

Latitude 38

VOLUME 569 November 2024

WE GO WHERE THE WIND BLOWS



LOTSAM

Blue Flash's Pacific Cup — Lions of the Sea
Grant Dalton's Kiwi Hat Trick
Singlehanded the Tongan Sacred Coconut
Max Ebb — Robomarks Reconsidered

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Cover: Looking for wind at the Jessica Cup aboard Wesley Nunez's Yankee 30 *Flotsam* with crew — dad Roger Nunez, Michael Tosse and Hank Linderman.
Photo by Scott Wall

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40' SALAR 40, 1975
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39' CAL 2-39, 1978
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39' BENETEAU FIRST CLASS 12
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39' JEANNEAU 391, 2008
\$164,900
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36.7' BENETEAU FIRST, 2006
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36' CATALINA MKII, 2007
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36' FREEDOM 36
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37' RAFIKI CUTTER, 1978
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31' BENEteau 311, 2000
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30' NONSUCH ULTRA, 1986
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CALENDAR

Non-Race

Nov. 1 — Learn What's New in Cruising Mexico & the Sea of Cortez, Downwind Marine, San Diego, 5:45 p.m. With Capt. Pat Rains, author/publisher, *Mexico Boating Guide* and more. \$3. Info, www.sandiegomarine.com.

Nov. 1-2 — Expired Marine Flare Collection for West Contra Costa County, 101 Pittsburg Ave., Richmond, 9 a.m.-4 p.m. Free. Info, <https://dbw.parks.ca.gov/marineflares>.

Nov. 2 — Expired Marine Flare Collection for Del Norte & Humboldt Counties, 1700 State St., Crescent City, 10 a.m.-2 p.m. Free. Info, <https://dbw.parks.ca.gov/marineflares>.

Nov. 2-30 — Small Boat Sailing, South Beach Harbor, San Francisco, 9:30 a.m.-4 p.m. Saturdays, weather permitting. Free, but pre-register. BAADS, www.baads.org/sailing.

Nov. 3 — Fall back for Standard Time, 2 a.m.

Nov. 3 — Expired Marine Flare Collection, Alameda County. Free. By appointment only, www.stopwaste.org/marineflares.

Nov. 3 — Baja Ha-Ha Mandatory Check-in, 8:30-9:15 a.m.; Mandatory Skippers' Meeting, 9:30-11 a.m.; and (optional) Kick-Off Costume Party and BBQ, 1-4 p.m. West Marine parking lot, San Diego. Info, www.baja-haha.com.

Nov. 3-24 — Keelboat Sailing, South Beach Harbor, San Francisco, noon-5 p.m. Sundays, weather permitting. Free, but sign up in advance. BAADS, www.baads.org/sailing.

Nov. 4 — Baja Ha-Ha Kick-Off Parade, Shelter Island, San Diego, 10 a.m. Info, www.baja-haha.com.

Nov. 4-16 — Baja Ha-Ha XXX, San Diego to Cabo San Lucas. Info, www.baja-haha.com.

Nov. 6-27 — StFYC Wednesday Yachting Luncheon, noon. Archived on YouTube at <https://tinyurl.com/3kbp3vdh>.

Nov. 7-8 — Baja Ha-Ha activities in Turtle Bay. Info, www.baja-haha.com.

Nov. 9 — Second Sunday Work Party, Sausalito Community Boating Center, 9 a.m.-noon. Nick, (415) 992-1234 or www.sausalitoboatingcommunity.org.

Nov. 9 — Play It Forward Sailing Science Center Gala, Encinal YC, Alameda, 5-9 p.m. Buffet dinner, live & silent auctions, exhibits. \$150. Info, www.sailingscience.org.

Nov. 9-10 — Sea Glass Festival, Cocoanut Grove, Santa Cruz, 10 a.m.-5 p.m. \$5 at the door; kids free. Info, <https://sites.google.com/view/santacruzseaglass-oceanartfest>.

Nov. 11 — Veterans Day.

Nov. 11 — Young Hands, New Skills, Gig Harbor Boatshop, WA, 9 a.m.-2 p.m. Boatwright skills for ages 6-12. 30-minute time slots. \$18-\$20. Info, www.gigharborboatshop.org

Nov. 11-12 — Baja Ha-Ha activities in Bahia Santa Maria. Info, www.baja-haha.com.

Nov. 13 — Opening Reception, Jim DeWitt Estate Sale, 125 Park Place, Point Richmond, 4-8 p.m. All originals must be sold. Info, www.jimdewitt.com.

Nov. 13 — Boating Clean & Green Virtual Educational Meeting, via Zoom, 10 a.m.-noon. Topics: Surrendered and Abandoned Vessel Exchange; Boater ID Card; Social Marketing. Free, but register at <https://tinyurl.com/5n86tfeb>.

Nov. 14 — Speaker Series, Corinthian YC, Tiburon, 7 p.m. Wind in Their Sails: Death and Resurrection, with videographer Vince Casalaina. Free but RSVP to speakers@cyc.org.

Nov. 14-16 — Baja Ha-Ha activities in Cabo San Lucas. Info, www.baja-haha.com.

Nov. 14-17 — Jim DeWitt Estate Sale, 125 Park Place, Point Richmond, 11 a.m.-8 p.m. Info, www.jimdewitt.com.

Nov. 15 — Full Beaver Moon on a Friday.

Nov. 16 — YRA Trophy Pickup Party, St. Francis YC, San Francisco, 3-5 p.m. Info, www.yra.org.

Nov. 24 — Hayden Voyages, Maritime Museum, San Diego,

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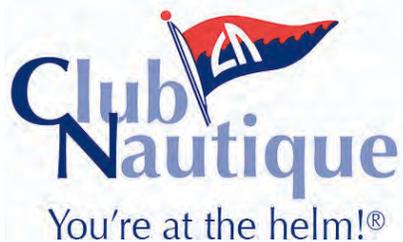
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70 Wylie	1993	\$269,000	45 Allures	2011	\$380,000
65 Swan 65	1983	Inquire	45 Freedom	1989	\$119,500
55 Tayana	1988	\$245,000	44 Elan 45.1	2021	€199,000
52 Santa Cruz	2001	\$349,000	43 Hallberg-Rassy	2002	\$359,000
49 Bavaria	2003	\$179,000	43 Dudley Dix	2004	\$375,000
48 Tayana	2005	\$379,000	39 Swan 391	1984	\$109,000
48 Saga	2003	\$287,000	37 Saffier	2020	\$425,000
46 Beneteau 461	1999	Inquire	36 Swan	1989	\$69,000
46 Outbound	2007	\$425,000	35 Saga	2002	\$115,000
46 Outbound	2008	\$399,000	35 Hanse 350	2008	\$89,500
47 Bavaria	2002	\$197,000	31 Ranger Tug	2013	\$249,000
45 Bestevaer	2011	\$499,000	29 Ranger Tug	2015	\$199,000
45 Bowman	1997	\$199,000	28 Protector Targa 8.5	2007	\$149,000

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2:30 p.m. Revolution, with the Hausmann Quartet. \$10-\$70. Info, www.sdmaritime.org/visit/public-events/concert-series.

Nov. 24 — Beach Party, La Costa Restaurant, La Paz, 4-7 p.m. Mexican folk dancing, live music, food & drinks, door prizes, more. Free for the first 50 Baja Ha-Ha 2024 participants; everyone welcome. Info, www.baja-haha.com.

Nov. 28 — Thanksgiving Day.

Nov. 30 — Boarded! Pirate Adventure, aboard *San Salvador*, Maritime Museum, San Diego, 10:30 or 12:45 p.m. \$35-\$85. Info, www.sdmaritime.org.

Dec. 4-8 — Panama Posse Kickoff, Marina Puerto de la Navidad, Barra de Navidad, Mexico. Seminars, parties, swap meet. Info, <https://panamaposse.com>.

Dec. 5 — Winter Open House & Art Market, Spaulding Marine Center, Sausalito, 5-9 p.m. \$30 for an art display/vendor table. Info, education@spauldingcenter.org.

Dec. 6 — Lighted Boat Parade, Pier 39-Crissy Field, San Francisco Cityfront, 6-8:45 p.m.

Dec. 7 — Pearl Harbor Remembrance Day.

Dec. 7 — Lighted Boat Parade, Santa Cruz Harbor. With a canned food drive benefiting Second Harvest Food Bank. Info, <https://www.santacruzharbor.org/upcoming-events>.

Dec. 7 — Lighted Yacht Parade, Oakland-Alameda Estuary, 5:30 p.m. \$40-\$50 registration benefits Alameda County Food Bank and Oakland Firefighters Random Acts. Info, www.lightedyachtparade.com.

Dec. 7 — Lighted Boat Parade, San Rafael Canal.

Dec. 7 — Lynn Hahn Memorial Delta Reflections Lighted Boat Parade, San Joaquin River, Stockton, 5 p.m. Stockton YC, www.stocktonyachtclub.org.

Dec. 7 — Lighted Boat Parade, up the Petaluma River from the Petaluma Marina to the Turning Basin, 5:30 p.m. Info, www.visitpetaluma.com/event/lighted-boat-parade.

Dec. 8, 15 — Parade of Lights, San Diego Bay, 5:30-6 p.m. Shelter Island to Coronado Island ferry landing. Theme: Peace on Earth. Info, www.sdparadeoflights.org.

Dec. 13 — Seas & Greetings, a Winter Maritime Celebration, S.F. Maritime Museum. Info, www.maritime.org.

Dec. 14 — Lighted Boat Parade, Richmond YC, 5:30 p.m. Info, www.richmondyc.org.

Dec. 14 — Winterfest, Gabrielson Park, Sausalito waterfront. Lighted Boat Parade, 6 p.m.; fireworks, 7:15 p.m. Info, www.sausalitowinterfest.com.

Racing

Nov. 1-3 — Butler Cup match racing in Long Beach in Solings. LBYC, www.lbyc.org.

Nov. 2 — Commodore's Cup. CPYC, www.cpyc.com.

Nov. 2 — Die Hard Regatta. HMBYC, www.hmbyc.org.

Nov. 2 — Fall Race. SSC, www.stocktonssc.org.

Nov. 2 — Fall Series. CYC, www.cyc.org.

Nov. 2-3 — Grandmasters Team Race Invitational in J/22s. StFYC, www.stfyc.com.

Nov. 2-3 — Women's Sprint 6 in RS21s. SFYC, www.sfyc.org.

Nov. 2-3 — NorCal High School Regatta. EYC/BAYS, www.encycinal.org.

Nov. 2-3 — ILCA District 23 Championship on Lake Pleasant. Arizona YC, <https://ilcanasailing.org/regatta/6KitAGLGo>.

Nov. 3 — Bender Series on Tomales Bay. InvYC, www.invernessyachtclub.com.

Nov. 3 — Crews Revenge. MPYC, www.mpyc.org.

Nov. 9, 16 — Chowder Cup races. Elkhorn YC, www.elkhornyachtclub.org.

Nov. 9, 23, Dec. 7 — Hot Rum Series #1-3 in San Diego.

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SDYC, www.sdydc.org.
Nov. 16-17 — Team Racing Regatta in FJs & Vanguard 15s. EYC, www.encinal.org.
Nov. 17 — Drumstick Race on Tomales Bay. InvYC, www.invernessyachtclub.org.
Nov. 20 — The Big Sail, Cal vs. Stanford in J/22s. StFYC, www.stfyc.com.
Nov. 22 — Wild Turkey Race. TYC, www.tyc.org.
Nov. 30-Dec. 1 — Winter Cup match racing in Corona del Mar in Gov Cup 22s. Balboa YC, www.balboayachtclub.com.

Midwinter Series

BENICIA YC — Frostbite Series: 11/9, 12/14, 2025 dates TBA. Info, beniciayachtclubracing@gmail.com.
BERKELEY YC — Saturday Midwinter Series: 11/9, 12/14, 1/11, 2/8; Sunday Midwinter Series: 11/10, 12/15, 1/12, 2/9. Champion of Champions: 2/23. Chowder Series: Every Sunday through March except when it conflicts with the Midwinters. Info, www.berkeleyyc.org or www.jibeset.net.
CAL SAILING CLUB — Year-round Sunday morning dinghy races, intraclub only. Info, www.cal-sailing.org.
CORINTHIAN YC — Midwinters: 1/18-19, 2/15-16. Info, <https://race.cyc.org>.
ENCINAL YC — Jack Frost Series: 11/2, 12/7, 1/4, 2/1. Info, www.encinal.org or www.jibeset.net.
GOLDEN GATE YC — Seaweed Soup Regatta: 1/2, 12/7, 1/4, 2/1, 3/1. Info, www.ggyc.org or www.jibeset.net.
ISLAND YC — Island Days: 11/10, 12/8, 2025 dates TBA. Info, www.iyc.org or www.jibeset.net.
KONOCTI BAY SC — OSIRs (Old Salts in Retirement) every Wednesday, year round. Info, www.kbsail.org.
LAKE MERRITT SC — Robison Memorial Midwinters: 12/14, 2025 TBA. Denis, (707) 338-6955.
MONTEREY PENINSULA YC — Perry Cup for Mercurys: 1/11, 2/1. Info, www.mercury-sail.com.
OAKLAND YC — Sunday Brunch Series: 1/5, 1/19, 2/2, 2/16, 3/2, 3/16, 3/30. Info, www.oaklandyachtclub.net.
RICHMOND YC — Small Boat Midwinters: 1/5, 2/2, 3/2, 4/6. Info, www.richmondyc.org.
SANTA CRUZ YC — Midwinter Series: 11/16, 12/21, 2025 TBA. Info, www.scyc.org.
SAUSALITO YC — Chili Midwinter Series: 11/3, 12/11, 1/5, 2/2, 3/2. RegattaPRO Winter One Design: 11/9, 12/14, 1/11, 2/8. Info, www.sausalitoyachtclub.org.
SEQUOIA YC — Winter Series: 11/16, 12/14, 1/26, 2/23, 3/23. Redwood Cup pursuit race series: 11/2, 11/23, 1/11, 2/8, 3/15. Info, www.sequoiayc.org or www.jibeset.net.

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CALENDAR

SOUTH BEACH YC — Island Fever Series: 11/16, 12/14, 1/25, 2/22, 3/15. Info, www.southbeachyachtclub.org.

VALLEJO YC — Tiny Robbins Midwinters: 12/7, 1/4, 2/1, 3/1. Info, www.vyc.org or www.jibeset.net.

YACHT RACING ASSOCIATION — Doublehanded Sunday Midwinter Series: 11/17, 12/15, 1/5, 2/2. Info, www.yra.org or www.jibeset.net.

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.

November Weekend Tides

Predictions for Station 9414290, San Francisco (Golden Gate)

date/day	time/ht. HIGH	time/ht. LOW	time/ht. HIGH	time/ht. LOW
11/02Sat	0115/4.5	0551/2.7	1202/5.9	1848/-0.2
11/03Sun	0102/4.5	0522/3.1	1130/5.9	1823/-0.3
11/09Sat	0632/4.7	1137/3.1	1658/4.8	2346/0.1
11/10Sun	0710/5.1	1244/2.4	1821/4.7	
11/16Sat	0430/2.6	1043/7.0	1738/-1.5	
11/17Sun	0056/5.0	0518/2.9	1126/6.9	1827/-1.4
11/23Sat	0632/5.0	1212/2.6	1721/4.2	2354/0.8
11/24Sun	0710/5.2	1311/2.0	1841/4.0	
11/28Thu	0240/2.4	0900/5.9	1552/0.0	2248/4.3
11/29Fri	0315/2.8	0927/6.1	1624/-0.3	2335/4.4
11/30Sat	0350/3.1	0957/6.1	1657/-0.5	
12/01Sun	0020/4.5	0425/3.3	1030/6.2	1732/-0.7

November Weekend Currents

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

date/day	slack	max	slack	max
11/02Sat	0306	0506/0.8E	0724	1036/2.1F
11/03Sun	1330	1624/1.9E	2024	
11/09Sat	0700	0000/2.1F	0300	0448/0.7E
11/10Sun	1954	1012/2.0F	1300	1554/1.9E
11/16Sat	0006	0412/2.3F	0812	1012/0.9E
11/17Sun	1254	1536/1.4F	1830	2130/1.5E
11/23Sat	0106	0500/2.6F	0848	1106/1.2E
11/24Sun	1400	1654/1.6F	1948	2242/1.5E
11/30Sat	0124	0336/1.2E	0606	0918/2.9F
12/01Sun	1218	1512/2.6E	1930	2248/2.9F
11/16Sat	0230	0430/1.1E	0654	1006/2.7F
11/17Sun	1300	1600/2.4E	2018	2342/2.7F
11/23Sat	0024	0424/2.4F	0754	1018/1.1E
11/24Sun	1306	1554/1.3F	1906	2142/1.1E
11/29Fri	0112	0506/2.4F	0836	1112/1.2E
11/30Sat	1412	1712/1.4F	2024	2248/1.0E
12/01Sun	0130	0130/0.8E	0400	0718/2.0F
11/28Thu	1030	1318/1.8E	1724	2054/2.2F
11/29Fri	0030	0218/0.7E	0436	0754/2.0F
11/30Sat	1054	1348/1.9E	1800	2136/2.2F
12/01Sun	0118	0306/0.7E	0512	0830/2.0F
	1124	1424/1.9E	1836	2212/2.2F
	0206	0348/0.6E	0554	0906/2.1F
	1154	1454/2.0E	1912	2248/2.2F

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

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#19206, 2MC
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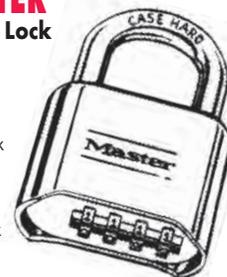
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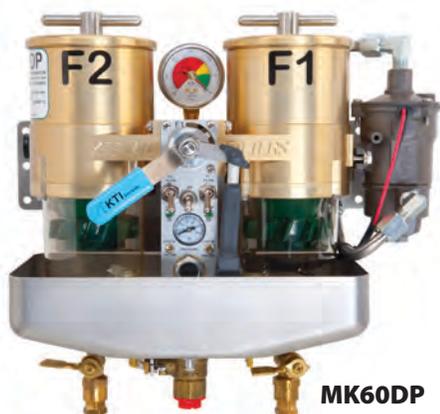


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LETTERS

⇅ ALL EYES ON COYOTE POINT MARINA

I would like to thank *Latitude 38* for the article about Coyote Point Marina [in the September issue's *Sightings*] and the challenges the marina faces given that the county's parks director and county government do not view the marina as an asset to San Mateo County. As noted in the article, Coyote Point Marina is one of the few marinas that have both fuel and pumpout facilities. The marina provides for search and rescue operations critical for the safety of boaters, kayakers and windsurfers in the South Bay. There are three San Mateo county sheriff boats at the marina that provide enforcement services throughout the Bay.

There isn't much support from the County of San Mateo — as far as I know, no one in a decision-making position in the county government has a boat, and I don't think the county supervisors understand the importance of the marina to the County and to the S.F. boating community.

I feel it is going to be an uphill battle to keep Coyote Point Marina viable in the South Bay. I'm hoping that the boat owners in the marina, and those boaters who use the fuel and pumpout facilities, will write/call the county supervisors and parks director to support the marina. The marina has been there since the 1940s, providing a valuable service to the boaters of the S.F. Bay.

Jocelyn Swanson
Coyote Point Yacht Club



ALFRED TWU / WIKIPEDIA

Have you ever dropped into Coyote Point Marina in the South Bay? Or are you a resident there? Please write us about your experience at editorial@latitude38.com.

⇅ PART OF THE HISTORY AND COMMUNITY

I am writing in response to the excellent Coyote Point Marina article in the September issue of *Latitude 38*. The article shares the plight of Coyote Point's deteriorating infrastructure and the impact this is having to multiple stakeholders in San Mateo County and beyond.

I am the commodore of the Islander 36 Association, which is 50 years old and celebrates the use and maintenance of a classic sailboat design that is quite popular in the Bay Area. We often take advantage of Coyote Point Marina and the associated yacht club to hold our fall and/or spring meetings. In the past our members could sail in, attend the meeting, spend the night at the docks, and otherwise stimulate the economy of San Mateo.

No more.

The docks are dilapidated, and the harbor is overdue for dredging so that boats can enter the marina even at low tide. Our association has been thankful for the hospitality of Coyote Point Yacht Club and we typically make a donation to the club's junior sailing program so that young people can learn to sail and enjoy the beautiful Bay we all live near.

On a personal note, my youngest son learned to sail on

LETTERS

an 8-ft Opti at Coyote Point — 25 years later, he remains an active sailor.

I understand that government agencies must make trade-offs given limited funding. We are simply highlighting that Coyote Point has been a part of the history and community of San Mateo and hope some budget can come their way to make a few repairs. We just might help a new generation become lifelong sailors and spend a little less time on TikTok.

Commodore Rick Egan
Islander 36 Association

↑↓ FAILURE TO MAINTAIN

I have been enjoying *Latitude 38* since the '80s when I started sailing, and I have noted your articles on San Leandro Marina and Angel Island's Ayala Cove. I find it appalling, if not criminal, that the public, "owners of the public entities" are not able to sue those entrusted with it for "Failure to Maintain" said entities! The state has an obligation to ensure that such properties are maintained in a safe, usable condition. There is the ball, now will someone run with it?

I am grateful to be 86 and still sailing my Challenger 32, *Felicity!*

John Colley
Sonoma

↑↓ LIFE AND DEATH IN A BOAT PARTNERSHIP, AS TOLD BY THE SAILS

I am one of the four owners of this boat, a 1998 Catalina 400 named *San Saggio Anthropei*. Our partnership purchased the boat in 2008 from the boat's original owner, based in San Diego, and sailed it up here to San Francisco Bay and docked it at Brisbane Marina.

The three original partners (I bought my share in 2011) renamed the vessel *San Saggio Anthropei*, which means "Three Wise Men" in Mandarin, Italian and Greek, respectively. One of those three partners had lived and worked in China for 10 years, and the other two were Italian-American and Greek-American, respectively, so the vessel name was intended as a representation of their new partnership, heritage and life experiences — although the "wise" part is very much up for debate!

One of those original partners, Bruce Paris, who had been most responsible for teaching us all about sailing on San Francisco Bay, died suddenly and tragically in October 2019. So when we purchased new sails in 2021, we had new images installed to represent the name of the vessel (the mainsail) and to honor our former partner and friend (the jib).

Sorry for the long-winded answer, which we normally



BILL EDINGER

Sandy and Bill Edinger of SV 'Defiance' were cruising the Bay on the weekend when they spotted a boat with interesting images on their mainsail and jib, "scooting along the S.F. Cityfront." They sent us a photo asking, "What's it all about?" That's the Catalina 400 'San Saggio Anthropei'.

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share with new crew over a beer in one of our Sierra Point YC beer can races on Tuesday evenings, but which now looks like a dissertation when I write it in an email! Fair winds.

Bob Badagliacco

Bob was commenting on the September 23 'Electronic Latitude: Did You See This Boat Cruising the Bay on the Weekend?'

↑↓ PRAISE FOR RUBY GATES' SINGLEHANDED PACIFIC CROSSING. (CHECK OUT THE SEPTEMBER ISSUE FOR RUBY'S STORY)

In 1987, we were transiting the Panama Canal (Pacific to the Atlantic) when we met an Australian woman who was on her way across the Pacific. Like you, Ruby, she was single, but she was doing it without an engine. She had left Australia several years before we met her and was on her final leg to complete a circumnavigation.

I give you gals huge credit! It isn't easy to cruise open oceans to new countries, especially by yourself. Congrats — a great accomplishment.

Barb Hersey-Scully

↑↓ A MOUNTAINOUS ACHIEVEMENT

Here's a piece of useless trivia: More people climb to the top of Mount Everest each year than cross the Pacific on a small boat. Doing it solo is even more awe-inspiring.

Neil Hay

↑↓ SAILING AND WRITING SKILLS

Been there done that twice with my former wife in '83 and '94. Good on you for doing it singlehanded. My admiration for your pluck and adventure-driven experience is nothing but amazing. Please continue to share your experience and great writing skills so we old has-beens can reflect on wonderful memories past. Wishing you safe passages and amazing experiences ahead.

Derek



RUBY GATES

↑↓ FOR THOSE OF US WHO DON'T ...

I'm a sailor and have been sailing for a long time (a lot of beach sailing in Hobie Cats). I can't wait to read your next entry. Keep the adventure coming. Thanks for the story, especially for those of us that don't have the cojones to do what you have done.

Ron Noseck

↑↓ PRAISE FOR KRISTA SWEDBERG

I totally admire Krista's adventuresome spirit. It will change her life, no doubt! I had the fortunate experience, like her, to be paid to sail aboard a large private sailing ship, diving and exploring Micronesia for a year — and I've owned two 40-50-ft sailing boats since that experience 30 years ago!

LETTERS

It changed my life. Go Krista, go!

Kerry Brown

Kerry was commenting on the September 11 'Electronic Latitude: Krista Swedberg's Adventurous Sailing Career Aboard Tall Ships.

↑↓ LOOKING FOR THE CLUB NEWSLETTER

I am a past member of Chico Yacht Club, and lost my home in the Camp Fire a few years back. I was wondering if anyone has copies of the *Anchorline* from about 2000. I wrote several articles and would greatly appreciate the opportunity to buy copies to share with my family.

I sailed on *BeachComa*, and with Ralph Higbe on his Islander 28, as well as with others — all wonderful people! Thank you for any articles you may be able to make available. I lost so much in the Camp Fire. P.S.: I recall one article was called "Out of Wind, Out of Light, Out of Gas!"

Justine Sahli
dogsindirection@gmail.com

Justine was commenting on the November 2023 'Electronic: Chico Yacht Club Celebrates 50 Years of Active Sailing.

↑↓ SAILAGRAMING

I love *Latitude 38's* monthly Sailagram! The North Bay Sailing Meetup newbies (750 so far the past 14 years) that join me aboard *Cetacea* feel they become part of a sailing community, excitedly sharing sailing magazine links with their friends and families and encouraging them and their friends to enjoy the adventure and freedom of sailing — whether racing, cruising, gunkholing, or fun Instagram sailing selfies while sailing gale-force winds in the Slot.



SAILAGRAM

Do you Sailagram? It's easy, and so much better than the algorithmic ether of the major platforms. Just go to www.latitude38.com/sailagram to post your photos. Above: A sailing adventure aboard the cutter 'Cetacea'.

Some newbies that I follow progress to sailing schools, some join racing communities, some join the Baja Ha-Ha and Pacific Cup, some subscribe to *Lat 38*, some actually buy a boat, and often this is because of their sense of being welcomed into the local sailing community.

Thank you *Lat 38* for providing such a wonderful, simple, and effective gateway into the sailing community via your monthly Sailagram!

Kerry B.

↑↓ DOES THE METRIC SYSTEM MEASURE UP?

Your article on changing from imperial to metric unit bases when reporting wave heights brings out a key difference



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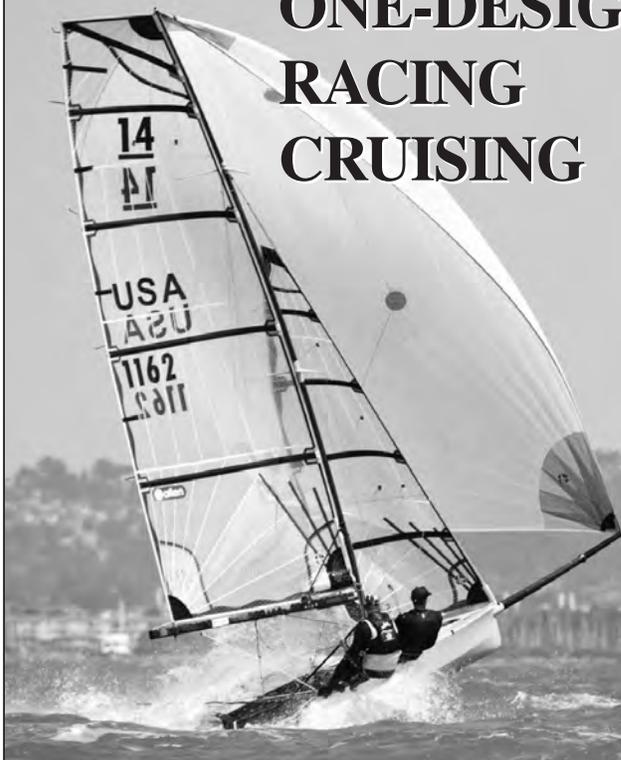


Photo By Byung Choung

Mike and Evan top Americans and 10th. OA at I14 Worlds

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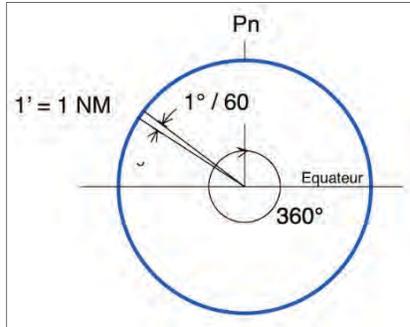


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LETTERS

between the systems of measurement.

Nautical miles is a naturally correct way of expressing travel distance over the surface of the earth. One nm equals one minute of arc (1/60th of 1 deg) along a great circle. So the reference to applying only beyond 60 nm from shore means something to this navigator — it only applies once you are one degree of true angle from the shore. If you told me that it applied 111 km from shore, I would not have necessarily associated that with any specific



Here are some not-so-round numbers to consider: One degree (1°) 40,000/360° = 111,111 kilometers; one minute (1') 1°/60 = 111,111/60 = 1,852 kilometers.

angle, which is what navigators use!

Sometimes, a base unit measurement was designed for a specific purpose and deserves to be retained for that function — nautical miles used in navigation is one of these.

As a space navigator, I expect to need to convert between common units of time, length and mass — these are the primary fundamental units of Newtonian physical properties — there are four more fundamental units related to electromagnetics, temperature, light, and nuclear mass. Very rarely are the accepted base measurement unit values for any of these defined quite as nicely as the nautical mile was.

John Gill

John was commenting on the September 6 'LL: USCG Icebreaker 'Polar Sea', and Comments Sought on Wave Height Information.

NUMEROUS PEOPLE HAVE RECEIVED LETTERS FROM THE DMV SAYING THEIR HULL IDENTIFICATION NUMBERS ARE INVALID

Thank you for bringing up this topic.

My 1961 Cal 20 *Black Feathers* has no embedded number on its hull or anywhere else. I was told that it was number 14, and that was consistent with the numbers on its previous mainsails. More significant evidence, however, is that the first 50 masts placed on Cal 20s were tapered masts made on the East Coast. My Cal has one of these masts.

After the first 50 tapered masts, Jensen Marine started using non-tapered masts produced on the West Coast. I met another 1961 Cal 20 owner whose boat was number 89. He also had no embedded marking on the hull or elsewhere, but instead had the number "89" painted on the fiberglass on the interior surface of the bow. I carefully sanded all the layers of paint in that area on my bow, but found no number.

I would be very interested in finding out how, and when, Jensen Marine started numbering their Cal 20s.

Robert Crawford
Black Feathers, Cal 20

Robert was commenting on the September 6 'Lectronic: Do You Know Where Your Hull Identification Number Is? "Before 1980, Catalina and several other boat manufacturers didn't embed a HIN," wrote Peter Veasy, the author of the 'Lectronic. "Second: Since there weren't numbers, boat brokers often made them up. I looked around my marina at old

LETTERS

Catalinas and discovered that either there wasn't a number, or it was written by hand on the starboard quarter. The [manager] of my marina said he's had several owners talk to him.

"The reason for the confusion is that the USCG audited California DMV and found boats with 13-digit HIN#. If a dealer couldn't find one or the boat didn't have one, DMV would just create a new one and issue it to the dealer, which is why they're now issuing free new titles."

↑↓ **OMG, I JUST WENT THROUGH THIS ...**

... But I didn't have time to do too much investigation. My HIN number is not listed on the boat, but it is on the pink slip. I don't understand why they can't just use that number. I simply put in the number they said my HIN was and sent it back to them. I like the idea in creating the HIN off the information they give you, but I thought that was to recognize the HIN, not how to create one, so I never bothered. I wish I would have read this article before sending it back.

Thank you so much for this information.

Captain Glen Pullen
Berkeley Marina

↑↓ **A DEEP DIVE**

I received the same letter from the policy division of the DMV demanding a proper 12-letter/number that I should find stamped on the cockpit somewhere. My boat is a Swedish-made Hallberg Rassy Monsun 31, manufactured May 1979. I looked up the boat practically everywhere. The only number was on the registration plaque issued by Lloyd's Register of Shipping. I contacted Lloyd's Register, who informed me that the number/letter combination on the plaque was for insurance purposes and had nothing to do with the HIN.

And the HIN assigned to my boat is the same HIN as my sail number, M778. With no other way out, I filled out the form with the number I had found on the Lloyd's Register plaque and sent it out.

Zia E. Ahari

↑↓ **CLEARLY MADE UP**

When I bought *Migration*, our 46-ft Cross trimaran in 1991, the ID number on the California certificate of ownership was clearly made up. It was the entire CF number, plus E0069H tacked on at the end. The 69 referenced the year she was built (1969). As she was a one-off built by a boatyard in Japan, there certainly was no hull ID on her. I've continued using those (somewhat silly) 13 letters and numerals as the ID whenever asked for it.

Bruce Balan
Migration, Cross Trimaran
Planet Ocean

↑↓ **I GUESS THAT IS SOMEONE ELSE'S PROBLEM**

I also received two letters from the DMV, one for my Laser Pico, which only has a hand-carved number in the plastic on the stern, and a different one on a sticker on the mast, neither of which seems to match the requirements of the DMV letter. I also received a letter for a boat I sold about 15 years ago, so I guess that is someone else's problem.

Mike Moore

↑↓ **OLD FORMATTING**

I have a 1984 Ericson, built in California just at the time the HIN format was changing. I have a perfectly good HIN on the transom, showing Ericson as the builder, but my home state decided it was not correct, so my registration



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now shows a number that decodes to "home-built boat made in Washington," because clearly that's more correct.

Bruce

↑↓ **KIWI ID**

I am on my sixth or seventh sailboat and never had an issue, but now I'm in New Zealand. I bought a Joe Adam Motle 33 circa 1981 (Australian yacht) that's here, and asked the prior owner for the HIN for insurance, marina slip app, etc. I got a "huh?" Same response with registration, which they don't do here.

I still don't know, despite looking online at the boat builder/manufacturer and trying to find something. (She was out of the water for months for engine issues.)

Tania Davidson

↑↓ **SECONDARY SOURCE**

I briefly worked for W.D. Schock in 1987, and at the time, they would imprint the HIN in the right rear of the hull, as well as fiberglass a large HIN into the inside of the bow on the right side. That HIN was typically painted over — so it was a secondary source of identification if the HIN on the transom was altered or removed.

Bryan

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Many sailors may have never stopped to contemplate their Hull Identification Number (HIN) until receiving a letter from the DMV.

↑↓ **WHY NOW?**

I also received a notice from California DMV that the HIN on my 1977 Lancer was not compliant. I have 13 professionally-engraved digits on the starboard side of the stern, which perfectly match the DMV registration. I am a partner of the original owner, so I know this has been correct in DMV records for 47 years.

Why the big deal now?

I tried to attach or paste the CFR Title 22 data (provided by DMV) to this response, but I was not successful. Therefore, the federal source data reference follows.

According to California DMV there are three federal Hull Identification Formats per Title 33, Paragraph 181, Part C of the United States Code of Federal Regulations. Therefore, all USA compliant boats were to have been assigned a number based on one of three formats. The correct format to have been used was related to the date of manufacture. One consistent thing in all three formats, whether the digit was alpha or numeric, is a compliant HIN that is only 12 digits.

In my case, the manufacturer's ID code and production/serial number were compliant, but I ended up with an extra digit defining the manufacture date. DMV wants a 12-digit HIN, and they will then produce a new "pink slip."

LETTERS

The nasty-gram says I have 30 days to bring this into compliance. I can't change the fact that 13 digits already exist on the hull. I suppose the solution will be to ignore the last digit (a "7"), and create a 'new' paperwork HIN for the pink. I have an appointment with DMV to see how they want to handle this.

Jay Myers
Never Again 3, Newport 41
Sacramento Delta

↑↓ INFLATED ID

The letter we got was for our inflatable, which came with our (third-owner) boat. The dinghy was presumably registered in 1983 with the "wrong" HIN, and that got carried over when we took title 17 years ago. I dug out the dinghy today (we basically never use it) and the HIN matched the "wrong" registration exactly, because there's an extra letter in the HIN. The HIN on the plate is "XYZ45678M83A-A" and that extra "A" is presumably what caused the trouble, with the registration since 1983 saying XYZ45678M83AA when it should have said XYZ45678M83A.

Jeff Mogul

↑↓ THE DREADED LETTER

I have a Scandia 34, low-production, built in 1981, at Tung Hwa Industrial, Kaohsiung, Taiwan. (Still in business as the builder of Fleming Yachts.) I too have received the dreaded DMV letter regarding a non-compliant HIN.

Amazingly, the location of the HIN and engraving on the transom are in complete compliance with the regulations. Furthermore, aside from two extra characters at the end, the HIN format is also compliant.

Why the builder of a Chinese crab crusher got pretty close to the regulations for HINs 42-plus years ago, and Catalina Yachts could not seem to cope as well, shall forever be a mystery.

Bill Willcox
Latitude Nation

↑↓ MAKE IT UP AS YOU GO

My mid-'70s Palmer Johnson 42-ft aluminum ocean racer should have a Palmer Johnson number, but alas, I cannot find one. Instead, I have one of those "homemade in Michigan numbers," but there is nothing homemade about it.

It has caused me nothing but trouble with the insurance company, and when I go international. I expect more grief. I am going to start another search for the original number and hope to have success or I, too, will think about having it changed to a "real" Palmer Johnson number that I may be able to make up.

Lawrence Davis

↑↓ NON-COMPLIANT 11 DIGITS

I received the same letter from the California DMV about a week ago saying my HIN that I've had for 20 years is non-compliant. The number that they have for me was only 11 digits. It turns out it was missing the fourth-from-last letter, which is a letter that indicates the month of production. My boat HIN (stamped on the starboard hull aft) has a "C" in that spot, which means a March build. That makes sense, because I ordered my boat and picked it up from the builder as soon as it was done on the first of April.

I have returned the form with the correction, and hopefully I'll receive back a new Certificate of Title. The letter says if I don't comply, I won't be able to renew registration or

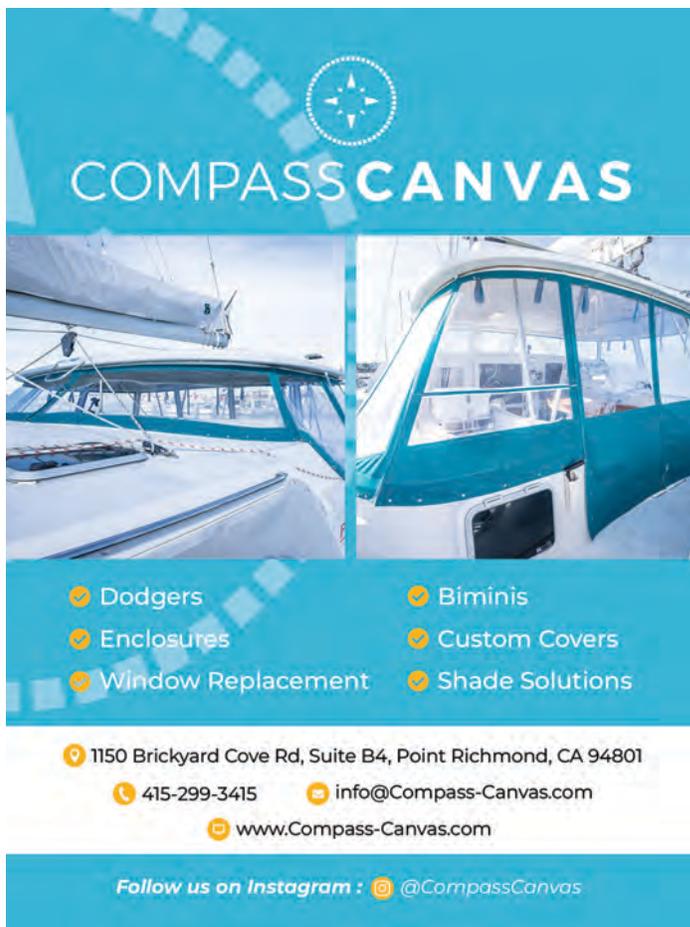


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LETTERS

transfer my boat (sell it), which I plan to do soon.

Roger Briggs
Central California

↑↓ KEEP LOOKIN'!

We had a 2004 Catalina 42. While cleaning, we found Catalina had a HIN label fiberglassed onto the underside of the sink in our master cabin. You might look there.

Paula McCloskey
Pantera, Catalina 42 MkII
Alameda

↑↓ OTHER PEOPLE'S ERRORS

When I purchased my CS 36 a few years ago, it turned out that my hull number was not the same as what was on the vehicle registration/title. The error went back to the original dealer/owner 30 years prior to my purchase. The error was found by my surveyor. It took a while to get it corrected with both the state of California and the Coast Guard.

Mark Littlefield
Vallejo Yacht Club

↑↓ NOT OUR FAULT!

A handful of Weta trimarans in California have received this same letter. I registered my new Weta in 2009, and it took this long for the DMV to identify a problem? Great.

Looks like this is a system-wide issue with DMV if they are going after lots of other boat owners. Not our fault!

Bruce T Fleming

↑↓ FIRE AND EXPLOSIONS ENGULF LUXURY MOTOR YACHT IN MARINA DEL REY

A 105-ft motor yacht named *The Admiral* caught fire and sank in Marina del Rey on September 18 with explosions coming from the burning vessel. Fireworks and 1,000 rounds of ammunition were reportedly aboard the boat.

A thousand rounds of ammo is a completely normal part of everyone's ditch bag, no?

Brad Cornelius



TONY PEPPER

It's not clear what started the fire on board *'The Admiral'* in Marina del Rey in September, but once it began burning, explosions exacerbated an already bad situation. No serious injuries were reported.

↑↓ NO LAW, AS FAR AS I KNOW

The fireworks did not go off until the fire was well underway. As far as I know, there is no law or other prohibition against the possession of ammo on a boat. The fireworks may be illegal, but it will be hard to prove since the evidence was destroyed.

Tom Jeremiason
Camelot, Catalina 470
Planet Latitude



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LETTERS

↑↓ SENSATIONAL CIRCULATION

That is just one case of ammunition if you buy in bulk to save money. I shoot a lot of .45 ACP ammo in target matches, so it is not unreasonable to buy that way. Nothing sinister about it, really. The news services like to make it sound sensational to bolster circulation, something that they have done since Gutenberg.

Paul Elliot

↑↓ LET'S CONCLUDE OUR LONG-RUNNING DISCUSSION ABOUT THE MODERN AMERICA'S CUP

I love charismatic sailing star Annie Gardner and I respect her opinions, but I think she's all wrong about the America's Cup. I think they started to lose the plot a couple of Cups ago and have now gone off the rails.

Like countless sailors, I've lost all interest. I guess there's a Cup going on now, but I couldn't tell you how many teams there are, where they are from, and what kind of boats they'll be using. Despite sailing for more than 50 years, I'm too indifferent to even Google the answers. I just don't care.

Enthusiasts rave about "change," seeming to believe any and all change must necessarily be good. Nonsense. Sex with a bionic rubber doll would be a change, and maybe they could even make it very satisfying. But I'd still prefer the real thing. The change I'd like to see? Racing with 180-ft schooners like *Elena*. A dozen sails, 64 crew, no winches. Romance! But that's just my opinion.

Richard Spindler, Founder of *Latitude 38 Profligate*, Sunsurf 60 West Coast



MARK REID

The vanquished British team INEOS Britannia's boat was nicknamed "The Flying Barge," a perfect moniker that illustrates the radical departure the America's Cup has taken from what most of us would call conventional — and relatable — sailboat racing.

↑↓ FOR MANY PEOPLE, IT JUST COMES DOWN TO A MATTER OF RELATABILITY

How to make coverage of the current version of America's Cup more interesting: Step 1, ignore it and cover a 420 race at the local junior YC instead. Step 2, admit that 12 Meters were slow, but a jibe set is a jibe set, whether it's on a 12M or a J/24. This made the racing far more relatable to everyone's version of the sport.

Also, thanks to Safe Harbor for sponsoring sailing. Our sport does not get enough commercial attention in the US and we should be grateful, not mad, when a corporate entity does something to promote the sport.

Ben Ford

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LETTERS

↑↓ AC BOATS LIKE THEIRS

The AC needs to return to non-foiling monohulls. This does not mean they have to be displacement meter boats, but maybe something along the lines of a TP52; perhaps a little larger. That would be a boat that most sailors could relate to, and could inspire similar affordable smaller designs to foster growth in the sport. Younger kids could sail any number of modern planing skiffs and graduate to boats similar to the ClubSwan series or similar.

The AC boats could continue to push the boundaries of evolution, but so many everyday sailors would be drawn in because the AC boats are like theirs, only bigger, and have advanced technology. This would put a premium on crew work, sail changes, tacking and jibing duels etc., and be much more exciting to watch.

Billy Ellis

Billy — What's been the fastest-growing sailing niche/watersport for the past several years? By far, it's wing foiling, or riding a foiling board while holding a soft, inflatable wing. The small foils, which can also be used in wind- and kite-surfing (both of which are Olympic sports), offer a smaller, affordable design that is, in every way, inspired by the modern America's Cup. According to foil producers we've spoken with, the design, manufacturing and materials used in "personal" foils has trickled down over the past decade from well-funded America's Cup campaigns.

↑↓ VIRTUAL REALITY/RELATABILITY?

I haven't paid close attention to the modern Cup racers, though I am amazed at the speeds. Seems like it's transitioned to a video game that lacks everything about the thrill of using wind, boat, crew, tactics ... sailing.

Dan Richards

↑↓ TIME FOR A RETHINK

I like the amazing speed possible and cutting-edge tech, but, I agree the racing is getting lame — worse than NASCAR loops (I know). They need to rethink the formats to make it more challenging tactically. And more dynamic.

Maybe don't optimize the course for high-speed reaches. Make them work for it so there is no beeline run, and each maneuver brings uncertainty.

Tim Rochte

↑↓ DENNIS CONNER WAS CRITICAL OF THE NEW AMERICA'S CUP

So, you're giving a platform to the only American who lost the America's Cup, and he lost it twice — and the second time was by displacing the winning A3 team to do it. As a San Diego racer, I have little interest in what Dennis Conner has to say about the America's Cup.

Bill Frame
San Diego

Bill Frame — Your eagerness to comment on this platform [*this is from a conversation on our Facebook page*] displays your interest. However, you do show bias with no mention of the three times DC has successfully defended the America's Cup and won once as the challenger.

Theo Van Der Merwe

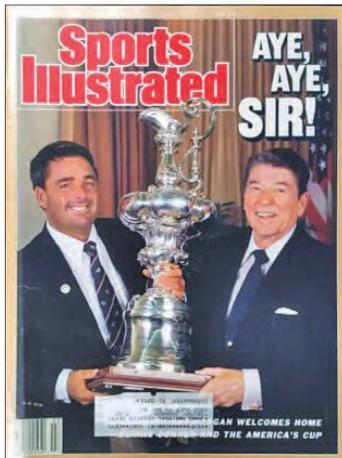
Bill — Sharing a Facebook post of Dennis Conner giving his opinion of the modern Cup is not "giving him a platform," but if anyone deserves a platform to talk about the Cup, it's DC.

LETTERS

Dennis Conner defended the Cup in 1974, 1980 and 1988 in the cat vs. giant Kiwi monohull showdown (which was weird and not a great moment for the sport). DC's loss of the Cup in '83 was one of the great stories in sports, complete with the unscripted drama of loss and redemption. To quote the movie *Wind*, "The only thing better than winning the America's Cup is losing it and winning it back."

As former San Diego racers, Bill, we hold Dennis Conner's Olympic medal, three world championships and America's Cup bona fides in esteem. We're not trying to defend DC's honor — we've met him and, well, he's prickly. After defending in 1988, Conner famously said to Bruce Farr, "You're a loser, get off the stage." He is not exactly a "sailing ambassador."

But we're comfortable calling him a great sailor.



EBAY/SPORTS ILLUSTRATED

Two-time America's Cup loser Dennis Conner (according to one reader) and the Auld Mug with President Ronald Reagan in the late 1980s.

⇕ A DETAILED CRITIQUE OF THE MODERN CUP BY SOMEONE WHO WAS PART OF THE BIRTH OF THE FOILING ERA IN SAN FRANCISCO

With the conclusion of the Louis Vuitton round robin series and a true taste of what is to come with the 37th Cup, a made-for-TV regatta, can we finally agree that the America's Cup is no longer for sailors?

I believe anyone familiar with sailing is impressed by the technology and what these spectacular vessels are doing on the water via the power of wind. Yes, the speed is impressive, but to call this spectacle sailing when it more closely resembles a remote-controlled toy (a big, expensive remote-controlled toy) has become more of a joke to sailors. (Speaking of toys, I laughed when I saw the deck of *American Magic* because I kept expecting a very lackluster game of Whac-A-Mole to break out.)

As a sailor, there is nothing about these AC75s that I can assimilate to anymore.

I'm Corinthian, competing in North American championships, Worlds and plenty of beer cans. I love sailing, which is why I feel obligated to watch the America's Cup. It is the event all sailors wait years for, continually explaining why America is in the name. I watch both because I'm a sailor, but also because I worked for the 34th Cup when it was in San Francisco — and I feel connected to it still.

Back in 2013, we had the first AC event that featured foiling boats, and despite having only three boats, foolish single-boat races and the tragic passing of Andrew 'Bart' Simpson, the sailing was exciting and fast, and lived up to the expectation of the America's Cup having the balance of sailing skill and technology. It was in the buildup to that event where internally we wanted to reach a new audience and really showcase the speed by assimilating the regatta to auto racing, shedding the stuffy blue blazer.

Eleven years ago, it was about speed and modernizing the event for a new audience. I certainly didn't foresee it then, but now it is clear that we set in motion what the America's Cup has become. Today, the skill of sailing and the key

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LETTERS



RICARDO PINTO/AMERICA'S CUP 37

This, by far, is what we've found to be the weirdest (and certainly least-relatable) aspects of this iteration of the modern America's Cup: Stationary crew operate the vessel via gopher holes.

demographic of sailors has completely given way to more speed — speeds that are impressive (well, at least the numbers are), but it is not really being captured on the broadcast.

It's not exciting if one, or both, boats come off their foils. The pre-start is pointless. It's the worst match racing I've ever seen. Putting the boats aside, this whole spectacle is made worse by the broadcast. There are way too many graphics, and the fine-tuning of graphics shows where this event is still amateur. Any sort of wind shifts or tactical adjustments are omitted. This all seems to be an attempt to educate the non-sailor, yet it is pointless given that the non-sailor then asks, "Why did *that* happen?" Then again, the annoying commentary team probably has the hardest AC event ever to call. Maybe I should forgive them when they use the term "jibe set." Excuse me: What is being "set?"

The Cup is no longer for sailors, and the course is now a track. The boats negate what is upwind or downwind. When I think about these boats and the speeds they can sail, I understand why, for safety, sailors cannot run across the deck during a maneuver. Therefore there is no helm and no sheets, no hoists, no need to call out "made."

And for good measure, I'll throw in the commercialization: Stop claiming this is a competition of countries! Jimmy is back again being an Italian after being an American, and yet, still an Aussie (at least in the off-season)!

We have the sponsors, we have the track, the speeds. NASBOAT, we are ready for you, because, as a sailor, this means nothing to me anymore.

Thomas Boyer
Moorea, Pearson 26 / Surprise, Hobie 18
Clipper Yacht Harbor

In case you're just tuning in, readers, in September and October and through the duration of AC37 in Barcelona, we asked a question to which we already knew the answer. For nearly eight years, whenever we write anything about the America's Cup, we hear the same critique. We appreciate everyone's input, but the conversation has, through repetition, become a little monotonous. We'd like to think that our readers elevated the dialogue, but did we learn anything new in this three-month, three-issue conversation in these Letters?

Not really. In the Latitude universe, the nays of the New Cup outnumber the yeas roughly 8 to 1. The nays have said that speed is cool but ultimately boring; the Cup is not relatable; the novelty of the graphics seems to have worn off; the fundamentals of sailing have been lost.

Dennis Conner repeated much of this. After watching an AC37 race, he said, "It was not very exciting — all I saw was

LETTERS

two boats racing around at 45 knots. There were no tactics involved. I saw a bunch of folks sitting in a cockpit like an F-18." Conner said that if he were to give a play-by-play of the Cup, "I wouldn't be adding much. There's not much to talk about."

Are we going to weigh in on what the Cup should be, what type of boats, nationality rules or what type of financial relationships teams should have with their sponsors? We'll spare you the echo of what 80% of our readers have already said, but we more or less agree with the nay.

Is it impossible to go back after the foiling era? Will anyone be able to "dumb down" the Cup? (That's certainly what we'd do if we could impose our will.) Is the Cup making too much money to ever tamper with its foiling success? Who knows? And for now, who cares?

We are relieved that it's another four years until AC38.

↑↓ A BBS CORRECTION

Thank you for the article and the great pics of the Big Boat Series. One thing you mentioned incorrectly is that we actually beat Warrior Won in a majority of the races over the line — regardless of rating.

Drew Freides
Pacific Yankee, Cape 31
Los Angeles

Readers — Drew was referring to our feature on StFYC's Rolex Big Boat Series in Latitude's October issue. He and his crew raced in ORC B and won (on corrected time) all but the last of seven races. Chris Sheehan's New York-based Cape 31 Warrior Won was rated faster than Pacific Yankee.



SHARON GREEN / ULTIMATE SAILING

"It's literally my favorite event of the year," said Marc McMorris, owner of the Cape 31 'M2', about the Rolex Big Boat Series.

A deep dive into Yachtscoring shows us that Pacific Yankee crossed the finish line ahead of Warrior Won in four races; Warrior Won finished ahead of Pacific Yankee in three races. See the full results at www.rolexbigboatseries.com.

↑↓ THE OCEAN CLEANUP FLOATS \$4 BILLION CLEANUP PLAN

Aside from government waste, this is the biggest boondoggle I know of. I have sailed over 20 times through the Pacific "garbage patch" and I can tell you that this money scam will, unfortunately, accomplish next to nothing. The money would be much better spent on cleaning up beaches and preventing outflows of garbage from rivers, etc. The insidious plastics in the oceans of the world are not the large pieces of flotsam but the pinky nail-sized bits of plastic that float in the water column below the surface.

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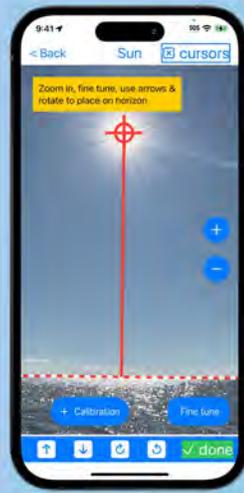
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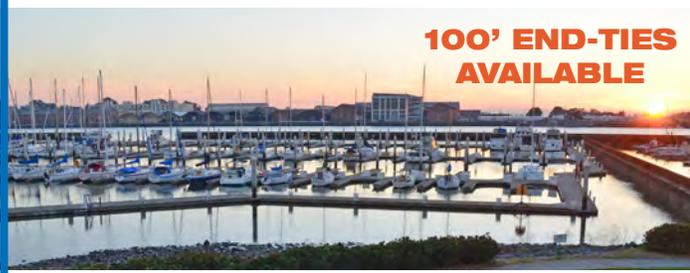
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MMYD was commenting on the September 11 'Lectronic Latitude with the same name as this letter.

THANKS FOR THE CLEANUP. WHAT'S NEXT?

I think I understand the goal of clearing the present accumulation of years of irresponsible disposal, but, what will be done to keep the gyre from again amassing huge amounts of the debris from continued behavior?

Roving John

IN THE BOONIES

The Ocean Cleanup has been a waste of money and a boondoggle since it started. The results are pitiful given what was invested in this high-profile "solution." People like it because it provides a feel-good solution so we don't have to change our plastic-consuming ways. The garbage patch will never go away unless we stop manufacturing vast amounts of plastic — as Bay Area nonprofit The Story of Stuff Project (www.storyofstuff.org) has made clear in so many ways.

Story of Stuff's analogy of a bathtub is very easy to understand: If you pull the drain plug on a bathtub, it will never empty as long as the tap is putting more water in than out. Coca-Cola alone is putting 100 billion (yes, with a "B") plastic bottles into the world every year. Until we force companies to stop, by passing the cost of cleanup to the source and not buying their products, it will never change.

Bruce Balan

His second letter this
Letters



MARTHA BLANCHFIELD

Bruce — You are being very dismissive of [Boyan] Slat's entrepreneurial and environmental instincts, and it's shameful of you. Slat and his team have developed a technology to remove vast quantities of plastic from the ocean, and he should be celebrated for it.

Yes, as a civilization we must stop producing more plastic — and the worst perpetrators of plastic pollution come from Asia and Central and South America. Slat's team has developed technology to help identify the leading rivers around the globe that are major contributors of this plastic into the ocean and have created specialized garbage collectors to capture that plastic. Countries have been buying this technology and it's working to divert plastic from entering the ocean. Your comment smacks of cynicism and makes you come across as a "negative Nancy" when you should instead be supporting The Ocean Cleanup and help it deliver on its plans.

The Ocean Cleanup Project's young, hip CEO Boyan Slat. We agree with our readers' healthy skepticism of The Ocean Cleanup Project, though we understand the urge to want to remove what is a disgraceful, toxic stain upon the oceans. We believe that at least an equal amount of money, resources and energy needs to go into plastic-waste prevention. What if Coca-Cola were charged a \$1 cleanup for every plastic bottle they produced? They would certainly pass that cost on to consumers. Would the "invisible hand" of the market then find a viable alternative?

Byron

LETTERS

⇅ TWO THINGS

1. What is the plan, then the reality, for the dregs from this project? 2. What happens when, in five years, the job is not even halfway done?

Jim Heffelfinger

Jim — Then half would be cleaned up instead of nothing.
Cleveland Motley

⇅ LOOKING FORWARD TO ANOTHER GREAT SEASON

We are preparing SV *Harmony* for our 25th cruising season! We were part of the Baja Ha-Ha class of 2000, and traveled as far as Central America and Ecuador. When we started having grandkids, we returned to Mexico, where it's easier for the family and friends to come visit. Seven people on *Har-*



VIRGINIA GLESER

Virginia and Robert Gleser in Mexico, enjoying the fruits of the West Coast cruising lifestyle.

mony for Christmas is not uncommon,

Our first step is to drive down to San Carlos, Sonora, to work on *Harmony* on the hard, recommissioning and preparing her to splash. October and early November in Baja are the best time to be there — it's not too hot and not too cold. We enjoy the warm water, snorkeling, watching the amazing wildlife, and seeing many of our friends again.

After flying to the US for Thanksgiving with the family, we head down south of Puerto Vallarta to the warm waters of Tenacatita and nearby Barra de Navidad, where the living is easy. Meanwhile, the Northers in the Gulf of California (or the Sea of Cortez) start to push cooler water south, and eventually the water cools down in Tenacatita in late February and the fleet starts looking for somewhere else to go. That's when we head back to San Carlos and go back home — classic snowbird schedule.

Looking forward to another great season. See you all soon.

Robert and Virginia Gleser
Harmony, Islander 38



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LOOSE LIPS

We'd love to know the outcome of this story. If our readers' comments are anything to go by, the shark had a snack and the guy was suddenly less endowed. Brianos-bornia wrote, "Sometimes size does matter ..." We imagine small would have been better in this case. Although, if we're to consider @sailing_intrepid's comment, "Coming back for the rest," the shark may have bitten off more than it could chew. But perhaps Ants Uiga summed it up best with the comment, "Why was the photographer silent?" We may never know. Winners and top ten below.



INSTAGRAM.COM/DENZIKLIC1855

Winner: "And ever since that day, people just call him 'Chum Bucket'." — @jonathaneells.

"It was then he realized he was trolling with the wrong lure ..." — Peter J. Miller.

"Drunken sailor, moments before shrinkage set in." — Rich Brazil.

"Jim never took any fishing gear ... but he always came back with the biggest catch." — Kelvin Meeks.

"Dude, enough with the asparagus. We have a heightened sense of smell ..." — Mark Caplin.

"Aussie shark says, 'Watch this, boys. I'm gonna scare the piss out of him.'" — @yarrcat.

"Here's JOHNNY!!!" — Cathleen Mayers.

"Reason 645,789 that women live longer." — @sailing_bettertogether.

"Just a nibble ..." — Randall Risvold.

"It was a bad time for Larry to discover he had blood in his urine." — David.

"Looks just right for a dorsal fin surprise. Ha!" — Newcomb.

"Sharks. I never saw that coming." — Sharknado (2013).

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randall reeves and harmon schragge

Speaking about his recent completion of the Northwest Passage along with "crew" Harmon Shragge, Randall Reeves told us, "It's the third for me, the first time going the wrong way, west to east, and the fourth time for the boat. I think that's probably a record, but it's one of those records that nobody cares about."

We care, Randall!

This summer, the aforementioned record-setting 41-ft *Moli* and her aforementioned doublehanded crew of Randall and Harmon sailed from Kodiak, Alaska, to St. John's, Newfoundland, weaving their way through the famed, ice-filled sea lane connecting the Atlantic and Pacific oceans. The Northwest Passage was leg two of the duo's Around the Americas Voyage, which will eventually bring them back to San Francisco via Cape Horn — but not before some thorough exploration of remote islands and far-flung countries.

"It was really hard," Randall told *Latitude 38*. "They're never easy, but this one was hard. We had a lot of wind and sailed a ton — over 30% of the time we sailed, another 30% of the time we motorsailed." Doing the Passage the so-called "wrong way," or approaching from the west, allows a boat to ease into the transit. "Coming from the east, from Lancaster Sound on is ice," Randall said of his 2019 Passage, when he was on the advanced stages of his Figure 8 Voyage. "You're barely three days in, and there's ice. You spend a week or two having to bop around, and you're stuck in that first 10% of the route. And once you're through that big slug of the ice, you still have 60% of the course to do."

Harmon Shragge, who had visited parts of the Arctic years ago, thought of the Northwest Passage in more existential terms. "We think of [the Passage] as something so out there and so big and so exciting. I really wanted to do it, but you quickly realize that you can't do it all — there was much more to it than I had expected. That was both exciting and frustrating." A veteran of Clipper Round the World legs and Farnet races, Harmon said that the westerly approach gave him, Randall and *Moli* "the opportunity to stop and explore" over the course of two months. "Then, once we get through, we still had time — we could go to Greenland."

Harmon said there were four different "trips," or areas of focus and exploration, that sailors could take through the Passage: "There's the nautical sailing way through, from point A to point B, but as you're going through, you realize there's so much more than just sailing, especially when you have the privilege of going with someone like Randall. It opens up your eyes to what's going on with the Arctic. There's the whole, let's call it 'zoological' aspect of following animals. And then there's the geographic way [following islands, glaciers and mountains]. Each of these you could design a trip around, but you can't do all of them, which I was trying to do."

Finally, Harmon said, there was also the human aspect of a trip, visiting towns accessible only by airplane and boat. "You sail in as a local. People like to look at the boat and hear your story. They invite you into their home. You develop a relationship, whether they give you a tour, a home-cooked meal, or let you do laundry or take a shower. It felt really good to spend time with locals. And the farther north you go, you experience more traditional life and culture — and more interesting wildlife." Many people in the Arctic live off seal meat and legally trade in ivory.

As Harmon explored towns, Randall made repairs. "Everything that could leak on the engine, did," Reeves said. There

was a "silly little leak from the coolant cap and a leak from the valves. Over the past seven years, Randall Reeves has sailed over 80,000 miles aboard *Moli*."

What kind of personality did the addition of Harmon Shragge bring to the boat?

"We're totally opposite," Harmon said. "He's a classic solo sailor; I'm kind of a wannabe solo sailor and an extrovert. Sometimes I'd help him, but Randall was very happy to fix the boat. I wanted nothing more than to explore and meet the people." Randall was quick to say that when he crewed a Northwest Passage transit on another person's boat in 2014, "I was Harmon," he said, explaining that he would go explore whenever given the chance.

Surely a singlehander would appreciate having a watchmate. "It was so cool — sailing alone, I never slept for more than 90 minutes alone," Randall told us.

Harmon and Randall did four-hour-on, four-hour-off



continued on outside column of next sightings page

complete a west-to-east transit of the northwest passage

watches. "We were stopping and starting so many times," Harmon said, adding that the average transit time from point to point in the Passage was about five days. "By the time you'd get into your rhythm on the boat, you'd get to port. And we were always getting in at 2 or 3 in the morning."

How was the food? "On these expeditions, food is fuel. People don't have the time or energy to prepare good food," Harmon said, mentioning freeze-dried or canned food, which checks the nutritional boxes, but not necessarily the gastronomic ones. "I was willing to take more time to cook. You could buy vegetables and fish. Randall would spend so much of his time with the boat, I tried to complement that by spending more time prepping and cooking fresher food." Randall said that Harmon would often spend an hour and a half cooking a meal. "You could've just had cold cereal. But Harmon is a very good cook," Randall added.

"The thing about the Figure 8 Voyage was that you saw a

lot of miles — it was about being out at sea — but not a lot of places. That's the neat thing about this jaunt," Randall said, referring to his and Harmon's trip.

"What's amazing about this next leg [in 2025] is that it will be complete opposite [of the Northwest Passage.] We're off into the South Atlantic. There will be lots of really long distances, and we're not following the coasts of Africa or South America." There is talk of the Azores, Cape Verde, St. Helena and Tristan da Cunha. "Maybe we'll leave the boat in Rio [de Janeiro]," Randall said. "I've never been to Brazil."

Both Randall and Harmon also contemplated the fourth and final leg, which will be sailed at a date still to be determined. "Our current plan is to go around Cape Horn and on to Easter Island ... and maybe to Antarctica," Harmon said, adding, "What we really share is the desire to go places a little out of the way."

— tim henry



Scenes from a Northwest Passage, starring Randall Reeves (beard) and Harmon Schrage (no beard; often holding the camera). The dynamic duo just completed a nearly three-month transit of the Passage, the second of three legs that will take them around the Americas.



ALL PHOTOS: HARMON SHRAGGE / AROUND THE AMERICAS

SIGHTINGS

a new phase for *queen of the coast*

The *Queen of the Coast* left Noyo Harbor in Fort Bragg, California, on September 22 under power, and 17 hours later sailed under the Golden Gate Bridge. On the way, its crew of four encountered heavy fog that they cleared on the outside, finding light winds and mild seas under a brilliant moon. Later, they stopped to observe a large pod of gray whales and dolphins just after dawn off Point Reyes. They also had the chance to confirm the comfort and seaworthiness of this one-of-a-kind 1934, 48-ft ketch-rigged motorsailer designed by William Hand. It was now ready to begin a new phase and purpose in its 90-year journey working as the latest project of the nonprofit Blue Frontier conservation group, "the voice of ocean action."

Blue Frontier has worked for more than 20 years in Washington, D.C. and Richmond, California, to build the solution-oriented citizen engagement needed to protect our coasts, ocean and communities — both human and wild. Its projects have ranged from citizen campaigning that led to a

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a glimmer of hope for

A change in government policies a few years ago left many southbound cruisers happily heading to Mexico only to hit a bureaucratic border wall preventing them from legally entering Mexico. The change left owners with uncanceled TIPs — a 10-year Temporary Import Permit required for entry into Mexico — issued prior to 2005 without a way to cancel the old TIP in order to be issued a current one.

This was more than aggravating. Many cruisers who had bought used boats had no idea their vessel even had an uncanceled TIP and didn't find out until they'd sold the house, prepared for their cruise of a lifetime in Mexico, and arrived in San Diego, only to

The 90-year-old, 48-ft William Hand-designed ketch 'Queen of the Coast' on San Francisco Bay. 'Queen' is now an educational platform for the nonprofit Blue Frontier, a solutions-based citizen movement aimed at protecting the ocean, coasts and their communities.



PHOTOS COURTESY BLUE FRONTIER

those uncanceled tips

find paperwork prevented them from heading any farther south.

It seems that a crack in the bureaucratic wall has finally emerged. We recently heard from Baja Ha-Ha participants Michael and Sally Aldridge, who were able to cancel their two TIPs on their Santa Cruz 52 *Sweetheart*, and get a new one issued with a trip to Ensenada.

The Aldridges explained their boat had two pre-2005 TIPs to cancel, one from 2001, and the other from 2004. They traveled to Ensenada to visit the Banjercito office where they met with English-speaking manager Elia Beatriz Urquidi Cobos.

continued on inside column of next sightings page

queen — continued

White House "Ocean Climate Action Plan," to books, a podcast and a local effort to establish a 413-acre Point Molate Park on a wild headland in Richmond that is finally being realized.

The *Queen*, as Blue Frontier's latest project, aims to bring together the wooden-boat, maritime-history and marine-conservation movements that have all depended on historically healthy seas and the classic boats that sailed upon them.

As an American yacht designer, William Hand is renowned for his early 20th century work, particularly for his wooden motorsailers with their mix of timeless aesthetics and practicality, that has led some to refer to him as the Frank Lloyd Wright of yacht design. His vessels were greatly appreciated for being versatile and seaworthy.

The *Queen* (previously *Libra*) was built by the Wheeler Shipyard of Brooklyn, New York, in 1934. It features a pilot house with a raised fore-cabin and an enclosed cockpit, providing a perfect blend of functionality and comfort for long voyages. In 1942, the War Shipping Administration

requisitioned the *Queen* and a number of other private yachts, converting them into patrol, harbor defense and coastal observation boats. William Hand's designs were particularly appreciated by the Navy for their robust construction and rugged reliability.

It was during its three years of active service — from June 8, 1942, to September 12, 1945 — that the *Queen* had its gasoline engine replaced with a diesel engine, the same model used in Navy landing craft. After the war, it made its way to the West Coast. In 2004, *Queen* was purchased by Frank Bender, a commercial fisherman and his wife La Rue Kobrin, a nursing professional of Fort Bragg. Over the next decade, they had cruising adventures up and down what is known as the Kelp Highway, from southeast Alaska to Baja California. After his wife passed away, Bender sold the *Queen* to his nephew, Robert Wright, who works out of the Sierra foothills and does some commercial fishing out of Fort Bragg. However, *Queen* remained docked on the Noyo River for close to a decade until, in early 2024, Wright decided to donate it to Blue Frontier, a decision heartily endorsed by his uncle.

At present Blue Frontier is fundraising to restore this historical ketch to its original condition, preserving its rich maritime heritage. It is also fundraising to train up to 18 Richmond youth as docents and trail guides for the soon-to-open Point Molate Park. As part of that training, Blue Frontier plans to take them on board the *Queen*, seeing the headland from the Bay and creating mixed crews, including a Marin County high school group Blue Frontier has been in touch with, hoping to encourage shared experiences and basic maritime-skills development for young people from different socioeconomic backgrounds.

The *Queen* will also be a platform for promoting Blue Frontier's work around kelp

continued on outside column of next sightings page



queen of the coast — continued

forest education that includes an upcoming film (*Sequoias of the Sea*), a non-fiction book, and a public awareness campaign that will include educational cruising along the Kelp Highway.

As Steve Tenaglia, who captained the *Queen* down from Fort Bragg, puts it, "This is the kind of boat that can inspire and transform the people who get to know it."

For further information or to make a donation, visit www.bluefront.org, or email David Schwartz at david@schwartzandassociates.com, or call (415) 302-3593.

— david helvarg

David Helvarg is an author, executive director of Blue Frontier, an ocean-policy group, and co-host of Rising Tide: The Ocean Podcast.

a living library in the south pacific

The August issue's *Max Ebb* about yacht club libraries rekindled a memory of an experience with a yachting library a long time ago.

In 1986, my wife Alison and I cruised through the South Pacific aboard our Ranger 33, *Eleu*. One of our stops was Suvarrow Atoll in the Cook Islands. I had read Tom Neale's book, *An Island to Oneself*, about his 16 years of solitude there, in preparation for our visit. Tom had passed away nearly a decade earlier, and I looked forward to exploring his iconic island.

Our arrival at the atoll became a bit hectic when we hooked a large crevalle jack right in the middle of the entrance channel, but we got the fish safely aboard while dousing sails and avoiding coral heads. There were no other boats present and no sign of life on the *motus* that dotted the atoll's fringing reef. We dropped the hook in the lee of Anchorage Island, the largest *motu*, got sails and running rigging put away, and I went to work cleaning that night's dinner. After removing the filets, I tossed the carcass overboard. Five seconds after it hit the water, there was a tremendous commotion next to *Eleu*. We looked overboard to see a half-dozen 4-foot-long black-tip sharks fighting over the remains. These predators had apparently taken up residence under the boat as we anchored.

"I don't think we'll be doing a lot of snorkeling here," I said to Alison.

We launched the dinghy and rowed ashore to the postcard-perfect white-sand beach shaded by overhanging coconut palms. Behind the middle of the beach, we found a stone-lined path leading toward the center of the half-mile-long, quarter-mile-wide, densely jungled *motu*. "That's strange," we noticed. "The path is clear of debris while everywhere else is covered with fallen coconut fronds."

Somebody else was either there or had been recently.

We walked cautiously up the path, and at a turn 50 yards in, came face to face with a life-sized concrete bust of a man with an inscription beneath it: "Tom Neale lived his dream on this island."

This was getting eerie.

Another few yards up the path, we entered a large clearing and glimpsed a cat darting into the underbrush to the left, and a chicken squawking in alarm as it escaped the clearing to the right. In the middle of the clearing stood the house I recognized from Tom Neale's book. It was well maintained.

"Somebody MUST be here!" I said.

We crept up to the house, knocked on the door, and called out cautiously, "Hello! Is anybody home?" No answer. I opened the door gently and stuck my head inside. "Hello?" The inside of the house was clean and tidy. To the right, in what used to be a kitchen, was a library with shelves full of books, magazines, and a few VHS tapes. To the left was Tom's bedroom. His bed was neatly made, kerosene lamps sat on each of the two bedside tables, and on the wall behind his pillow hung a machete with the name "Neale" carved into its handle.

Alison and I both got goosebumps. We were in a museum!

It took a while to convince ourselves that the island was indeed un-

continued on outside column of next sightings page

tips

After taking care of paperwork at Banjercito, they were directed to Jorge Badillo in *aduana* (the customs office) where he gave them the list of all the required documentation, which includes the prior TIP number(s) and previous owner's name(s).

After they got the proper paperwork to Elia at Banjercito, she submitted it to Mexico City, where they canceled the Aldridges' two prior TIPs. Then, back to *aduana*, and Banjercito to finally accomplish the mission with a new, legal TIP!

To date, this is the only successful cancellation by owners of a pre-2005 TIP that



— continued

we're aware of, and we're hopeful this will be the beginning of many more. Numerous other cruisers have been looking for solutions to this confounding problem.

For anyone buying a boat with intentions of cruising to Mexico, it's important to know if it has an uncanceled TIP.

Congratulations to them for successfully navigating this difficult passage. (You can read the Aldridges' full story in an October 18 *'Lectronic Latitude*. For more on TIPS, visit www.latitude38.com/headingsouth to read the *First Timer's Guide to Mexico*.

— latitude

library — continued

inhabited. Tom's cats and chickens had gone feral and were thriving. It became clear that visiting yachtsmen, such as ourselves, had read Tom's book and were maintaining his house, the clearing around it, and the path from the beach. They had turned his kitchen into a "book exchange." Remember, this was back in a time before smartphones, laptop computers, DVDs, and the internet. Only the poshest yachts (not mine!) had a VHS player and TV. Most boats' primary source of entertainment was reading.

Alison and I spent 10 days alone on Suwarrow before departing for Aitutaki, and truly enjoyed having "an island to oneself." It was one of the most surreal and memorable experiences of my life. And yes, we took advantage of the library in Tom Neale's house, leaving a few books and taking a few.

— bill 'noodle' leary



ALL PHOTOS ELEU UNLESS OTHERWISE NOTED



ALL PHOTOS ELEU UNLESS OTHERWISE NOTED

Scenes from Alison and Bill Leary's 10-day trip to Suwarrow Atoll, Cook Islands, in 1986 aboard their Ranger 33 'Eleu'. Center photo: "I sailed back to Suwarrow again in 2014. The bust was still there on the path," wrote Bill, referring to a statue of Tom Neale, the New Zealander who lived on Suwarrow for a total of nearly 16 years. "The Cook Islands government built a modern two-story structure in the clearing for their employees to live in. They are there annually during the cruising season to collect fees from the visiting boats. They turned Tom's house into a storage shed, and the authentic and historical aura is gone. So sad."

SIGHTINGS

challenged sailors san diego

Stepping up to the Safe Harbor Sunroad marina meeting spot for Challenged Sailors San Diego, I wasn't sure what or whom to expect. I was there to sail as a participant the first time in 2023. In addition to more traditional forms of treatment, sailing has been an important part of my healing journey from PTSD.

When I found myself on land in Southern California last year, I decided to try sailing with Challenged Sailors. The people and organization I found on the dock delighted me and keep me coming back as a volunteer. If you have been sailing on San Diego Bay, or even looked out at the bay from a flight to or from the San Diego airport on a Friday or Saturday afternoon, you have probably seen the Challenged Sailors sailing.

For the past 10 years, this small organization, with its fleet of little sailboats, managed to remove all the barriers to sailing for people with disabilities. All of them.

Don't know how to sail? No problem! Your volunteer companion sailor does know how to sail, and you can sail as much or as little as you like. Your legs or arms or eyes or ears or brain work differently? No worries. You

continued on outside column of next sightings page

on november 5,

While national politics dominate this year's election, sailors have numerous opportunities to vote for initiatives or candidates that support access to sailing.

Many sailors don't live in the communities where their boats are docked, and they're dependent on voters in waterfront municipalities to ensure city supervisors and public officials maintain affordable access to the Bay. The Sausalito Working Waterfront Coalition has been fighting to protect the Marinship from non-maritime uses. (The City of Sausalito's support was also important for the success of the recent community-led Sausalito Boat Show.)

Berkeley city supervisors just voted to preserve Cal Sailing Club's access to J-Dock for their keelboats. The success of the



A Challenged Sailors San Diego Martin 16 sails on a calm, user-friendly San Diego Bay. Insets: Alex Jasper (foreground in left photo, left in right photo) enjoys her first sail in San Diego with the Challenged crew.

ALL PHOTOS ALEX JASPER

vote for sailing

hard work by members of Cal Sailing Club, plus letters from sailors to the city council. In Port San Luis, Doug Morris continues to lobby local port commissioners for safe access to the water from Harford Pier.

Waterfront issues also include dredging, pedestrian bridges, harbor funding (Coyote Point Marina), community sailing, launch ramp facilities, etc. We can't identify all the people and issues that are important to each community, but we take this moment to remind sailors that access to the Bay or California waterfront is not guaranteed.

Even if the waterfront is not on the ballot in your community this November, your engagement will support ongoing access to sailing.

— latitude



challenged sailors — continued

can still go sailing. Challenged Sailors San Diego has boats with special assistive devices that almost anyone can sail. If you are medically stable and able to follow directions, you can sail. Only available on weekdays or weekends? We sail Fridays and Saturdays almost every week. Don't have a disability? Come volunteer. Don't have money to pay for sailing? No problem. It's free.

Some groups reserve the entire fleet for the day, and others book an individual reservation. Some people come once. Some people come back many, many times as participants or volunteers. Some of our boats join the sailing races in San Diego. There are kids and adults of all ages.

The boats — a fleet of eight Martin 16s — offer a stable platform for two people to sail. Participants sit in the front seat, and a trained companion sailor sits in the back seat. Simple controls for the mainsail and self-tacking headsail all lead to the front seat. A few boats are rigged for spinners. Participants can control the boats using lines, the special steering stick, or assistive devices that allow the steering and lines to be controlled by a joystick or a sip-and-puff interface — common controls used on some electric wheelchairs and scooters.

The Martin 16s have no motors aside from the assistive devices, and are willing to move along in just a breath of wind. We generally sail for about two hours, but boats can come back to the dock any time their sailors are ready. We are never in a rush, and there is an appropriate focus on safety. Each sail starts with a meeting to introduce everyone on the team supporting the eight boats, and review safety and the sail plan for the day based on wind and tides and any other factors.

An outboard motor-powered chase boat supports the sailing fleet and sometimes offers a platform for photographs. Dock-support volunteers help rig and derig boats and safely get everyone into and out of boats. Lifts and volunteers assist participants who need help transferring from scooters, wheelchairs or walkers to the boats. Behind the scenes, many other volunteers make the weekly sailing possible.

The original fleet of Martin boats came from a now-defunct adaptive-sailing organization that Sylvia and Mike Swall took under their own boat insurance in 2014 and nurtured into the current nonprofit organization, Challenged Sailors San Diego. They have now passed leadership to the board, currently led by Peter Phillips, but Sylvia and Mike still greet sailors and volunteers most weekends.

What I found on my first day was a fun group of resilient people of all ages and backgrounds who are gifted at meeting everyone exactly where they are. Then we safely share a little sailing adventure together for the afternoon. I've now trained as a volunteer companion sailor and sit in the back seat to assist participants to have a fun day sailing on San Diego Bay.

Spending a couple of hours on the water together is a great chance to swap some sailing and life stories. The perfect weather in San Diego doesn't hurt either. Light winds, clear skies and sailing-friendly temperatures are the norm year-round, making it possible for Challenged Sailors San Diego to sail nearly every weekend. The bliss for me, though, is watching a new sailor find the joy and freedom of sailing shine through their smiles and sparkling eyes.

You want to be a part of this? You can.

Join as a participant, volunteer, or contribute. Applications are available here: www.challengedsailors.org. Celebrate 10 years of Challenged Sailors San Diego with a tax-deductible donation in any amount that can keep sailing available to *everyone*, every week-

end for another 10 years and beyond.

— alex jasper

the sausalito boat show deepens its roots

Annual boat shows have long been a staple of sailors' lives and are akin to a kind of pilgrimage centered around a common love and passion for boats and sailing.

Memorable events at Jack London Square and Craneway Pavilion brought together thousands of boaters and businesses. The Pacific Sail and Power Boat Show (PSPBS) became the largest local gathering of the West Coast sailing and boating community. After a several-year pause through the pandemic, the PSPBS has been resurrected and is now preparing for its third iteration under its new management (as of 2021) and new location in Redwood City next May. Reopening its gates, the PSPBS demonstrated that boat shows can be created from almost nothing and become a highlight on our annual sailing calendars.

In early October, the second annual Sausalito Boat Show was held at Clipper Yacht Harbor on one of the year's hottest weekends. Despite the weather, sailors and boaters from near and far came to Sausalito to check out sailboats, powerboats, luxury yachts, electric boats, charter operators, trailer-friendly boats, gear, accessories, food, live music and fun family entertainment. The docks were lined with Jeanneau, Beneteau, Chris-Craft, Riviera, Pursuit, Axopar, Cruisers Yachts, Tiara, Princess, Defiance, and Inmar, brought in by brokers and charter operators such as H & M Marine Services, Silver Seas Yachts, Rifkin Yachts, Club Nautique, Richard Boland Yachts, Naos Yachts, Boat Specialists, WGM Boats, and Cardinal Yacht Sales.

Showgoers onshore perused boat hardware, electronics and accessories on offer from vendors including H & M, Svendsen's Bay Marine, KKMI, Zepp Sticks, Marina Riviera Nayarit, Spaulding Marine Center, Bay Area Marine Services, The Canvas Works, South Beach Riggers, List Marine Services, LOVEMARIN, Modern Sailing School and Club, Compass Canvas, Clipper Yacht Harbor, and many more. Silver Seas Yachts won this year's "Best in Water Display" award, while Tom Reyla and South Beach Riggers took best on-land display.

Latitude 38 was there, too — we always love meeting and catching up with our readers at the show. Free seminars were

also available; speakers covered salty topics such as diesel engine maintenance, marine navigation, marine electronics, safe rigging and electric-powered boats, among others.

Of course, the show included a couple of parties and opportunities for people to mingle. The first official party was on Friday night with the "Waves of Opportunity" happy hour fundraiser hosted by Helmut's Marine Service, and in partnership with the San Rafael Channel Association and Big C Charters. The well-attended shindig raised more than \$4,200 to enable kids from the San Rafael Canal Alliance, who don't typically have access to boating, to find diverse ways to explore the water.

"Your generosity made this initiative a reality, and it means the world to us!" Helmut's Marine Service wrote after the event. "We're sending everyone love and deep thanks for helping us make waves of opportunity for these kids!"

Saturday and Sunday brought the crowds as people moved into and out of the pavilion and onto and off the docks to browse, bargain, or drool over their newest "must-have" or "clearly need" boat/boat item. Among the people there were Daisy Kelliher and Fraser Olender from Bravo's *Below Decks*. The famous duo walked around, stopping for selfies with fans, and even took a turn in the Dunk Tank, helping to raise money for the Sausalito Nursery School. All in all, the three-day event gave attendees a taste of the good old days of Bay Area boat show frivolities — and a hunger for more.

The Sausalito Boat Show team — a grassroots coalition of marine businesses — signed off this year's event with a Knot Tying Ceremony (a fitting end for all the loose lines they had to bring together to make the show a success), and a few words for their supporters.

"Thank you to all the exhibitors, attendees, volunteers, staff and community supporters who are helping us build something special for the maritime industry in this amazing place. The heat tried to take us down, but nothing can stop the spirit of this show. We look forward to many more good times with you at Clipper Yacht Harbor in Sausalito, California."

— *latitude*

Left photo, from left: H & M Marine's Ethan Hirschfeld; KC Pedersen and his father Ken, the owners of Clipper Yacht Harbor; Latitude alumnus Mitch Perkins. (Hirschfeld and Perkins founded the Sausalito Boat Show.) Right: Signal flags, beautiful boats and beautiful locations make a good boat show.



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BLUE FLASH'S PACIFIC CUP —

I learned from my "TransBack" experience (bringing *Merlin* back from the '23 Transpac) that being in the right place at the right time is half the battle when taking advantage of unique opportunities. So when I added my name to the list of avail-



'Blues' brothers (l to r): Scott, Fernando, Matt and Grant at the finish.

able crew for the 2024 Pacific Cup, I figured I'd let the universe determine what the next move would be.

Matt Arno from the Fort Worth Boat Club in Texas reached out with his J/105 ambitions for this race, and laid out his plan: trailer *Blue Flash* from Texas, step the mast at KKMI in Richmond, win the Pacific Cup, put the little boat on a bigger boat, ship the boat back on the other boat to the mainland, and drive it back to Texas.

Sounds good, solid plan, let's do this.

The *Blue Flash* team would consist of four sailors: the skipper, Matt Arno, a nuclear physicist; his first mate and watch captain, Scott Hurst, a software developer hailing from New Jersey; Grant Hayes, retired, a Bay Area racing veteran and Alameda local; and myself, a sailing addict and native of San Jose, employed as a project manager for a large electrical contractor.

Although the four of us lacked time on the water together due to geographic differences, we did make time to meet, practice, and evaluate our racing chemistry. We had a short fuse before race day and a lot of ground to cover. Matt and Scott brought strong offshore heavy-wind experience and knowledge. Grant and I had local racing experience, connections, and knowledge. We would really need to focus only on supporting their program once outside the Golden Gate.

The boat arrived with little time to spare. (Getting from Texas to Richmond would cost six tires, two rims, and a hog.) Setup went smoothly at KKMI due to the skipper's prior experiences racing out of town.

A faulty alternator almost dashed

ALL PHOTOS FERNANDO ROSERO
EXCEPT AS NOTED

our race dreams — it was a special one with a special pulley and belt. Solar-only was an option but would require an uncomfortable power diet. We were saved by a local vendor, Buchanan Auto Electric in Oakland, who expedited our rebuild and handed us a sparkling new high-performance alternator.

With seconds to spare, *Blue Flash* was ready for battle.

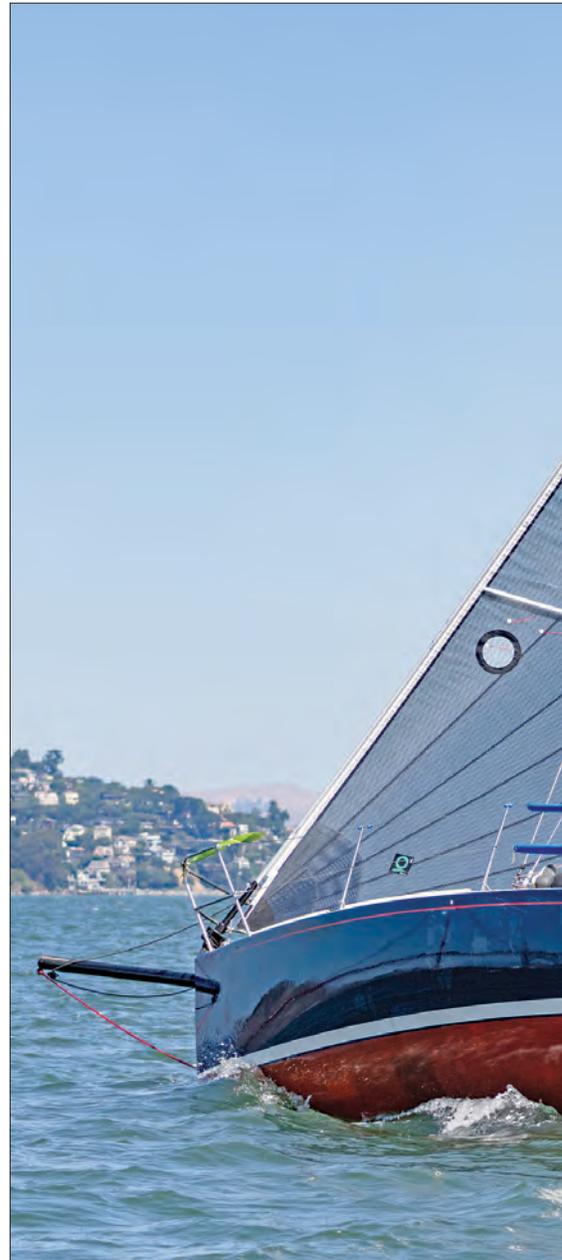
There are three kinds of sailboat racing: racing to win, racing to place, and racing to finish. Racing to win means when the option exists to push it further, you aggressively pursue it. The eternal discussion aboard is how far you push. Those are conversations that stay with the men and women living the experience.

Another difference in racing to win versus racing to finish may be a handful of decisions where you opt for an easier way out of the situation, perhaps waiting until morning to resolve an issue instead of immediately relaunching the oversized A2 at 2 a.m. in 24 knots of wind. We were racing to win, so we relaunched.

Pushing the boat to the limits means things break. Spare parts are important. You can't break the crew, though — there are no spares. The fewer crew you have aboard the boat, the fewer options for specialized skill sets. In our crew of four, we had two teams of two. Daytime would be four hours on, four off; and at night, three on and three off.

With half the crew asleep at any given time, everyone needed to be able to perform every function required in every condition — including night driving the A2 in 20+ knots with big, rolling seas, by

"Driving at high speeds in the ocean requires a level of focus that is hard to maintain for long periods of time," notes Fernando.



instruments only. This turned out to be a critical skill whose importance I underestimated.

Understanding how to unwrap, douse, repack, and relaunch asymmetrical headsails ("asyms" in race-speak) in strong wind requires expert knowledge. Performing sailing functions critical to keeping the boat moving forward requires in-depth sailing knowledge, experience, and in many cases, the courage to execute.

As much as the Pac Cup is a speed race, endurance could not be a more critical component of the ride. After days of limited-duration naps while rocketing along

LIONS OF THE SEA



'Blue Flash' (and the J/112 'Jubilant') at the start of this summer's Pacific Cup.

the ocean like a spaceship, your mettle is tested over and over. I found myself digging deeper than I thought possible to do things I did not think I could do.

First of all, there was no one else to do them, so I had to figure it out. Second, I had help from my watch partner, Scott. I'm not sure if he just did not want to have to drive my shifts for me, or if he really did believe in me. He pushed me to sail harder and faster than I ever have. He helped me figure out how to unlock sailboat surfing's unreal speed and power. Maybe sailing harder than I should have, but did I die? No.

Well, did I die? Depends on whom you ask. If you asked Matt and Scott, about a week in on the trip when they tried to

wake me up for my night shift, you would get a different answer. They tell me I was dead, dead asleep. I was exhausted. The story goes that I was so difficult to wake up that they considered maybe I had died. While they were trying to wake me up, my exhausted brain combined my dream world and reality into a story where the

three of us were just chatting somewhere else on the planet. I woke up chuckling at the incident. The guys were just happy we did not need a burial at sea — even though, as Scott pointed out, the weight saving would have made us faster.

Our first knockdown was a bad one. We had been operating in a more relaxed boat configuration, trying to support air movement as things warmed up. We had some low-lying ports open late at night; things were going more or less as normal. Scott was driving and I was trimming. We noted a spot on the horizon that was dark and getting darker — and bigger. It was difficult to tell the direction and if it would run us over, but we watched as the conditions for a significant squall developed. We noted mild changes to wind direction and speed...

Then, without any warning, we were on our side.

I don't remember anything between sitting on the weather rail and hanging from the lifelines with my legs shin-deep in the ocean. The wind shifted 30 or 40 degrees, blasted us abeam at upwards of 30 knots and knocked us down. My training kicked in, and so did my sense of team and self-preservation. Mainsheet released. Boom vang released. Where is the spinnaker winch? Under water! Spin sheet released. Breathe.

With everything eased, the boat righted itself, but RIP to the A2. She was a good sail but was decapitated. Head clean ripped off and a lot of luff tape. "Bring up the A4!" the skipper hollered. New asym launched, the boat pointed in the right direction, sails trimmed back, full speed ahead once more.

The open ports had allowed significant water to enter but the ingress was safely managed. Still, it was one of the scarier moments in the "what could have happened" category. Lesson learned. I spent two hours the next day taping up the ports with enough tape and backing to allow my OCD to come down off the roof. It was amazing how much anxiety one could relieve by meticulously going through every line in the cockpit combining Flemish coils and other line-organizing techniques to ease the accumulated stress.

Driving at high speeds in the open ocean requires a level of focus that is diffi-

Well, did I die? Depends on whom you ask.

cult to maintain for long periods of time. If you want to successfully drive the asymmetrical chutes, you must learn how to read the tactical display instantaneously, and continuously evaluate, and adjust to the changing wind conditions.

BLUE FLASH'S PACIFIC CUP

When the wind picks up, the rails you are driving on become narrow and your focus must be even tighter. The room for driving error gets to near zero approaching 30 knots, but there is no shoulder to pull



off onto, so you drive tighter. When piloting at this level, the driver and trimmer communicate almost telepathically, responding to boat feel, sea conditions and wheel pressure.

Scott and I had several good runs together, where it felt like Chewbacca and Han Solo in the *Millenium Falcon* dodging asteroids. The feeling of getting it right is indescribable. Scott was dubbed "Mr. Full Throttle" of the trip, and was relentless in his pursuit of more speed and greater VMG. His skills at high speed defied what I had considered possible outside of a Volvo Ocean Race YouTube video. In all, we broached multiple times, had two bad knockdowns, blew up two asyms, vaporized four spinnaker blocks, swam in the cockpit after becoming a submarine, and wrapped and unwrapped spinnakers more times than I could count. I also cut my finger slicing a lemon. This would surprisingly be the worst injury of the trip.

When things go wrong, who leads the team back to center is a big question. This is one of the most critical support functions of the team. Matt, in addition to performing all the planning and logistics functions for the entire boat and team, was the foundation of the team's strength. He led by example with outstanding technical knowledge, outstanding technical application, expert offshore abilities, and enough confidence to fill an F350

with Texas plates. He also regularly supplied freeze-dried meals to his hungry crew with the calm and collected demeanor of a mild-mannered scientist.

A squall line on the hunt for an unsuspecting boat. Few Pacific Cup boats are spared.



RUBY GATES



Land-ho! Scott contemplates the last 40-mile homestretch into Kaneohe. Inset: Fernando back with Sweet Melissa.

What is an Ocean Cowboy? When you broach the boat and the skipper comes on deck from his bunk, removes the broken boom vang, takes it below deck, repairs it, reinstalls it, and then goes back to sleep. All while the boat is bucking like a bronco. That's Matt, our Ocean Cowboy. What I saw reminded me of watching Bo and Luke Duke jump their bright-orange *General Lee* Dodge Charger over Rosco P. Coltrane's police cruiser blasting the Dixie horn and landing safely on the other side — with a side order of

It felt like Chewbacca and Han Solo in the 'Millenium Falcon' dodging asteroids.

MacGyver. Do not mess with Texas, folks; they are built differently.

The miles ticked by. Soon we passed halfway, and soon after that, there were only hundreds of miles to go. Getting through the final hundred was an exercise in patience. I felt a mix of emotions between happiness and exhaustion.

In my dreams, this race would end with meeting my girlfriend Melissa at the docks at the Kaneohe Yacht Club as the sun set. When I visualized completing this race, I could not imagine a better way to conclude the journey. Getting

home to Sweet Melissa was all I had to draw strength from some nights. Messaging her was my only window into life back home. Thinking of the kids, family and friends at home gave me motivation to try hard and try harder. Thinking about the sacrifices of those who helped to get me here, and of the racers before me, provided more motivation.

Despite the unrealistic chances of all the many details aligning, arrived ahead of schedule, in 11½ days. We also arrived just in time to cross the finish line and enjoy the sun setting as we followed the escort boat to Kaneohe Yacht Club, where Sweet Melissa got a world-class squeeze from her favorite sailor.

For me, every dream came true on this trip, and I count myself among the luckiest sailors in the entire world. As the sun sets on the *Blue Flash* Pacific Cup trip of 2024, there's a lot to unpack for this crew. We finished fourth in a division of very competitive boats with very accomplished teams. Our group had achieved more than anticipated, and we all could not be prouder of the accomplishment.

For 11½ days, we lived life to the fullest and pushed ourselves to the ragged edge. It was the greatest challenge in my life thus far in so many ways. Individually, and together as a team, we lived as lions; kings of the jungle of the sea.

— fernando rosero



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GRANT DALTON'S

Like a family reunion you wish would never end, the Louis Vuitton 37th America's Cup is over. Now the speculation of when, where and who for the 38th edition begins.

The past few weeks, like the blazingly fast foiling monohulls that "fly" over the course at warp speed, this event seemed to end as soon as it began. Barcelona, hosting the Cup races for the third time, outdid itself, and is certainly in the running for a fourth opportunity.

When Emirates Team New Zealand CEO and boss Grant Dalton pulled up the tent stakes and moved the event from Hauraki Gulf in Auckland to this sprawling city on the Mediterranean, it was met with a certain amount of controversy and public outcry, as the Kiwis are passionate about their America's Cup and there was concern that they might lose "home court advantage."

But Dalton made his point and proved the skeptics wrong as the final score was 7-2 over Great Britain's INEOS Britannia. Emirates Team New Zealand (ETNZ) has now won twice and defended three times.

On the final downwind leg to the finish, the Kiwis sailed a textbook race, jibing off the right boundary and flying down the course before a final jibe on the port layline angled them to the finish line and the history books to win by 37 seconds. For Sir Ben Ainslie and the British, it might as well have been an hour.

As soon as INEOS Britannia crossed the line, they were quick to round up and applaud the victorious ETNZ crew, as *Tai-horo* was almost immediately surrounded by an armada of spectator boats and supporters.

ETNZ has completed a modern-era hat trick. As strong as this group of Challengers appeared to be, New Zealand quickly erased any doubt that they are a dynasty. With the trio of Peter Burling, Blair Tuke, and Nathan Outteridge on board, and the design wizard Dan Bernasconi inventing miracles on the fly, it may be a long time before the Auld Mug has a new master as Defender/Trustee.

"It's a pretty surreal feeling; it's still definitely sinking in. In the America's Cup, you're all ready for a long battle, but

to be able to get it done in just beautiful sailing conditions, with a little bit of shift in it and just so many people cheering us on, was amazing," said Burling. "It will be interesting to go back and review a couple parts of the race. It felt like we had the boat going really good but couldn't buy a shift at times. We got a relatively even start, they were quite close, so we just decided to get out to the right that we really

2]," said Ainslie. "It goes without saying that I could not be prouder of our team's efforts; the hard work and determination over this three-year campaign has never wavered. The team has been going for 10 years now, and this has by far been the campaign that has shown the most improvement. When you compare us to outfits like ETNZ, who have 35 years in this competition, it shows that continuity in learning and development is the key to success.

"The team's mission has always been to win and defend the America's Cup for Britain, and nothing has changed. Our plan is to remain in Barcelona with our Athena Pathway Youth and Women's teams to continue developing our sailing talent and double down on our commitment to Britain's future in the America's Cup," continued Ainslie. "The strategy to partner with Mercedes F1 has been a huge benefit and a technical development gain for AC37."

ETNZ left little doubt that Dalton's power play had paid off, and now we await the new Protocol as the RYS has returned as Challenger of Record. This

came as no surprise as Great Britain and New Zealand have forged a solid working relationship that showed little signs of fraying.

"Just incredibly proud of what we've accomplished," said Burling. "The America's Cup has got to be one of the hardest sporting trophies in the world to win. You've got to have so many parts come together to make it all work, and now, having done that three times in a row, it's incredibly special."

The partnership with the event was solidified with corporate support from Louis Vuitton as title sponsor. With the creation of the Puig Women's America's Cup and the Unicredit Youth America's Cup, an event foundation has begun with the hope that Dalton now will take this show on the road with more preliminary series events, potentially in Auckland, Jeddah, Cowes and elsewhere. The idea is to replicate the success that Ernesto Bertarelli and Larry Ellison/Russell Coutts had in creating America's Cup Preliminary Regattas.



IAN ROMAN / AC37

It wouldn't be an official winner's photo without Sagrada Familia in the background.

liked, but yeah, really pleased the way we just continued to improve through the week. The boat was feeling awesome today and it was a real team effort."

INEOS Britannia, representing the Royal Yacht Squadron, was a worthy opponent, as Ainslie earned more than just a participation prize — his first win marked the first time the British had won an America's Cup race in nearly a century! Winning the second race of the day created two days of euphoria before the Kiwis emphatically stamped out the remaining embers of the possibility that the elegant silver ewer would return to its birthplace, ending the longest losing streak — 173 years — of any sporting event in history.

"Firstly, we want to pass our congratulations on to ETNZ. They raced a great series and continue to dominate the event with their three-peat, making them the greatest America's Cup team of all time [tell that to Stars & Stripes 87 or Australia

KIWI HAT TRICK



IAN ROMAN / AC37

The ultimate Emirates Team New Zealand family portrait.

The Port of Barcelona now begins a process of review to see if it merits bidding to host the America's Cup again. Several of the teams are ensconced here, and the host continuity would reduce costs.

More importantly, there has been discussion of a short cycle, maybe as soon as 2026, to coincide with the 175th anniversary of the yacht *America's* shocking victory in 1851 to win over the Royal Yacht Squadron for the "100 Guinea" Cup. A short cycle would keep the AC more in the global consciousness, but more challenging for new teams to get up to speed. This may be moot, as Dalton said, "It would be difficult to expand the number of teams based on the available infrastructure space in Barcelona."

"Reflecting on the past eight weeks, we're all very proud of what Sir Ben Ainslie and the team have achieved," said INEOS chairman Sir Jim Radcliffe. "There can be no denying that there have been ups and downs along the way; which is never good for blood pressure! But that's sport, and that's why we love it.

"We have seen how Ben and the team have interpolated the data, optimized the technology, and refined their sailing strategies to unlock more performance from the boat and the sailing team, race by race. This progress is testament to the unquestioning commitment from everyone in the team both in Barcelona and Brackley [the production facility]; a huge effort that everyone should be very proud of."

Make no mistake, where and when the next America's Cup will be is Dalton's decision and his alone. He brought the event to Barcelona when the New Zealand bid fell short financially, and to infuse more cash into ETNZ to keep that structure intact — not that any of the crew could go anywhere else anyway, as the stringent nationality rules locked them in place.

One of the few controversial moments of this Cup as INEOS comes in for a close "shave" and a penalty.



IAN ROMAN / AC37

Momentum has been building to return to Barcelona, which has much more to offer than just Sagrada Familia, though the weather was more than a mystery every day — all the models that regatta director Iain Murray utilized were of little or no use as the Mediterranean microclimate had a mind of its own. Murray quickly realized that there was no future for him as a weatherman!

The match was relatively controversy-free. There was a costly penalty against INEOS in Race 3 after a near collision in the pre-start box, which led to some colorful comments in the post-race interview when Ainslie took offense to the line of questioning from the announcer, who happened to be from NZ, calling him "a f#!@&#g wanker," leading to a frivolous Rule 69 "hearing" that was posted on the Notice Board.

When asked about it the next morning at the Race Committee Media Briefing, Murray and chief umpire Richard Slater laughed it off, saying, "You're asking two Aussie sailors about swearing on a race boat ...!"

The Kiwis made an uncharacteristic mistake, falling off their foils in Race 5 and allowing the Brits to take their first Match win in 90 years. (In that 1934 bout, Sir Thomas Sopwith's J-Class *Endeavour* notched two wins before being beaten by Harold Vanderbilt's *Rainbow* in the final races.)

The AC75 will be returning as the AC

GRANT DALTON'S KIWI HAT TRICK

LEFT & CENTER: RICARDO PINTO / AC37



IAN ROMAN / AC37

Above, left to right: The Māori Ngāti Whātua Ōrākei escort 'Taihoro' out to the racecourse. Center: The starts were some of the best action on the track. Right: Ben Ainslie huddles his INEOS Team in hopes of trying to find a chink in the Kiwis' armor.

Class, though probably lighter, and with fewer "fighters," as half of the cyclers are likely to be jettisoned in lieu of more stored battery power, which opens the door for potentially adding female athletes as crew in roles worthy of their expertise and experience.

In the full glare of the world's media spotlight, in a race sandwiched between the opening two races of the Louis Vuitton 37th America's Cup Match, Italy's Luna Rossa Prada Pirelli beat Britain's Athena Pathway — by just 8 seconds! — to win the inaugural Puig Women's America's Cup after an impressive demonstration of cool, calm, and collected match racing. The event marked a pivotal moment as the first-ever women's event associated with the Cup.

"I don't know how to describe how this feels. I'm super-happy and proud of the team," said Maria Giubilei, trimmer aboard Luna Rossa Prada Pirelli. "This is just a wonderful feeling. I'm not sure we really can understand it yet. Maybe in the coming days, we will understand properly that this is a really big thing that we have done and how important it is for girls everywhere. I hope this will inspire people to follow their dreams and live the life they want to lead."

What about stepping aboard AC75s in the future America's Cups?

"I hope so. I think that would be a good thing, especially because I really want to go on the Luna Rossa boat one day. I think it would be great for women at some point if there was not a race just for us, but we were mixed in with all the other sailors," said Giubilei.

"My expectations for the event have definitely changed from the time I first heard of this event. When I first heard that this was going to be a thing, I think I was excited, but I didn't want to get too excited and get my hopes up and be disappointed," said American Magic's Sara Stone. "Over time my personal expectations have grown as we have seen all that is possible in this class, and as we have

had more and more time on the water and we have been able to learn more, and now to be able to come here and race against some of the best women in the world, we are all going to be pushing the edge."

Upon stepping on board *Taihoro* after racing, Bernard Arnault, the chairman and CEO of LVMH, and Pietro Beccari, the chairman and CEO of Louis Vuitton,

and excellence. We share the same values which have driven our partnership since 1983, more than 40 years, and we proudly continue the tradition, ensuring that victory travels in Louis Vuitton."

For the US and the New York Yacht Club, it was a close but disappointing year. They demonstrated all the ingredients for success with a solid design and team, but just weren't able to combine it all into a winning performance. The Swiss and French also showed how close they could get, but seconds matter, and they were unable to find the time needed to improve their performance.

It looks as if the foiling AC75s are here to stay, with date and location for the next Cup being TBD. While it was a boisterous affair on the Barcelona waterfront, the interest among American sailors appears to be at a low ebb, even more so after the departure of the NYYC from the competition. The modern America's Cup has been created for a new generation of sailors, leaving many of the old generation ambivalent. Barcelona and Emirates Team New Zealand certainly put on a compelling performance, but time will tell if the event will recapture the interest, passion and magic of its past.

— mark reid

Much thanks Barcelona!



RICARDO PINTO / AC37

The Puig Women's America's Cup was the highlight of the month for many as superstars hit the water in AC40s.

were on stage to present the America's Cup trophy, with Arnault reflecting on what was an historic and remarkable event in Barcelona:

"What a fantastic final today! As both the defender and organizer of this year's event, you have demonstrated exceptional skill on and off the water, setting a bar for the future host.

"To INEOS Britannia, my sincere admiration for your formidable challenge. You pushed boundaries, showing resilience and a relentless pursuit of victory, inspiring us all," said Arnault. "This year's America's Cup gives an example of ambition, innovation

IAN ROMAN / AC37



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IF DUSTIN CAN DO IT ...

ALL PHOTOS DENNIS MAGGARD

Two weeks in the heat of Apia Harbour, Samoa, dirty with the grit of construction around the bustling commercial port, put me in the mood for a fresh sea breeze and blue water. Up came the anchor, and soon our Pacific Seacraft 37, *Pamela*, was bouncing through a boisterous sea on her way to Niuatoputapu, a remote island in the Kingdom of Tonga, 180 miles to the southwest.

Not many folks visit Niuatoputapu, "the Sacred Coconut." It's the northernmost of the Tongan islands, far from Vava'u, where most South Pacific cruisers visit.

The wind was howling as we made our way through the pass and inside the reef. Our broken transmission cable made the anchoring procedure a nerve-racking trial. But what a relief to be gently swaying in flat water, protected by the reef of Niuatoputapu! We spent the following day drying out our clothing and the interior of the boat, then sleeping like a pair of fallen coconut trees.

After a bit of rest, I dinghied ashore to meander through the village and explore the sacred coconut groves. I was returning to the dinghy landing when I met a young man who was just coming ashore. From a distance I saw him land, tie up his boat, then hop up onto the landing. He was putting on his knapsack as I approached, and something about his movements seemed asymmetrical.

"I'm Dustin," he introduced himself. He had just arrived from Hawaii by way of Pago Pago and appeared to be going solo.

Dustin and friends in Tonga.



"Singlehanding?" I asked. "Literally," he replied.

It was then I noticed he didn't have a left arm. Nor a left leg, for that matter. Below his knee was a steel-rod prosthetic with a weather-beaten tennis shoe attached. His left shoulder pointed up and down in gesticulatory agreement when he waved his right hand. He was in his late 30s, solo-sailing his 35-ft Alberg 35 *Rudis*. Yet he had no problem stepping ashore and tying up his dinghy. His composure seemed completely at ease, calm, and remarkably self-assured. We chatted for a bit while I stared in utter disbelief.

"We're on *Pamela*, the green Crealock. Once you're settled, will you join us for dinner?" I asked.

"I'd love that," he replied, then bounded away to explore the village.

"What does *Rudis* mean?" I asked him during dinner on board *Pamela*, sitting down to a hearty Oaxaca mole with a loaf of whole wheat bread that my wife Pam pulled hot from the ship's oven.

"A rudis is a wooden sword that the gladiators used to train with," Dustin explained. "A gladiator received one when he had earned his freedom."

"How would one know that?" I wondered. "And how can a double amputee sail a boat completely by himself?" My mind was blown away as I came to know this intrepid young sailor.

I tried to imagine how I could sail *Pamela* with only one arm. Each time I reached for a line or a winch handle I thought what it would be like with only one hand. There is a nautical expression, "one hand for the ship and one hand for yourself," meaning when operating the boat, you always need to be holding on tight. In Dustin's case, the hand for the ship took priority in order to perform the most basic tasks.

Yet he was completely content with his situation. He was putting in more effort than any other sailor, and perhaps putting his life on the line. But, he said, if it hadn't been for his unfortunate motorcycle accident, hit by a drunk in a truck, he probably wouldn't be out here sailing. Dustin struck me as the most well-adjusted young sailor I'd ever met.



I asked Dustin if I could help him with any chores aboard *Rudis*, and he welcomed me aboard to adjust the alternator belt. He turned the wrench while I applied tension to the belt with a crowbar. It was not the kind of thing you can do with only one arm. Afterward, he pointed to a wooden oar sticking out from his Monitor wind-vane. "See that? I jury-rigged that oar when the Monitor pendulum broke. I'm rather proud of that." You have to spend hours in a bumpy sea while dangling over the stern to appreciate that.

A few days later he and I were free-diving with Jack from *Iguana*. I'd never been spearfishing before, so Jack was showing me the basic moves. Jack was quite a fisherman and kept *Iguana's* freezer full of ahi, mahi mahi, and wahoo. He'd been at

SINGLEHANDED CRUISER



Remote and spectacular Niuatoputapu is very welcoming to cruisers.

to resurface. With a grin he presented the huge clamshell, about a foot wide, in his right hand. A moment later he was down there again, prying away at the second clam.

I took aim at a parrotfish in a shallow area of the reef. *Thwack* went the speargun, sending the spear deep into a chunk of coral where the parrotfish had been a moment before. I swam down to pull out the spear but it was wedged tight. Several times I dove down and tugged on it. Multitudes of tropical fish swam by to watch, now that the spear was safely lodged in the coral. Finally, after exactly seven attempts, the spear came out with a *thunk*. This spearfishing was turning out to be harder than it looked. I swam back to the dinghy and waited for Jack and Dustin to return.

"Did you get any

Niuatoputapu for two weeks when we arrived, and he'd been out spearfishing every day. Several times he'd spotted humpback whales swimming lazily off the reef.

Dustin was an experienced diver, and before his accident he'd had his own fishing boat in Hawaii. I was still trying to learn how to clear my ears. The unpleasant memory of diving down 20 feet in Suwarrow to release my tangled anchor chain from a coral bommie, not properly clearing the pressure from my ears, still lingered in the front of my brain.

"There's a couple of giant clams down there," said Jack. "See them? Dustin's looking for a giant clam, so I'm going to go down and lay the speargun beside them." Then down he went like a slow-motion torpedo, moving gracefully with his long fins. He laid his speargun down in a sandy patch beside a coral shelf about 25 feet

down, then resurfaced slowly a minute later. He motioned for Dustin to swim over to the spot. How could Dustin possibly swim down that far with only one leg and one arm? With my stubby fins I had kicked my hardest and only made it halfway.

"It might take a few dives to pry it off the coral," Jack remarked. Then, with a long screwdriver in his one hand, Dustin descended. From the surface I could see his body jerking at the giant clam down below. He was down there over a minute and a half before he began

Author Dennis Maggard sees eye to eye with the kids in Niuatoputapu.



IF DUSTIN CAN DO IT ...

fish?" I asked them. "A couple. Inside the boat."

I looked in the dinghy and found several large parrotfish and an enormous fish with a head the size of a tire. Jack was particularly proud of it, called an *ulua* in Hawaiian, a large trevally. He was not satisfied that I'd come up empty-handed on my first spearfishing odyssey and he insisted that I go down again and shoot something.

Meanwhile, Dustin appeared with his third giant clam. "Look down here. See that grouper?" About 15 feet down I came upon a beautifully plump purple fish covered with black dots. It was love at first sight.

I fired at the grouper and then pulled on the tether to see if there was anything like a grouper attached to it. Miraculously, the spear did not go into a coral bed. It went right through the head of my cartilaginous prey.

"Great shot!" exclaimed Jack. "Way to go! Let's call it a day." With chattering teeth, I agreed and clambered aboard the dinghy, admiring my



Giant clams test divers with two hands, though Dustin was able to wrestle them free with just one.

purple grouper, the big trevally, and the giant clams.

That evening we enjoyed a fantastic feast aboard *Pamela*. Dustin

marinated his clams in a Hawaiian *poke* sauce and served them with *panache*. Jack provided a grouper and a couple of parrotfish, which Pam

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The fleet anchored off Niuatoputapu.

sautéed alongside my grouper in a coconut-cream sauce. Pam topped it all off with a loaf of fresh-baked bread made with olives and *herbes de Provence*.

As I lightly strummed my guitar and sipped white wine, I reflected on the spearfishing that Dustin, Jack, and I had done and the bounty of fresh fish we had provided for our table. I felt perfect contentment. The winds died

down to a whisper and the sky turned pink. The pasting we had endured to get down to Niuatoputapu from Apia was long forgotten and the developed world seemed like a million miles away.
— **dennis maggard**



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IMPORTANT DATES

- November 3, 8:30- 9:15 a.m.** – Skipper check-in.
- November 3, 9:30- 11 a.m.** — Skippers' meeting. West Marine, 1250 Rosecrans.
- November 3, 1 p.m.** – The Annual Ha-Ha Halloween Costume Party and BBQ. West Marine, 1250 Rosecrans.
- November 4, 10 a.m. Monday** – Baja Ha-Ha Kick-Off Parade.
- November 4, 11 a.m. Monday** – Start of Leg One for all boats off Coronado Road
- November 7, 2 p.m.** – Daytime – BHH baseball game at Turtle Bay.
- November 7, Evening:** Restaurant hopping, such as it is, in Turtle Bay
- November 8, Noon-ish. Friday** – Famous Turtle Bay Beach Picnic Party until sundown
- November 9, 9 a.m. Saturday** – Start of Leg Two to Bahia Santa Maria.
- November 11, Monday** – Bahia Santa Maria Day; a layday for relaxing and exploring.
- November 12, Tuesday** – Hiking, beach walking, sports, and the annual Rock 'n' Roll Beach Party, sponsored by the local fisherfolk.
- November 13, 7 a.m. Wednesday** – Start of Leg Three from Bahia Santa Maria to Cabo San Lucas.
- November 14, 7:30 p.m. Thursday** – Dance Party at Squid Roe.
- November 15, noon. Friday** – Cabo San Lucas Beach Party
- November 16 – 6 p.m. Saturday** – Awards presentations hosted by Cabo Marina.
- November 24, 4-7 p.m.** – La Paz Beach Party at La Costa Restaurant.

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We were passing close aboard the pin end of the starting line, to get a shore range to the north. It's part of my usual pre-start protocol to get distant range marks in both directions, parallel to the starting line.

"A shore range," Lee Helm had to explain to a novice cockpit crew, "is a distant point that's collinear with the two ends of the starting line. If you know that point, you can always tell from the middle of the line if you're, like, over or under."

Lee and I had been invited to share tactician responsibilities on a very new and very fast boat in a major regatta. Well, actually Lee was the primary tactician, I was there as the "tide strategist," really more accurately the "tide accountant," equipped with my favorite set of proprietary high-resolution tide charts at half-hour intervals. Lee would call the shots. But we agreed on the pre-start checklist for data collection: shore bearings in both directions, get the wind and line headings for favored end, measure the time to run the line, know the barging line course and visual bearing, do a current check, and test the time required for a tack from broad reach to close reach.

"Strong current today!" remarked one of the crew. I thought we were easily clearing the starting mark, broad reaching on starboard to pass just outside the line to get our shore range, leaving the pin-end buoy to port.

"Not this early in the ebb," I said, surprised by the strength of the tidal current and the wake behind the buoy. But it was true: It looked as if we were being set into the mark in about 2 knots of current from our starboard beam.

"No, it's the mark that's moving!" another crew realized.

It was too late. The mark hit us hard amidships, motoring right into our port side at full speed. This mark had its own propulsion system and a mind of its own.

"Protest!" Lee shouted at the robot mark. But she was not serious. This was one of the new RoboMarks that can hold station without being

anchored, thanks to a sensitive GPS and a small, computer-controlled electric thruster. The RC had apparently decided to tell the mark to make the line a little longer just as we were sailing by. Fortunately, it has soft padding all around, so no harm done except that we'd have to start over again with our pre-start data collection: Shore ranges, time to run the line, and favored end would all change when the mark moved.

who had been racing long enough to remember phrases from previous versions of the racing rules rather than the current edition. "You're confusing Rule 31, Touching a Mark, with the old anti-barging rule. If you touch a starting mark while racing, you have to take the penalty after starting."

"Aren't we racing after the warning signal?" asked the owner.

"Not till the prep," Lee clarified. "And like, the RC isn't supposed to

move a starting mark after the prep signal, so in theory there should never be an issue with having to re-round a moving RoboMark after it rams your boat like that one just did."

"Still, the problem with these RoboMarks," I

said after the RC wisely signaled a postponement, "is that it's hard to tell if the mark is being moved. In the old days — and by 'the old days' I mean last week, before these new-fangled marks showed up — it was easy to see if a starting mark was being moved: The mark-set boat had to go over to the buoy and drag or reset it. With this gadget, who can tell if the line has been readjusted? If the mark decides to relocate itself just a little,

"I think they should have written new rules just for Olympic sailing, and left the rules pretty much alone for all the sandlot racers who never have the luxury of an umpire calling fouls. The A-Cup folks had no trouble rewriting the rulebook for their purposes. The Olympics should have done the same."

"So now we have to do a penalty turn after we start and clear the starting line?" complained the owner, whose main job on this yacht was to write the checks.

"No," the sailmaker corrected him. "Hitting a starting mark only counts if you hit it 'while approaching the starting line to start.' No penalty turns needed."

"Except, like, the rules never said that," Lee informed the sailmaker,

The self-propelled robo buoy can hold station against a 2-knot current, and allows the RC to adjust the line by remote control. Great for hard-to-set windward marks, not so great for the starting line.



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Even those of us racing in a Friday night sandlot are entitled to starting marks that stay in one place while we check out the line.

maybe to square it up to a small wind shift, it makes most of our pre-start data invalid."

"No, that's covered," pointed out one of the crew who had actually read the Sailing Instructions. "The blue flag on the RC boat is one end of the starting line. If the blue flag is down, there's no defined starting line, and it's an alert that the line might be changing. But they can't move the mark after the prep signal."

"Great," I laughed. "As if we will notice the blue flag down in the middle of all these big boats. And the line could be moved with as little as four minutes for us to get all our pre-start data and still set up for a good start."

"You know, it's just like a lot of the 'correct' race committee signals," said the sailmaker. "We only call it good committee work when it's all backed up by VHF hails, so the fleet knows what's going on."

"Didn't used to be like that," I reminisced. "We have a sport that uses 18th century naval signaling technology: flags, shapes and guns. I started

racing before anyone had a VHF in their pocket, and we made the flags and guns work fine without the VHF radio crutch."

"Blame the Olympics and TV money," the sailmaker asserted. "That's when they changed the starting sequence from a 10-minute warning and a five-minute prep, to five and four. Works for the Olympics, I guess, but that and other rule changes have done some damage to the sport for the rest of us."

"Like how?" asked the novice, who had been scrolling through his digital copy of the racing rules on his phone, searching for the "Anti-Barging Rule," with no success.

I volunteered the answer: "Take the old Rule 38, 'Luffing after Starting.' It used to be my favorite when I was in college."

"What did it say that was different?"

"A yacht may luff as she pleases," said the scripture, subject to some limitations that usually did not apply. If you could luff up sharp and hit the

windward boat without causing serious damage, you knew you would win the protest."

"As long as you didn't infringe Rule 16," added Lee. "When a right-of-way boat changes course, she shall give the other boat room to keep clear."

"No, that didn't apply to luffing," I recalled. "Back then, Rule 16 was Rule 35, Limitations on Altering Course. The right-of-way yacht shall not alter course so as to prevent the other yacht from keeping clear ... except ... to the extent permitted by Rule 38.1, Luffing Rights.' So there was no question who would win the protest."

"My favorite move in college racing," added the sailmaker, "if another boat was passing to windward on a run or a deep reach, was to sneak the centerboard down. Then there was no way they could avoid my sharp luff, and they were out of the race."

"All that changed," I said, "with the 1997 edition, when the rules were re-sorted and renumbered, and Rule 16 suddenly applied to all course changes, even defensive luffs. Ever since

MAX EBB

then, if you luffed a boat to keep them from passing to windward, you could count on being in the room for hours as the protest committee tried to figure out if enough 'room' had been allowed for the luff to be legal."

"Not a bad rule change for the Olympics," said Lee, "as long as there are umps on the course to make the calls in real time."

"But for the rest of us," added the sailmaker, "protest outcomes became a lot less certain, so protests became less frequent and rules compliance suffered."

"Because for most sailboat racing," Lee noted, "the competitors are also the umpires, so the outcome of any altercation needs to be very clear to the competitors without an outside judge. I guess you miss the old rules for luffing because they did exactly that."

The sailmaker had more examples: "Also, the 'mast abeam' call was a binding hail, made at the moment it took effect. That worked much better

for competitor enforcement than what we have now, where you have to remember back to when the overlap was first established, and remember the initial separation distance between

"And like, the RC isn't supposed to move a starting mark after the prep signal, so in theory there should never be an issue with having to re-round a moving RoboMark after it rams your boat like that one just did."

the two boats. I confess I miss the 'mast abeam' hail. It was a much better way to switch off the unlimited luffing rights for the remainder of the overlap."

"Do you think it was wrong to change the rules back in '97?" asked Lee.

"I think they should have written new rules just for Olympic sailing, and left the rules pretty much alone for all the sandlot racers who never have the luxury of an umpire calling fouls. The A-Cup folks had no trouble rewriting the rulebook for their purposes. The Olympics should have done the same."

"I think the blue flag on the RC boat is back up," announced the novice crew.

We had not been paying attention to the radio during our discussion, but fortunately the announcement from the race committee was repeated: "AP down in five minutes. No further starting line adjustments contemplated."

"Well that's better," Lee allowed. "No more wandering robot buoys."

But still not enough time for our usual pre-start protocol.

— max ebb

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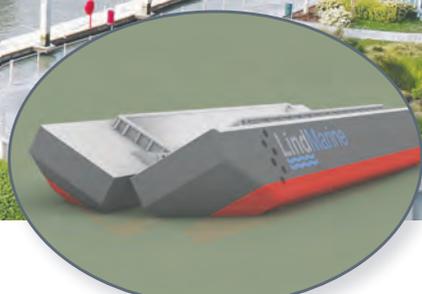
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THE RACING

This edition offers plenty of variety, from the J/24 Worlds to the Red Bra Regatta, US Match Racing Championship, Zongo Cup, Vallejo 1-2, Express 37 and Express 27 Nationals, F18 Americas, SCYC Mix & Match and Hobie 16 North Americans. Box Scores includes results from lots of weeknight beer can series, and we end with copious Race Notes.

J/24 Worlds in Seattle

When Seattle — a city famous for its coffee, rain and salmon — puts on a show, you can bet your last shackle that it's going to be a great experience, especially when world-class sailboat racing is involved. Such was the case September 28-October 5 at the J/24 Worlds, run by Corinthian Yacht Club of Seattle on the waters of Puget Sound.

The final day was sailed in about 10 knots of northerly breeze under rippled clouds punctuated by pockets of blue. After the day started with a postponement that allowed the northerly winds to gather, skipper Travis Odenbach and his *Honeybadger* crew put on a master class by earning the day's only bullet and capturing the championship in the 56-boat fleet.

"That's a relief!" exclaimed a jubilant Odenbach moments after winning the regatta. "I've been trying to win the J/24 Worlds for 10 years!" While Odenbach has won the J/24 Nationals and has previously finished second and third in the Worlds, this regatta represented a massive commitment to high-level racing

Meet the new J/24 World champions: Travis Odenbach's 'Honeybadger' crew.



in the world's most popular keelboat. "We made a plan in January," he said. They carefully stuck with it. "We're from the Great Lakes, which is a little bit different because it isn't tidal." The solution, he said, was to enlist a top-notch crew, including tactician and former Olympian Dave Hughes. Monica Morgan, Jay Miles and Jeff Sullivan rounded out the crew.

Mike Ingham's unnamed entry finished in second place, and skipper Kohei Ichikawa's Japanese entry *Gekko Diana* placed third. Among Corinthians, another Japanese skipper, Nobuyuki Imai, and his *Siesta* crew took top honors. In the four-boat All-Female division, Elisabeth Hudson's *Two Shots* from Houston YC was the boat to beat. In the six-boat Under-25 division, Sam Hopper's Portland YC-flagged *Saltine* was the quickest around the buoys.

Among Californians in the regatta, the Bay Area's Jasper Van Vliet took his *Evil Octopus* program north and finished 12th among the 39 Corinthian (all-amateur crew) entries. Susan Taylor hailed from California YC in Marina del Rey, and Dan Chepley's *Abracadabra* came from Ventura YC.

The regatta delivered nine races over five days in 5-20 knots of breeze. "We picked this time of year specifically because it tends to have better breeze than the rest of the summer, so it's right on the hybrid of the seasons," said Jon Anderson, who served as regatta chair and raced aboard Jakob Lichtenberg's local entry, *Hair of the Dog*. "Seattle isn't known for a predictable breeze where the wind comes from the same direction and the same speed every single day, so it really puts your tactical and strategic skills to the test."

While Seattle delivered great on-the-water conditions, competitors also reported a fantastic onshore scene, the result of a lot of hard work from dedicated volunteers and sponsors. Part of this great synergy between the racing and the onshore scene was made possible by the title sponsor, Beecher's Handmade Cheese. The company's founder, Kurt Beecher Dammeier, is a dedicated J/24 sailor.

"I hope that this can be the model going forward, with every new Worlds seeking something that's endemic to their place as a lead sponsor," commented Dammeier, noting that this helps infuse the regatta with a sense of place.

See www.j24worldsseattle.org to learn more. The 2025 Worlds will be held in Plymouth, UK, on September 6-14. For info, go to www.j24worlds2025.com.

— jay leon & latitude/chris

Red Bra Regatta

The all-female Red Bra Regatta attracted 23 boats in four divisions on September 21 on San Francisco's South Bay. Over the past 12 years, the RBR's focus has been to encourage women in sailing and racing — especially those women who don't always have the opportunity to participate on a regular basis. Everyone is encouraged to practice a new skill set or learn a new position on the boat.

This year, more than 140 women participated. Competition can be fierce, especially in classes with a number of similarly rated boats, and final scoring shows a tight grouping with very few points separating boats in their class results. The women who participate often comment on how much less stressful it is to take the opportunity to learn and get better when they are in a more low-key environment — one where everyone is encouraged to take risks and fail gracefully while actively competing against other boats with the same goals.

The forecast called for 8-10 knots in the early afternoon, picking up to 12-14 knots, and the breeze delivered. After a short postponement to allow a fluky northeasterly to settle in to the more typical westerly, racing started about half an hour after the originally posted start time. The first race brought tight competition and a lot of boats maneuvering in tight quarters. After a short break, the race committee started the second of

GLEN GARFEIN



A scene from the Express 37 Nationals. Left to right: 'Golden Moon', 'Mudshark' and 'Spindrift V', the 2024 champion. See Box Scores.

two scheduled races in a building breeze — time for skippers and their crews to switch gears.

The social aspect of the regatta provides many opportunities for the sailors to mingle, starting with an ever-expanding dock party hosted by Jocelyn Swanson on Friday evening at South Beach Marina. This year, 17 boats arrived early and stayed late, creating a festive atmosphere. The Saturday evening awards party draws a large crowd to South Beach YC.

All the Bay Area yacht clubs are invited, along with SoCal clubs such as SDYC, California YC, LBYC, ABYC

The Red Bra Regatta skippers at the skippers' meeting at South Beach YC on September 21.



LATITUDE / CHRIS

and Santa Barbara YC. This year, the Women's Sailing Association of Santa Monica Bay and PHRF of Southern California promoted the event to their members. A contingent of ladies from the Seattle area crewed in this year's regatta, and organizers will extend outreach north next year as well.

While the Red Bra accepts only female skippers and crew, the men aren't left at home for the weekend. They comprise the race committee; this year's PRO was Mike Satterlund.

The regatta supports Girls United, a charitable organization empowering girls living in Kenya. This year two sponsors stepped up: San Francisco Boatworks (represented by Sandy Lazzari, who trimmed main on the Islander 36 *Zinga-*

ra) donated \$1,000, and KKMI donated a canvas tote bag filled with sailing items including their signature wine and a free haulout with the purchase of a bottom paint job, which was raffled off.

— kim stuart & latitude / chris

SBYC RED BRA REGATTA, 9/21 (2r/0t)

SPINNAKER <115 — 1) **Meep Meep**, J/80, Lisa Anderson-Byrne, 3 points; 2) **Butcher**, J/88, Caitlin Gutekunst/Cerra Tabea Mittmann, 3; 3) **Roulette**, J/105, Marcia Bever/Libby Zhang, 8. (7 boats)

SPINNAKER ≥115 — 1) **Altair**, Open 5.70, Samantha Chiu, 4 points; 2) **Heart of Gold**, Olson 911S, Joan Byrne/Collette Zaro, 5; 3) **Lone Star**, Express 27, Katie Steigman/Kim Stuart, 6. (7 boats)

NON-SPINNAKER <152 — 1) **Another Girl**, Alerion 38, Cinde Lou Delmas, 2 points; 2) **Love Handles**, Catalina 38, Yuning Pathman, 4; 3) **Miss Mayhem**, J/30, Melissa Davies, 7. (5 boats)

NON-SPINNAKER ≥152 — 1) **Jabouf**, Catalina 30, Lynda Maybruck, 4 points; 2) **Joint Adventure**, Ericson 32, Donna Estrin, 4; 3) **Quintessence**, Sabre 30 MkII, Susan Esher, 4. (4 boats)

Full results at

www.southbeachyachtclub.org

US Match Racing Championship

The US Match Racing Championship delivered intense, high-stakes action on the water. Hosted by St. Francis YC, some of the best sailors in the nation competed for the Prince of Wales Bowl. With San Francisco Bay's notoriously challenging conditions, the City-front provided a dramatic stage for match racing's one-on-one format.

While a late-season prolonged heat wave confounded forecasters,

THE RACING

THIS ROW CHRIS RAY / WWW.CRUISE.COM



THIS ROW ZONGO CUP



Top row: J/22 maneuvers in the US Match Racing Championship, hosted by StFYC on October 4-6. Bottom row, left: The Zongo Cup sails out of Morro Bay on October 12; right: the fabulous trophies at the post-race celebration in Avila Beach.

an atypical light breeze offered up variable winds on October 4-6, increasing the factor currents played. The round-robin format allowed all teams to face off against one another, testing their ability to adapt and execute tactical maneuvers under pressure in StFYC's evenly matched fleet of J/22s. Thus the top teams emerged, setting the stage for the semifinal and final rounds to come on the final day.

Local skipper Nicole Breault, sailing for host club StFYC, and Newport, RI-based Pearson Potts advanced to the finals after closely contested races. The other skippers in the semifinals, Morgan Pinckney and Chris Poole, went on to compete for third-place honors in the petit-finals, with Pinckney securing two wins to take the final place on the podium.

Breault and Potts went head to head in a best-of-three showdown. Potts and his crew Chase Quinn, Tim Siemers and Robert Savoie, clinched the championship in the final race.

— us sailing & latitude / chris

Central Coast Zongo Cup Sails South

The 20-mile Zongo Cup sailed from Morro Bay to Port San Luis on October

12. The race/cruise kicked off the Friday evening before with a concert (free and open to all) featuring the Zongo All-Stars on the Morro Bay waterfront. It ended with a free party at the Point San Luis Lighthouse after the race.

Although it's a sailing race, the Zongo Cup is also a cruise, and thus it's open to powerboats and capable skippers with human-powered craft (SUP or outrigger canoe, for example). The racing portion is scored using SoCal PHRF ratings, and one-design classes are established for any vessel type having three or more entries. Participants this year came from as far away as Vancouver, BC. Of the 16 boats that started, 14 were able to finish ahead of the 5 p.m. deadline.

Local artist Ted Emrick of Emrick Studios in Baywood Park has a long-standing tradition of supplying gorgeous custom glass trophies, given to the boats listed below.

For more info and photos, check out www.bigbigslo.com/zongocup24.

— latitude / chris

MORRO BAY YC ZONGO CUP, 10/12

PHRF — 1) **Feral**, International Folkboat, Jim Haselman; 2) **Mistress Quickly**, SC27, Dave Hensinger; 3) **Janina**, SC27, Mark Hilden. (14

- boats)
- CRUISING — 1) **Tunnel Vision**, custom cat, Nick Del Giorgio.
- SANTA CRUZ 27 — 1) **Mistress Quickly**. (2 boats)
- MULTIHULL — 1) **Tunnel Vision**. (2 boats)
- VOYAGER (FARTHEST HOMEPORT) — 1) **Loon V**, Shannon 39, Don Scott, Vancouver, BC.
- SHIPWRECK TROPHY (MOST DAMAGE) — 1) **Sur la Mer**, Triton, Charlie & Laura McCarren.
- SCALAWAG (LAST BOAT IN) — 1) **Far Away**, Catalina 309, Randy Kingsbury.

SSS Vallejo 1-2

The Singlehanded Sailing Society ran their final regatta of the 2024 season on hot, sunny October 5-6. Richard vonEhrenkrook and his Cal 20 *Can O'Whoopass* won the singlehanded race to Vallejo YC overall on Saturday.

"Conditions were precisely as forecast, and exactly not so," says Richard, rather mysteriously. "It therefore wasn't the drifter expected but a supremely technical race, demanding constant perfect trim, good decisions, and occasional good luck. Saturday's start at the Bob Klein buoy (near Southampton Shoal) featured a decent 6-8 knots from the NNW, with the fleet splitting between port tack to Richmond, taken by Scott Easom's J/100 *Eight Ball* and Bren Meyer's Wyliecat 30 *Uno*, and hard left on starboard, looking for the flood lane, taken by Fred Paxton on the *Alerion*



Express 28 *Zenaida*.

"The *Can* was inclined, after port-tacking the fleet, to go left, but when *Zenaida* tacked and parked on the left corner, I decided to go right with Scott and Bren. That paid at Red Rock, with good pressure and a jet of flood. Hitting the Sisters side of the San Pablo Strait, along with Donn Guay's Newport 30 *Zeehond*, and followed by the Santana 22 *High and Dry*, we found a weird, collapsing triangle of northeast wind, bouncing down between vast expanses of glassy water, to ride all the way to the northeast end of the Pinole ship channel, where we noted the speedys languishing in glass while feverishly attempting to get north and avoid the Carquinez Strait in the flood.

"The *Can* had set kite abeam of Point Pinole, and, close reaching, she was able to stay with the faster boats. Relying on river-rafting skills rather than just sailing chops, the *Can* tacked the kite several times to set up left, just upstream of the green turning mark at the base of the Napa River, and was able to pass several Alerions and *Zeehond* heading for the finish.

"On Sunday, a weak NNW at the start evolved into a decent ESE by the time the fleet got to the base of the Napa River, as the flood filled in. Having muddled out on the Vallejo side, losing 7-8 minutes waiting for a passing ferry wake to wash

Top row: the light-air start of the SSS Vallejo 2 on October 6. Left: the boat in the foreground is 'Eight Ball', which won the day. Right: two Alerion 28s, one with attempted spinnaker flying, a Cal 40, and the Cal 20 'Can O'Whoopass' also attempting kite flying. Bottom row: Santa Cruz YC hosted the Moore 24 Nationals on September 20-22. Left: a start. Right: That's eventual champion 'Pegasus' leading the pack in a downwind leg.

us free, we were greeted by the bizarre gift of a blast spinnaker reach down the Mare Island rock wall in the eddy, passing all but four boats by the time we ran out of wind at the Pinole ship channel.

"Going into hyper-tweak mode, crew Rachel Porter and I managed to stay in the mix as we oozed up-course, surprised to no end when *Uno*, then *Arcadia*, then the SC27 *Surf Rat* clambered past us at Point Pinole. They, with most of the fleet, had crossed to the Contra Costa side early, found good soil, planted roots, set fruit, and, well, parked. We were able to hang with them in the dying zephyrs long enough to catch the easterly at the Richmond Bridge and ooze home to the finish at RYC." Richard dubbed his Cal 20 "the Zephyr Queen."

— *latitude / chris*

SSS VALLEJO 1-2, RACE 1, 10/5

MONOHULL — 1) **Can O'Whoopass**, Cal 20, Richard vonEhrenkrook; 2) **Outsider**, Azzura 310, Greg Nelsen; 3) **Surf Rat**, SC27, Jay McCutchen; 4) **Uno**, Wyliecat 30, Bren Meyer; 5) **Eight Ball**, J/100, Scott Easom. (32 boats)

MULTIHULL — 1) **Greyhound**, F-22, Evan McDonald; 2) **Caliente**, Explorer 44, Truls Mykle-

bust. (2 boats)

RACE 2, 10/6

MONOHULL — 1) **Eight Ball**, Scott Easom/Paul Dorsey; 2) **Outsider**, Greg Nelsen/Chris Jordan; 3) **Basic Instinct**, Elliott 1050, Memo & Mary Gidley; 4) **Shake & Bake**, Farr X2, Jack Peurach/John Duncan; 5) **Can O'Whoopass**, Richard vonEhrenkrook/Rachel Porter. (22 boats)

MULTIHULL — No finishers. (1 boat)

Full results at www.jibeset.net

Express 27 Nationals

Motorcycle Irene is no stranger to the title of Express 27 National Champion. And co-owner Julia Paxton has been aboard for three of those championships, but this was her first time winning as helm in the Nationals.

"The regatta was incredibly competitive from start to finish and saw three distinctly different days of October weather," reports Julia. "The finish of one buoy race was a race committee's delight, with about 10 boats crossing the downwind finish line within a few seconds, and most races had crowded mark roundings at every corner.

"The entire regatta was raced during the hours of the air shows over

THE RACING



MARY ROBERTSON

The Express 27 National champions receive their awards. Left to right: David Liebenberg (trim), Julia Paxton (helm), John Donovan (mast), Jeane Rodgers (bow) and Will Paxton (tactics, pit).

San Francisco in celebration of Fleet Week, October 11-13. It was a unique test of focus to keep the head in the boat and continue changing gears in shifty conditions while the Blue Angels and other jets roared so loudly overhead that the entire boat vibrated.

"On Saturday afternoon, after a several-hour postponement, the exceptional Richmond YC race committee was able to get the fleet racing in a light southwesterly breeze. We were chasing *Under the Radar* to the top mark as one jet kept

looping over the Berkeley Circle and our racecourse. When we were tacking onto layline for the windward mark, the roar drowned out our voices, so I counted down the roll tack on my fingers (3,2,1) while making eye contact with the crew. Definitely a new tactic for us!

"This is *Motorcycle Irene's* 11th National title, but there are two firsts for the boat. This marks the first time in the boat's history that a helm other than Will [Paxton, Julia's cousin and boat partner] drove the boat for one of those victories,

and — as far as I can tell from the trophy — the first time a female helm has driven during any successful Nationals bid.

"I'm very proud of how hard Team Irene worked prepping for and executing every race of the event. I'm extremely grateful for David's impeccable trimming and long hours of rigging before the event, Will's flawless tactics and sail design, and the nonstop work Jeane and John put in on the bow to get us through every maneuver without incident."

— *latitude/chris*

EXPRESS 27 NATIONALS, RYC, 10/11-13 (7r, 0t)

1) **Motorcycle Irene**, Julia & Will Paxton, RYC, 9 points; 2) **Peaches**, John & Michael Rivlin, StFYC, 21; 3) **Under the Radar**, Gregory Felton, SFYC, 33. (19 boats)

Full results at www.richmondyc.org

F18 Americas Championship

After four intense days and 13 races on San Francisco Bay, Californians Charles Froeb and Matthieu Marfaing prevailed to win the Americas Championship by 2 points over Matthew Monts and Matthew Whitehead from Florida.

Matt2 suffered two DNF breakdowns on Day 3 but came back strong on the

MILLIMETER NATIONALS, EYC, 8/31-9/1 (10r, 2t)

OVERALL — 1) Randy Smith, 13 points; 2) Aaron Lee, 16; 3) Radar Felton, 18. (12 boats)

SILVER — 1) Paul Turner, 38 points; 2) Liam O'Flaherty, 49. (5 boats)

505 PCC, SCYC, 9/14-15 (5r/1t)

1) **Mike's Boat**, Mike Martin/Adam Lowry, StFYC, 5 points; 2) **No Name**, Michael Holt/Rob Woelfel, SCYC, 9; 3) **N=2**, Eric Anderson/Nic Baird, StFYC/SPYC, 11; 4) **Eileen**, AJ Conrads/Jon Bell, Tahoe YC, 14. (17 boats)

Full results at www.scyc.org

MOORE 24 NATIONALS, SCYC, 9/20-22 (6r, 1t)

1) **Pegasus**, Philippe Kahn, SCYC, 10 points; 2) **Mooregasm**, Stephen Bourdow, SCYC, 15; 3) **Firefly**, Joel Turmel, RYC, 20; 4) **Paramour**, Rowan Fennell, RYC, 20; 5) **Watts Moore...**, Chris Watts, SCYC/CYC, 25. (26 boats)

Full results at www.scyc.org

RYC MULTIHULL INVITATIONAL, 9/21-22 (4r, 1t)

HOBBIE 20 — 1) Jordan Manning, 4 points; 2) Mark Zimmer, 4; 3) David Peltier/Sarah Arcaris, 10. (5 boats)

F-18 — 1) Charles Froeb/Matthieu Marfaing, 3 points; 2) Matthew Whitehead, 8; 3) Francisco Venetucci/Nicholas Quaguotti, 9; 4) David Liebenberg, 10. (19 boats)

OPEN CLASS — 1) Zach Shapiro, A Class, 2 points. (1 boat)

Full results at www.richmondyc.org

SFYC KNARR CHAMPIONSHIP/ONE-DESIGN REGATTA, 9/21-22 (5r, 1t)

KNARR — 1) **Viva**, Don Jesberg, 5 points; 2) **Niuhi**, Randy Hecht, 14; 3) **Three Boys and a Girl**, Chris Perkins, 14. (11 boats)

FOLKBOAT — 1) **Freja**, Tom Reed, 6 points; 2) **Polperro**, Peter Jeal, 6; 3) **Faith**, Mark Slichter, 17. (9 boats)

Full results at www.sfyc.org

FINN PCC, SDYC, 9/21-22 (7r, 1t)

1) **Slow Rodeo**, R. Phillip Ramming, NHYC, 10 points; 2) **Fantastica**, Nikito Mazin, ABYC, 18; 3) **Quick**, Andrew Kern, Comedymachine YC, 19. (13 boats)

Full results at www.sdy.org

SDYC BENETEAU CUP, 9/21-22

FIRST SERIES — 1) **Sweet Okole**, First 40.7, Rick Harris, 4 points; 2) **Silhouette**, First 40.7, Warren Gross, 11; 3) **Excalibur**, First 40.7, David Tarson, 13. (5 boats)

FIRST 36.7 — 1) **Given-Ho**, Eric Hanson, 6 points; 2) **Kraken**, John Sivak, 11; 3) **Buenos Aires**, Mark Williams, 17. (7 boats)

CRUISE 1 — 1) **Marilú**, Oceanis 41, Federico Pavoncelli, 3 points; 2) **Andiamo**, Oceanis 41, Dave Viereg, 8; 3) **Trufast**, Oceanis 41,

Christopher Sparks, 8. (13 boats)

CRUISE 2 — 1) **La Tueuse de Dragon**, Oceanis 45, Geoff Giblin, 4 points; 2) **Latitudes**, Oceanis 46.1, Corey Petersen, 9; 3) **First Wave**, First 44, Lowell Potiker, 10. (11 boats)

Full results at www.sdy.org

MERCURY PCC, LAYC, 9/28-29 (7r, 0t)

1) **Carbon Offset**, Chris Raab/Kenny Dair, CBYC, 12 points; 2) **Fast Break**, Randy Smith, SFYC, 23; 3) **Frenzy Too**, Chris Messano, NoYC, 25. (6 boats)

Full results at www.layc.org

CATALINA 30 NATIONALS, SBYC, 9/27-29 (4r, 1t)

SPINNAKER — 1) **Goose**, Mike Kastrop, SBYC, 3 points; 2) **Avalon**, John Ford, SBYC, 6; 3) **Huge**, Jay Moore/Peter Birch, NoYC, 8 points. (3 boats)

NON-SPINNAKER — 1) **Grimmin' Bear**, John Tennyson, SBYC, 3 points; 2) **Jabouf**, Dan Courter/Jason Kick, SBYC, 6; 3) **Lochan Ora**, Marcia Bever, SBYC, 8. (4 boats)

Full results at www.southbeachyachtclub.org

EXPRESS 37 NATIONALS, BYC, 9/27-29 (6r, 0t)

1) **Spindrift V**, Andy Schwenk, RYC, 8 points; 2) **Expeditious**, Bartz Schneider, SFYC, 19; 3) **Mudshark**, Dante Branciforte, PCYC, 22. (6 boats)

Full results at www.jibeset.net

SWYC LITTLE ENSENADA RACE, 10/4-5

ORR — 1) **Maasai**, DK 46, Robert Capita; 2)



It's not just the Nationals, not just the North Americans, it's all of the Americas. RYC hosted the Formula 18 (F18) Americas Championship on September 22-27.

final day with two second-place finishes. Charles and Matthieu were the champions in the 2023 North Americans, so this is two years in a row at the top in North America.

The regatta was raced on the Berkeley Circle out of Richmond YC on September 22-27. It started on Tuesday with three races in winds ranging from 17 to 25 knots, which challenged the fleet of 23 boats with numerous capsizes and equipment failures. On the second day, the winds moderated, so four races were sailed with wind 16-21 knots.

The third day was champagne sailing, with four races completed in winds from 12 to 18 knots. It was ideal racing,

with the Golden Gate Bridge in the background of the racecourse.

The final day started very hot with no wind, so there was a 1.5-hour shore postponement. Then the wind arrived and built to the 10- to 15-knot range, so two races were completed before the time limit.

The fleet was very competitive, with four different boats winning races, including Canadians Olivier Pilon and Bastien Mony, who won the final race. American Olympian David Liebenberg, with German Lena Weisskichel, placed fourth on a borrowed boat. They were the top of four mixed teams.

A large field of five young teams

(Under 23) was won by Luke Froeb and Aden Anderson. There were more young teams at this regatta than at the Worlds in Spain. The top of five family teams were the Melvin brothers, James and Luke, sons of the Nacra F18 designer Pete Melvin. The top Master team was Brandon Wallace and Marc Umemoto from San Diego.

The top Woman Helm, who won the Sandra Tartaglino Perpetual Trophy, was Kate Myler from Rhode Island, sailing in her first F18 continental championship. Ken Marshack was selected as the recipient of the Steve Piche Perseverance Trophy. At 73 years of age, he placed ninth overall. He capsized 2 minutes before the start of Race 11 (the final race of Day 3) and was not able to start until

Vitesse, Southern Cross 52, Thomas Furlong. (4 boats)

ORR-EZ A — No finishers. (4 boats)

ORR-EZ B — 1) **Buttercup**, Schock 35, David Gates/Jack Kingston. (6 boats)

PHRF — 1) No finishers. (3 boats)

Full results at www.regattanetwork.com

RYC TOTALLY DINGHY, 10/5

WYLIE WABBIT — 1) Christine Dubuc, 7 points; 2) Colin Moore, 8; 3) Kim Desenberg, 12. (6 boats)

THISTLE — 1) Michael Gillum, 5 points; 2) Brian Bauman, 7; 3) Dan Clark, 13. (5 boats)

29er — 1) Mark Xu, 6 points; 2) Rhett Krawitt, 9; 3) Aaron Toy-Lim, 10. (8 boats)

ILCA 7 — 1) Julian Soto, 7 points; 2) Elliot Drake, 14; 3) David LaPier, 15. (10 boats)

ILCA 6 — 1) Toshihira Takayanagi, 7 points; 2) Courtney Clamp, 8; 3) Laird Henkel, 9. (5 boats)

RS TERA — 1) Zachary Diamond, 9 points; 2) Sebastian Kremer, 13; 3) Skylar Dubuc, 16. (12 boats)

RS AERO — 1) Chris Cartwright, 10 points; 2) Lise Smith, 11; 3) Randall Rasicot, 14 points. (9 boats)

OUTSIDE COURSE OPEN CLASS — 1) Cameron Puckey, I-14, 6 points; 2) James Clarkson, Hollom Departure, 6; 3) Kelly Pike, VX One, 14. (4 boats)

POTRERO REACH OPEN CLASS A — 1) Steve Cameron, Melges 14, 10 points; 2) Bob Johnston, Rondar K1, 10; 3) Packy Davis, Snipe, 13. (7 boats)

BOX SCORES

POTRERO REACH OPEN CLASS B — 1) Russell Klein, Sunfish, 6 points; 2) Keira Faye, RS Feva, 11; 3) Roy Jordan, Sunfish, 12. (6 boats)

Full results at www.richmondyc.org

RYC EL TORO STAMPEDE, 10/13 (4r, 0t)

SENIOR — 1) **Haley's Comet**, Michael Quinn, 7 points; 2) **Gilboa Address**, Chris Boome, 13; 3) **Samara**, Tom Tillotson, 14. (13 boats)

JUNIOR — 1) **Wild Woody**, Brendan Choi, 5 points; 2) **No Name**, Will Robbins, 9; 3) **No Name**, Sabine Legrand, 12. (5 boats)

Full results at www.richmondyc.org

SYC TWIN ISLAND SERIES (3r, 0t)

SPINNAKER — 1) **National Biscuit**, Schumacher 36, Dennis Webb/Richard vonEhrenkrook, 15 points; 2) **Crazy Rhythm**, SC27, Richard Treadwell/Tim Duncan, 19; 3) **Courageous**, J/88, Gary & Karen Panariello, 19. (7 boats)

NON-SPINNAKER — 1) **Sapphire**, Alerion 33, Michael Chammout, 3 points; 2) **Leilani**, Alerion 33, Bob Lalanne, 9; 3) **Giselle**, Sabre 42, Jon Geary/Diane Hayford, 20. (15 boats)

Full results at www.sausalito yachtclub.org

SEQYC SINGLE/DOUBLEHANDED SERIES (5r, 1t)

SINGLEHANDED PHRF — 1) **Sweet Jane**,

J/90, Friedrich Graf Finckenstein, 5 points; 2) **Ohana**, Catalina 36 MkII, Dan Lockwood, 8; 3) **Polecat**, Wyliecat 30, Dan Doud, 12. (5 boats)

DOUBLEHANDED PHRF — 1) **Osprey**, Sabre 36, Jeff Stine/Erik Jessen, 4 points; 2) **Phoenix**, Dragonfly 25, Phillip Meredith/Patrick Szeto, 15; 3) **Minami Kaze**, Beneteau 361, Antoin Russell/Nick Snyder, 15. (4 boats)

DOUBLEHANDED OPEN 5.70 — 1) **Roxy**, Anja Bog, 4 points; 2) **Altair**, Samantha Chiu, 10; 3) **Hummingbird**, Andrew Lesslie, 14. (6 boats)

Full results at www.sequoiayc.org

PRESYC BAXTER-JUDSON SERIES (6r/1t)

NON-SPINNAKER — 1) **Streaker**, J/105, Greg Arkus, 7 points; 2) **Venture**, C&C 33 MkI, Paul Conroy, 8; 3) **Galini**, Islander 32, Jason Funk, 18. (6 boats)

Full results at www.jibeset.net

UYC NORTH BAY SERIES (6r/1t)

SPINNAKER — 1) **Pearl**, J/80, Jack Vetter, 6 points; 2) **Aerie**, CS36, Mark Littlefield, 12; 3) **Sea Stig/Rusalka**, SC40, Jim Wallis, 15; (5 boats)

NON-SPINNAKER <149 — 1) **Triforce**, Tartan 4100, Mike Kazek, 10 points; 2) **Lean Times**, Islander 36, Dale Anderson, 10; 3) **Tangled Sheets**, Catalina 350, Jeremy Haydock, 10. (4 boats)

NON-SPINNAKER ≥150 — 1) **Wings**, Albin Ballad 30, Jerry Halterman, 6 points; 2) **Black Pearl**, Cal 34, Max Gerdes, 12; 3) **Water Baby**, Catalina 30, Mary Kraybill, 12.

Full results at www.jibeset.net

THE RACING

just before the time limit, yet persevered to complete the race, passing one boat and almost catching a second boat.

— *steve stroebel*

FORMULA 18 AMERICAS, RYC, 9/23-27 (13r, 2t)

1) **Kaos**, Charles Froeb/Matthieu Marfaing, SFYC/MBYC, 18 points; 2) **Red Gear Racing**, Matthew Whitehead/Matthew Monts, Red Gear Racing, 20; 3) **Team Rosario**, Francisco Venetucci/Nicholas Quagliotti, Yacht Club Rosario, 32; 4) **Skiff Sailing Foundation**, David Liebenberg/Lena Wiebkichel, RYC/Skiff Sailing Foundation, 37; 5) **April Marine/Sextant Marine**, Olivier Pilon/Bastien Mony, Club Sextant Marine, 54. (23 boats)

Full results at www.richmondyc.org

SCYC Jack & Jill/Mix & Match

Santa Cruz YC's Jack & Jill has been rebranded the Mix & Match Regatta in order to include all of the club's members. The popular mixed-gender short-handed regatta has expanded divisions to include not only doublehanders, but also family and foursome divisions. On September 28, the 34 entries included 42 women sailors, many who had never raced shorthanded before.

This year marked Tom Lewin's second time entering the regatta. "In 2022 I sailed with my daughter, at the time age 8, and my son, who was 5," reports Tom. "Apart from the start, my daughter drove the entire race, something I will never forget. This year my daughter had a soccer tournament and could not race, so my son Max and I entered the Family Spinnaker fleet doublehanded.

"Going into the race we only had one other boat in our fleet, but coming off the

last two weeks, where I got to sail with my dad in the Rolex Big Boat Series on *Mayan*, and the Moore 24 Nationals with *Pegasus*, these three weekends have been highlighted on the calendar for months.

"We prepped for the race in the best way possible for a 7-year-old. Most importantly, which snacks to bring: gummy bears or Swedish fish? Chips: salt and vinegar or BBQ? Who is doing what on the boat? What is our general strategy? I want my son to have the best possible experience, so he's skipper of the day:

Swedish fish and salt and vinegar. Max does every job on the boat at least once and we 'chill' during the race. After we polish off the chips, we are in sequence.

"The plan was to take it easy, but, with the breeze being left of the mark and the way I saw the start shaping up, we abandoned the relaxed strategy and decided to start at the pin on port. We hit the line with speed and were off. Upwind the Swedish fish came out and so did our team's energy. The boat was very happy in 6-10 knots of wind, and we were moving well on all the boats in our start. Around the windward mark we hoisted the kite. It was relatively clean.

TOM LEWIN



Max Lewin, age 7, helmed the J/100 'Pegasus' in SCYC's Mix & Match Regatta.

I drove around the mark, but Max took the helm for the hoist.

"Our run down to Black Point was in a pleasant 5-7 knots, but the thing I had been dreading was upcoming. How exactly am I getting this kite down? I had a decent plan and the breeze was the right direction. We were about eight boatlengths from the mark. I over-trimmed the kite, jibed the boat, kept the kite sheet pinned in, and allowed the boat to turn. I then threw the halyard off the boat, opened the clutch, and ran

BENYC THURSDAY NIGHTS, FIRST HALF (12r, 2t)

PHRF A — 1) **E Ticket**, Moorings 38, Noble Griswold, 14 points; 2) **Triple Zero**, Outrigger Somersault 26, Anton Berteaux, 21; 3) **Warwhoop**, Contessa 33, Chuck Hooper, 29. (8 boats)

PHRF B — 1) **Woodstock**, J/24, Jim Smith, 26 points; 2) **Jazzed**, Hunter 34, Adam Leonard, 28; 3) **Living Happy**, Beneteau 311, David Stelato, 31. (8 boats)

SECOND HALF (12r, 2t)

PHRF A — 1) **Triple Zero**, 11 points; 2) **Warwhoop**, 24; 3) **E Ticket**, 31. (6 boats)

PHRF B — 1) **Playpen2**, Hunter 320, Stephen Dale, 27 points; 2) **Jazzed**, 32; 3) **Vitamin Sea**, Catalina 36, Steven Corwin, 32. (9 boats)

CHAMPIONSHIP RACE, 9/26

PHRF 1 — 1) **Triple Zero**; 2) **E Ticket**; 3) **Warwhoop**. (6 boats)

PHRF 2 — 1) **Woodstock**; 2) **Living Happy**; 3) **Hurricane Gulch**, C&C 33, Mark

BEER CAN BOX SCORES

Duane. (10 boats)

Full results at www.jibeset.net

BYC FRIDAY NIGHT SERIES (29r, 0t)

FAST & BIG — 1) **Maiden California**, Olson 30, Hawkeye King, 13 points; 2) **Yellowfin**, J/105, Dick MacClay, 5; 3) **Mojo**, Ranger 33, Paul Weissman, 4. (14 boats)

SMALL OR SLOW — 1) **O'mar**, Olson 25, David Scott, 11 points; 2) **Falkor**, Olson 25, Zack Parisa, 5; 3) **Mad Max**, Santana 22, Megan Dwyer, 4. (23 boats)

Full results at www.results.berkeleyyc.org

LYSA SUMMER SERIES, FIRST HALF (7r, 1t)

1) **Quick Fixx**, Merit 25, Dan Aleman, 6 points; 2) **Student Driver**, Merit 25, John Larson, 26; 3) **Villain**, Merit 25, Sea Scouts, 26. (9 boats)

SECOND HALF (7r/1t)

1) **Quick Fixx**, 10 points; 2) **Obstreperous**, Catalina 22, Jerry Johnson, 14; 3) **Evening Shade**, Merit 22, Kendall Nightengale, 25. (9 boats)

Full results at www.lakeyosemitesailing.org

SEQYC SUNSET SERIES (27r, 5t)

PHRF — 1) **Allons-Y**, J/70, Davis King, 64 points; 2) **Revelry**, Catalina 42, Rick & Petra Gilmore, 71; 3) **Mistral**, Beneteau First 36.7, Mark Wommack, 93.5; 4) **Rascal**, Wilderness 30, William Larsen, 105; 5) **Hijinks**, J/92, Tom Borgstrom, 149. (28 boats)

MERIT 25 — 1) Brett Herr, 28 points; 2) Steve Klein, 52; 3) Juan Blanch, 78. (10 boats)

OPEN 5.70 — 1) **Altair**, Samantha Chiu, 47 points; 2) **Hummingbird**, Andrew Lesslie, 65; 3)



A blast from the East Coast: colorful Hobie 16s cattin' about in the hunt for the elusive North American trophy. See Race Notes.



forward. The kite slid right down the hatch in about a boatlength. It was a thing of beauty.

"After rounding the mark, we had a boat from a different course three boat-lengths ahead of us. Max really wanted to catch that boat on our last leg, and we passed them in the last three boat-lengths."

Event chair and Moore 24 sailor Sydney Moore commented, "It was absolutely thrilling to see friends, couples and families racing together in challenging light-wind conditions with such positive interactions."

— *latitude / chris*

SCYC JACK AND JILL, 9/28

DOUBLEHANDED SPINNAKER — 1) **Cinderella Story**, Ultimate 20, Jennifer & John Andrew; 2) **Rio**, SC27, Melina McLarty/Soren Brinkmann; 3) **Kasatka**, SC27, Katie Judge/Garrett Koontz. (6 boats)

FAMILY SPINNAKER — 1) **Pegasus**, J/100, Tom & Max Lewin; 2) **Quixotic**, Dash 750, Tanguy Leborgne. (2 boats)

MIX & MATCH FOURSOME SPINNAKER — 1) **Octavia**, SC50, Shepard Kett; 2) **UnMoored**, Moore 24, Gregory Hood; 3) **Rosie**, Olson 25, Paul Haney. (3 boats)

Granuaile, Meaghan & Ian Brosnan, 88. (9 boats)
Full results at www.jibeset.net

SBYC FRIDAY NIGHT SUMMER SERIES (6r/0t)

SPINNAKER ≤89 — 1) **Nuckelavee**, Melges 32, Mark Kennedy/Pearl Prisco, 10 points; 2) **Butcher**, J/88, Dave Corbin, 21; 3) **Invictus**, Jeanneau SunFast 3600, Nico Popp, 22. (11 boats)

SPINNAKER ≥90 — 1) **Highlighter**, Islander 36, Bill Hackel, 10 points; 2) **Squirrel**, Olson 911S, Doug Gooding, 14; 3) **Northern Light**, Santana 35, Andrew Orion, 22. (8 boats)

NON-SPINNAKER — 1) **Stratocaster**, J/32, Lewis Lanier, 11 points; 2) **Cordon Rouge**, J/30, Jim Sell, 21; 3) **Jabouf**, Catalina 30, Jason Kick/Dan Courter, 24. (7 boats)

Full results at www.southbeachyachtclub.org

VYC CICCERELLO PERPETUAL (4r/1t)

SPINNAKER — 1) **Kentucky Woman III**, Etchells, Bob Paedon, 3 points; 2) **Pearl**, J/80, Jack Vetter, 8; 3) **X Ta C**, Olson 29, Bill Sweitzer,

DOUBLEHANDED MOORE 24 — 1) **No-body's Girl**, Sydney Moore/Mackenzie Cook; 2) **Watts Moore...**, Chris Watts/Karen Loutenzheiser; 3) **No Name**, Peter Phelan/Kaylan Kelsen. (8 boats)

DOUBLEHANDED JIB & MAIN — 1) **Your X**, SC27, Gary Schwahr/Isabell Schuenemann; 2) **Double Espresso**, Express 34, Jason Lauer/Denise Diani; 3) **Interlude**, SC27, Todd Austin/Jessica Little. (9 boats)

MIX & MATCH FOURSOME JIB & MAIN — 1) **Aboriginal**, Sydney 38, Mark Langer; 2) **Flexi Flyer**, Soverel 33, Joe Wagster; 3) **No Name**, J/27, Fred Mattern. (5 boats)

Full results at www.scyc.org

Race Notes

Brand-new **Hobie 16** beach cats are now shipping out of the Hobie Cat Company in Oceanside. "Hobie sailors worldwide are excited to see Hobie Company producing new boats again," commented IHCA president Rich McVeigh. See <https://hobieclass.com> for all things Hobie Cat.

Speaking of Hobie Cats, the Roton Point Sailing Association in Rowayton, CT, hosted 49 of them for the **Hobie 16 North Americans**. Both leading teams finished with identical scores, so the race

committee had to apply the tie-breaker. That came down to the number of fourth-place finishes. Francisco Figueroa and Faith Payne of Puerto Rico edged out the Californian husband-and-wife team of Ben and Casey Brown with two fourth-place finishes compared to the Browns' one. Readers with good memories may recall that the Browns won the North Americans last year in Alameda.

Two Bay Area teams finished in the top 10 of the **J/105 North Americans**. Tim Russell's SFYC-based *Ne*Ne* placed third, and Bruce Stone and Nicole Breault's StFYC-based *Arbitrage* finished sixth on September 26-29 at Edgewater YC in Cleveland, OH. A Canadian entry, Terry McLaughlin and Rod Wilmer's Toronto-based *Mandate*, took the title.

Richmond YC sailors Chris Weis, Mike Quinn, Marcos McGee and Adam Corpuz-Lahne traveled to Vilamoura, Portugal, in late September for the **Sailing Champions League Final**. This was the first time an American team competed. A Danish team from Kongelig Dansk Yachtklub won the finals. See <https://sailing-championsleague.com> for more.

The 2023 North American champion, Jim Cunningham's SFYC-based *Lifted*

NON-SPINNAKER ≥150 — 1) **Kon Tiki**, 4 points; 2) **Wings**, 4; 3) **Serendipity**, Cal 20, Vladlen Pogorelov, 10. (4 boats)

VYC GEORGE VAN DOLSON PERPETUAL (4r/1t)

SPINNAKER — 1) **Kentucky Woman III**, 3 points; 2) **X Ta C**, 5; 3) **Jeannette**, Dufour Arpege, Michael Boese, 9. (7 boats)

NON-SPINNAKER ≤149 — 1) **Lean Times**, 4 points; 2) **Wayward Wind**, 5; 3) **Adventure**, Catalina 36, Steven Strunk, 6. (4 boats)

NON-SPINNAKER ≥150 — 1) **Kon Tiki**, 3 points; 2) **Wings**, 6; 3) **Serendipity**, 7. (3 boats)

Full results at www.jibeset.net

VANGUARD 15 FLEET 53 THURSDAY NIGHT FLEET RACES

1) Steve Kleha/Claire Pratt, 140 points; 2) Ian Markowitz/Allegra Palmer, 108; 3) Ava & Nick Adamson, 102; 4) Nigel Lipps/Sarah Livingston, 76; 5) Sam Wheeler/Stephanie Gleeson/Danielle Ryan/Sam Gebb, 63. (43 boats)

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

BEER CAN BOX SCORES

10. (7 boats)

NON-SPINNAKER ≤149 — 1) **Lean Times**, Islander 36, Dale Anderson, 4 points; 2) **Flying Lion**, Islander 36, Richard Leijonflycht, 7; 3) **Wayward Wind**, Baltic 38, Fred Von Steiff, 8. (6 boats)

NON-SPINNAKER ≥150 — 1) **Kon Tiki**, Cal 29, Dan Karonis, 3 points; 2) **Wings**, Albin Ballad 30, Jerry Halterman, 8; 3) **Black Pearl**, Cal 34, Max Gerdes, 10. (3 boats)

VYC TONY SMITH PERPETUAL (4r/1t)

SPINNAKER — 1) **Kentucky Woman III**, 3 points; 2) **X Ta C**, 5; 3) **Pearl**, 9. (7 boats)

NON-SPINNAKER ≤149 — 1) **Wayward Wind**, 3 points; 2) **Lean Times**, 5; 3) **Flying Lion**, 8. (6 boats)

THOM TOUTW PHOTOGRAPHY
INSET: PROWMEDIA / EURILCA

THE RACING SHEET



On October 5-11, Jon Andron (inset) of StFYC won the ILCA 6 Legends division of the ILCA Masters European Championship. Vilamoura Sailing in southern Portugal hosted the 313-boat regatta. Jon is seen here sailing #218890, the boat on the right. He won all four races. Legends, by the way, must be age 75 or older! Looks as if Laser sailing keeps you young.

team, placed second in the **Etchells North Americans** in Marblehead, MA, on October 11-13. The top three boats were separated by just one point. John Dane III's Mississippi-based *DangErous* won the title. See <https://etchells.org>. Newport Harbor YC canceled their

2025 race from Newport Beach to Cabo San Lucas due to a lack of slip availability in Cabo. Instead, they will run a 500-mile race around the Channel Islands. The **Channel Islands 500** will include two nights offshore so that it will count as a Transpac qualifier. The race will

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October's racing stories included:

- America's Cup • Louis Vuitton Cup
- Jimmy Spithill Retires From Racing
- J Class Worlds • SSS Half Moon Bay
- Linda Elias Women's Challenge
- Jessica Cup • Great Pumpkin
- Previews of November Races, Transpac, the Little Ensenada Race & Todos Santos Regatta, the Zongo Cup, and more.

start from Santa Barbara on March 14 and end at a virtual finish line between San Clemente Island and San Diego. AIS will be required.

We ran a lot of **Beer Can Series results** in this edition's Box Scores section (see pages 68-69) and many more in the October issue's *Racing Sheet*. If we missed yours and you'd like us to get it into the December issue, please reach out to us at racing@latitude38.com no later than November 8.

— latitude / chris

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This month we hear from Lauren de Remer on chartering one of Sunsail's Jeanneau Sun Odyssey 44s in Thailand.

ALL PHOTOS RACHEL LERMAN
EXCEPT WHERE NOTED

Women Ring In Their 40s on an Eight-Day Bareboat Charter in Thailand

As I walked into Ao Po Grand Marina at midnight, the reality of where I was hit me as hard as the humidity on my skin. I had dreamt of this, of traveling halfway around the world to a foreign place with access to a sailboat and the confidence to sail it wherever my heart desired. It felt surreal walking down the damp docks, jiggling the keys in my hand and grinning from ear to ear. My friends Rachel and Marjeanna had arrived earlier that day. "The boat is insanely nice, we're feeling fancy," they texted, after soaking up the views from the marina's infinity pool all afternoon. I stepped aboard the Jeanneau Sun Odyssey 44 SV *Keola Makani* and quietly shuffled my bags into the forward berths, doing my best not to disturb my snoozing friends. Inflatable balloons dangled in the corner of the main salon. Rachel woke with a half-conscious grin and whispered, "Welcome to our yacht, captain; may your 40th birthday adventure begin!"

In January, I had pulled the trigger on securing a deposit for a highly discounted eight-day bareboat charter for my 40th birthday in May, which I would come to find is arguably the hottest and most humid time of the year. My goal was simple: recruit up to eight women to join me. I sent a detailed email invite to nearly 50 whom I knew from all walks

Securing the dinghy at Phi Phi Don mid-monsoon before our crossing, ready to get outta dodge!



of life; it didn't particularly matter to me if they had sailing experience, just that they were willing to go. I yearned to challenge myself as an international bareboat skipper; to "enjoy boats again" (preferably one I didn't own). The only caveat was: no kids, and no men.

Don't get me wrong, I thoroughly enjoy sailing with my guy friends (and absolutely adore kiddos), but there's just something incredibly special and empowering about being on a boat with only women, as it so rarely happens. In my experience, women communicate differently, problem-solve differently, and generally challenge one another, well, differently. What I hadn't considered is how over-committed they are at 40 compared with 20, now juggling jobs, pregnancies, partners, etc. The one crazy enough to join me was my former colleague Rachel, and we soon extended the invitation to her friend Marjeanna. Outside of a quick crash course led by yours truly, both had minimal sailing experience. I had only met Marjeanna once, but we seemed to get along well; I knew they were both capable, open-minded and most importantly, willing to go.

With temperatures ranging from 80°F to 95°F, and humidity consistently over 80%, the option to upgrade from a 41-ft to a 44-ft monohull felt like a no-brainer the moment Sunsail mentioned "AirCon." Typically, I would deem such a luxury a form of cheating, but in hindsight it was an absolute necessity. We only ran the AC for an average of two hours a night while cooking dinner to conserve fuel — just enough reprieve to keep our sanity.

I had been told the weather is quite unpredictable entering the southwest monsoon season, bringing 180-degree wind shifts. We raised sail only a handful of times, as there was either zero breeze or far too much. Tidal ranges of approximately 2.6 meters could mean the difference between a good or bad day

if we weren't paying attention to tide tables. This affected our anchoring, even with a ~1.7 meter draft; I did my best to ensure we had 4-5 meters of charted depth at all times.

As a minimalist when it comes to gadgetry, I knew one of my challenges was going to be using the electronics on board. I purchased and studied Thailand nautical chart #308 of Phuket Katang to familiarize myself with the shallows and unique topography of Phang Nga Bay — an area that covers approximately 155 square miles and is characterized by over 40 eroded limestone islands. Not only was it a place I had never been, but the area had complicated Thai names (many of which sounded alike). After I'd explored a number of possible routes and narrowed down my list of must-sees with my friend Reno, one theme remained, "Stick to five places, Lauren, six max."

The weight of responsibility hit me that first morning; after a full check-in and safety orientation, the operations manager convinced us to cut our itinerary in half (again). With an incoming storm front approaching, I knew we had to get underway if we wanted to make our first anchorage in Ko Kudu Yai before nightfall. Sunsail helped us off the dock, and my crew and I navigated toward the stunningly unique karst landscape we knew only in pictures. By dinghy we passed a number of intricate hongs (sea caves) that I couldn't wait to explore, and massive schools of jellyfish that made swimming difficult. Our electric windlass and consistently shallow depths did, however, make it easy to lower and raise anchor for quick stopovers en route. I was absolutely determined not to run aground, given there were no other boats in proximity outside of a passing tourist ferry; achieving this, and avoiding fishing gear bobbing on the surface, remained a high priority.

I compulsively checked our depth and GPS data to make sure I knew where we were, yet the plotter didn't always match what we were seeing. Many of the islands looked the same; I found it easiest to enter in the destination coordinates rather than crafting a route with multiple waypoints, and used my paper chart to navigate around hazards and impeding islands along the way. We took a clockwise approach with our route (mirroring the prevailing winds),

OF CHARTERING



SUNSAIL / ASH RODNEY

Lauren de Remer (left) with "the women crazy enough to fly halfway around the world for my 40th birthday."

continuing on to Ko Hong just south of Ko Phak Bia on the eastern side, which is day-use only and arguably one of the best beaches.

There was an unfortunate amount of trash pollution throughout — given it's legal to dump whatever you please in Thai waters (talk about disheartening), yet the food and culture were phenomenal. That afternoon we arrived at Krabi, a rock-climbing paradise, where we anchored in its protected bay. The landscape looked surreal, like something out of a Hollywood movie; the only budding annoyance was the longtail boats whizzing by, throwing a wake. I wanted desperately to climb, but due to the debilitating heat, we decided to continue south.

We were passing Koh Pu, a few miles to port, when the first squall hit. Given the increasingly ominous conditions, Rachel and Marjeanna looked at me to see if they should be worried. Adrenaline filled each of us as winds reached 30 knots and the rain amplified. I laughed with nervousness, and saw for the first time in my life a true *white* squall — a wall of whiteness in the middle of the day. "Hang on!" I shouted as it met our bow.

I quickly clocked our position on the compass, and the next thing I knew we were blinded for nearly 15 minutes. I couldn't navigate or see the shoreline. Wiping the chartplotter with my hand, I squinted to read between the heavy raindrops when suddenly it redirected to the coast of Africa. "Well, there's another reason not to rely on electronics," I laughed to myself.

Comparatively, a 36-hour monsoon hit a few days later while we were exploring the Phi Phi Islands, and we found ourselves anxious to leave the exposed, traffic-filled anchorage of Koh Phi Phi Don after Marjeanna and I returned from a 6 a.m. scuba diving excursion. I instructed my crew to don PFDs, which of course didn't make me very popular, but was nonnegotiable in the heavy swell as I wasn't about to test our (wo)man-overboard skills. I grew hyper-focused during this tumultuous crossing, knowing this would be a hard push, given that we hadn't slept well. Luckily, we reached Lan Ha Bay on the southern end of Koh Yao Yai just before sundown. Come morning, the thunder and lightning subsided and the weather turned happy again, as it seemed to do every few days.

I made pancakes while Rachel took the paddleboard off the foredeck for a quick excursion, and Marjeanna finished her second book in the cockpit. We continued onward, passing fishing vessels with high hopes of visiting a pearl farm at Koh Rang Yai; Rachel and Marjeanna

Keeping a lookout for makeshift fishing gear.



WORLD OF CHARTERING

were happy clams once we landed our dinghy on a sandy beach.

Our last night we topped off on fuel and backtracked to where we'd begun, this time dropping anchor outside a

Plotting a course for the afternoon and checking tide charts and local data for our desired anchorage.



MARJEANNA BIGGINS

wild bat colony on the west side of Koh Phanak. After a few dips off the swim deck, I used our SUP to explore a nearby cave sparkling with phosphorescence. Upon my return, I found Marjeanna and Rachel sipping wine and enjoying a charcuterie *fromage* platter. We were exhausted; with thunderbolts off in the distance, goosebumps ran down my arm as we swapped stories and belly-laughed, making our best effort to consume the remaining provisions aboard.

I couldn't help snapping a video the next morning as I proudly watched my crew raise anchor on their own and confidently stow the dinghy when underway; they even helped with docking after only a week at sea. Outside of a kink in the boat hook when reaching for a mooring ball, we had zero issues; no one got hurt, we miraculously never ran aground, and my friends were still talking to me by the end of it all (which I consider a win!). This trip provided just the right balance of risk and adventure;



RACHEL LERMAN

Quick dip outside the bat cave at Koh Phanank, finally no jellies!

it made me realize just how attainable bareboat cruising actually is, yet how few people do it. If there's anything I've learned in my 40 years, it's how precious time is. So yes, be smart, plan accordingly, push yourself out of your comfort zone, but most importantly — go (just maybe not in April or May).

— lauren de remer

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The Cruiser's Home in Mexico

CHANGES

With reports this month on **August Dream's Ha-Ha** and beyond; **Geja's** grand finale cruise in the Med (for now, anyway); **Dogfish's** return to cruising after a two-year hiatus, and a few interesting **Cruise Notes**.

August Dream — Jeanneau 44 Jason and Alyssa Bowman Baja Ha-Ha WTF Star, Idaho

Jason and I are boat partners with a couple we've known for years as franchise owners in the same franchise. We live



AUGUST DREAM

Jason and Alyssa's path to sailing the Ha-Ha started in Idaho.

in Idaho and our partners, Jared and Amy Lee, live in Arizona. We had all grown up in mostly landlocked states and had all come to sailing later in life. Both couples pursued sailing lessons on vacations or visiting family who lived near the ocean. Jason and I had only practiced sailing a few summers on a 19-ft Flying Scot when, in late 2019, Jared and Amy invited us to sail on their Jeanneau 44, *August Dream*, which they kept in a charter fleet in Long Beach. In January 2020, just a few weeks after that one experience, we became their boat partners.

We were lucky to buy into the partnership right before COVID hit. That gave Jason and me lots of time to practice on this bigger boat and get comfortable with ocean sailing by sailing back and forth to and around the Channel Islands and Catalina. Once we heard about the Baja Ha-Ha, we all thought it sounded like a blast, and it gave us an excuse to sail to the Sea of Cortez for a change of scenery.

For most of the crew, the 2023 Ha-Ha was our first. Jason, my husband and captain for the '23 event, had done it for the first time on *August Dream* with our partners the previous year. The other crew members for the '23 Ha-Ha were our long-time friends, Mike and Michelle; Romario, a chef from

Despite never having sailed offshore before, Chef Romario consistently produced culinary miracles from the galley.



AUGUST DREAM

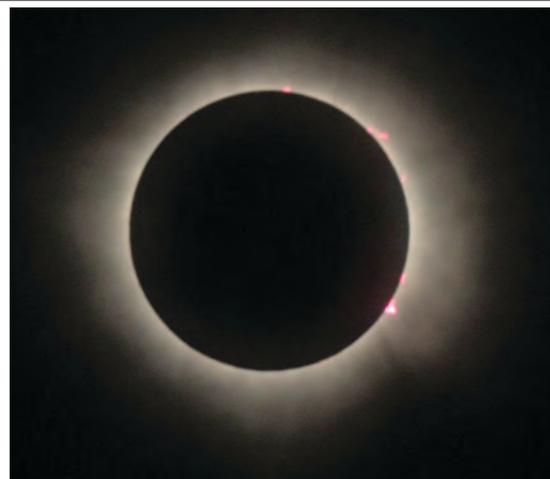
La Paz; Enrique, a dear (and brave) friend who had never been ocean sailing; and me, Alyssa.

In September 2023, Jason and I and two other crew sailed *August Dream* from Long Beach to Ensenada to get some work done. During the 2022 rally, the crew in the aft berths had suffered extremely loud, erratic groans coming from what they thought was the steering quadrant area during following seas. Diagnosing and fixing this problem was the main reason for the haulout at Baja Naval.

The mechanic diagnosed worn rudder bearings. Both upper and lower bearings would require fabrication, and he warned we would probably not be able to start the Ha-Ha on time. Routine maintenance was done in the meantime: zincs replaced, bottom repainted, check valves replaced on toilets, oil changed in the saildrive and diesel engine, broken propeller replaced, blower in engine compartment replaced, teak sealed, etc.

Lots of phone calls, flight cancellations, and substituting crewmembers happened throughout the month. By the time we finally rendezvoused with our Ha-Ha crew on November 3, the official October 30 start had come and gone. But we breathed a sigh of relief that the whole trip would not be lost. Since we were beginning from Ensenada, we already had a bit of a head start, and could go more quickly or more slowly than the main group, which in the end was a blessing as we were able to avoid a nasty thunderstorm that had plagued many of the sailors a few days earlier. We continued to follow the fleet news (including the devastating sinking of *Boat Bum Gal*), and still checked in each morning with our progress.

Our friends Mike and Michelle had been sailing with us several times over the years, but in preparation for this trip, took sailing lessons at Lake Pleasant in Arizona. They were eager and willing to experience and practice everything



they'd learned. The first night watch set the tone for the rest of the trip, which we later named "Baja Ha-Ha WTF" due to high winds setting off navigation equipment alarms and making two of us seasick. Chef Romario had years of experience cooking on cruise ships and sailboats in the Sea of Cortez, but was very surprised at the conditions we encountered. We didn't find out until five days in that he thought we would be at anchor every night — and had never sailed in the Pacific. Even so, he is amazingly adaptable and performed magic in that galley for three delicious meals a day, plus snacks and hot coffee every morning for all six of us.



ALL PHOTOS AUGUST DREAM

Above: What's better than a cockpit dinner with good friends? (l to r — Alyssa, Jason, Enrique, Mike and Michelle). **Top left:** The April 8 eclipse. **Top center:** Sailing into the sunset. **Top right:** 'August Dream' at anchor.

We only spent one night in Bahia Tortuga as it was windy and cold. We heard that Magdalena Bay was nice, and opted to stay there a few nights for its cold beer and calm waters, which made for a happy crew. After leaving Mag Bay, we had one night with lightning (mostly over land), but we safely made our way to Cabo — arriving around noon on Sunday, November 12.

What a culture shock of so many people and boats compared with our peaceful

sail down the coast! We fueled up quickly and got the heck out of Dodge.

We had a whale escort to San Jose del Cabo Marina, where we spent a few nights enjoying the town and hearing the trials and tribulations of many of the Ha-Ha boats that were also taking a breather there.

We dropped two of our crew in San Jose del Cabo and continued toward La Paz, with a stop at Los Frailes. After a day snorkeling for the crew and software updates for the captain (who loves Starlink), we made our final leg into La Paz, where *August Dream* would be spending the winter.

In April, we got most of the crew back

together — adding our Arizona boat partner, Jared, for a trip across the Sea of Cortez to watch the April 8 total solar eclipse in Mazatlán. Besides the eclipse and exploring Mazatlán for the first time, we experienced a dolphin superpod that entertained us for a few hours, as there was absolutely no wind for our trip back to La Paz.

In June, a hired captain brought *August Dream* back to Ensenada, and from there, we sailed her to San Diego, where she is currently for sale. Being sailboat owners in Idaho is difficult, so we've made the decision to continue sailing in different places around the world on other people's boats.

In September, we headed to the Aegean Sea to sail around the islands near Fethiye, Turkey, with a charter flotilla. We learned to Med-moor, raft up — and have a blast with the seven-boat flotilla! We're already planning to return to the Med for the next solar eclipse in 2026. The path of totality will cross the island of Mallorca, off Spain's Mediterranean coast, on September 12, and we hope to be there, on a boat, to see it!

— Alyssa 9/5/24

Geja — Islander 36
Andrew Vik
Sweet 16th
San Francisco

Sixteen summers have passed since I bought *Geja*, sight unseen, through the pages of *Latitude 38* in 2008. I made the difficult decision this year to put the boat up for sale, and I hope that yet another *Latitude* reader will pick up the torch. But I couldn't imagine handing her off without one final lap around Croatia's Dalmatian Coast, the Med's best cruising grounds and *Geja's* winter base for my first 14 seasons.

Geja's home for the past two winters, though, had been on Sicily's east coast, literally in the shadow of a very active Mount Etna. Reaching Croatia from there takes several weeks, if you stop and smell the roses. And just like that, my summer route was determined.

As I couldn't imagine leaving Sicily

CHANGES

without one more lap around the magical Aeolian Islands, I grabbed my first crew and started up the coast from Riposto toward the Strait of Messina, some 40 miles north. Right out of the gate, it was an upwind bash, even more gnarly than back home in the Slot on a big ebb. We managed to bury *Geja's* bow deep into a steep oncoming wave, with water rushing over the entire cabin top for the first time ever. I would've turned back, but my crew was particularly sporty. I was wet and cold, my windbreaker buried deep in the aft quarter berth, untouched since the beginning of the previous summer.



GEJA

Andrew hikes the island of Vulcano.

Luckily, we had to endure that for only 12 miles before dropping anchor in a marginally protected bay, directly under (well, 600 feet under) the Four Seasons hotel in Taormina, known to TV viewers as The White Lotus.

It took two more afternoons of battling the northerlies before we finally reached the strait, a turbulent spot about twice as wide as the Golden Gate. Unlike the *Odyssey*, we escaped all forms of mythical sea monsters and whirlpools as we sailed through, leaving the Ionian Sea for the calm Tyrrhenian, two of the Mediterranean "sub-seas."

Some 30 or so miles from the Strait of Messina are the Aeolian Islands, a small volcanic archipelago that could pass for a scale model of Hawaii. And like in Hawaii, its marinas and all-weather anchorages are few. One of the islands, Vulcano, is still smoldering, while Stromboli has been in a constant state of eruption for thousands of years. The latter put on quite a show that evening, with lava shooting high, then tumbling down the mountain-side into the sea.

I left my second crew in the Sicilian town of Milazzo before singlehanded *Geja* back down the strait to Riposto. Her annual wet berth was paid up through the end of July, so I decided to cool off in the Nordics for a couple of weeks before making the big voyage east to Croatia. But flying out of the nearest airport, Catania, carries some risk. When Mount Etna

belches, which happens several times per year, a layer of gritty black sand often reaches Catania and its airport, leading to its closure. As night fell on the Fourth of July, while I sat in *Geja's* cockpit some 11 miles from the crater, I was treated to a most amazing pyrotechnics show that lasted for hours. More than just a belch, this was her most explosive performance in years. The airport indeed closed, but reopened for my flight north three mornings later.

Keeping a boat in Riposto or Catania has its risks, and finding it covered in that gritty ash is to be expected. It's recommended to tightly cover every winch to protect the gears and bearings. For two years here I lucked out, being spared any dousing of volcanic sand, even during the two volcanically active weeks that I spent in the Nordics. Riposto never took a direct hit. But the bustling town of Catania, even farther from the crater, was covered again in grit, like black snow that doesn't melt away.

I returned to Sicily in late July with my third crew assembled, including Rob Aronen, who skippered his Rival 36, *Nomad*, on the 2006 Baja Ha-Ha. He has since sold the boat and moved to Europe, and has been one of my regulars, especially for the more challenging legs. And this upcoming leg featured a couple of overnights.

With a full fridge, fuel tank, and water tanks, we dropped the lines and said farewell to Sicily. Or not. When I accelerated away from the pontoon, *Geja* hardly moved. With the docklines reattached, I checked the shifter cable at the transmission, and it was fine. And the shaft was spinning as it should.

With a mask on and camera in hand, I checked out the Flexofold prop that had worked flawlessly since its installation in 2017. It was jammed in a half-open position. Although the blades did have some fouling on them, I couldn't understand how this was possible — the boat had just splashed after a bottom job seven weeks prior, followed by several weeks of active cruising, then three weeks sitting stationary in the slip while I was up north. What could've happened in those three weeks?



A diver was summoned the next day, but he was no help. "You have a mechanical problem," was his translated conclusion. Off to the boatyard I walked, and the next morning *Geja* was towed to the slings for her only emergency haulout since Porto Cervo in 2008. With



'Geja' in Scilla, Italy. The big rock is the monster Scylla from mythology. Below left: Crewman 'Michigan John' with new friends. Above, left to right — the prop after cleaning; pinsa is a flatbread pizza topped with tuna and red onions; Mount Etna in one of her moods. Right: Monopoli, Italy ('Geja' at bottom, moored at the free quay). "Amazing place aside from the one-person-stays-aboard rule," says Andrew.



ALL PHOTOS GEJA

Italy's boot, but the only one I deemed worth revisiting was Le Castella, where we dropped anchor after 24 hours. An Aragonese castle that looks like a sandcastle sits on an island in front of the funky holiday town. A nightclub is perched on an overlook opposite the castle, and a wild Saturday night it became.

Looking ahead at the notorious Strait of Otranto, we saw that the typical northerlies were set to return soon after a brief break. To get ahead of things, we had to sail onward that day, hungover or not. Like the previous day, we had a combination of smooth motoring and light-wind sailing, including an hours-long spinnaker run the first evening. As expected — the models shown on Windy are really accurate — things became more sporty as we rounded the heel of the Italian boot in the morning. The final couple of hours were a bash, but we had the hook down in Otranto about 24 hours after leaving Le Castella. After a swim and some clean-up, we grabbed one of the few spots on the quay.

It was a lucky grab. For the next two days, the northerlies blew hard and the harbor was a mess. The anchorage is marginal anyway, and it looked like a nightmare; even our berth was surging uncomfortably. But Otranto is a great town in which to be stuck, and the first of many gems to be visited in the highlight-filled Puglia region of Italy. At least the strong winds brought some relief from the elevated July temperatures.

When the northerlies finally faded again, we had a pleasant sail up to Brindisi, transitioning into the Adriatic Sea from the Ionian. After another crew

Flexofold customer support on the phone, and my old fixed-blade on standby, the yard disassembled the prop. The blades and especially the gears were badly fouled with marine growth! They took the three blades inside for an acid bath and some polishing. After reassembly, the propeller

looked and functioned like new. Three weeks of lying still in 88° water was the culprit, apparently.

They re-splashed *Geja* right away and we left Sicily astern, sailing east toward Italy's sole. On the way west two years ago, we checked out a few spots under

CHANGES

change, a day of 20-knot southeasterlies brought us up the coast to Monopoli and its vibrant, whitewashed old town. The public quay is free but tightly managed by the *guardia costiera*. There's a strict 24-hour limit and, annoyingly, one person must always remain on board.

Another few hours up the coast is stunning Polignano a Mare, where the old town is built right up to and on the sheer cliffs that tower over the Adriatic — so dramatic that Red Bull organizes cliff-diving contests there. A swanky marina has popped up nearby in the past few years, with a nightly rate of 115 euros for my humble 36-footer, showing up as \$126 on my AMEX bill!! And we had to stay a second night due to headwinds on this open coast. Luckily, the dollar has been relatively strong the past few years.

After that it was a road trip inland to the spectacular town of Matera, a must-see for you James Bond fans. (It was featured in *No Time to Die*.) We then sailed into one of my all-time favorite harbors, cozy little Giovinazzo. I first stumbled upon this place in 2010, and this is my third visit since. They aren't really set up for transient boats, so you need to find an open spot and track down Aldo. *Geja* was the biggest boat in the port, something I can rarely claim. The small marina lies just along the old-town walls, and what a stunning old town it is! Just as charming as the previous towns, without the massive crowds.

While the shoreside towns in Puglia are fantastic, the coast is otherwise featureless: flat, straight and shallow, with no islands until you hit the spur of the boot, the Gargano. It's a wooded, mountainous promontory with white limestone cliffs that plunge into the Adriatic. Sea caves are numerous, as are the anchorages. Its main town, Vieste, is another Puglian highlight, and lies just 70 miles from the nearest Croatian port of entry.

I might've stayed in stunning Vieste more than one night, but the heat and humidity were just too much. Croatia was calling, and you spend way more time in the water there to cool down. We left Italy at sunset and dropped the hook in front of Carpe Diem Beach near Hvar the next afternoon. Carpe Diem hosts a modest après-beach party until 10 p.m. each evening, then reopens at 12:30 a.m. with top DJs for its after-hours program. But things had recently changed. A confrontation between two competitors resulted in the enforcement of a previously unenforced noise limit of 50db for all outdoor venues. As a result, the cash machine that is Carpe Diem Beach had to shut down its late-night parties right

in the middle of high season. Not that we had the energy to party that late after the overnight sail.

I felt very much at home back in these familiar Croatian waters. My final crew and I meandered around the islands south of Split, enjoying great breezes, flat water, and countless places to anchor and moor. It's really a sailor's paradise, and the world's most popular charter destination. But, oh, the sticker shock! Everyday items cost about 50% more than in Italy. Inflation was already a hot topic a few years back, and the locals are struggling more than they already had been.

With thunderstorms in the forecast, we hunkered down in a bay near Stari Grad, as its town quays were full. The weather can get crazy in the Med in August, with sea temperatures above 85° feeding the storms. We endured an hour of excitement one night with rain, lightning, and 30-knot gusts. Just hours later in Sicily, the 184-foot sailing yacht *Bayesian* was knocked down at anchor by a possible waterspout, and sank before it managed to right itself. Just a few days before that, a dozen sailboats ended up on shore during a nasty squall on the Spanish island of Formentera.

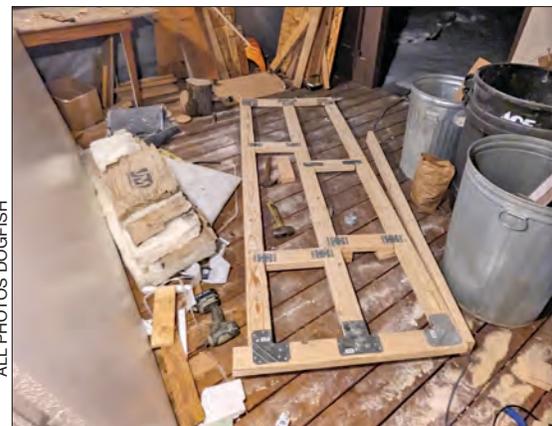
I ended the voyage as I'd done a dozen times before, pointing *Geja*'s bow east down the channel to the UNESCO town of Trogir, a stone's throw from the Split airport. The office staff gave me the warmest welcome after my two-year absence. Before long, *Geja* was hauled out for the last time during my tenure as owner.

Owning *Geja* has been life-changing. Since getting my first taste of sailing in the Med in 2002 aboard the floating youth hostel *Clizia*, I'd long wondered how I could ever join the fun on a meager budget. The *Latitude 38* articles about *Geja* in 2007 solved that, and what fun I've had! Sixteen summers, 13,000 nautical miles, nine countries, two continents, 91 different crew...

Again, *Geja* is for sale and ready to go, better equipped and in far better shape than when I first received her. She still has USCG documentation, making for an easy transfer to another US citizen. Her American flag attracts positive attention and inquiries in every port. Her VAT (tax) is paid, meaning you wouldn't have to leave the EU every 18 months like most foreign-flagged boats do.

Could you be the next sailor to take the helm? See www.SailGeja.com/forsale and don't miss the link to the video tour on YouTube. And/or just drop me an email at AndrewVik@yahoo.com.

— Andrew 10/3/24



ALL PHOTOS DOGFISH

Dogfish — Kelly-Peterson 44 Marga Pretorius The Next Chapter, Pt. 1 Oakland

I'm anchored at the edge of Bahia de las Animas in the northern Sea of Cortez. It's an area I've visited many times over the years, and yet this year I have learned something new — this area has been considered a place of spirits by many centuries of travelers and residents. There is undeniably something special here, light filtering through stacked hills, zephyrs swirling down broken coastlines, coyotes howling to clear night skies, faint morning mists that nip at the edges of rocky points. It is a place of whale breaths and whipping currents, bookended by neighbors aptly named Guardian Angel Island, and Leave if You Can Island.

Befitting such a place, the nights here are not quiet. Hundreds of gnats, moths, and dragonflies collect on the lenses of my lit cabin lights, so that when I step below, the air inside *Dogfish* is filled with a faint, high-pitched buzzing. Outside,

IN LATITUDES

on fancy resort teak furniture. When the flames throw eerie shadows into the empty, glass-lined buildings, someone inevitably jokes that they see a ghostly entity inside. On the beach, I step next to the sharp boot prints of the pangueros who occasionally come to harvest parts from the resort, their imprints contrasting in the sand with my smudgy foot falls of bare feet that look more animal than not.



'Dogfish' at anchor. Left: Marga put many of her shipwright skills into the rebuilding of her cabin in the woods. Top left: After a couple of years away, Marga was happy to return home to 'Dogfish'. Above: Dinner underway on "my outdoor kitchen" to avoid the heat below.

the sea comes alive in splashes and light, pulses of bioluminescence as bait balls boil around me, fish in a frantic attempt to feed and not be feed, an orchestra of a thousand mouths on the water's surface. Sometimes I'm awakened suddenly by a loud exhale, and I swear it is a human swimming alongside my hull. But when I jump out on deck to look, all I see is the vanishing glow of a turtle or a sea lion descending back into the depths.

The days have their own mysteries. There is a collection of long-unused palapas on the northern beach, whose deterioration I have marked through the years of anchoring here. It was/is an eco resort that in tense-defying Baja fashion is both abandoned and not yet completed. Cruisers swap stories of why a place so beautiful has been left for the desert to reclaim.

I was thinking about this hallowed reputation as I watched the outlying midriff islands from my cockpit yesterday, monitoring them on the evaporating horizon as the shapeshifters once again transformed under the heat of the sun. Daily they

balloon into unnatural proportions, becoming gigantic and more rectangular as the sun climbs, then deflating into natural proportions once the sun hangs low. That afternoon, as we lingered through an improvised yoga session in one of the nearly intact palapas, my friend Debbie told me there is a name for the lurching posturing of the islands. It is called a Fata Morgana, a type of mirage.

It is in Bahia de las Animas that I have spent the past two weeks or so, and I have felt fall and change swirl around me. I have just sat out a first mild northerly wind, the reliable indicator of change of seasons. I watched a Starlink satellite launch blaze across the sky one night; had I not had a warning it was coming, it might have made me religious. Another night, I welcomed the rise of a red harvest moon, whose heavy glow fell onto the water and illuminated our small collection of cruising boats like a stage light.

We cruisers have welcomed the growing nights, building bonfires from fallen palapa parts, sitting around our creations

In this air filled with magic and transition, it feels like a natural time to reflect on the past few years, to write it down — and then subject innocent *Latitude* readers to it. *Changes in Latitudes* editor John Riise has been knocking at my inbox, and it seems increasingly rude every time I offer no response to his kindly requests for an update.

An update? Well my off-script, non-sequitur cruising journey has continued in strong adherence to its adjectives. This July marked 10 years since I first bought *Dogfish*, back when I was an unwrinkled 27-year-old, thinking that this boat seemed bigger and more complicated than any I could imagine owning; back when my then-partner and I were dreaming about fixing her up for a two-year cruise. This December will mark eight years since I sailed under the Golden Gate, said partner at the helm. And this January will be five years since I have been going at it singlehanded.

I have actually not been sailing for most of the time since I last checked in

CHANGES

with *Latitude* in fall 2022. Back then I was hauling *Dogfish* out once more at Cabrales Boatyard to pickle her while I started a work stint on my then-newish business as a traveling marine surveyor specializing in cruising boats. It turns out this mouthful of a niche business has been a perfect fit for me, with my love of sailboats, shipwrighting, cruising, and writing. What initially started as a three-month work stint extended into the better part of two years.

Through word of mouth and a supportive cruising community, one job led to another and I found myself flying around the world to many far-flung cruising destinations, offering in-depth, multi-day pre-purchase inspections for buyers. Showing up with my small surveyor bag, I started feeling like that traveling veterinarian in *All Creatures Great and Small*, practicing my craft on all manner of cruising boats, from classic schooners to stout monohulls to cutting-edge carbon fiber multihulls. Every inspection was its own story, and I felt honored to be able to drop into the lives of owners/buyers/vessels at a time of transition, giving fair and

thorough advisement.

The "creatures" themselves could fill an article — or a book: The old poet's classic 1960s motorsailer in Canada. Houseboats on Lake Powell. The sailing sanctuary Catalina 36 for an off-duty superyacht officer. The fully carbon catamaran that didn't make one peep or creak pounding into 40-knot headwinds — but revealed a sheered-off rudder once hauled out. The world-voyaging sloop that a buyer was eyeing for a Golden Globe Challenge attempt. The heartbreaking inspection for a couple selling their lifelong home, where they had raised their kids, and on which they had completed a 17-year circumnavigation. (They had to sell as the husband was nearly blind with late-stage cancer.)

Over the winter of '22-'23, I used some of my survey earnings to buy the cheapest, smallest little cabin in Colorado I could find. It was near my parents and sister in the tiny mountain town of Paonia. It was a bit of a dump, but I thought I could build it into something charming. In between my travel surveys, I camped there, pre-accustomed to living in limited space by my time on *Dogfish*. After a winter

of hammering, Sawzalling, drywalling — and freezing — I made the 514-square-foot cabin functional, clean, habitable, and rentable. My idea was to have something for the future should I ever tire of the sailing life, or should anything ever happen to *Dogfish*. In the meantime, I could rent it out.

To celebrate a refilled cruising kitty and a happily rented-out house, I flew to Europe with my bicycle and camp gear. I spent a lovely late summer season visiting my sister, trekking in the Alps from hut to hut, and then loading up my bicycle and road-trekking through France, down rivers, eating equal parts kilometers to croissants.

In my pedaling, I had a lot of time to think about life and what was next. The point of the survey business to begin with had been to find a way to financially support my cruising dreams, not to become a workaholic and forget my original vision.

I was ready to return to my beloved *Dogfish*.

— Marga 9/30/24

Look for Part 2 of Marga's return to cruising in the December issue.

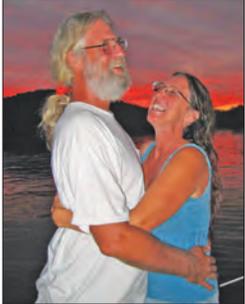
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Cruise Notes

• "We're preparing **Harmony** for our 25th cruising season," says Virginia Gleser of her and hubby Robert's Alameda-based Freeport 41. "We were part of the Ha-Ha class of 2000, and traveled as far as Central America and Ecuador. When we started having grand-kids, we returned to Mexico where it's easier for the family and friends to come visit — seven people on *Harmony* for Christmas is not uncommon.



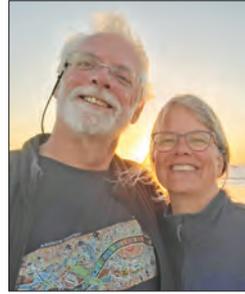
Robert and Virginia are back for their 25th year of cruising.

"Our first step is to drive down to San Carlos to work on *Harmony* on the hard, recommissioning and preparing her to splash. Spending October and early November in Baja is the best season to be there, not too hot, not too cold. We enjoy the warm water, snorkeling, watching the amazing wildlife, and seeing many of our friends again. After flying to the US for

Thanksgiving with the family, we head down south of Puerto Vallarta to the warm waters of Tenacatita and the nearby town of Barra de Navidad, where the living is easy. Meanwhile, the Northerners in the Sea of Cortez start to push cooler water south. Eventually the water cools down in Tenacatita in late February and the fleet starts looking for somewhere else to go. For us, that means heading back to San Carlos and then back home — classic snowbird schedule!"

• Werner Kurz and Sarah Beukema, with their 19-year-old daughter and two friends, left Victoria, BC, on September 30, 2023, aboard their steel-hulled Lavranos 50, **Camdeboo**. The first three months were spent sailing down the West Coast and into the Sea of Cortez, where one of the friends left and the rest spent the winter. "In March, the four of us left San Jose del Cabo to cross the Pacific as part of the Pacific Puddle Jump," says Sarah. "We had a fast (19 days) and relatively uneventful trip."

We hope to bring you more on



PHOTOS CAMDEBOO



Cruising is a dream come true until it isn't. Luckily, Werner and Sarah had ample supplies and support to get through a health scare during their PPJ passage.

Camdeboo's South Pacific adventures in a future issue, but for now want to pass on some great advice from Sarah:

"For anyone contemplating such a voyage, we strongly advise them to carry

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CHANGES IN LATITUDES

multiple antibiotics as part of their medical kit. At the midpoint of our trip across the Pacific, our daughter started experiencing extreme abdominal pain and a very high fever. It was suspected appendicitis, which, if the appendix ruptures, can rapidly be fatal. With the guidance of a doctor at the Joint Rescue Coordination Center (and thanks to PPJ Coordinator Andy Turpin), we started her on two types of antibiotics, one of which is used to treat appendicitis in youth. The JRCC started to divert a freighter to pick her up, but the seas were too rough for the transfer and that plan was aborted. Using Starlink, we had twice-daily check-in calls with the JRCC. Luckily, our daughter responded to the antibiotics, and we had sufficient supplies to reach the hospital in Nuku Hiva. She is fine now, and we all feel very fortunate."

• "It's been so much more than what we dreamed of," writes Tricia Mallia, aboard the Victoria-based Manta 40 **Shanti III**. Since she and Ken Painter did the Puddle Jump from Ixtapa to Nuku Hiva earlier this year, they've found themselves

hopping from adventure to adventure, including snorkeling with whales in Tonga, mantas in the Cook Islands, and sharks in the Tuamotos. Some of the adventures were "thrilling" in a different sort of way, like having a fan belt break just as they were trying to head out of an atoll, or hitting a 40-knot squall when the forecast was for 8 knots.

"Our favorite part of the trip has been meeting so many wonderful people," says Trish. "The local population have gone out of their way to be helpful to us, plus we've made numerous forever friends in the cruising community." The couple will soon be putting *Shanti III* on the hard in New Zealand until the next cruising season.



Tricia and Ken are living the cruising dream (along with occasional nightmares) on 'Shanti III'.

• "I was sure the dream of quitting both our lucrative jobs to move aboard a boat and sail to tropical destinations was just that: a dream. The dream felt far-fetched ... that is, until we looked at the numbers.

"We looked at what we had in our bank accounts, what we could sell, what it typically costs 'budget cruisers' to sail full time. We looked at reality. If we sold my condo, sold the cars, squirreled away every cent of our bonuses, found a boat at a good price, did all the boat work ourselves, and lived off a meager \$3,000 per month, then maybe, just maybe, it would be possible. On our budget, we probably couldn't make it around the world, but we could make it to every cruiser's dream destination: the South Pacific."

— Excerpt from Katherine González's new book **The Co-Captain's Log**. Look for a review of this and other new sailing books in our December issue.



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17 FT WINDRIDER 17 2016. Great condition. Includes everything plus extras: trailer, motor, mast-raising system, windshield, mainsail, jib, reacher, and more. Numerous upgrades. Sold by original owner, always garaged. Groveland, CA. Includes all original paperwork and registration. I can deliver the boat to the Bay Area for additional fee. This boat has been sailed in the S.F. Bay and Lake Don Pedro. \$8,000. Groveland, CA. davidmcosgrove@gmail.com



24 FT J/24 1982. New 3.6hp outboard. 2021: 70% of running rigging replaced. 2016: new UK Sails main, jib, 120% genoa, and standing rigging. Harken roller furler. Two extra sets of sails and complete spinnaker setup. Good cushions, sleeps four. \$3,400. Redwood City. (415) 867-6488



12.3 FT BEETLE CAT 2005. A classic with premium upgrades. Great condition. Always dry-docked. Hull # 2251 fully fiberglassed so no need to preswell. Includes trailer plus covers for cockpit and whole boat. New mainsail is blue. \$10,000 OBO. Novato. cliff@warmspringsholdings.com (415) 302-5134



24 FT WAVELENGTH 24 1983. Great daysailer with roller furling jib, spinnaker, Torqeedo 1003 CL 3hp electric motor, carrying cases for both motor and battery, remote throttle, spare parts. New bottom paint. Sleeps four. February 2024. Price reduced! \$6,900. Marina Village Yacht Harbor, Alameda. sailorsteve41@yahoo.com



22 FT CATALINA 1984. In very good condition. Swing keel. Three sails. Trailer rewired, repainted. Optional add-ons: Rudder Craft kick-up rudder, nearly new: \$500; Tohatsu 6hp outboard, nearly new: \$1500; Rolling genoa and rigging, nearly new: \$1000. \$5,500 OBO. Richmond YC. simplelogin-newsletter.dosage168@simplelogin.com tinyurl.com/44htj6vp

25 – 28 FEET SAILBOATS

28 FT ALERION 2008. Alerion Express 'Rocinante' with galvanized trailer. Raymarine multifunction display. Marine toilet, stove. Yammer 14hp diesel inboard, cushions. brightwork perfect. Carl Shumacher design, easy to singlehand. Call or email. \$79,000. Sausalito, CA. bernalj@sbcglobal.net (415) 845-6900 http://bernalj@sbcglobal.net



28 FT PEARSON TRITON 1966. Good sails. Universal diesel M3-20B 194 hrs. New bottom paint May 2024. Eight-time S.F. YRA Triton class champion, two-time Triton National Champion; 25-time Plastic Classic class winner. \$5,000 OBO. South Beach Harbor, S.F. G-55. elywilliam@yahoo.com (707) 684-9660

27 FT BALBOA 1978. Maxi — trailer-erable. Health forces sale. \$7,000. Marina Bay Yacht Harbor, Richmond. rtrouble@pacbell.net (775) 677-7503



25 FT CATALINA 1977. Sailboat on EZ Loader trailer. Impeccably restored by experienced marine mechanic. New: galley, head, GPS, fireplace, upholstery. Primo condition. Turnkey ready, no saltwater, beautiful custom woodwork with teak marquetry inlays, numerous essential sailing accessories included. \$15,000 OBO. North Lake Tahoe, CA. laurieswanson20@gmail.com (530) 277-9854



25 FT CORONADO 1968. Perfect starter boat, Bay Experiences! 6hp Nissan, runs great, new cushions, curtains, custom-made full-boat bimini. Self steering system. Porta Potty. Great shape. Pics on demand. 510-393-9173. \$4,200 OBO. Fortman Marina, Alameda. creppe@yahoo.com (510) 393-9173



27 FT EXPRESS 27 1982. 'Hang 20' is for sale! 'Hang 20' is a great Express 27 set up for shorthanding and ocean racing, though she does great around the buoys too. She did Pac Cup in 2022. The price includes a single axle, roadworthy trailer, a Honda outboard motor, and full ocean gear. See URL for the boat inventory. Contact me if you are interested or have questions. \$27,000. Richmond, CA. mstewks@yahoo.com https://tinyurl.com/muu47kar



25 FT OLSON 1986. With roadworthy trailer — new tires, bearings. A full inventory of sails, including a brand-new Kevlar 155%. 2 spinnakers, electronics original but all operational. I have been sailing on Lake Tahoe the last couple of years; the bottom will need to be done if going into saltwater. Interior is in good condition with stove, new ice chests and VHF. \$12,900. Sacramento. ralphkirberg@gmail.com (415) 971-3527



27.93 FT PACIFIC SEACRAFT 25 MK II 1978. Sailboat with excellent trailer and tremendous amount of gear ready for someone handy. New Yanmar 2YM15 with 1.5 hrs, two furlers, six sails, cockpit and interior cushions, two anchors, wind vane self steering and tiller pilot, Furuno radar, propane system parts. Too many parts to list — contact Todd Chandler for link to photos. \$18,900. Newport, OR. todd@chandlermarineservices.com (541) 992-9289

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26 FT CUSTOM SLOOP 1979. Meticulously maintained. Built of mahogany using West System epoxy resin. Roller furling, 3 headsails, lazy jacks, Torqeedo outboard engine, full cover to protect her lovely finish, ready to race or cruise in elegance and style! \$20,000 OBO. Paradise Cay. sea-hi@pacbell.net



30 FT ALBIN BALLAD 1978. Albin Ballad 30-ft Scandinavia-built is a very seaworthy racer/cruiser with six-foot standing headroom. Volvo MD6A diesel, folding prop, sails including 125 and 155 jib, two mains, and two spinnakers, self-steering configuration. Standing and running rigging recently replaced, USCG documented. \$13,900. Vallejo Yacht Club. jerryhalterman@astound.net



30 FT PEARSON 30 1977. Sweet boat with Bukh (Westerbeke) diesel engine. Very economical at 4 knots. Nice mainsail, several sails, hank-on rig currently with new forestay. Nice white vinyl cushions. Pull-out double in main cabin. Pull-out chart table. Nice deck cushions. Ready to rig and go in 20 minutes. Dry bilge and cabin. Recent bottom job and well maintained. \$9,000. San Diego. ssoenk@yahoo.com (619) 623-0779



30 FT OLSON 30 1982. Late model. Includes custom dual-axle trailer and very recent Ballenger double-spreader mast with corresponding rod rigging (just inspected by Buzz at the boatyard in Watsonville). Last 20 years in Portland (freshwater). Rigging/stanchions/lifelines/running rigging/winch in excellent condition. Boat has been thoroughly/ completely gone through at well-known Elkhorn Composites: A. All three ribs at mast foot replaced with composite elements (boat has substantial jockstrap). B. Three small soft spots in the deck/cockpit replaced w/composite core/gelcoat. C. Bottom & keel completely stripped to the gelcoat and keel fiberglassed as necessary. D. Keelbolts torqued/updated. E. New lifting-rod threaded end, F. Several coats barrier, two of Pro-Line antifoul (59% Cu). Mucho \$\$\$. Not splashed yet. Older sails. \$17,500. SF South Bay. mtown@att.net (650) 933-2349



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



31 FT CATALINA 310 2000. Must see to believe! Excellent condition. Set up to singlehand. Hoyt jib boom, self tending. Bow thruster and dodger new. Doyle mainsail and stack pack recent. Standing and running rigging have been replaced. Pulled. Painted and engine serviced April 2024. 1155 engine hrs. Same owner for 18 years. Many upgrades and custom interior. Walkaround queen berth. Perfect couple's cruiser. Sausalito transferable slip. \$72,500. Sausalito, CA. jimlewitt@gmail.com (415) 302-6823



31 FT CAL 1979. Great SF Bay and coastal cruising sailboat. Documented vessel. Autopilot. Clean interior/exterior. Mainsail: original North, good shape. Jib: 150% from a Catalina 30. Spinnaker: original 3/4 oz. North, great condition. Flexi and Harken roller furler with an HD furler keeper. Boat cover. Barient self-tailing primary, Lewmar halyard winches. Mast winch. 16hp Universal model 5416, recently serviced. This yacht is very comfortable to sail. Tech specs at URL. \$15,000. Alameda. kenisrael@comcast.net (669) 242-9413 https://tinyurl.com/muaw9cx4



30 FT ERICSON 30+ 1980. Five-and-a-half-ft draft keel. Version, 0 Universal Diesel, new propane two-burner stove conversion. Rigging replaced late '90s. Two mainsails. Original roller jib. \$13,000 OBO. Sausalito. newcombarger@yahoo.com (415) 342-6230

29 – 31 FEET SAILBOATS



30 FT YANKEE ONE-DESIGN WOODEN SLOOP 1949. Master Mariners award-winning sailboat designed by William Starling Burgess and Stone-built. 'Flame' was totally restored in 2015. Varnished wood hull. Roller furling. Complete survey in 2023 available. "A Sailor's Sailboat." Please email. \$49,900. Richmond, CA. stefroche916@gmail.com



30 FT HENDERSON 30 1996. Hull 18 'Family Hour' for Sale. 1996 race-winning Henderson 30. Second owner. The boat is in great shape and well maintained. Has an extensive inventory of parts and sails. Contact us for list. The boat has a Nissan outboard that replaces the original Johnson. The motor has been serviced each year and runs great. The boat comes with a dual-axle ramp launch trailer. \$19,950. Richmond. jimb945@yahoo.com



30 FT CATALINA 30 STANDARD 1986. Price reduced! 'Irish Rose' (standard rig). Well equipped for Bay and coastal cruising. Sails good condition: Main, spare main, 110 and 130 RF jib, asymmetrical spinnaker with dousing sock, spin and whisker pole, windlass, autopilot, plotter, depth/speed, radar, VHF cabin and RAM at wheel steering pedestal, stereo, LP stove-oven. Diesel heat and DC ice box. Dodger, Bimini and davits. Motivated to sell. \$10,000 OBO. Delta Bay Marina, Isleton CA. stantonlarry3@gmail.com (916) 687-1512



30 FT KNARR 1983. Fiberglass Knarr USA 132 is now available and has been consistently upgraded and always a top performer in the San Francisco fleet for years. Aluminum mast with racing rigging, composite epoxy rubber and huge quiver of racing sails from both Doyle and North. The Knarr design is well suited for the S.F. Bay conditions. This is a turnkey one-design program or family daysailer. Presently located in a San Francisco Marina upwind 35-ft slip. \$38,500. San Francisco. c.griffith@ggsir.com (415) 672-3263

30 FT CATALINA 1979. Unique opportunity to own a coastal cruiser of great repute located in the very safe/secure marina at the Hotel Grand Isla de Navidad only a few miles north of the Manzanillo Airport at the heart of the central Mexican West Coast cruising waters. The well maintained boat is also equipped with davits, a Universal 5434 diesel engine with less than 500 running hrs and a number of recent upgrades. Contact owner. \$19,600. MX West Coast. helenebeauchemin@gmail.com +52 (312) 107-7417

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29 FT KIRIE ELITE 1982. Performance cruiser that has everything a Bay Area sailor could want for racing or cruising. Brand-new, never-hoisted sails and rigging. New B&G Vulcan chartplotter. Reliable and fuel-efficient 2006 Yanmar diesel engine. \$19,000 OBO. Benicia, CA. mike.bernico@gmail.com



32 FT MELGES 32 2007. 'Smile and Wave' is a turnkey fast, fun and winning race boat. Available with/without race sails. It's in excellent condition with high-cost hardware new or nearly new. More knots per dollar than any other boat. \$75,000 OBO, would consider trade. St. Petersburg, FL. jaime@smileandwavesailing.com (787) 640-0849 <https://tinyurl.com/3ss3nmp>



32 FT ERICSON 32 1972. In excellent shape. Wheel steering and roller furling jib. Many new features: instruments, cockpit canvas, dodger and window screen, mainsail stack, boom kicker (eliminates uphaul) and new head. Engine hrs < 500 on Universal diesel. Recent hull paint fall 2023. Many custom features including cockpit dining table. Very well maintained. Reason for sale is my age and health. For more photos and info see Craigslist URL. \$24,900. Oakland North Marina. gumdoc@mac.com (510) 368-9611 <https://tinyurl.com/6e2u3ds7>



35 FT J/105 2006. Beautiful. Deep keel. In excellent condition. Special boat to cruise or race. Full sail inventory (plus 3 spinners and downwind gear), networked B&G autopilot, dodger in great cond, gorgeous navy hull. Recent upgrades: new LED anchor light/wiring, steam/deck LED, new nav station w/B&G instruments (2 companionway, 1 helm, + Vulcan 9 touchscreen in nav station), VHF antenna/cable, Airmar depth/speed/temp, anemometer, Garmin Fusion mobile stereo. 8/23 haulout with new paint, prop, bottom and other work; new Yanmar motor mounts, maintenance, and engine panel 9/23. CG certified. \$95,000. Sausalito. jeffreysd@me.com (415) 847-5306



29.5 FT J/29 1985. Fresh off her 2023 ASMBYC High Point Series victory, 'Zulu' is now for sale! This ultra-competitive J/29 sailboat is fully equipped for crewed and shorthanded races. Meticulously maintained, she offers an impressive arsenal of sails and will provide her new owners a solid platform for competitive racing for years to come. \$14,000. Marina del Rey, CA. welter.ryan@gmail.com (949) 554-9390



34 FT SPAULDING 33 SLOOP 1959. Now up for sale is my beautiful, fast and much-improved Spaulding 33 sloop. She has been lovingly maintained and improved over the years, and she is in Brisbane at the municipal marina, 400 Sierra Point Blvd. just off Highway 101. Full sail inventory kept on board. Three-cylinder Yanmar diesel runs excellent. Hull maintained by divers, zincs replaced and bottom scrubbed regularly. Standing headroom below. Full double berth fwd. Propane two-burner stove. Waste tank currently being installed. This boat is equipped for and capable of offshore cruising. Heavy keel, very sea-friendly. New: electric windlass and anchor, custom-built aluminum fuel tank with proper ventilation, etc. New pressure water system. New electric bilge pumps. \$10,000 OBO. Brisbane Marina. mh2276@gmail.com (650) 269-1225



32 FT ERICSON 32-3 1985. Price Drop!!! New canvas, new house and starter batteries, bottom painted 9/2023. Universal 25, Balmar alternator, asymmetrical spinnaker with sock. Tides Marine sail track and Profurl. More photos and info at website below. \$27,000. Alameda. javier@indalolc.com 2014861700 www.tinyurl.com/2fxzmcwe/



32 FT HERRESHOFF 1998. Sail around the world!! Beautiful, strong cruising cutter. Herreshoff-designed, bowsprit and boomkin, 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; no engine; sail into and out of upwind Berkeley berth or use 16-ft oar; 4 anchors (45# 35# 25# CQR, fisherman); windlass. Call Ken's cell 925 786-7878. P.S. Consider adding an electric motor. \$24,500. Berkeley, CA. (925) 786-7878

32 – 35 FEET SAILBOATS



32 FT ERICSON 32-2 AND 29 1971. Ericson 32-2 (\$5,500 1971) and Ericson 29 (\$5,900 1969). 32-2 has Yanmar diesel, Harken furler, propane oven, new salon cushions. Needs masthead sheaves. Ericson 29 has Yanmar diesel, new cushions. Nice condition, needs spreaders painted. \$5900. \$5,500. Alameda. ssnick@gmail.com (510) 846-6417



35 FT J/105 2002. Leading one-design sailboat. Very clean, lightly used. New Victron Bluetooth smart shunt and three-bank battery charger, Blue Sea panels, new SS motor mounts, new flange coupler, exhaust mixer and tubing. Second owner. Haulout 2014. \$39,000. San Francisco. montgomerygeorge99@gmail.com (415) 999-6639



35.5 FT HUNTER 356 2002. Boat is in excellent shape in a transferable slip in Monterey. New standing rigging and most new running rigging in June 2023. Bottom paint job June 2023. Many items included. Link below for more info. See CL link for details. \$75,000. Monterey, CA. doug.atkinson@verizon.net <https://tinyurl.com/3dbkrph5>



32 FT WESTSAIL 32 1974. Aft cockpit cutter-rigged sailboat. Above-average condition. Have appraisal. Boat was not lived in. Very rare and well-kept sailboat. Serious buyers only. Email only. Will send more photos and appraisal to serious buyers through email. \$55,000. Coyote Point, CA. marisamah@gmail.com (707) 317-8073

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33 FT PACIFIC SEACRAFT MARIAH 31 1978. Stout boat of legendary strength and seaworthiness. Highly sought-after for bluewater sailing. She is in excellent condition, spartan appointments and in original condition with no modifications. Newer standing rig, crisp sails, fresh bottom job. \$45,000. Alameda. sailingfearless@gmail.com

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. \$5,900 OBO. Emery Cove Yacht Harbor. ngolifeart@gmail.com (747) 286-8311



34 FT PETERSON 34 1979. Refit over the last several years. I am getting a bigger boat. Lots of major upgrades, some new sails, winches, clutches, decks redone, plumbing, new wiring, chartplotter, VHF, MFD in cockpit, autopilot. New head, bottom paint with barrier coat done in fall 2023, new cutlass bearing, motor mounts. Fuel tank was recently cleaned with all new fuel lines. Two-cylinder Yanmar diesel. Looks a little rough but runs great. Has a two-blade folding prop. Sails include new genoa, newer main, lots of spinnakers and old race sails. Standing/running rigging in great shape. Tough old boat, very well built, solid shape structurally. Allan Andrews keel and rudder. \$25,000. Ventura, CA. scottjordeng@gmail.com (805) 953-4458

36 – 39 FEET SAILBOATS



39 FT ROBERTS OFFSHORE 38 2004. Steal my steel. Beautifully constructed cutter-rigged steel hull, gorgeous woodwork, in San Carlos, MX. Will be sailing and showing in Jan and Feb, ready to sail to Tahiti. See URL for complete description, pics, and surveys. Contact Miller Adams. \$20,000. San Carlos, MX. millstb@gmail.com (520) 265-2587 www.Zester4Sale.com



37 FT CSY 37 1979. Mexico vet ready to go again. Heavy-construction blue-water boat. One of the roomiest 37s around. Three cabins, two heads. New Beta Marine engine, two fridge/freezers. CPT autopilot. Good sails with asymmetrical spinnaker, recent standing rigging plus much more. After 50 years of cruising, I've gone over to the dark side with a trawler, so this needs to go. Check out Practical Sailor review at URL. \$35,000. Point Richmond. sailorboyone@gmail.com (530) 219-1566 https://tinyurl.com/4jkj9jky

38 FT HC 38 MK II 1981. Ready for new ownership. Located in Mazatlán, MX. Great weather and workers available. Mazatlán, MX. lord41897@mypacks.net



38 FT DOWN EAST SLOOP 1976. During ownership of 'Anita' we've done the following: Sandblasted the bottom, faired in and coated with 2 coats of marine epoxy, painted. Installed new Yanmar 53hp diesel w/new fuel tank, drive train. Installed 90% new wiring, batteries, panels etc. New SS stanchions, bow and stern pulpits. Installed Corian counter tops, new cushions and solid teak chart table top and a heavy duty Lofrans windlass. New 300-ft 5/6-in G4 chain. Other improvements and gear, too numerous to mention. 'Anita' has great headroom in saloon, giant V-berth, freeboard of a much larger boat, huge amount of storage space. Search URL for sailing adventures in SoCal. Courtesy to brokers. \$49,500. capernie1@aol.com tinyurl.com/ynxxcca2



38 FT SIRENA 38 1983. Volvo Pentia is excellent. Surveyed in 2020 @ \$52,500. Many sails; needs some running rigging, gauges, TLC. Built in Finland. \$35,000. Portland, OR. marvinsannes@msn.com (503) 851-6055



38 FT CHEOY LEE SIGMA 38 1969. Great cruising or coastal boat. Sails like a dream! Yanmar 30 diesel with 520 hrs. Originally Florida boat now in San Diego at nice marina. Slip possibly transferable. Cruising sails and spinnaker. Cutter-rigged with sail. Tabernacled mast and rigging to lower it. Radar, GPS, radios, autopilot, sailing instruments all work. Survey says \$31,000. Now available for \$18,500. Operational, ready to rig and go in 20 minutes. The ocean awaits! \$18,500. San Diego. ssoenk@yahoo.com (619) 623-0779



36.6 FT ISLANDER 1978. 'Tenacious' has rod rigging, hydraulic vang, North Sail full-batten main, Hood furling reefing jib, 2 spinnakers and 3 sizes of racing genoas, oversized winches. 2020 was professionally rewired, added new battery charger/inverter and GPS speed/bearing instruments and full teak sole refurb. \$30k in new upgrades and yearly maintenance (boatyard receipts) since purchased from Kris Youngberg, who raced her for >30 years including: new hot water system, fridge, bilge, restitching of primary rolling jib and added 2nd reef to mainsail. Total recoat below waterline in 2020, 2022 and full buff-out above waterline, 2023 engine refurbishment, all new engine gauges, hoses, belt. 2024 bottom cleaned, new prop, bilge pumps and zincs. \$34,500. Mission Creek Harbor San Francisco. ssdarling@comcast.net (415) 816-9626

36 FT NONSUCH 1989. Major price reduction. Baja Ha-Ha-ready. Above-average condition, recent survey, new toilet, deep-cycle batteries, bottom paint, and more. Everything works, newer electronics. Incredible value. Located in Ensenada for inspection. Complete information at website. Partial trade considered for SUV. \$72,500. Ensenada/San Diego. mlarchplastics@yahoo.com (707) 494-9919 https://tinyurl.com/5f7evycc

36 FT SABRE SPIRIT 36 2007. 'Serenade' is for sale! Optimized for S.F. Bay, a 350-lb heavier keel makes 'Serenade' love the breeze. A new engine and wiring have kept her in great condition. A North Sails inventory makes sure she's fast. B&G instruments and Easom Rigging's running rigging package and deck layout make sure she's fun to sail. 'Serenade' just came out of the boatyard where she has a sprayed bottom. She's good to go! \$210,000. Point Richmond. seasom@sbcglobal.net (415) 686-9330

38 FT HANS CHRISTIAN TRAD./MK II 1979. Ready for an upgrade. Located in Ensenada. Great weather and workers available. Call for details. \$60,000. Ensenada MX. deanel@hotmail.com (253) 245-3005



39 FT FREYA 2003. Proven famous bluewater cruiser/racer. Every amenity for safety and comfort except air conditioning. Lying San Diego, ready for the Ha-Ha. Turbocharged Yanmar recently rebuilt. Bristol condition. Tall rig, 13 standing riggings, 13 halyards, two autopilots, two chartplotters, windvane steering and much more. Complete suite sails for heavy weather, paraglider spinnaker, Jordan series drogue, Dynaplate grounding to mast, sleeps 6. Watermaker, hydraulic backstay. Email or call. \$120,000. San Diego. berniekreten@yahoo.com (916) 335-6555



39 FT CAL 39 MK II 1981. Tall rig with shoal keel. Westerbeke diesel. Profurl. CPT autopilot. New headliner. \$19,900. Richmond. ccackerma@gmail.com



39 FT FREEDOM 1983. Freedom 39 they never have a rigging issue, masts do not break. Fast and solid, everything works, has a factory gen-set. Berthed at Central Basin, sails well reefed or in light airs. A Caribbean and Galapagos Vet, Achilles tender. Two state-rooms, radar and new head. Everything works, USCG Documented. Sea-trial on request. \$29,500. Oakland, CA. captainterrylee@gmail.com (916) 599-5241

39 FT IRWIN CITATION 1979. Built in Florida for San Francisco Bay. Great live-aboard and coastal cruiser. 2023 bottom painted. Extensive rebuild/replacement of most systems in 2006 including Yanmar 3JH4. Monitor vane/e-rudder. dodger/bimini. Call or email. \$45,000. Richmond, CA. svcasablanca1979@gmail.com (925) 391-1250



TAYANA 37 MK 2 CUTTER. Bluewater cruiser, plenty of head room and storage. She is sound but is a project boat. Needs work on motor and some electrical. Batteries in good shape, all new thru hull fittings. New standing rigging, electrical wiring and LED lights, VHF antenna of this past year. Brought overland from East Coast so lifelines, stanchions and bow sprit were removed and need to be reinstalled (all included). Stainless frames for dodger and Bimini but no canvas. Sails and covers in fair condition. Interior cushions in good condition. Nice interior layout. Priced to reflect engine and other work to be completed. \$20,000. Sausalito. jaygrant11383@gmail.com (415) 413-6707



36 FT CASCADE 1977. Bluewater-ready turnkey sailboat. 55 hrs on new Yanmar 30 hp, navigation autopilot, leather interior hand-carved wood. Dickinson diesel heater, full head with hot shower, full galley and more. Great liveboard with large V-berth, comes with transferable slip! \$25,000 OBO. Newport, OR. sureshanjie@yahoo.com Suresh (510) 459-8018 or Dustin (808) 756-1389



38 FT CARRERA 38 1987. Imported by Sven Svendsen. 2023, mast removed with new standing rigging installed, two new batteries, two new compasses, new bottom paint, new zincs, new service of the outdrive/prop, hydraulic outhaul, vang and mast bend, two-cylinder Volvo recently serviced with oil change/pump/filters, all work done by Svendsen. Two mainsails, two spinnakers, genoa and two roller jibs, spinnaker pole, Ballenger mast and boom. \$15,000. Pt. Richmond Marina, CA. franzsteinerarchitect@comcast.net (510) 914-1289

40 – 50 FEET SAILBOATS



44 FT GULFSTAR SLOOP 1979. 'Foot-loose' has recently been renovated: new paint job, five coats of Matherhorn White Awlgrip paint \$27,000. New leather upholstery, shades, cockpit cushions and dodger top \$10,000. New three-burner Force 10 propane stove \$2,000. New thru-hulls and bottom paint \$9,000. New Raritan toilet \$500. Teak and holly sole, five coats of Epifanes semi-gloss varnish. Exterior teak four coats Epifanes high-gloss varnish. Four model 145 Kyocera solar panels and a Rutland 914i wind generator eliminate need for shorepower. 3,000W inverter. Raymarine electronics include: high-def radar, E7 multifunction display, fish finder, depthsounder, wind meter, autopilot and navigation with charts. AIS send/recieve. In-mast and jib roller furlers. Replaced Perkins with Beta 4 diesel \$28,000. \$100,000. Napa Valley Marina. fcgmc@lmi.net (707) 330-7712



43 FT CUSTOM ALUMINUM BLUE-WATER-PROVEN CLASSIC 1973. Professionally refitted and maintained as a successful six-passenger charter boat for the last 10 years and recently returned from racing the Pacific Cup Regatta to Hawaii and back in 2024, 'Carodon' is a rare classic, one-of-a-kind vessel, ready for her next adventures. The aluminum hull is virtually maintenance-free, robust enough to stand up to some serious debris or even ice in the Arctic, and her recent upgrades are too numerous to list but include new standing and running rigging, new sails, self-steering, solar, lithium batteries, electronics, radar, bilge pumps, VHF and AIS. She is heated and insulated for an Alaskan winter and yet comfy for Baja and beyond. \$85,000. Sausalito. finedayforsailing@icloud.com (415) 730-0849

46 FT CAL 2-46 KETCH/SOLENT 1975. Want to cruise/live aboard in comfort and style in one of these grand old ladies? Don't want to spend years in a boatyard before you can go? This is the hull for you. Cal2.46.Dream-Catcher.forsale@gmail.com. \$94,500. Cal2.46.DreamCatcher.forsale@gmail.com



44 FT MERCER 1962. A Bill Tripp Jr. design from the 1960s, uniquely finished with a "doghouse" cabin top. Sailboat highly maintained by a shipwright. Rebuilt Perkins with 150 hrs, full keel with centerboard, all vessel systems renewed/serviced, recent vessel survey, performance sailing. She's ready for new adventures. And priced below survey value!!! \$79,500. Bellingham, WA. lothar@sanjuansailing.com (360) 671-0829



48 FT TAYANA 2008. Deck salon. Well outfitted and ready for cruising. Many recent upgrades. Pride of ownership. and recent pre-survey. Priced below survey value. Contact Wes Koenig. \$379,000. Bellingham, WA. weskoenig@msn.com (360) 201-2459



40 FT CHEOY LEE RHODES DESIGN 1967. Beautiful cruiser ready! 20 gph watermaker. Generator, solar, wind generator, 6-passenger life raft. Glass decks, 3-cabin layout. Full canvas cover. Rebuilt Perkins. Everything in working order. Turnkey. Immaculate condition. \$40,000. Huatulco, Oaxaca, MX. watersports54@yahoo.com (559) 903-7402



43 FT CASCADE 1988. Full electronics, new Cummins 80hp engine and rebuilt transmission 2022. Completed haulout, new zinc and bottom paint July 2024. Galley kitchen, dining table, sleeps 4. Currently used in the commercial fishing industry and includes salmon permits for California and Oregon. Ice hold 3000-4000 pound capacity. Fishing gear included. \$65,000. Winchester Bay, OR. randandcheryl@oldsaltsrock.com (458) 314-0050



45 FT BENETEAU OCEANIS 45 2012. Boat is currently berthed in Papeete, French Polynesia. She is fully equipped for ocean passage, in fact we have sailed her in 2022 Baja Ha-Ha, stayed till 2023 in Sea of Cortez, then did Puddle Jump to Tahiti, where the boat is now. She has new saildrive, watermaker, hundreds of upgrades and options. I also have current (2024) marine survey. Please see details at URL. Email me for full inventory of the boat. Thank you! \$195,000 OBO. Papeete, Tahiti. karwas@gmail.com (408) 702-0695 https://tinyurl.com/4jktwkw

50 FT HUDSON FORCE 50 1978. Center cockpit. Ford Lehman, approx 4500hrs. Yanmar generator. Lower teak decks removed. Main spruce, mizzen aluminum. Sails good. \$59,900. Berkeley. tccparfitt@yahoo.com (707) 861-2954



40 FT CHALLENGER 40 1974. Good news! Extensive refit was begun in 2020 including: Thorough cleaning and repainting of storage, mechanical areas, and bilge. New motor mounts and turbo assembly on Yanmar 4JHTE. New throttle and gear Morse cables. Scupper hoses replaced. PSS seal installed. Shaft cutlass bearing replaced. New raw water intake thru-hull. New raw water intake hose. New AC/DC panel. Rewired entire boat. New LED cabin lights. New outlets w/GFCI. New Group 31 starting battery, Aux. 5-amp engine battery charger, 660AH lithium house bank, Victron 3KVA inverter/charger, Victron AC/DC distribution w/remote monitoring, Dec. 2023 Micron 66 paint. Needs holding tank (has manual head and portable toilet), Needs freshwater tank and plumbing (has drains for sinks) \$29,000 OBO. Marina Bay, Richmond, CA. seanmcal@gmail.com (310) 971-5208

43 FT SERENDIPITY 43 1981. Very well equipped for cruising, this classic Doug Peterson design is located in Mexico and is seriously for sale after a circumnavigation. Universal diesel, two spins, two mains, Monitor vane, Maxwell windlass and much more. \$44,900 OBO. Mexico. geneosier@yahoo.com



47 FT TED CARPENTIER LIDO SHIPYARD 1957. Ketch with 11-ft beam, 7-ft draft. Hull is strip-planked tongue and grooved. This vessel was built by naval architect Ted Carpentier, who also worked as an engineer for Hughes Aircraft and was a personal friend of Howard Hughes. It was custom-built for the CEO of United Airlines (the original spinnaker is in United Airlines colors). I have owned this boat since 1996. The interior has been refinished, Elco EN7000 motor installed, teak deck and a new carbon fiber mast and boom and new toilet are ready to be installed. Coast Guard Vessel documented. She is a fine vessel in the San Francisco Bay area. \$85,000 OBO. San Francisco Bay Area. vksbo@hotmail.com (510) 967-8421



49 FT CUSTOM CHOATE PETERSON SLOOP 1988. Solid performance racer/cruiser. Spacious headroom, storage, large galley and main saloon, with roomy aft cabin and separate head. Rod rigging, great winches and running rigging layout. \$70,000 OBO or Trade. Sausalito, CA. libertyshipmarina@comcast.net (415) 613-3665



46 FT STEEL YAWL 1958 FULLY REFIT IN 2005. 'Endeavor' is a strong, sea-kindly vessel, designed by Henk Tinggen and built in Holland in 1958. Purchased 1987 and brought back from near-extinction. We had 15 years cruising about the world; maybe now it's your turn. Fall in love with your dream boat. Lots of good kit included in the sale, she can be ready to sail to Norway in 2024! Contact C. Masters for complete list. \$80,000 NEW PRICE!! Ipswich, Suffolk, UK. svendeavor1958@gmail.com (206) 960-3793



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 16,000-mile Pacific tour. From rig to sails, systems to safety, 'Debonair's voyage-ready. \$72,900. Port Hadlock, WA. ketchdebonair@gmail.com <https://tinyurl.com/2s36wtce>

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. maudej@yahoo.com.au (954) 235-2527 <http://guapasailboat.com>

51 & OVER SAILBOATS



52.5 FT DUFOUR 525 GRAND LARGE 2011. Beautiful Owners version, extensively refurbished with all systems checked and upgraded. See Yachtworld Dufour URL listing. Sail the Pacific Northwest beautiful San Juan, Gulf Islands or Desolation Sound for a year and then bring it back to California Sales Tax Free. Would consider downsizing to a Jeanneau 47-49-ft sail. Contact broker Dan Krier (206) 369-3348 to arrange showing. \$329,000. Bellingham, WA. a64me@yahoo.com (360) 410 2244 <https://tinyurl.com/3z9vcr9p>



60 FT CUSTOM CREALOCK 1997. Just back from NZ! This 60-ft steel schooner will take you anywhere you want to go. Available to view in Tiburon. \$185,000 OBO. Tiburon. otterkicks@gmail.com (707) 499-9414 <https://schoonershellback.com/>

CLASSIC BOATS

38 FT HENRY J. Gielow Cutter 1935. Rebuilt over 14 years, ready to sail, member of the Master Mariners. Email for photo spread and comprehensive narrative. \$59,500. Sierra Point Marina, Brisbane, CA. richardsalvini@yahoo.com (650) 996-42156



34 FT LABRUZZI 1917. Built in San Francisco in 1917 by Alphonz LaBruzzi, this classic Bay cruiser has been award-winning in the Classic Yacht Association. Well maintained in a covered slip in San Rafael, this vessel has recently been hauled for a bottom job and other work, bringing her to excellent condition. Current survey is underway. Powered by Isuzu diesel with low hrs. Illness forces sale. \$25,000. San Rafael Yacht Harbor. stickypatoo@gmail.com (707) 882-1726



20 FT NEW MAHOGANY MOTOR LAUNCH 2023. Professionally built replica of a 19th century fantail launch. Honduras mahogany on oak frames, teak deck and cabin. New 2-cyl Yanmar diesel 2023. Custom galvanized trailer. Will be displayed at Wooden Boat Show, Corinthian YC June 22-23. \$21,000. Marshall Boat Works, Tomales Bay. rvwedel@gmail.com (510) 233-0102



38 FT KETTENBURG 1955. Mahogany-planked on oak frames. Needs varnish and paint, engine work if you must. Now berthed in Berkeley, she wants to get her sails wet! I am nearly 80 and she is only 68 and needs a stiff breeze! No leaks. Decent old sails ready to sail today. Bottom refastened with hundreds of bronze screws, then corked and painted. Will instruct in sailing, varnishing, Cetol application, and bottom caulking/painting. New carburetor included! \$199 OBO. Berkeley Marina I Dock. Richard@newmed.com (510) 527-3600

POWER & HOUSEBOATS



42 FT ROUGHWATER 41 1985. 300hp Detroit Diesel. A must-see coastal cruiser. recent exhaust elbow, batteries/switches/inverter/charge system, turbo, water pump, serviced heat exchanger, water heater, electric head/macerator, Force 10 stove/oven. Clean! Beautiful interior. Email for more info. Get to Catalina in under 3 hours. \$85,000 OBO. Marina del Rey, CA. cladyo7seas@gmail.com



36+ FT KADEY-KROGEN MANATEE 1986. Long-range trawler, Volvo Penta turbo diesel, 300 hrs, bow thruster, Northern Lights generator, new house and engine bank batteries, Simrad HALO pulse 36 NM radar, autopilot, Evo3 navigator, full electronics, AIS two-way comm, Simrad Navico VHF marine radio, ACR remote 220,000 cp searchlight, Lewmar Pro windlass, 300 ft. chain, 55lb plow anchor, Simrad 11-in display screen, 21-in slave monitor, new safety rails at bow, new re-rigged mast and boom for hard dinghy on chocks, waterproof mounted gear box for PFDs, new cushions in salon, new eisenglass and canvas wrap, new AM/FM radio, Bose speakers, drop chart table converts to double bed upper helm, queen in main berth, have most receipts. \$138,500. Sausalito. ohana854@gmail.com



37 FT DUTCH CANAL BARGE 1920. 37-ft LOA, 10-ft beam, 28-in draft. Mercedes OM617 5 cylinder diesel propulsion 450hrs. Bow thruster, 2 lithium 220Ah batteries, two 340W solar panels, Blue Sea Systems distribution, Victron inverter/charger/solar controller/ management. New bottom paint and keel cooler 2021. Fully navigable, great liveaboard. Fore/aft layout: bow locker, main berth, head, salon/galley, wheelhouse, engine room below aft deck. \$25,000 OBO. Sausalito, CA. jim.kiriakis@ucsf.edu (510) 816-7789

MULTIHULLS



41 FT MARPLES 1989. Marples 41 constant camber open wing cruising trimaran. Yanmar 3GM with Max-Prop. Nine self-tailing Lewmars, Lewmar vertical electric windlass. Spectra watermaker with Z-Ion upgrade. Profurl with good sail inventory. Ballenger mast. New nonskid set in Hempathane. All six nets are serviceable. \$68,000. Kaneohe Bay, Oahu. carledinger@rocketmail.com (808) 372-9188



34 FT ROCKET 88 1988. Own a legend! D Class catamaran. Current record holder Three Bridge Fiasco, Delta Ditch Run. 34-ft long x 18-ft wide. Fiberglass, Kevlar, carbon over Airex core. Many excellent improvements. Awesome galvanized trailer. Super-fun! \$22,500. Redwood City, CA. brendanb@sfsail.com



36 FT IWAMOTO/CSK 1962. Fully equipped and waiting in Barra de Navidad Mexico. Enjoy a Carbon free cruising life aboard one of the funnest boats ever. Solar charged, electric auxiliary, high performance sailing machine. And or Villa with dock, ramp & bunker. \$16,000 OBO. Barra de Navidad, Mexico. hiolani1@aol.com (805) 212-3361



25 FT JIM BROWN SEARUNNER TRIMARAN 2017. Ready for the next voyage. Fully restored in 2017. Cutter rig. Has been freshwater-kept its entire life. For tons of photos and details about this boat visit searunner25.com. This boat is designed to fold for transport on a seasonal basis — folding/unfolding takes a few hours. Can help load in Seattle for delivery. Email me to set up a video tour. \$24,000. Seattle, WA. Nibiru@searunner25.com <http://searunner25.com>



35 FT WALTER GREENE ACAPELLA TRIMARAN 1982. 'Humdinger' has had two owners since new. Transatlantic race veteran, Round Britain and Ireland race in 1982, Route du Rhum also in 1982, chartered as 'Aspen'. Pacific Northwest Swiftsure races. All with first owner. Boat moved to S.F. Bay in 1999 and extensively raced in SSS and BAMA events. Pacific Cup in 2014. Family and friends cruising CA coast as far as San Diego. Boat set up for singlehanded sailing with lines led aft, Harken furler jib and screacher. ATN sock for spinaker. Sails include carbon main, carbon jib, laminate screacher. All Pineapple. New Yamaha 9.9 outboard. USCG documented vessel. Email for complete equipment list. \$75,000. Emery Cove Marina. Inolsen@comcast.net

PARTNERSHIPS

NAUTOR SWAN 48 PARTNERSHIP MONTEREY. Seeking additional fractional partner. Sail Monterey and S.F. Bay. Should be experienced sailor. Buy-in flexible — based on sailing skills/ability to contribute. Contact Jennings. \$10,000. Monterey Bay. brown@bva.com

LOOKING TO JOIN OR CREATE CAT OR MONOHULL PARTNERSHIP. Experienced sailor looking to join or create a partnership for 40-50-ft mono/cat berthed in S.F., East Bay, or Sausalito. Owned 3 boats ranging from 38-50-ft that I cruised extensively. San Francisco. artmaze@protonmail.com

PRIME S.F. BAY SAILING OPPORTUNITY. Seeking well-qualified new member to join our established group of sailors and co-owners of a classic well-maintained 38-ft yacht berthed in Sausalito. For less than the monthly cost of berth rent, enjoy turnkey sailing on a regular basis without the usual responsibilities of ownership. Modest initial equity buy-in also required. Call or text for more info and appointment to see boat. (415) 342-8011. Sausalito. macdonaldtom4@gmail.com (916) 529-6582



CATALINA 36 PARTNERSHIP DOWNTOWN SAUSALITO. Non-equity partnership, outstanding berth location in downtown Sausalito. \$400/mth for two weekend days/five weekdays access. Maintenance fund TBD. \$400. Sausalito Yacht Harbor. chris@venturepad.works (415) 309-0331

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

PARTNERS WANTED FOR BERTH IN SAN FRANCISCO. Partnership wanted for 45-ft wide slip at San Francisco Marina. Power and water extra. Located in S.F. Marina District by St. Francis and Golden Gate Yacht Clubs. World-class sailing! \$1,800. San Francisco, CA. gray.aida@gmail.com

AWESOME 50 FT SLIP PIER 39 SAN FRANCISCO. For sale: Stunning city views, 15-ft+ beam, 50-ft length. New cleats, dock box, power pedestal, and hose management. Perfectly located for entire Bay Area coverage and beyond. Very easy access, great maintenance team, parking, and more. \$24,000. Slip G-32, Pier 39 Marina. greg.rossmann@gjrcap.com (650) 740-0263

DOCK FOR SALE. Own your own brand-new fee simple-titled dock and save money. Dock located at Emery Cove Marina 45/50 ft x 14.5 ft with wide fairway for easy docking. Water; electric and Wi-Fi. Newly remodeled bathrooms, gated access and a great location with easy parking and access to Bay. Please call for details. \$65,000. Emery Cove Marina. 5powderhounds@gmail.com (925) 858-7000

EMERY COVE BOAT SLIP FOR RENT. Berths for rent. Emery Cove Yacht Harbor 35-ft = \$472.50/month C dock and 40-ft = \$540/month E dock. Dockominium-run marina in Emeryville. emerycove.com. Brand-new docks, aluminum with lpe wood deck, brand-new restrooms, beautiful grounds and just dredged. Great location center of S.F. Bay. Email studio6161@icloud.com. Emeryville, CA. studio6161@icloud.com www.emerycove.com

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. (650) 306-4150 crevay@redwoodcityport.com www.redwoodcityport.com/marina

PROPERTY FOR SALE OR RENT



DELTA BEACH PROPERTY WITH TRAVEL TRAILER. Own a share of this private RV resort. This vacation property is right on the Sacramento River and includes private beach, dock, launch ramp and community fire pit. Beautifully remodeled 38-ft travel trailer with two slide outs. Move-in ready with all furniture and lots of water toys. Includes storage shed with washer and dryer. Cannot be your primary residence and can't be rented out. \$149,000. Isleton, CA. RTandSQ1@yahoo.com (707) 374-0068



SPACIOUS CUSTOM FLOATING HOME IN THE DELTA. 900 sq ft ± cabin-like floating home. Upstairs hardwood floors, cedar plank ceiling and Anderson French doors. Wood-burning stove and new futon. Kitchen boasts custom hickory cabinets, Corian counter-tops. Refrigerator, propane stove, microwave and plenty of windows to enjoy the wildlife. Relax on the front and rear decks! Fish from the dock, berth your boat out front! Upstairs bathroom boasts travertine tile and large Swanstone shower, new composting toilet. Downstairs, master bedroom with queen bed, half bath with sink and tub, second bedroom and storage room. Lovely well-managed marina with many amenities including clubhouse, laundry and shower facilities an hour ± from San Francisco Bay and vicinity or Sacramento. \$135,000. Isleton. cyndimarcus@yahoo.com

NEWPORT BEACH VACATION HOUSE. Spacious shore leave for your whole crew. Pacific views. Last stop before Baja. Six bedrooms. On the sand. Walk to the yacht club. Available by the month: fall, winter and spring. Google Balboa Dunes. BalboaDunes@gmail.com (831) 334-0663



FLOATING OFFICE / HOUSEBOAT.

A rare opportunity to have a unique waterfront (literally ON the water) building. The structure is built on a 16 x 40 concrete barge produced by the renowned Aquamaison in Sausalito, the premier builder of most of the houseboats that populate Sausalito and Alameda. The interior space currently consists of one large front office space (reception, lounge, office or?), a back office or conference room, a large storage area/kitchenette, and expansive 'basement' storage with two access hatches. Use this 'as-is' for an office, studio, workshop, or? Or convert to a one bedroom, one bath home, add a roof deck, lots of potential! Currently berthed in Marina Village, Alameda. \$99,000. Alameda, CA. wayne@sailing-jworld.com 415-606-2634



MAINE COAST COTTAGE FOR RENT.

Enjoy breathtaking sunsets from this lovely 3BR, 1BA home perched above the gentle shore of Beal's Cove, perfect for kayaking adventures, watching wildlife, and relaxing by the sea as the afternoon light floods the windows. You'll love exploring all the islands have to offer during the day and retreating to the cottage in the evenings to catch the gorgeous pink, purple and orange hues of a Harpswell sunset. marcia@homesandharbors.com 866-835-0500 <https://tinyurl.com/43475rkj>



DRAMATIC WATERFRONT ALAMEDA TOWNHOME.

Dramatic waterfront Alameda 3BR/2.5 BA townhome with a private 44-ft deep-water slip attached to the property. An impressive 2,054 sq ft with multiple living spaces all designed to overlook the glistening Ballena Bay. \$1,249,000. leah@leahounger.com (510) 701-6497 <https://tinyurl.com/3wdmepyy>

BUSINESS OPPORTUNITIES

MEXICAN CHARTER COMPANY FOR SALE.

Charter boat company of almost 40 years in Zihuatanejo. Top tourist attraction in Ixtapa-Zihuatanejo. 75-ft x 36-ft Fountaine Pajot Tahiti catamaran offering sailing, snorkeling, whale-watching, sunset cruises and private charters. Turnkey operation; longtime dedicated crew and office staff. Live the dream! Zihuatanejo, MX. picantecruises@gmail.com (415) 738-2371 <http://picantecruises.com>

PUERTO VALLARTA BUSINESS FOR SALE.

Discover the exciting chance to own 'YUMMIES Mexico,' a frozen food sensation with a perfected menu and a loyal customer base aged 40-80. This successful Puerto Vallarta business is now on the market and ready for a new chapter. Explore detailed information on website and FB: <https://tinyurl.com/mjb9v9je>. La Cruz, Nayarit, MX. yummiessbydonyteri@gmail.com www.Yummies-Mexico.com.mx 52 (322) 275-3322

JOB OPPORTUNITIES



MECHANICAL SYSTEMS TECHNICIAN.

Navier is building the boat of the future! We are a fast-growing startup in the maritime space led by MIT engineers with a passion for boating and electric transportation. Our DNA is one part maritime, one part Silicon Valley tech, and one part aerospace. Our first product, the Navier 30, is an electric hydrofoil boat that flies above the surface of the water. It is more than 10 times as efficient as a gas boat its size, and it boasts the longest range of any electric boat on the market. We are hiring mechanical systems technicians to support our production line. See this link for more information and to apply: <https://tinyurl.com/5ac96mcy>. Alameda, CA. j.ott@navierboat.com navierboat.com

HIRING: FULL-TIME CANVAS SEWER.

Join the Compass Canvas team! Compass Canvas, a premier custom marine canvas shop in Point Richmond, is expanding our crew! We're on the lookout for a skilled, full-time canvas worker with at least 2 years of professional sewing experience to join our talented team. We offer competitive pay, comprehensive benefits and a supportive and dynamic work environment. If you're ready to contribute your expertise and grow with us, we'd love to hear from you. Please send your resumé and a letter of interest by email. Point Richmond. david@compass-canvas.com

INSTRUCTORS WANTED! The Treasure Island Sailing Center (TISC) is seeking qualified candidates for multiple positions including Lead Instructor (FT, year round), Part Time Instructors (PT, seasonal) and Waterfront Staff (PT, year round). Competitive pay, benefits, a fun work environment and a great team. TISC runs programs for youth and adults, including a field trip for SFUSD fourth graders, summer camp and more. Come put your stamp on the future of Bay Area sailing and Bay access! Apply here: <https://bit.ly/3AmA4cM>. Treasure Island, SF, CA. programs@tisailing.org (415) 872-7791 <http://www.tisailing.org>

LATITUDE 38 "AMBASSADOR". Latitude 38 is seeking an "Ambassador." The ideal candidate is a sailor based in the SF Bay Area, is friendly, outgoing, well-organized and a self-starter with excellent communication skills. They are someone who can work independently as well as manage a team of volunteers. An ambassador encourages enthusiasm, understands the scope and goal of a project and is able to appreciate, respect and organize a team of volunteers to execute a project with efficiency and eagerness. This is an ideal position for someone who is financially secure and looking to stay active and social, and is excited to be part of our vibrant sailing community. This is a volunteer position, but a stipend will be offered. Email editorial@latitude38.com. SF Bay Area. tim@latitude38.com



TWO HARBORS HARBOR PATROL POSITIONS AVAILABLE.

Positions available for 2023 season! Two Harbors Harbor Department, on the west end of Catalina Island. Looking for experienced boat operators for seasonal harbor patrol positions (March-October). Harbor patrol assigns and facilitates the use of 700+ moorings on the west end of Catalina Island and assists with transporting passengers to and from shore. USCG license required for passenger transport, seasonal mooring included for patrol personnel with liveaboard vessels. Rates from \$18-\$21/hr. Two Harbors, Catalina. Jrconner@scico.com (310) 510-4201



SAILING SCIENCE CENTER - CONTRACT AND VOLUNTEER POSITIONS OPEN.

Community Engagement Coordinator, Graphic Artist, Photographer(s) wanted as contractors or volunteers. Volunteer docents wanted for educational science exhibitions. Ask about other roles. info@sailingscience.org (510) 390-5727 <https://www.sailingscience.org/>



INSTRUCTORS WANTED. Join the captains at Club Nautique and start teaching US Sailing's most comprehensive curriculum of sail and power courses, both offshore and inshore, in the nation. We have openings now for USCG-licensed captains who exhibit exceptional communication and boating skills, and the willingness to train and work in a professional environment. All instructors are classified as employees, not independent contractors. \$28-\$35 depending on experience. schooldirector@clubnautique.net (510) 865-4700 x313 <http://www.clubnautique.net>



EXPERIENCED YACHT BROKER / SALESPERSON NEEDED.

Rubicon Yachts is seeking a professional yacht broker/salesperson for its new Alameda, CA office. Yacht sales experience required, must be a self-starter, membership in CYBA is a plus. Contact owner/broker Mark Miner. Alameda, CA. mark@rubiconyachts.com <http://rubiconyachts.com>

JOIN OUR TEAM OF INSTRUCTORS!

Spinnaker Sailing in Redwood City is looking for ASA-certified sailing instructors to teach out of our Redwood City Marina location. Part-time, flexible schedules, midweek and/or week-ends. Please contact Rich or Bob by phone or email. Redwood City Marina. office@spinnakersailing.com (650) 363-1390 <http://www.spinnakersailing.com>



LICENSED CAPTAIN WANTED.

Wanted: Licensed Captain with towing endorsement for TowBoatUS./Vessel Assist on the San Francisco Bay and Delta. Preferred if you live by SF waterfront, Alameda or Bethel Island areas. towboat.us.bay.delta@gmail.com (925) 382-4422 www.towboat.usdelta.com

SAILING SCHOOL CUSTOMER SERVICE REP. Modern Sailing Berkeley is hiring a three-day-a-week (Fri-Sat-Sun) Customer Service Rep. If you are energetic, have prior customer service experience, are proficient with computers and software, and are passionate about helping customers' sailing dreams come true, come join us! Schedule is 8 a.m. to 5 p.m. three days a week. 1 Spinnaker Way, Berkeley California. mark@modernsailing.com https://modernsailing.com

SOUTH OF THE BORDER

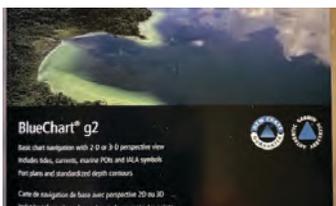


PLAN YOUR MEXICAN GETAWAY NOW. At the gorgeous Cielo Y Mar condos. Located in Punta Mita, 35 minutes from Puerto Vallarta, available to rent from private owner. On the beach, 10 feet from the water, they offer spectacular views of ocean and mountains, the biggest infinity pool in the area, an endless beach, great surf breaks, great fishing, tremendous views of whales, bird life and the islands. While uncrowded and tranquil, just a five-minute walk to several waterfront restaurants. Choose from a spacious, beautifully furnished one- or three-bedroom unit, or an amazing two-story penthouse with lovely shade trellis on the top floor. To reserve, call or email Dona de Mallorca. puntamitabeachfrontcondos@gmail.com (415) 269-5165

NON PROFIT

DONATE YOUR BOAT. The Bay Area Association of Disabled Sailors strives to make sailing accessible to people with disabilities. BAADS is always on the lookout for donated boats to support its mission. Help an all-volunteer organization while receiving a charitable tax deduction. boatdonations@baads.org (415) 532-9831

GEAR



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SPINNAKER FOR SAIL. Horizon tri-radial spinnaker. 5 oz. all light blue in good condition. Luff: 53 ft. Foot: 30 ft. This is off a C&C 40 and is a bit light for Santa Cruz. However, it would be perfect for the Baja Ha-Ha. \$800. Santa Cruz, CA. pacrimplangrp@gmail.com



WOMAN'S FOUL WEATHER GEAR. Woman's Musto HPX ocean foul weather jacket with matching West Marine Explorer bibs. Red, medium. Very slightly used, near-new condition. \$300. US. azmealer@gmail.com (619) 403-7241



MUSTO FOUL WEATHER GEAR. Men's Musto HPX Pro Ocean Yellow Gore Tex Foulies, XL. Used but in excellent shape. Includes bibs and hooded jacket. I will pay for shipping anywhere in continental US. \$400. US. azmealer@gmail.com (619) 403-7241



WATERMAKER SPECTRA VENTURA 200T. 2019 — One season used, 8.3 gph, warm water model, analog controls, 10 amp energy draw @ 12V, Z-ION System Protection, extra filters, chemicals, cruise repair kit, manual. Current unit replacement \$8100.00, Z-ION \$960.00. \$5,000. Monterey, CA. danagrnm@aol.com (831) 402-9169



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VIKING LIFE RAFT. Viking valise life raft, offshore. I used for two Pac Cups. Needs repack. Great condition. \$800. Redwood City. captmaddog@gmail.com (650) 533-7732

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