauroux. Full complement of recent racing sails and upgraded electronics. A quick, affordable sailboat. \$23,500. Redwood City dropbeer14@gmail.com www.tinyurl.com/5ykvscns



34 FT WYLIE 34 1980. Excellent racer/cruiser that has been well maintained. Many upgrades including rebuilt standing rigging by Easom Racing, Quantum main w/Strong Track and battens, Santa Cruz jib and a North Sails asymmetrical spinnaker. NX2 instruments, Harken roller furler, Easom running rigging, updated electric panel, cabin and sail covers. Equipped with an 18hp Yanmar diesel engine with new impeller, exhaust elbow and dripless packing. Dual Plastimo compasses, Autohelm, stereo, GPS, lazy jacks, two VHF radios. \$15,500 OBO. South Beach Harbor, San Francisco rwcCarthy@gmail.com



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

33 FT NEWPORT 33 1983. 'Olivia' has three jibs, two spinnakers, wheel with autopilot, radar, depthsounder, two anchors, and various foul weather gear. Serious offers will be considered. \$14,500. Fortman Marina, Alameda, CA yelrocs@aol.com (951) 795-5699



35 FT PEARSON ALBERG 35 1963. 'Querida' is a unique A35. She is an old-school cruiser with some professional and tasteful improvements. Included are: a custom light dinghy/dodger, New Found Metals opening stainless portlights, Monitor windvane, narrowboat heater, composing head, sitz tub-style shower, stainless bowsprit/anchor roller, propane stovetop, and more. Sails include a full-batten main, 120 genoa, asymmetrical with sock, spinnaker, drifter, storm tri and storm jib. Westerbeke diesel with low hrs and more. REDUCED FROM \$33,000! \$29,900. L.A. Harbor bvbolton@gmail.com (541) 912-0211



33 FT RANGER 1970. Actively sailed and raced boat. New Yanmar diesel (115 hrs), 2022 chainplates removed, inspected, and rebedded. Roller-furling jib, main with lazy jacks, spinnaker. Tiller steering with autopilot. Selling due to partner's health. Open to partnership. \$21,000. Berkeley Marina vroom704@gmail.com (510) 708-5581



33 FT J/100 E 2004. Not your average J/100. Highly optimized for both crewed and shorthanded racing, '8-Ball' can win and has won it all. No other boat has two distinct configurations depending on what type of racing you want to do. This boat has all the right stuff: B&G H-5000, all-new North 3DI sails, electric winches, electric hydraulics, and carbon accessories. The mainsheet, jib sheet, and spinnaker sheets are all controlled by electric winching systems. These are all operated by remote controls worn by the helmsman or a second remote worn by a crew member. The Easom Rigging Company has handled all optimizations of this boat. Call to get a full brochure. \$220,000. Pt Richmond seasom@sbcglobal.net (415) 686-9330

32 – 35 FEET SAILBOATS



33 FT C&C 33 1976. Classic high-performance racer/cruiser. Yanmar diesel. Extensive working sail and spinnaker inventory. Six Bariat winches, dual-track headstay, hydraulic backstay, rod rigging, recent bottom paint. Working CNG range/oven, galley, head. Sleeps six crew. \$25,000. Paradise Cay richard_selmeier@comcast.net (415) 706-7373

33 FT COLUMBIA BERMUDA 1963. Full-masted sloop. Bronze ports. Seven sails. New 9 oz. main. Wilcox Crittenden head. 40hp Westerbeke diesel. Two-axle five-ton trailer. 1999 Ford 350 dually diesel. 30 years ownership. Spinal cord injury prevents refitting boat. \$15,000. Martinez, CA retallic@pacific.net (707) 391-8605



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

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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. Sail this beauty around the world. \$34,500. Berkeley kennoble40@gmail.com (925) 786-7878

36 – 39 FEET SAILBOATS



37 FT BALTIC 37 1980. New sails: main w/3 reefs, 130 genoa, asymmetrical w/ sock. Volvo MD11C: rebuilt cylinder heads. Lots of new equipment. Teak deck needs replacement or fiberglass. Quote is available. \$29,950. Moss Landing, CA Kainui@copper.net



37 FT GRAND SOLEIL SLOOP 1984. An elegant racer/cruiser. Builder: Cantiere del Pardo, Crespellano, Italy. Engine: Volvo Penta MD11-D, 750 hrs. Fin keel. Seven sleeping berths in total. Two cabins with doors. Loved and sailed throughout the Bay area for many years. Selling as purchased our next boat, a 46' ocean cruiser. Ready to sail to further waters. \$42,000. Richmond Point, Richmond, CA jandr@streamengine.com (707) 206-5609



36 FT NONSUCH 1989. Owner of 12+ years offering excellent example of this somewhat rare on the West Coast vessel. Well maintained, much newer equipment, Raymarine, Spectra, Victron, Pineapple, Lewmar, Cruisair. Everything works! Ready to cruise or PHRF with turbo'ed sail. \$86,000. San Diego mlarchplastics@yahoo.com www.tinyurl.com/2829b4tc



36 FT FARR 36 OD 2004. A carbon fiber sport boat built for speed and awarded as Sailing World's 2004 performance boat of the year. Features include a large open cockpit, 59-ft-tall keel-stepped carbon mast, light pole. The lightweight and tall mast makes for one of the fastest race boats for its size. Formerly owned Farr 36s Wicked, USA 5, and War Pony, USA 2. Google "Farr 36 Wicked Sister" for more information on performance, race results and photos. \$79,000. Lake Tahoe CA cccc12345@aol.com (530) 320-1656



36 FT PETERSON 1976. One-ton racer era. Diesel aux and diesel DC generator. Redundant belowdeck autopilots with rate gyro, radar, R/T/AIS, SSB, GPS chart readers. Great sail inventory: spin 3/4 and 1.5 new, jibs #2 and 3 new, 1 and 4 OK, storm jib and trysail like new. Aluminum hull good; ply and glass deck needs help. Four-time Hawaii vet, SSS winner, PHRF rating 108. Contact Carl. \$9,000. Richmond, Marina Bay (415) 259-9484



38 FT NAUTICAT 1986. Well maintained, beautiful vessel is turnkey, ready for a new owner to explore the beauty of SE Alaska. Currently located in Petersburg. The pilothouse motorsailer design is the ideal boat to explore Alaska and the PNW. Length: 39-ft. Draft: 6-ft. Beam: 11-ft. Displacement: 12 tons. Engine make: Ford Lehman SP90 (4 cyl. 90hp, ds). Fuel capacity: 150 gal. Electronics: Furuno GPS/chartplotter, depth-sounder, radar, and AIS (new in 2019). Freshwater capacity: 105 gal. Heads: two. \$98,000 OBO. Petersburg, AK SierraSailor18@gmail.com

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



37 FT O'DAY CENTER COCKPIT 1979. Beat the heat in this easy sailer, perfect for cruising and overnight excursions on the Bay. Ideal live-aboard situation, in an excellent slip located in Berkeley Marina for multiple highway access. Two roomy cabins (one a queen-size bunk). Two heads. Spacious salon. Plenty of room for a couple or family looking for a new recreational pursuit. Beefy winches. New canvas, so you can enjoy the cockpit. New upholstery in the V-berth and salon. Swim ladder. New electronics board. Engine runs great. Comes with a spare engine (for spare parts). Like all older boats, there is some work to be done. Contact me for more details and to schedule a showing. \$14,900 OBO. Berkeley, CA Johnfryer@gmail.com (510) 682-4908



36 FT ISLANDER 36 1975. Probably the best deal on an I36 on San Francisco Bay. Working radar, new electronics ready to install. Email me. \$10,000. Richmond, CA don0954@gmail.com



38 FT NAUTOR SWAN 1974. Classic bluewater cruiser. Great DIY project boat. Bottom sanded; has blistering and voids. Needs fiberglass and paint. Teak interior excellent. Deck and rigging in good shape. Like-new sails. 40 hp Volvo Penta diesel engine, low hrs. Many extras. \$19,000 OBO. Anacortes, WA barb_richardson@hotmail.com (360) 298-1023

36 FT ISLANDER 36 1981. "DaddyO" is a fantastic sailboat with an outstanding track record for heavy-wind ocean sailing with your friends, with upgraded version of the interior for comfort with the family while on the Bay or anchoring in Sausalito. We will miss "DaddyO". But our kids are bigger now so we just upgraded to a bigger boat. Vessel has a solid engine and rigging, with lots of upgrades: inverter, autopilot, furler, travelers, jib cars and blocks, 2-reef mainsail, rigid vang, and more. Sails include 110 & 135 jibs, 150 genoa, a tri-radial spinnaker with pole on the deck. BBQ, dinghy and more. More details and pics and videos can be found on website. \$29,000 OBO. Emeryville, CA daddyosf1@gmail.com www.tinyurl.com/3sb5zpay

37 FT PACIFIC SEACRAFT 1987. Arguably one of the most updated PS37s available. Recently new: Yanmar 4JH45 (100 hrs), custom fuel tank, Ballenger mast and boom, North main and jib, all lines led aft, all new running and standing rigging, port light lenses and gaskets, thru-hulls, dodger, life raft, EPIRB, way too much to list. Amazing world cruiser and luxurious liveaboard. Possible one-year Santa Cruz slip sublet. Seller not highly motivated and price not negotiable. Email for info. \$175,000. Santa Cruz 1987PS37ForSale@gmail.com (415) 297-8078



36 FT CHEOY LEE 1965. Sailboat with brand-new bottom end job, 55hp Perkins diesel, teak wood deck, four batteries and AC inverter, two jibs, West Marine dinghy and 2hp outboard gasoline engine, new bilge pump, and clean survey as of August 2022. \$19,000 OBO. Oyster Point Marina, San Francisco, CA Flynhighaf23@gmail.com (505) 480-4025



36 FT ISLANDER 1979. '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. Nimbus sits in a 40-ft slip in the West Basin of the San Francisco Marina. Slip rights available, additional cost. \$20,000. West Basin, San Francisco Marina daphnej@pacbell.net (415) 385-4157

40 – 50 FEET SAILBOATS

50 FT HUDSON FORCE 50 1978. Center cockpit, ketch, 80hp Ford Lehman diesel 3800hrs. Aft queen w/windows, sails good Spruce main, aluminum mizzen, lower deck teak removed, bath tub, PEX plumbing, no rot. \$78,000. Berkeley tcparfitt@yahoo.com (707) 861-2954



42 FT TAYANA VANCOUVER 1982. One-owner Tayana Vancouver 42 that has been heated and air conditioned since new. Interior is exceptional, and wiring still looks new, with no corrosion. Newly overhauled Perkins engine and new rigging. Owner maintained to exacting standards. Needs only new canvas and some sails to be ready to long-distance cruise. \$110,000. New Bern, NC wayne5700@gmail.com (252) 671-6905



41 FT BENETEAU 2013. Immaculately maintained, upgraded with ALL cruising gear. New (2021): sails, watermaker, solar, batteries, running rigging, dodger/canvas, bottom paint, saildrive, prop, rudder bearing, B&G radar, upholstery, holding tank, head, smart plug, dinghy, outboard, waxed, etc. Turnkey! \$239,500. San Diego, CA nashun.rob@gmail.com (706) 414-5195 www.tinyurl.com/zz7bzka



43.5 FT BENETEAU 42CC OCEANIS CLIPPER 2003. Beautiful sailboat for sale that sleeps six. This boat is perfect for a family or group of friends who want to enjoy the open water. It has a spacious interior with plenty of room to relax and sleep. The boat is in excellent condition and has been well maintained. It comes with all the necessary equipment and is ready to sail. Don't miss out on this opportunity to own a beautiful sailboat that will provide you with years of enjoyment! Mainsail in-mast furling. Genoa and jib sails included. Stern gangplank, 53hp Yanmar diesel, two heads, and much more. See URL for additional photos. \$135,000 All offers entertained. Marina Bay, Richmond, CA efhale@msn.com (831) 818-0199 www.photos.app.goo.gl/JUhg2n8L-8wZNHfV8



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 four years. New house and start batteries, dinghy. Carefully maintained. Strong cruising boat and great liveaboard ready to go. Call Ron. \$99,000. San Diego ron@griffininformation.com (619) 226-6071



48 FT METALU JADE 1978. Aluminum cutter-ketch lying in French Polynesia and awaiting your offshore adventure — Cooks, Niue, Tonga, Fiji, New Zealand, Antarctica! Built by one of France's most renowned yards, and launched in 1978, 'Athanor' was fully refitted in Seattle in 2015: new engine, sails, rigging, electronics, coatings, watermaker, etc. Light use since arriving in Polynesia (COVID lockdowns). Meticulously upgraded and maintained, she's truly ready to splash and sail whichever direction you want to go! Safety, comfort, and speed. Import tax paid, with a hardstand in place, making the logistics of taking ownership simple. View details at website or email for more information. *Vessel delivery to Seattle, San Francisco or NZ is an option for the right buyer. \$163,000. French Polynesia (Raiatea) s.v.athanor@gmail.com www.tinyurl.com/ym5mfsd6



43 FT CUSTOM SCHOCK KETCH 1973. Professionally built of mahogany over oak, 'Debonair' has been lovingly maintained and extensively upgraded. A seaworthy passagemaker, 'Debonair' recently completed a 16,000nm Pacific tour. From rig to sails, systems to safety, 'Debonair's voyage-ready. \$89,500. Port Hadlock, WA ketchdebonair@gmail.com www.tinyurl.com/2s36wtce



50 FT BLOCK ISLAND KETCH 1945. lantha is a Block Island "Cowhorn" Ketch that was built in Cosa Mesa in 1945 The hull was originally designed by Trustrum Dodge in 1661 and is the first American designed boat. Length Overall: 50' Length @ Waterline: 42'-0", Deck: 38'-0", Beam: 15'-6", Draft: 6'-6", Displacement: 27 GT/32,000 lbs./16 Tons, Type of Construction: Oak Frames with 7qt. Vertical Grain Douglas Fir Planks, Spars & Mast: Spruce. Decks redone in 1012, Masts in 1013 and a new rudder in 2015. A great Ancient Mariners sailboat looking for the next Steward to take her to 100 years old and beyond. \$60,000 OBO. \$60,000 OBO. San Diego jdarochdesign@yahoo.com (619) 243-6269

48 FT SUNCOAST 1980. Type of vessel: ketch. Estimated speed: 10 kt power, 6-8 kt sail. Built Netherlands 1980. Time of lay-up: fall 2012. Hull: length 48-ft, beam 15-ft, draft 7-ft. Frames: varied dimensional steel. Topsides single skin steel plate, 1/4 thick estimated; bottom single skin steel plate, 1/4 thick estimated; deck and bulkheads steel plate. Hull layout: V-berth, forward head, forward triple berth, settee/berth, chart station, galley, captain's berth, engine/machinery/maintenance room, after master bath, after head, straight inboard diesel engine auxiliary powered. New bow thruster (2010), electronics, autopilot, forward underwater sonar. Six-cyl Leyland diesel, midline, 350 gal water, 250 gal fuel. Pictures at website. \$54,900. Cleveland, OH maudeij@yahoo.com.au (954) 235-2527 www.guapasailboat.com



48 FT CUSTOM BRUCE ROBERTS 434D 2023. This professionally welded steel sailboat has been built to the highest standard and has never been in the water. Proven bluewater design with integral baffled fuel tank (est. 300 US gal. +), encapsulated lead ballast and rounded chine. Just shy of 48-ft, she would make an ideal expedition boat with ample headroom and interior volume for storage. Brand-new, legendary Perkins 4-236 (90hp) with new gearbox and stainless alloy prop shaft, tempered safety glass in the pilot house, new Sidepower SE170 bow thruster, Maxwell 3500 windlass, new black/gray and freshwater tanks (multiple), spools of tinned boat wire, Dickinson Bering diesel cook stove, and more included. \$96,500. Corvallis, OR starrcreekfarmjohnny@gmail.com (541) 231-6082 www.tinyurl.com/mrm7ezm9



49 FT PETERSON DESIGN CUSTOM SAILBOAT 1988. Custom-built racer from Long Beach: Dencho Marine Inc. by Robert Vaughn. Best offer or will trade for classic vehicle. Call or email. \$79,000 OBO or Trade. Sausalito, CA libertyshipmarina@comcast.net (415) 613-3665



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



50 FT COOPER PILOTHOUSE 508 1982. Lovely ocean-sailing vessel. Needs TLC. Excellent deal as a fixer project. Now in Emeryville, CA. Three cabins, two baths. Complete details and photos on website. All serious offers considered. \$49,000 OBO make offer. Emeryville, CA gmeader@gmail.com (415) 987-3948 www.maxfx.biz

51 & OVER SAILBOATS



53 FT NORSEMAN 535 1986. Located out of the water with her mast down in the Hinckley Yard in Florida, 'Spirit of Australia' needs a deep-pocketed new owner. New, she would easily command a price of \$1.5 million. This puts her in a league with an Oyster of comparable length and build, only she is much better. Ask for details. Here is your plan. Move her undercover. Start her recommissioning now with view toward splashing in November. Budget \$153,500 which would include a new tender, a full lithium house bank, rebuilds of ALL her winches, new running rigging, new impellers throughout, full Awlgrip, new bow thruster, and new watermaker. Then leave for Bahamas and enjoy winter. \$139,000. Stuart, FL richardn535@gmail.com (415) 388-6686 www.spiritofaustraliaboat.com



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



60 FT NORTH SEA DANISH KETCH 1934. 'Lady Hawk' is a North Sea fishing trawler converted to a sailing ketch in 1985. She was our home for over 20 years when traveling thousands of miles. She is 85-ft LOA with her lifting bowsprit. She has a classic Garena 100hp two-cylinder two-cycle hot-bulb semi-diesel engine with a 52-in reversing propeller. She sleeps six comfortably. 'Lady Hawk' has been with this owner 45 years. He seeks to pass on this heritage sailing vessel to the next generation. \$175,000. Port Townsend, WA svladyhawk@gmail.com (360) 379-4994



38 FT KETTENBURG 1955. Mahogany-planked on oak frames. Needs varnish and paint, engine work if you must. Now dry in her Berkeley berth, wants to get wet! I am nearly 80 and she is only 68 and needs a stiff breeze! \$999 OBO. Berkeley Marina I Dock Richard@newmed.com (510) 527-3600



30 FT MALCOLM CABIN CRUISER 1936. Under roof in San Rafael. Beautiful interior, sleeps 5. Four-cylinder diesel. All new Renogy electric system. New cushions and curtains by Marcia of San Rafael. We use her all the time on the Bay. \$50,000. San Rafael Yacht Harbor melco@mcn.org (707) 884-4836



25 FT DANISH FOLKBOAT 1962. Stunning 'Snabben'; lovingly restored in 1996 by Michael Johnson. Needs some TLC. Beautifully detailed cabin, full galley, water for cruising, self-bailing cockpit, sleeps three, looking for loving home; must see to believe! Truly priceless! \$9,500 OBO. Near Rio Vista, CA snabbenjb@gmail.com (530) 906-2159



35-FT WARNER YAWL, 1939. Low hrs Yanmar diesel. NEW: worm drive steering, SS fuel tanks, solar panels, air head, Simrad plotter and more. Completed extensive boatyard overhaul. Master Mariner race winner, Transpac vet. \$11,000. Owl Harbor sagieber@gmail.com (206) 384-1175

MULTIHULLS



24 FT PIVER NUGGET 1966. Lasco Nugget. Fiberglass hulls. Bought as a project. Replaced rotten crossmembers and cut the cabin off to make into a daysailer. Has all-new standing rigging and new full-batten main and new club jib. I made a crane setup to swing the amas into place. Has a 5 hp outboard. \$7,500. Dayton, NV stu.wright@yahoo.com (775) 492-9525



38.5 FT STEALTH 11.8 2012. Performance cruising catamaran, well sorted and ready to race or cruise. Sleeps 6 comfortably. 2 heads, galley etc. Easily powers at 10 knots economically. Many pictures and a detailed summary of amenities are at the link below, as well as contact information \$425,000. San Diego h.33.sdycc@gmail.com www.tinyurl.com/aawbudju



46 FT CUSTOM 2000. Catamaran project, fiberglass hulls, Most gear to finish, mast, boom, sails, engine, 20+ new Lewmar ports and hatches, container, pulpits, stanchions, lifelines. Temp. yard to finish, easy move. Must sell! \$45,000 OBO. Santa Rosa, CA john@windtoys.net (707) 696-3334

31 FT CORSAIR/FARRIER 2002. A dry-sailed, US-fabricated and -assembled racing/cruising folding trimaran (and trailer), designed by Ian Farrier and customized by Mike Leneman of Multi Marine. This is one of the lightest and fastest boats on the West Coast. \$75,000. Marina del Rey, Los Angeles, CA uncllou@gmail.com (310) 770-1103



55 FT OUTREMER 55L 2003. Highly sought-after 55 Light. Ideal for pasagemaking and enjoying remote anchorages. Well maintained by the original owner. Never chartered or raced. Four-cabin arrangement. Continuously upgraded and maintained. Contact for details \$385,000. Newport Beach, CA midocean.cb@gmail.com

POWER & HOUSEBOATS



41 FT RIVER CITY BARGE COMPANY 2004. Once-in-a-lifetime opportunity to beat the high cost of home ownership in Marin County. Permanent liveboard slip with approval of the harbor master, or move to your own slip 14x41ft. Short-term rental available at \$3500 a month. Includes one parking spot. Must be looking for low-impact, respectful tenant. One bd one bath "Artist Studio" Located on San Rafael Canal. Aluminum plate hull, clean and nice. \$458,000 OBO or trade. San Rafael Canal e.stancil53@gmail.com (650) 771-1945



20 FT REINELL 1998. 1998 Reinell 20 cuddy cabin with a V8 5.7l Mercury Cruiser that runs great. Eight-passenger pleasure boat on a double-axle trailer. Two bimini tops, sink with water, hot plate, ice box, stereo, fishfinder. \$11,600. Berkeley Marina hugaton@mac.com (510) 205-3303

PARTNERSHIPS

RACER-CRUISER AT SOUTH BEACH HARBOR. Dehler'34, 1986, racer-cruiser, tiller, Yanmar. Established non-equity sailing partnership in SF: \$300/month includes fuel, insurance, flex schedule with two pre-assigned weekend days, and four weekdays per month. Maintenance fee \$1000/year. For details, call/text (650)670-5300. \$1,000. South Beach Harbor valtaft@gmail.com (650) 670-5300

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

PIER 39 36-FT SLIP — FREE. I no longer need my 36-ft slip (#B28) at Pier 39. The 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 rnwicho@hotmail.com (415) 648-7960

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

CREW

CREW POSITION WANTED BY COUPLE FOR BAJA HA-HA. He, extensive Southern California and Mexican racing experience ranging from Cal 20s to Maxis and a few Pacific crossings. She, lives on a boat and has four years of local and coastal sailing. We're fit, hard-working and have the "game on, let's be safe but have fun" personalities. Contact Wally by email or phone. Baja Ha-Ha go2wallyworld@hotmail.com (805) 896-8926

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

CLUBS & MEMBERSHIPS

CLUB NAUTIQUE ULTIMATE MEMBERSHIP. Includes all classes and certifications for sailing and powerboating, plus other benefits. Please see full description at website. \$14,000. Sausalito & Alameda Caribou24@me.com (415) 407-5830 www.tinyurl.com/bdzksyc3

BARBARY COAST BOATING CLUB. Would you like to connect with Bay Area LGBTQ+ and ally boaters? Barbary Coast Boating Club invites you to check out BCBC.net to discover our fun and friendly group of sailors. BCBC is the premier LGBTQ boating club in S.F. Bay and Delta since 1982. We host monthly meetings and social raft-ups/cruise-ins in the S.F. Bay and CA Delta. BCBC is a proud member of PICYA.org, connecting yacht clubs throughout the Pacific Coast of the US. info@bcbc.net

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