

Latitude 38

VOLUME 577 July 2025

WE GO WHERE THE WIND BLOWS

Master Mariners Sea Stories
First the PPJ — Then Graduation
SV Atalanta — Refitting a Modern Classic
Max Ebb — In Praise of Raster





HAPPY 4TH OF JULY

**CELEBRATE THIS
INDEPENDENCE DAY
WITH GRAND MARINA,
A PEACEFUL GETAWAY
RIGHT HERE IN THE SAN
FRANCISCO BAY!**



GRAND MARINA
THE BAY AREA'S PREMIER BOATING COMMUNITY

510.865.1200

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

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

And much more...

Directory of Grand Marina Tenants

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

An aerial photograph of a white sailboat with a single mast and white sails, sailing on vibrant turquoise water. In the background, a small tropical island with palm trees and a few buildings is visible. The sky is a clear, pale blue with a few wispy clouds.

Imagine the best yachts. *Then add the best locations.*

We offer the newest sailing and power yacht fleet in the world's 20 finest cruising destinations.

So all you need to do is choose.

VISIT
MOORINGS.COM
800.669.6529

NOTHING
LESS THAN


The Moorings®



*"A place where sailing begins
& turns into a lifetime
experience."*

**South Beach Harbor is a great
way to experience San Francisco.
Enjoy all the attractions of the city,
including Oracle Park & Chase Center
by berthing in our protected harbor.**



2025 WAITLIST OPEN Apply NOW!

Berth Sizes: 30'/34'/38'/42'/46'/50'

***Shorter wait time for some sizes**

Guest Berths up to 50'

Temporary Subleases Available

After Hours Security

South Guest Dock for Charters

Convenient Access to Public Transportation

SCAN QR CODE



For Reservations:

415.495.4911

www.sfport.com/maritime

CONTENTS

subscriptions	10
calendar	12
letters	20
loose lips	36
sightings	38
master mariners sea stories	46
refitting a modern classic	52
first the ppj — then graduation	58
max ebb — in praise of raster	62
racing sheet	66
changes in latitudes	76
classy classifieds	86
advertisers index	96
brokerage	98

Cover: Rosie and June, MPYC Junior sailors,
exit San Francisco Bay in their first
Spinnaker Cup on the Seascope 27 *Heretic*.

Photo by Maya Hoffman

Copyright 2025 Latitude 38 Media, LLC
Since 1977

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

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

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

RUBICON YACHTS



Ready to sell?
We're here to help.

QUALITY YACHTS • BROKERS YOU CAN TRUST!

YACHT SALES & ACQUISITION SPECIALISTS

EMERY COVE • ALAMEDA • SAN RAFAEL

CALL US FOR A FREE MARKET ANALYSIS

3300 POWELL ST., EMERYVILLE (510) 601-5010 • 1150 BALLENA BLVD., SUITE 121, ALAMEDA (510) 838-1800

25 THIRD ST., SAN RAFAEL (415) 453-4770

WWW.RUBICONYACHTS.COM



64' BRUCE ROBERTS KETCH, 2000
\$170,000
Emery Cove (510) 601-5010



55' TAYANA 55, 1983
\$159,000
Emery Cove (510) 601-5010



52' TAYANA AFT COCKPIT, 1983
\$144,000
Emery Cove (510) 601-5010



44' DAVIDSON 44, 1980
\$159,000
Emery Cove (510) 601-5010



42' CATALINA MKI, 1993
\$119,000
San Rafael (415) 686-5665



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



40' FOUNTAINE PAJOT CATAMARAN, 2006
\$239,000
Emery Cove (510) 601-5010



40' HUNTER LEGEND, 1986
\$49,000
Emery Cove (510) 601-5010



40' PACIFIC SEACRAFT, 1999
\$345,000
Alameda (510) 838-1800



36' CATALINA MKII, 2007
\$115,000
Emery Cove (510) 601-5010



34' SABRE MKII, 1985
\$50,000
Emery Cove (510) 601-5010



34' FISHER PILOTHOUSE KETCH
\$79,000
Emery Cove (510) 601-5010



52' SANTA CRUZ "LIGHTNING", 1996
\$399,000
Emery Cove (510) 601-5010



50' AAGE NIELSON YAWL, 1956
\$189,000
Emery Cove (510) 601-5010



46' DUFOUR 460 GRAND LARGE, 2018
\$339,000
Emery Cove (510) 601-5010



41' HUNTER 41, 2007
\$129,500
San Francisco (415) 867-8056



40' SALAR 40, 1975
\$84,900
Emery Cove (510) 601-5010



40' LAGOON 40, 2020
\$549,000
Emery Cove (510) 601-5010



39' SWAN 391, 1984
\$99,000
San Rafael (415) 453-4770



39' VALIANT, 1996
\$185,000
Emery Cove (510) 601-5010



36' CHEOY LEE LUDERS, 1970
\$60,000
Emery Cove (510) 601-5010



34' PACIFIC SEACRAFT, 1998
\$129,000
Emery Cove (510) 601-5010



33' J Boats J/100 "EIGHT BALL", 2005
\$150,000
Emery Cove (510) 601-5010



30' NONSUCH ULTRA, 1986
\$44,000
Emery Cove (510) 601-5010



FEATURED CRUISING YACHTS



34' PACIFIC SEACRAFT CUTTER

\$129,000



40' PACIFIC SEACRAFT, 1999

\$345,000



39' VALIANT, 1996

\$185,000



CONSIDERING THE DARK SIDE?



49' GRAND BANKS 49 EASTBAY HX \$494,000



47' SABRE COCKPIT MOTOR YACHT, 1997 \$319,000



42' GRAND BANKS CLASSIC, 1979 \$149,000



45' CARVER 450 VOYAGER, 2000 \$199,000



42' GRAND BANKS CLASSIC, 1982 \$149,900



34' BAYLINER 3488, 2002 \$85,000

COCKTAILS & FOOD ON THE LAWN

JUNE 20
Jane Blonde
& the Goldfingers

JULY 18
Spike Sikes
& His Awesome Hotcakes

AUGUST 15
Funny Farmers



SUMMER MUSIC SERIES

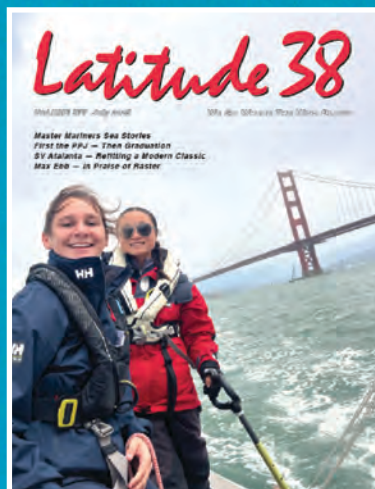
JOIN US FOR LIVE MUSIC

FRIDAY NIGHTS
5:00-9:00

SPONSORED BY

RUBICON YACHTS

GET LATITUDE 38 DELIVERED!



Subscribe
& get the
magazine
delivered
each month



WWW.LATITUDE38.COM/SUBSCRIPTIONS

Set sail on a journey of discovery with Latitude 38 Magazine, your one-stop shop for all things sailing. Check out all Latitude Nation has to offer.



PODCAST
FREE TO LISTEN



SHOP
LATITUDE 38 SWAG



EVENTS
Crew Parties



ELECTRONIC LATITUDE
3x weekly news



CLASSY CLASSIFIES
Find your new boat



CREW LIST
Find crew or boat

Latitude 38

we go where the wind blows

Publisher/Editor.....John Arndt.....john@latitude38.com.....ext. 108
Racing Editor.....Christine Weaverchris@latitude38.com.....ext. 103
'Electronic Latitude Editor.....Monica Grant.....monica@latitude38.com.....ext. 105
Contributing Editors: Tim Henry, Lisa Hotchkiss, Paul Kamen,
John Riise, John Skoriak, Richard Spindler, Ross Tibbits
Editor-at-Large.....Andy Turpinandyturpinatlargo@gmail.com
Roving ReporterDonna Andre
Production Supervisor.....Soren Hemmilla.....soren@latitude38.com.....ext. 102
Sales Manager.....Nicki Bennett.....nicki@latitude38.com.....ext. 109
BookkeepingPenny Claytonpenny@latitude38.com.....ext. 101
Distribution: Sue Weaver, Erik Chipchase, Tony English, Chris Siefert

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

www.latitude38.com • (415) 383-8200

New mailing address starting June 1.

2100 4th Street #338 San Rafael, CA 94901





Experience Painting Perfection.

**Visit California's only
state-of-the-art yacht paint booth.**

Svendsen's Bay Marine is proud to introduce our all-new, state-of-the-art yacht paint booth. It's the only one in all of California. It was designed to deliver flawless, high-gloss finishes, and long-lasting beauty.

**Get 10% Grand Opening Discount
for reservations made before Labor Day.**



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

sbm.baymaritime.com





ALAMEDA MARINA

Moorage Made Easy

1 MONTH FREE STORAGE*

SCAN OR GET IN TOUCH
WITH US TODAY!



INFO@ALAMEDAMARINA.NET
510.521.1133

24' & 32' SLIPS
IMMEDIATELY AVAILABLE

*REQUIRES 1 YEAR DOCKING COMMITMENT -
STORAGE VALUED UP TO \$400
WHILE SUPPLIES LAST

CALENDAR

Non-Race

July 1-29 — Family Paddle Nights, Alameda, Tuesdays, 5:30-8 p.m. \$40/adults, kids free. Gaia Guides, <https://app.enrollsy.com/browse/gaia-guides>.

July 3 — Hilton Independence Day Celebration, Mandeville, San Joaquin River.

July 4 — Independence Day.

July 5 — California Free Fishing Day, statewide. Info, www.wildlife.ca.gov/Licensing/Fishing/Free-Fishing-Days.

July 5-26 — 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.

July 6-27 — 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.

July 7-10 — Wind Youth Clinic for ILCA & 420, Cascade Locks, OR. CGRA, www.cgra.org.

July 10 — Full Buck Moon on a Thursday.

July 10 — Single Sailors Association Mixer, Alameda YC, 5-9 p.m. Info, <https://singlesailors.org>.

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

July 12 — Rising Seas with Halau Ka Ua Tuahine, Shoreline Park, Alameda, 1-4 p.m. Live music, dance, theater, art activities. Free. Rhythmix Cultural Works, www.rhythmix.org.

July 13 — 2nd Sunday Work Party, Sausalito Community Boating Center, 9 a.m.-noon. Info, secretary@cassgidley.org.

July 14-17 — Wind Youth Clinic for Optimist, Cascade Locks, OR. CGRA, www.cgra.org.

July 18, Aug. 1 — Cocktails & Food on the Lawn, Marin YC, San Rafael, 5-9 p.m. Live music. 7/18: Spike Sikes & His Awesome Hotcakes. 8/1: Funny Farmers. Info, www.marinyachtclub.com.

July 22-24 — ILCA Performance Clinic, Cascade Locks, OR. CGRA, www.cgra.org.

July 24-31 — Salish 100. Cruise Puget Sound from Olympia to Port Townsend, WA. Info, <https://nwmaritime.org>.

July 27 — Open House/Free Sail, Cal Sailing Club, Berkeley Marina, 1-3 p.m. CSC, www.cal-sailing.org.

July 28-31 — ILCA Masters Clinic, Cascade Locks, OR. CGRA, www.cgra.org.

Aug. 2 — Maritime Day, Galilee Harbor, Sausalito. Live music, boat rides, food & drinks, kids' activities, local art, raffle. Art or nonprofit vendors' booth space \$45. Info, www.galileeharbor.org.

Aug. 4 — USCGA Safety Class, 6-8 p.m. For paddle craft, kayaks, canoes. Free. Info, (707) 252-3342 or www.nvyc.org.

Aug. 8-9 — Lake Tahoe Concours d'Elegance, Obexer's, Homewood. Info, <https://laketahoeconcours.com>.

Aug. 9 — Taste of the Delta, Delta Diamond Farm, Isleton, 1-4 p.m. \$45-\$50. Info, www.tasteofthedelta.com.

Racing

July 4 — 4th of July Handicapped Regatta. EYC, www.encinal.org.

July 4 — Brothers & Sisters Islands Race. TYC, www.tyc.org.

July 4 — Fireworks Folly. SFYC, www.sfyf.org.

July 4 — Stars & Stripes. CPYC, www.cpyc.com.

July 4-6 — ILCA Masters PCCs in Vancouver, BC. Jericho Sailing Centre, www.jsca.bc.ca.

July 5 — MBYRA Firecracker. SCYC, www.scyc.org.

July 5 — Singlehand/Doublehand Race #4. BenYC, www.beniciayachtclub.org.

July 6 — Women's Day Race. MPYC, www.mpyc.org.

THE FINEST SAILS BEGIN WITH THE BEST SAILCLOTH

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

HOOD New Sails

HOOD Sail Repairs: *any brand*

HOOD Furling Cover Replacements

HOOD Pickup and Delivery

HOOD
SAILMAKERS



*Outbound 46
with Hood Vectran
Full Batten Mainsail,
140% Genoa, and
Solent Jib*

HOOD SAILMAKERS 465 Coloma Street, Sausalito, CA 94965
Call Robin Sodaro (415) 332-4104
hoodsails@aol.com



VISIT OUR WEBSITE:

www.boatyardgm.com

The only boatyard to list their prices online



FAMILY OWNED AND OPERATED



IT'S SIMPLE!

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

~ THE ONLY BOAT YARD IN ALAMEDA ~

We still have Micron 66 black paint available.

Interlux
yachtpaint.com

CALL OR EMAIL US FOR AN APPOINTMENT

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

CALENDAR

July 11-13 — 29er Nationals. SFYC, www.sfyf.org.

July 11-20 — Lake Tahoe Sail Week, including buoy races 7/11; Trans Tahoe Distance Race 7/12; Shore to Shore Delivery Race (north to south) 7/13 & 7/18; Southern Crossing Race 7/19; Sail Week Celebration 7/20. Tahoe YC/SLTWYC, <https://sltwyc.com/2025-sail-week> or www.tahoeyc.com.

July 12 — Westpoint Regatta. YRA, www.yra.org.

July 12 — Intracub #2. RYC, www.richmondyc.org.

July 12 — Singlehanded Long Distance Invitational. MPYC, www.mpyc.org.

July 12 — Bender Series on Tomales Bay. InvYC, www.invernessyachtclub.com.

July 12-13 — MidSummer Series. CYC, www.cyc.org.

July 12-13 — J/105 & J/88 Invitational Regatta. SYC, www.sausalitoyachtclub.org.

July 12-13 — BAYS Svendsen's Summer Splash. EYC, www.encinal.org/youth-programs/about.

July 12-13 — Founding Fathers Regatta. SSC, www.stocktonsc.org.

July 12-13 — Wind Regatta, Cascade Locks, OR. CGRA, www.cgra.org.

July 12-13 — High Sierra Regatta for dinghies and San Juan 21s. FYC, www.fresnoyachtclub.org/high-sierra-regatta.

July 12-20 — Long Beach Olympic Classes Regatta. LBYC, www.lbyc.org.

July 13 — One Design Summer. MPYC, www.mpyc.org.

July 13, Aug. 9 — Summer Series races. SeqYC, www.sequoiayc.org.

July 18 — Dutch Shoe Marathon for Sabots. SDYC, www.sdyf.org.

July 19 — Jr. Waterhouse (offshore). YRA, www.yra.org.

July 19 — Plastic Classic for "plastic" boats ages 25+. BVBC, www.bvbc.org.

July 19 — SF Classic/UN Challenge for kiteboards, wind-surfers and wingfoils. StFYC, www.stfyf.com.

July 19 — Twin Island. SYC, www.sausalitoyachtclub.org.

July 19 — North Bay #4/Angel Island. VYC, www.vyf.org.

July 19 — Singlehand/Doublehanded Series #5. SeqYC, www.sequoiayc.org.

July 19 — Lighthouse Race on Carquinez Strait and San Pablo Bay. BenYC, www.beniciayachtclub.org.

July 19 — Long Distance #2. SSC, www.stocktonsc.org.

July 19 — Centerboard Regatta. FLYC, www.flyc.org.

July 19 — Laser Champs. MPYC, www.mpyc.org.

July 19 — Mitchell/Ross Regattas. SFYC, www.sfyf.org.

July 19 — Take the Tiller Women's Regatta. HMBYC, www.hmbyc.org.

July 19 — Junior Championship. MPYC, www.mpyc.org.

July 19, Aug. 9 — South Bay Bridge Series. Info, www.jibeset.net.

July 19-20 — High Sierra Regatta for keelboats. FYC, www.fresnoyachtclub.org/high-sierra-regatta.

July 19-20 — Summer Multihull. SCYC, www.scyc.org.

July 19-20 — Opti PNW Championship, Cascade Locks, OR. CGRA, www.cgra.org.

July 19-26 — ILCA 4 Youth Worlds in L.A. Cabrillo Beach YC, <https://2025ilca4youth.ilca-worlds.org>.

July 21-25 — Race Week Pacific Northwest moves to Bellingham, WA. Info, www.raceweekpnw.com.

July 25-27 — Columbia Gorge One Design Regatta (C-GOD), Cascade Locks, OR. CGRA, www.cgra.org.

July 26 — YRA Encinal Regatta, to Point Bonita with a finish down the Estuary. YRA, www.yra.org.

July 26 — Midsummer Mischief on Tomales Bay. InvYC, www.invernessyachtclub.org.



Sailing School • Charters • Yacht Sales
Locations in Alameda & Sausalito
www.clubnautique.net

Take the Helm
with the Bay Area's
award winning sailing school



- ➔ *Train with the Leading Coastal and Offshore Cruising Program*
- ➔ *Experience the Bay with the Newest and Largest Charter Fleet*
- ➔ *Learn to sail and earn your International Proficiency Certificate*

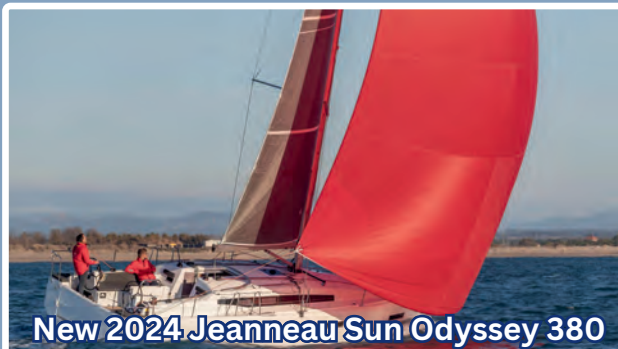
**ENJOY EXCLUSIVE MEMBER EVENTS,
CLUB FLOTILLAS, AND MORE!**

YACHT SALES

AVAILABLE NEW BOAT INVENTORY



New 2025 Jeanneau Sun Odyssey 350



New 2024 Jeanneau Sun Odyssey 380



New 2024 Jeanneau Sun Odyssey 410

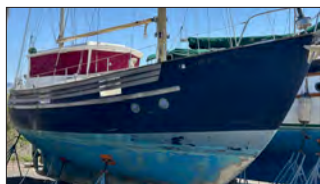


New 2025 Jeanneau Sun Odyssey 440

Dry Storage Available Power and Sail

GREAT RATES!

Napa Valley Marina Yacht Sales



**37' Fisher Pilothouse
Ketch 1977 \$54,900**



**32' Westsail 1974
\$35,000**



**48' Tollycraft Cockpit
1979 \$59,500**



**46' Falcon Cutter
\$18,500 (New Engine)**

Visit www.yatco.com/company/napa-valley-1220 for more information

CALL FOR RESERVATIONS

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

Come visit us – let's talk!

Napa Valley
MARINA

1200 Milton Road • Napa, CA 94559

(707) 252-8011 • Fax (707) 252-0851

www.napavalleymarina.com

Marina • Boatyard • Chandlery • Brokerage

Dealers for
YANMAR

Interlux
yachtpaint.com

Distributors for *Brownell*
Boat Stands

CALENDAR

July 26-27 — Summer Classic Boat Invitational. SYC, www.sausalitoyachtclub.org.

July 26-27 — Huntington Lake Regatta for Mercurys. HLBC, www.mercury-sail.com.

July 27 — Estuary Extravaganza. EYC/IYC/OYC, www.encinal.org.

July 27 — Baxter-Judson Series Race #4. PresYC, www.presidiyachtclub.org.

July 28-Aug. 4 — ILCA 6 Youth Worlds in L.A. Cabrillo Beach YC, <https://2025ilca6youth.ilca-worlds.org>.

July 29-Aug. 3 — Governor's Cup Youth Match Racing Championship. Balboa YC, www.govcupracing.com.

July 30 — Pink Shirt/Bra Cup Race. Free registration. VYC, www.vyc.org or www.jibeset.net.

Aug. 1-3 — Coronado 15 North Americans. HMBYC, www.hmbyc.org.

Aug. 1-3 — Skamania Coves Invitational for Tasars & ILCA Masters, Cascade Locks, OR. CGRA, www.cgra.org.

Aug. 2 — RC Choice #1 (offshore). YRA, www.yra.org.

Aug. 2 — Women's Skippers Regatta for coed crews and all-female crews. SYC, www.sausalitoyachtclub.org.

Aug. 2 — Jerry O'Grady Singlehanded Race. CPYC, www.cpyc.com.

Aug. 2-3 — Match Race Qualifier. StFYC, www.stfyc.com.

Aug. 2-3 — Herb Meyer Regatta. BAADS/SBYC, www.southbeachyachtclub.org.

Aug. 2-3 — BAYS Summer #3. SFYC, www.sfyc.org.

Aug. 2-3 — Overnight Race. SSC, www.stocktonsc.org.

Aug. 7 — New Wave Summer Series. SFYC, www.sfyc.org.

Aug. 7-10 — Chubb US Youth Triplehanded Championship for the Sears Cup. StFYC, www.stfyc.com.

Aug. 9 — In the Bay #3. YRA, www.yra.org.

Aug. 9 — Round the Rock. BVBC, www.bvbc.org.

Aug. 9 — Navigator's Race. BYC, www.berkeleyyc.org.

Aug. 9 — North Bay #5/Luna Race. VYC, www.vyc.org.

Aug. 9 — Chasing the Moon Race on Carquinez Strait and San Pablo Bay. BenYC, www.beniciayachtclub.org.

Aug. 9 — Delta Dinghy Ditch & Cruisers' Rally, Rio Vista to West Sacramento. LWSC, www.lwsailing.org.

Aug. 9 — Doublehanded Race. SLTWYC, www.sltwy.com.

Aug. 9 — Double Damned, Cascade Locks to the Dalles, OR. Hood River YC, <https://hryc.clubexpress.com>.

Aug. 9-10 — Summer Keel. SFYC, www.sfyc.org.

Aug. 10 — Gracie & George. EYC, www.encinal.org.

Aug. 10 — Three Beach Fiasco on Tomales Bay. InvYC, www.invernessyachtclub.org.

Aug. 14-17 — US Women's Match Racing Championship. StFYC, www.stfyc.com.

Beer Can Series

BAY VIEW BC — Monday Night Madness. Summer: 7/21, 8/4, 8/18, 9/1, 9/15, 9/29, 10/11. Nick, (510) 459-1337 or www.bvbc.org.

BENICIA YC — Thursday nights through 9/18. Steve, (415) 238-3977 or www.beniciayachtclub.org/racing.

BERKELEY YC — Friday nights through 9/26. Info, beer-can@berkeleyyc.org or www.berkeleyyc.org.

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

THE CLUB AT WESTPOINT — Friday nights: 7/18, 8/15, 9/5. Larry, (650) 888-2324 or www.jibeset.net.

CORINTHIAN YC — Friday nights through 8/29. Marcus, (415) 606-4110 or www.cyc.org.

COYOTE POINT YC — Sunset Sail: every Wednesday night through 10/1. John, (650) 703-5621 or www.cpyc.com.

STRANDED?

COUNT ON ***US*** TO GET YOU BACK



Boating is unpredictable but you can ***count on*** a BoatU.S. Towing Membership to put boating mishaps in the rear view.



**Scan the QR Code or visit
BoatUS.com/CountOnUs to join**

Details of services provided can be found online at BoatUS.com/Agree. TowBoatU.S. is not a rescue service. In case of an emergency, contact the Coast Guard or a government agency immediately.

ANDERSEN

STAINLESS STEEL WINCHES

SUPERIOR CRAFTSMANSHIP & MATERIALS

Made in Denmark since 1953



© Carlo Borlenghi



www.ronstan.com/andersen-winch

CALENDAR

ENCINAL YC — Twilight Series, Friday nights. Summer: 7/11, 7/25, 8/8, 8/22, 9/5. Mike, (925) 357-1461 or www.encinal.org.

FOLSOM LAKE YC — Wednesday nights through September. Friday Night Series, 7/11 (singlehanded), 7/25, 8/8 (Governor's Cup), 8/22 (Governor's Cup). Info, www.flyc.org.

GOLDEN GATE YC — Friday nights: 7/11, 7/25, 8/8, 8/22. Info, www.ggyc.org, raceoffice@ggyc.com or www.jibeset.net.

ISLAND YC — Island Nights, Fridays: 7/18, 8/1, 8/15, 8/29. 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 WASHINGTON SC — Thursday nights through 10/30. Mark, owing78@yahoo.com or www.lwsailing.org.

LAKE YOSEMITE SA — Thursday nights through September. Dennis, (209) 722-1947 or www.lakeyosemitesailing.org.

MONTEREY PENINSULA YC — Sunset Series: Wednesday nights through 10/8. Mark, race.mpyc@gmail.com or www.mpyc.org.

OAKLAND YC — Sweet 16 Series: Wednesday nights, 7/9-8/27. Info, www.oaklandyachtclub.net.

RICHMOND YC — Wednesday nights through 9/24. Info, www.richmondyc.org. Friday Night Lights Dinghy Series, sailingdirector@richmondyc.org.

ST. FRANCIS YC — Thursday Windward/Leeward Foil Racing through 8/20. Friday Foil Series through 8/15. Wednesday Evening Series through 8/21. Info, www.stfyc.com.

SANTA CRUZ YC — Tuesday & Wednesday nights through 10/29. Friday night dinghy racing: 7/18, 8/8. Info, www.scyc.org.

SAUSALITO YC — Sunset Series, Thursday nights. Summer: 7/10, 7/24, 8/7, 8/21, 9/4. Bob, (415) 828-4425 or www.sausalitoyachtclub.org.

SEQUOIA YC — Sunset Series: Wednesday nights through 10/1. Info, www.sequoiayc.org or www.jibeset.net.

SIERRA POINT YC — Tuesday nights through 8/26. Info, <https://spyc.clubexpress.com>.

SOUTH BEACH YC — Friday nights. Summer: 7/18, 7/25, 8/1, 8/15, 8/22. Info, www.southbeachyachtclub.org.

SOUTH LAKE TAHOE WINDJAMMERS YC — Wednesday nights through 9/24. Eric, rearcommodore@sltwyc.com or www.sltwyc.com.

STOCKTON SC — Wednesday nights through 9/24. Andy, regatta@stocktonsc.org or www.stocktonsc.org.

TAHOE YC — Monday night Dinghy Series, Spring: through 7/14; Summer: 7/14-8/25. Wednesday night Beer Can Series, Spring: through 7/9; Summer: 7/16-8/27. Mike, (925) 708-3374 or www.tahoeyc.com.

TIBURON YC — Friday nights, 7/25-9/2. Rob, race@tyc.org or www.tyc.org.

VALLEJO YC — Wednesday nights through 9/24. Info, www.vyc.org or www.jibeset.net.

In the Tropics

July 1, 3, 5 — Start of the Transpac, from San Pedro to Honolulu, Oahu. TPLYC, www.transpacyc.com.

July 4-7 — Tahiti-Moorea Sailing Rendez-vous. Latitude 38 is a sponsor. Info, www.tahiti-moorea-sailing-rdv.com.

November 3-15 — Baja Ha-Ha XXXI, San Diego to Cabo San Lucas, with stops in Turtle Bay and Bahia Santa Maria. Info, www.baja-haha.com.

Please send your calendar items by the 10th of the month to calendar@latitude38.com. Please, no phone-ins! Calendar

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.

July Weekend Tides

Predictions for Station 9414290, San Francisco (Golden Gate)

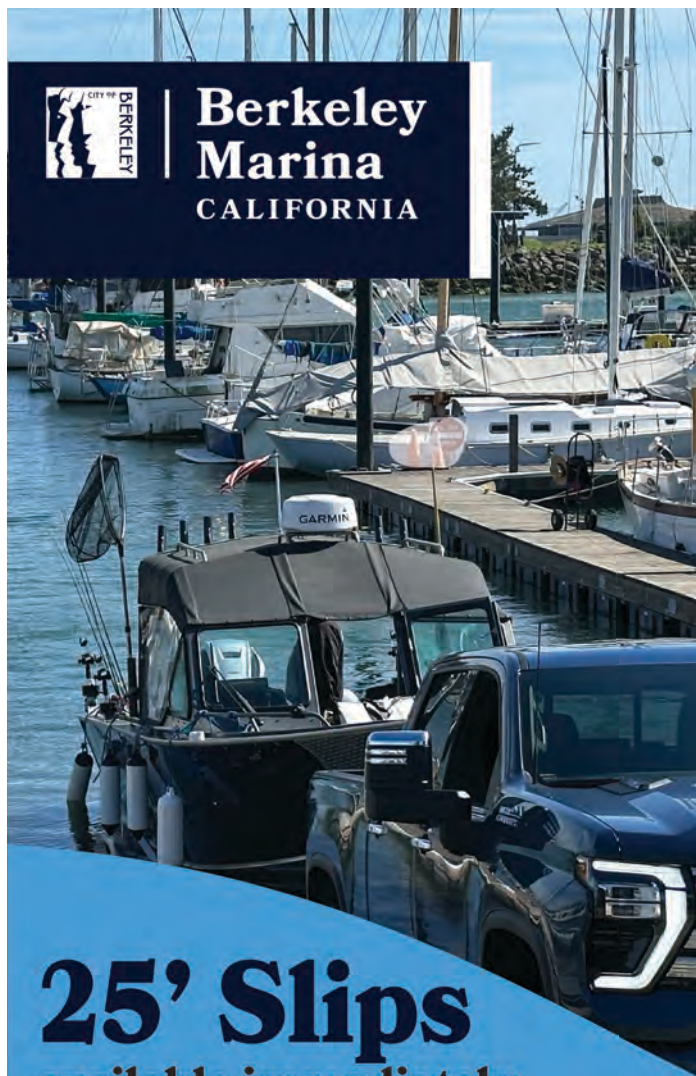
date/day	time/ht. LOW	time/ht. HIGH	time/ht. LOW	time/ht. HIGH
7/04Fri	0202/1.2	0829/3.5	1256/2.5	1939/5.7
7/05Sat	0253/0.7	0956/3.7	1351/2.9	2017/5.8
7/06Sun	0338/0.3	1059/4.0	1444/3.2	2056/5.9
	HIGH	LOW	HIGH	LOW
7/12Sat	0021/6.3	0718/-1.0	1439/4.8	1904/3.0
7/13Sun	0103/6.1	0754/-0.9	1511/5.0	1953/2.8
	LOW	HIGH	LOW	HIGH
7/19Sat	0126/0.5	0817/3.8	1227/2.6	1912/6.5
7/20Sun	0230/-0.1	0946/4.1	1335/3.1	2007/6.7
	HIGH	LOW	HIGH	LOW
7/26Sat	0028/6.5	0717/-0.8	1425/5.2	1918/2.5
7/27Sun	0114/6.0	0754/-0.4	1459/5.3	2009/2.3

July Weekend Currents

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

date/day	slack	max	slack	max
7/04Fri		0000/1.4E	0415	0650/1.4F
	0953	1155/0.7E	1347	1802/2.5F
	2127			
7/05Sat		0041/1.6E	0507	0752/1.7F
	1103	1248/0.6E	1427	1848/2.3F
	2158			
7/06Sun		0114/1.7E	0549	0838/2.0F
	1200	1337/0.6E	1512	1933/2.2F
	2229			
7/12Sat	0146	0454/2.4E	0916	1220/3.0F
	1547	1807/1.0E	2018	2359/2.7F
7/13Sun	0232	0540/2.4E	0950	1300/3.1F
	1621	1846/1.1E	2109	
7/19Sat	0256	0554/2.1F	0918	1140/0.8E
	1344	1745/2.9F	2036	2346/2.4E
7/20Sun	0406	0704/2.4F	1037	1246/0.8E
	1443	1844/2.9F	2129	
7/26Sat	0207	0536/2.4E	0919	1209/3.5F
	1532	1817/1.4E	2114	
7/27Sun		0010/2.9F	0259	0624/2.2E
	0957	1251/3.5F	1615	1904/1.5E
	2207			

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



25' Slips
available immediately
seasonal & long term

**Dry
Storage**

Call now!



Dock with Us
Get 2 Months FREE
Plus Benefits up to \$325*
berkeley-marina.com
(510) 981-6740

Latitude 38
FALL CREW LIST PARTY
MIX MINGLE & SAIL



SPAULDING MARINE CENTER
SEPT 4 from 6 p.m. to 9 p.m
600 GATE 5 RD SAUSALITO, CA

LS Photon

Wire Rigging Reimagined

Introducing LS Photon, a revolutionary fiber rigging system designed to easily replace wire rigging. Incredibly strong, durable, and ultra light, it offers all the high performance benefits of fiber rigging while using common wire fittings.



- Up to 85% Lighter than Wire Rigging
- Fully UV and Chafe Resistant
- Corrosion Free
- No Risk of Fatigue - Lasts in Excess of 10 Years
- Uses Exclusive LS Photon Terminal Connections
- Continuous or Discontinuous Rigging Configurations
- Specifically Engineered to Meet Your Boat's Loads

Works with All These Common Connection Terminals



LS LIGHT SPEED

Advanced Fiber Rigging

Tel: +1 (410) 349-6832 | info@lightspeedrigging.com
www.lightspeedrigging.com

LETTERS

↑↓ THIS YEAR'S MASTER MARINERS REGATTA SAW A LITTLE CHAOS, CAPSIZING AND CREW OVERBOARD

Congrats to *Roxy* for the amazing seamanship! Nothing can be more rewarding than helping a fellow mariner, master or not! [*Roxy* rescued singlehander Stephen Carlson, then rescued his 36-ft Angelman Sea Witch ketch *Sea Quest*. Carlson finished the race.]



ROBERT DAPRATO

Among the multiple incidents of mayhem at this year's Master Mariners was the capsizing of the Sea Scout whaleboat 'Viking'. There were no youth members among the nine-person crew, who were rescued and brought to shore while the captain stayed with the vessel as it was towed, swamped and continually capsizing, to Aquatic Park.

I have been familiar with *Viking* and her crew for a while and am very proud of San Francisco's Sea Scout program. My information is secondhand, but based on what I heard from other Master Mariners participants, I would not have been surprised to hear of the *Viking* crew's righting her and bailing her sufficiently to at least row her home. As much as I appreciate the Coast Guard (after having spent eight years with them, I'd hope so) and other emergency responders, I would have loved to hear that the crew brought her home.

Perhaps the crew was starting to tire and getting cold, in which case the wisest (safest) thing was to bring them to shore and tow the boat in. However, I do feel that we all need to be ready to self-rescue. Where will our next Shackleton come from if we all just wait to be rescued?

I'd love to hear first-person accounts of this. I hope they have an opportunity to train to right, bail, and salvage. I'd be happy to help/volunteer on this matter if needed.

Greg Braswell

Greg was commenting on the May 28 'Electronic Latitude: Mayhem in the Master Mariners Regatta.

↑↓ SAILING A WHALEBOAT ON S.F. BAY IN THE SPRING? Sounds like *Viking* shouldn't be racing.

Paul Sutcheck

Paul — It's the old shipping-lane lifeboats used by the Sea Scouts. They sail these things in all kinds of weather for years.

Vaughn Fischer

They do live capsize drills annually, and there weren't youth aboard during the race. Drama and projections got out in front of the facts.

Kris Leverich

↑↓ A WORD ABOUT SINGLEHANDING ... AND BEING RESCUED

It's hard to believe that [Stephen Carlson of *Sea Quest*] had no PFD on. I singlehanded many years and was rescued

LETTERS

three times — twice by the Paraguayan navy in the Bay of Asuncion when my Penguin capsized, and once when I lost an engine and was drifting into the South Tower at midnight, after going around the Farrellones at midnight. Not fun.

I always singlehanded as safely as possible. This is a good ending for [Carlson]; no life loss and boat not lost!

Neil Moore

↑↓ PRIOR TO THE MASTER MARINERS REGATTA

Jack Sloane, Chris Cassell, Michael Simon and I will be bringing Jack's Tahiti Ketch *Briar Rose* down from Bodega Bay. We'll be racing Commodore Hans List's sistership *Sequestor*, along with other mid-sized gaffers in Division G2.

This will be my third trip down with Jack, and it's always been an adventure. Last year, we gave a brown pelican a 10-mile ride. We were headed toward the Farallones, and the bird slid down the mizzenmast sail to my head, staying on board until we jibed toward Stinson Beach. Last October, we were passed within spitting distance by a pod of rare minke whales on their way north.

I can't wait to share the wonder with Chris and Michael. Rachel Porter will join us Saturday for the racing.

Richard vonEhrenkrook

Richard was commenting on the May 21 'Lectronic: Master Mariners Toast the Past — and Prepare for the Start Line.



JACK SLOANE

That's the legendary Richard vonEhrenkrook, left, and a certain brown pelican who hitched a ride last year. Read all about it in the May 2024 'LL: 'Briar Rose' and the Brown Pelican — A True Story.

↑↓ OH, I'D LOVE TO CREW!

Oh, I'd love to crew! Because of a first place trophy from St. Francis Yacht Club that my great uncle won for his *Magic Bear* boat in 1968, sailing became a big part of my life. I've crewed a lot in the past and would love to get back into it, as I've been away for a few years!

That trophy inspired me. I made two films. (Long story.) Apparently, trophies from the St. Francis Yacht Club are powerful!

Barbara McVeigh

↑↓ BRIGADOON IN THE MMR

I crewed the *Brigadoon* in the Master Mariners in 1975 or '76 when she was owned by Gary Reese of Fairfield. She was black-hulled at that time, but still a head turner in any crowd.



SAIL REPAIR



MARCHAL SAILMAKERS IS
BACK IN ALAMEDA AND
READY TO SERVICE ALL
YOUR SAIL REPAIR NEEDS.

.....
VISIT US AT OUR LOFT IN
GRAND MARINA, OR CALL US
AT 510.484.9830
MarchalSails@gmail.com

After-hours drop box available
for drop off and pick up.

MARCHALSAILMAKERS.COM



ONE-DESIGN RACING CRUISING

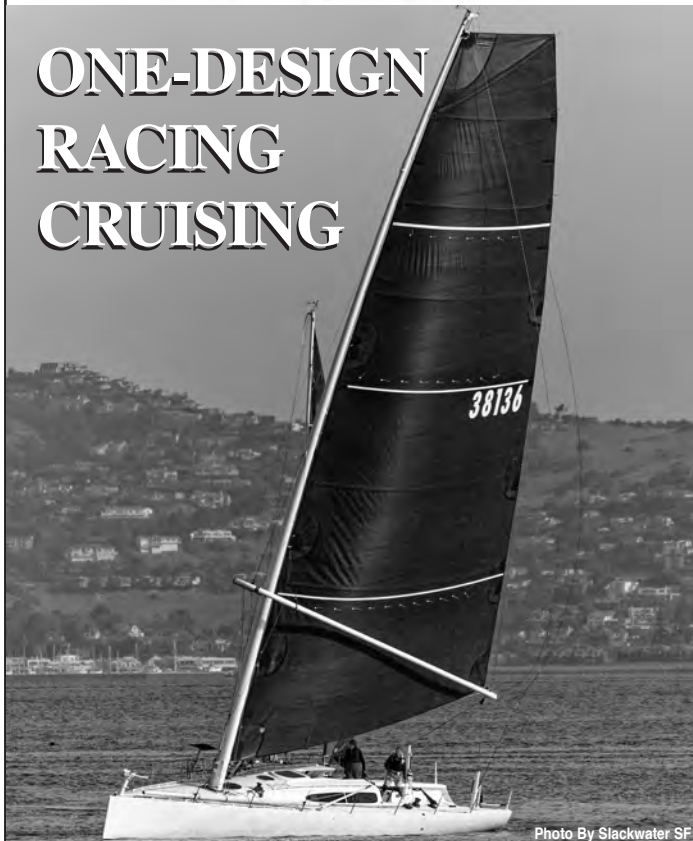


Photo By Slackwater SF

C³ massive Carbon Fiberpath Sail

Ullman Sails San Francisco & Monterey Bay

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

Ullman Sails Sausalito

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

LETTERS



LATITUDE / CHRIS

We would be remiss if we didn't include some kind of wipeout photo from the Delta Ditch Run. (This is from the 2022 regatta.) Judging from the dearth of these kinds of roundy-uppy photos from this year, the 2025 event seems to have been far mellow. There was broad praise, however, for Andy Schwenk's prose from the 2025 Delta Ditch Run story.

By the way, we were in the first re-birth of the MM in 1965 and were sponsored by Matson Steamship Line. Gary kept her in Bristol condition. We had students from Cal Maritime Academy as part of our regular crew. Ed Imboden and I were students at San Jose State and crewed from 1964-1966.

Kirby Stevens

Kirby was commenting on the June 2024 'LL: Brigadoon Celebrates her 100th birthday.

⇅ **DIGGING IT IN THE DELTA DITCH RUN**

Such an awesome race! It's jibbing practice for the summer.
Jim Fisher

Jim was commenting on the June 9 'Lectronic Latitude with the same name as this letter, written by Andy Schwenk.

Andy, this is beautifully and artistically written. Thank you for sharing. Let me know if you want any more photos.
Jillian Humphreys
TBF.photography

⇅ **SHE WAS PLAIN LO**

Five months ago, my wife Julie and I bought *Lola* from Morgan Spriggs. We really appreciate all the love and work that have gone into the boat over the years. We plan to adhere to those owners' ethos. She's a rare gem.

Gary Mitchell

Gary was commenting on the June 2021 'Lectronic: Lola, a 55-Year-Old Kiwi Sloop, Finds a Home in San Diego.

⇅ **PETE'S WILD AND WYLIE SPIRIT**

We met *Wild Spirit* and Pete in October 1994 in New Zealand and cruised in the same areas for the next few years, enjoying Pete's laid-back style and wonderful philosophies. We shared many a happy hour aboard *Wild Spirit* and beach pot luck with Pete and his various crews and



LATITUDE ARCHIVES

The Tom Wylie-designed 'Wild Spirit', now owned by Larry Vito and Kait Reid, seen here in Puerto Escondido, Baja California Sur. The boat was built by C&B Marine of Soquel, California.

LETTERS

were devastated as his health declined. He was an active member of the Comedy Net, our morning maritime mobile Ham net and W6DQN (Don't Quit Now was his phonetic rendering of the call sign) kept up a sunny outlook despite his illness. "Well, isn't that just swell?" was a common rejoinder from him, no matter the subject!

A cruising role model for us all, and we are glad to hear that the yacht continues to provide joy to this day.

Jim and Ann Cate
Insatiable II
Port Cygnet, Tasmania

Jim and Ann were commenting on the May 19 'Electronic Latitude: Wild Spirit' — Cruising West Coast Waters Since 1978.

↑↓ VESSEL RESEARCH TIPS

I noticed a post in 'Electronic Latitude' from someone trying to find information about the Formosa 51 *Fair Seas*. When all else fails, one of the most effective ways to gather information is through a US Coast Guard vessel documentation search.

As you know, every documented vessel has a unique documentation number (referred to as the "Official Number" by the Coast Guard). This number is required to be permanently affixed inside the hull — usually chiseled, carved, or mounted onto a structural member of the boat. Common locations include a bulkhead, crossbeam, engine room, or sometimes even on the risers of a wooden stairway — as we found on one of our recent boats.

If the owner or someone inspecting the boat can locate that number, it becomes relatively easy to run it through the Coast Guard database to retrieve key vessel details such as year built, length, beam, and depth.



JIM YARES

Once you have the documentation number, you can request an Abstract of Title from the US Coast Guard's National Vessel Documentation Center. It's a straightforward process that can be done online and costs only \$25.

The Abstract won't reveal the vessel's current location or cruising history, but it will list all past and present owners, along with any recorded mortgages (listed as "First Preferred Mortgages" in Coast Guard terms). It functions much like a deed for a house, providing a verified chain of ownership and any encumbrances.

In some cases, if a vessel has a very unusual or distinctive name, you can search by name and identify it by process of elimination using the build year and dimensions. However, in the case of *Fair Seas* — the only one I could find by a process of elimination was #056774, but records are out of service.

While visiting Neifu, Vava'u, Tonga, Jim Yares of the Catana 472 'Roam' and his wife Pam walked into a waterfront bar/restaurant called The Kraken — they were surprised to see that not only was the Formosa 51 'Fair Seas' part of the décor, the whole establishment was built around the boat. That got Jim wondering if Latitude Nation knew anything about the vessel, which reportedly sailed from California to the South Pacific in the late '80s.

WHALE POINT MARINE & HARDWARE CO

ACE MONTHLY SPECIALS ACE Hardware

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

NON-SKID DECK CLEANER by Star brite



Lifts dirt from non-skid deck surfaces. Leaves a non-slippery, protective polymer coating.

1 gallon: **Now \$37⁹⁹**

FILTER 500 FGSS by Racor



Filter Unit #19051

NOW \$279⁹⁹

Filters:

#82010, 10MC
#82011, 20MC
#19206, 2MC

EACH \$14⁹⁹

DOCK STEPS by Taylor



1-Step.... **Now \$169⁹⁹**

2-Steps... **Now \$239⁹⁹**

3-Steps... **Now \$329⁹⁹**

In stock only!

TRINIDAD HD BOTTOM PAINT by Pettit



Fast drying, high copper content, hard durable finish. Black, blue, red & green.

Gallon:

Now \$229⁹⁹

POLY FINISH by Bristol



High performance Urethane wood coating. Kit includes Part A & B

Quart Kit, #28005 • **NOW \$74⁹⁹**

Gallon Kit, #28006 • **NOW \$229⁹⁹**

WATER FILTER by Camco



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

NOW \$38⁹⁹

BUTANE STOVE by Sterno

Single burner stainless steel, stove, includes travel case, 7000 BTU.



Stove #8013537

Now \$39⁹⁹

Refill Cartridge, #8013543: **Now \$3⁹⁹**

PELICAN Yacht Braid Made in the USA



EXTRA 10% OFF*

***our LOW PRICES! on \$100+ orders.**

(any combo or sizes or colors)

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

Mon-Fri: 8am-5pm • Sat: 8:30-5pm • Sun: closed
FAX 510-233-1989 • whalepointmarine@yahoo.com

ATTENTION
CRUISERS!
MEXICAN
LIABILITY
INSURANCE
ONLINE



Insuring Your Personal
Boat/Yacht Since 1959

Contact us for a quote

800-639-0002

800-992-4443

www.marinersins.com

San Diego, CA

Newport Beach, CA



Ins. Lic. #0D36887

LETTERS

So, in short: if the reader or owner can locate that number somewhere in the hull structure, we might be able to solve part of the mystery. Like most procedures related to Coast Guard documentation, by the time I explain it to someone, I can do it myself much quicker and easier.

John 'Woody' Skoriak

Woody was commenting on the June 2 'Electronic: The Kraken: Raising the Bar in the South Pacific.

↑↓ I KNOW THAT BOAT!

My name is Stephanie Torres and my partner is Alekisan-ita Halahingano Coleman. He is the landlord of the property and he grew up in the Tah Nonga boat [aka Fair Seas].



COURTESY STEPHANIE TORRES

From left, Donald Coleman, the former owner of 'Fair Seas', and his wife Humi Halahingano Coleman.

His father salvaged that boat and built their childhood house around it. Later, when the family relocated to California, The Kraken was built on their family land and the sons insisted on saving their father's boat and the history along with it. His father was Donald Coleman, and he was a great man who passed in 2019. His wife was Humi Halahingano Coleman, a respected craftswoman who passed in 2020.

One of Donald's eldest daughters, Jennifer Coleman-Christensen, can give you a better description of her late father and his legacy as well.

We were delighted to read your article on The Kraken. My partner is proud of his father's legacy and how beautiful the restaurant has turned out since his departure from Vava'u. I'll include a picture of Donald Coleman and his wife Humi below. He has a legendary story to be told and I think it would be beautiful if written. *Malo 'aupito!*

Stephanie Torres

↑↓ SAILING DOESN'T HAVE TO BE EXPENSIVE. JOIN US, AND DON'T SPEND A LOT OF MONEY

Last weekend, I sailed from Richmond to OYC, spent the night, and the next morning, continued on to S.F. Marina for another overnight. The following morning, it was back to Richmond. My costs;

Launch: \$35.00
OYC overnight: \$30.00
S.F. overnight: \$35.00
Fuel: \$65.00
Total: \$165.00

I live in Modesto and haul my Montgomery 17 to the Bay Area for Potter Yachters events. We sail all over Northern California, from Monterey Bay to High Sierra reservoirs. Our yearly schedule can be viewed at www.potter-yachters.org, as well as the monthly newsletter, with an archive that goes back many years.

LETTERS



ERIC ZILBERT

Want to sail but don't want to spend a boatload of money? Try a pocket cruiser. Above: A fleet of Potter 19s rest on the beach at Tomales Bay in 2021.

We are a friendly group and encourage anyone interested in low-impact sailing to join us. We are a PICYA-affiliated club. This means you may be welcomed to overnight at various yacht clubs in and around Northern California and beyond. Most of our members keep their boats at home on trailers, thus no slip fees!

Since I joined in 2015, I have sailed more than 2,000 miles. We have members with boats from 15- to 26-ft. We look out for each other. Safety in numbers!

Our dues are \$50 per year.

You can participate in sailing at a reasonable cost.

Jon Barber
Ol' 44, Montgomery 17
Modesto

⬆️⬆️ UPSCALE IN THE PACNW

Reporting from Port Townsend, Washington, the home of the Race to Alaska (R2AK), where anything that floats starts the race — big or small. I'd say the Potter Yachters have some upscale vessels.

Linda Newland

⬆️⬆️ EIGHT BELLS TOLL FOR LAKE MERRITT SAILING CLUB

It was surely not the first sailing organization on the lake, but in 1937 a group of Oakland small-boat sailors formed the Lake Merritt Sailing Club. By 1952 the club had grown so large that they incorporated as a California Nonprofit Mutual Benefit Corporation. The oldest club roster that we've been able to find is from 1969, and at that time the club boasted 281 members, with 255 senior sailors and 26 juniors. There were a total of 302 boats registered, representing 44 classes.

The largest fleet was El Toros, with 94 boats. In the other larger fleets there were 45 Lido 14s, 36 Snipes, 16 Blue Jays, 11 Flying Juniors, 9 Zephyrs, 7 Sunfish, 7 OK Dinghies, and 5 each 505s, Melodys, and Top Cats. Hanging in our garage at Lake Merritt is a photo taken sometime in the '50s, showing around 70 boats, from seven classes. In one 1972 regatta there were so many Lido 14s on the starting line that the boats started in two ranks.


Over the years membership declined, and by 2022 was down to 25 members with 12 sailboats, representing 5 classes. The largest fleet is still the El Toros, with 8 boats, and there are now one each: Laser, Sunfish, S.F. Pelican, and Strike 18. The commodore, too old to climb back into a cap-sized sailboat, rows his home-built sharpie skiff, *Some Cats Swing*.

For quite a few years, the major club activities were the




QUALITY YACHTS FROM
SWIFTSUREYACHTS.COM

FEATURED LISTING
Ithaka
2000 Duffy 45
\$399,000



To those who know, a true Down East lobster yacht is the ultimate blend of form and function. Designed by renowned Down East architect Spencer Lincoln and built by Atlantic Boat Company, *Ithaka's* classic New England work boat lines stand out in any harbor. The Duffy 42 was conceived as a work boat with a large cockpit and protected house to serve as a commercial lobster vessel. Her "built down" hull form provides a stable ride through the worst seas, easily powered by her Lugger engine. But she's not all work boat. *Ithaka's* spacious cockpit (three feet longer than originally designed) functions as an extension of her main salon. Her interior is warm and inviting. Two spacious cabins provide comfortable accommodations for six, complemented nicely by a generously sized head with separate shower stall.

PRICE REDUCED



Outbound 46
2007 • \$410,000


IN SF BAY AREA



Sabre 402
1998 • \$183,000



Hallberg-Rassy 36
1999 • \$165,000




Finn Gulf 41
2003 • \$195,000

70 Wylie	1993	\$244,000	43 Saga	2000	\$162,500
65 Swan 651	1983	\$395,000	43 Dudley Dix	2004	\$359,000
61 Perry	1997	\$485,000	40 J Boats J/120	1998	\$169,000
59 Hinckley Sou'wester	1997	\$449,000	39 Farr 395	2001	\$179,000
55 Amel	2018	\$1,200,000	39 Swan 391	1984	\$99,000
52 Santa Cruz	2001	\$349,000	38 Beneteau 38.1	2021	\$259,000
50 Farr	1985	\$109,000	35 J Boats J/109	2003	\$139,000
48 Tayana	2005	\$369,000	35 Saga	2002	\$99,000
48 Saga	2003	\$265,000	34 Tartan 3400	2006	\$149,500
47 Bavaria	2002	\$167,000	34 Jeanneau 349	2022	\$219,000
46 Beneteau 461	1999	\$134,000	32 Grand Banks	1982	\$105,000
46 Outbound	2011	\$405,000	31 Ranger Tug	2013	\$245,000
44 Norseman 447	1986	Inquire	29 Ranger Tug	2019	\$245,000
43 Swan	1986	\$154,990	26 Marieholm Folkboat	1978	\$7,999

In the San Francisco Bay Area, contact local Swiftsure Yachts brokers:

- Allison Lehman
510.912.5800
allison@swiftsureyachts.com
- Velina Barnes
510.697.1418
velina@swiftsureyachts.com

With brokers in the Pacific Northwest, California and Rhode Island, Swiftsure Yachts provides premium service to sailors buying or selling quality yachts.



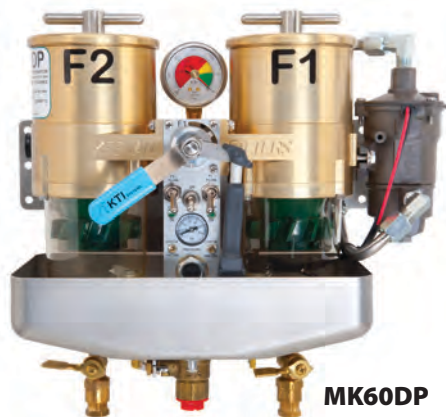
SwiftsureYachts
www.swiftsureyachts.com
206.378.1110
info@swiftsureyachts.com
facebook.com/swiftsureyachts

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

Is Your Motor Choking To Death?

Motor Reliability Starts With Clean Fuel

Dirty fuel is the most common cause of diesel engine shut-down! Take control of your motor with a complete fuel management system. Our MK60DP premium dual filter system incorporates all our newest features and offers everything you need to keep your fuel clean and motor running.



- Filters & Polishes Stored Fuel
- Remote Warning of Water & Filter Clogs
- Top Loading Clean Change Filter Design
- Internal Priming & Back Up Fuel Pump
- Uses Easy to Find Racor™ Filters
- Built-in System Testing
- Compact Design

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



Includes Remote Control
& Warning Panel



Is Your Fuel Keenan Clean?

**KEENAN
FILTERS®**

By KTI Systems, Inc.



Shop Online Now and SAVE
Use Discount Code - 07385

www.ktisystems.com

LETTERS

five regattas held each year. Beginning in 1999, the Edna and Howard Robinson Memorial midwinter series consisted of four monthly regattas of four races each. Until 2020, and the COVID-19 pandemic, this series was very well attended, and mostly kept the club "afloat" socially, and financially. For nearly 60 years the club had also hosted the City of Oakland Mayor's Cup. This popular regatta was held each year near Independence Day, and attracted sailors from as far away as Chico, and Fresno.



OAKLAND MUSEUM OF CALIFORNIA

Sailing on Lake Merritt, prior (we presume) to color film. So why was sailing far more popular 70 years ago? Was it because there were fewer recreation options? Or did people have more time to play? We're curious to hear what you think.

In 2022, in an attempt to increase the club's income — and general Bay Area small-boat "footprint" — a second, 16-race summer/fall Commodore's Curse series was begun. This new series never really took hold, and attendance was irregular at best. Due to the cost of the City of Oakland's insurance requirements, this lack of participation put the club in financial peril.

In spring 2022, the commodore was contacted by the representative of a group who wished to be anonymously referred to as The Ladies. With four easily met requirements The Ladies offered to donate funds to help cover the club's insurance cost through June 30, 2025. It's now June 2025, The Ladies have met their commitment. The well is dry, and the membership has aged out. In January, by a margin of 65%, the members voted to end the club.

The sad reality is that, as of July 1, 2025, the 88-year-old Lake Merritt Sailing Club will have ceased to be, ending its nearly 90-year relationship with Lake Merritt, the City of Oakland, and the San Francisco Bay Area sailing community. It's sad to say goodbye after so many years, so many memories, but we had a hell of a ride, with one hand on the tiller, and one hand for the mainsheet.

Fair winds and following seas to you all.

Denis Hazlewood

Lake Merritt Sailing Club Commodore, 2022–2025

⇅ JUST ENJOYING BEING ON THE WATER

I learned to sail on Lake Merritt in the mid-1960s. We kept our El Toro #513 in the boathouse at the club. Our father had a downtown-Oakland business, so we accompanied him to work from Danville to sail as often as possible. We learned the shallow parts of the lake, enjoyed capsizing just to cool down, and generally just enjoyed being on the water. We sailed the lake until I left for college.

Great times! I went on to sail the world.

After 26 years in the camera industry, I have just entered my 26th year in the boating business. Always attracted back

LETTERS

to the water.

Jeff Jorgensen
Naos Yachts

↑↓ FONDEST MEMORIES

This is so sad. On my 17th birthday, after school, I rented an El Toro on Lake Merritt. My family totally forgot about my birthday, so I treated myself.

I did not know how to sail, but out of necessity, got the hang of it pretty quick. I had no previous lessons, and interestingly, no certification was required to rent back then. I learned how to back my mainsail that day when I got stuck on one of the logs that served as a duck pen. The ducks mocked me with their incessant quacks until I got out of my situation and I returned to the boathouse.

Lake Merritt, April 29, 1968 — that was my introduction to sailing and it will always be one of my fondest memories.

Mark Welch

↑↓ LOCAL KNOWLEDGE

It's very sad to see the Lake Merritt Sailing Club go. I took sailing classes on a Sunfish there in the early '70s. I remember scooting around the lake getting to know where the wind typically was — and where it wasn't. There was definitely local knowledge to be gained.

Sean Svendsen

↑↓ THE OAKLAND DODGERS

I got my first trophy at Lake Merritt in 1957 sailing my Snipe #6127. I later learned sailing at the Oakland city sailing program by joining the "boom dodgers" club. Sad to see a part of history go ...

Bruce Miller



CITY OF OAKLAND

Well, there's good news and bad news, and you've already heard the bad: The Lake Merritt Sailing Club is lowering its burgee after 88 years. But the Lake Merritt Boating Center, seen above, will still be in operation, and they will still rent sailboats.

↑↓ PHONES INSTEAD OF SAILBOATS?

I learned to sail in an El Toro when I was about 16 years old, some 50 years ago. Then the Windsurfer was born and I was off to Lake Del Valle and the Bay. Seems the present gens only want to play on their phones, such a loss for them.

Ecot



LAKE MERRITT SAILING CLUB

The August 1958 cover of 'Sunset'. Are these two things, sailing and magazines, dying pieces of Americana?

NOW OFFERING INTEGRATION WITH LARGER-SCALE NAV INSTRUMENTATION:

VAKAROS ATLAS 2
WIRELESS ULTRASONIC WIND SENSOR
NMEA2000 / BLUETOOTH GATEWAY
CONNECTS WITH AIRMAR DST810
BUILT IN GPS & RATE COMPASS
RENTALS AVAILABLE W/ REGATTA PASS
FOILBOARD MOUNTS TOO!

(510) 864-7141
SALES@RELIABLEMARINE.COM

RICHARDSON BAY MARINA

formerly Kappas Marina

MODERN FACILITIES IN A WELL-PROTECTED HARBOR

Concrete Dock System

Well Maintained Facilities

Beautiful Surroundings

- DEEP WATER BERTHS: BASIN AND CHANNEL DREDGED
- CARD KEY SECURITY SYSTEM
- DOCK CARTS
- PUMP OUT STATION
- AMPLE PARKING
- CLEAN SHOWER AND TOILET FACILITIES
- WITHIN WALKING DISTANCE: MARKET/DELI, LAUNDROMAT, RESTAURANT
- AT EACH BERTH: LARGE STORAGE BOX, METERED ELECTRICITY, PHONE HOOKUPS, WATER

BERTH YOUR BOAT IN SAUSALITO

415 332-5510 www.richardsonbaymarina.com
100 Gate Six Road, Sausalito • Fax 415 332-5812

SAUSALITO



LIST MARINE INC.

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



YANMAR

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

415-332-5478

www.listmarine.com

Custom Interior & Exterior Cushions



The Gianola Family has been designing and fabricating custom canvas and interiors since 1969. Gianola Canvas Products offers you the best in quality, more choices, and personal service.



We have moved

1301 Rand St., Ste. C
Petaluma, CA 94954

(415) 332-3339

www.gianolacanvas.com

LETTERS

MY LAKE MERRITT STORY

How sad to hear. I'm almost 78 and learned to sail on Lake Merritt in 1958, when I was 12. My parents took lessons from the Oakland Parks Department on a weekday (one of my father's two days off per week) and then we would go down to the lake on Sunday (his other day off) and rent two boats so they could teach me what they learned the previous week. I loved it!

The following year, my dad and I (probably mostly my dad) built Snipe #14098 in our garage in Napa, where we lived. We did our first launch and maiden voyage on Lake Merritt. I've owned and sailed in many boats since then, but when someone asks me how long I've been sailing or where I learned, I always tell them my Lake Merritt story.

Jim Sinclair



While many fleets sailed the waters of Lake Merritt, the venerable El Toro seems to have been the class winner.

MANY IMPORTANT MEMORIES

My son, who is deaf and has cerebral palsy, and my daughter, who is deaf and legally blind, both learned to sail El Toros in the adapted sailing program in the early '90s. Our son went on to learn to sail a Sunfish in the same program. They both later became Sea Scouts, and our son eventually got to sail from near Carmel to Oakland on the tall ship *Californian*.

I even learned to sail an El Toro myself at Lake Merritt.

So many important memories.

Mary Lambery

NOT YOUR EVERYDAY SAIL

While attending grad school at UC Berkeley in 1974-75, I sailed my Force 5 on Lake Merritt and thought it quite unique sailing in the middle of an urban area. Sad to see any long-term sailing club shut down.

Cherish the friendships and memories.

Tom Trump
Key Largo, Florida

WE'LL NEVER FORGET IT

I took sailing lessons at LMSC in the mid-'70s and Pete Newell was my instructor. My first time soloing a boat was in an El Toro on Lake Merritt. I'll never forget it. I still have my fourth-place trophy from the LMSC junior sailing program, and the custom drawing Pete drew and gave to every kid.

My parents also learned to sail and race an FJ on Lake Merritt and made some good friends. Thanks for the memories — they remain great!

Doug Robbins
Latitude Nation

LETTERS

Thank you, readers, for sharing your Lake Merritt memories. We're incredibly sad to see it go, too. One of our staff took their one and only sail at Lake Merritt in 2018. It was great fun, and somehow stands out in memory more than dozens of sails on the Bay. We find it interesting, and certainly a little telling, that the most recent LMSC memories shared are from the early '90s.

↑↓ BY-THE-WIND SAILORS

Great story. These guys drift onto our beach in Coronado once a year or so. They're beautiful, simple sailors, like us.
Harper Hatheway

Harper was commenting on the May 12 'Lectronic Latitude: Velella Velella Everywhere, Including the Bay, by Rod Witel.

A marine murmururation. Thank you for posting great pics and story. We saw it but didn't know what it was.

Wren

The first time we saw them was on a sea of blue upon blue, somewhere between S.F. and Hawaii. They're beautiful and unique.

Linda Newland

I saw them for the first time two years ago in the spring on the beach at Padre Island, Texas. I really enjoyed them.

Douglas Pelton



ROD WITEL

↑↓ A SHOCKING LACK OF BOATS

I like to stay in touch with the Bay and periodically look at the streaming web cams for St. Francis YC, but also a live cam of San Diego Bay via YouTube. It is striking how few sailboats are out on S.F. Bay, especially on weekdays, compared to San Diego. Give it a try and do some spot checking — most of the time there are zero boats, or maybe one, in S.F., while there are always many boats in San Diego. Given the Bay Area is so much larger, you'd expect the opposite.

Jeff Patry

↑↓ THE USCG: ALWAYS LISTENING

I sent an email to the USCG about the buoys in Monterey in favor of keeping them, and I got a real, human response back. They definitely read those emails.

Chad Hedstrom

Chad was commenting on the May 14 'Lectronic: USCG Seeks Comment on Removal of Buoys in the Northeast.

↑↓ YOU'VE TALKED THE TALK, NOW CAN YOU WALK THE CAULK?

I've done miles of re-caulking in my lifetime and the best trimming tool I know of is a good wood chisel. Choose one that is at least 3/4 inches wide, so that a good amount of the beveled side of the chisel blade sits on each side of the seam.

Vintage Fiberglass Sailboats 25 Years & Older

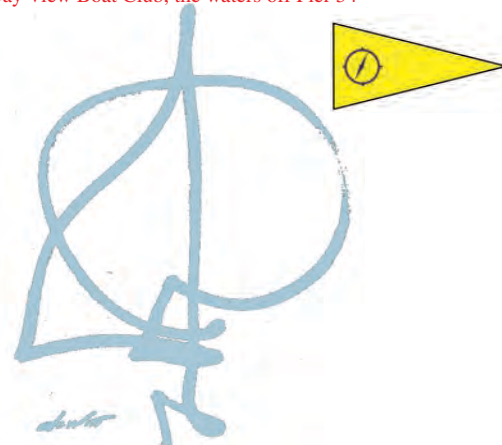
are invited to the San Francisco

40th PLASTIC CLASSIC REGATTA

Saturday, July 19th, 2025

Bay View Boat Club, the waters off Pier 54


Join the
Party!



RACE STARTS 13:00 followed by



Awards, Dinner and Dancing

Register at www.bayviewboatclub.org/plastic-classic



GET PAID To Sail!

- USCG Captain's License Courses
- ASA Instructor Qualification Clinics
- Jobs at Modern Sailing



EDUCATION for ASPIRING PROFESSIONALS at

MODERN SAILING

in Sausalito **OCTOBER** through **NOVEMBER 2025!**

WWW.MODERNSAILING.COM/CAREERS
(415) 331-8250 | OFFICE@MODERNSAILING.COM

West Coast Headquarters for Electric Propulsion

Clean! Green! Quiet!

Complete System
Installations & Repowers

Contact us to discuss your questions



**BERKELEY
MARINE CENTER**

www.berkeleymarine.com • 510-843-8195



LETTERS

It's easy to feel when the beveled side of the chisel is flat on the deck, then push it along the seam, being careful to hold the beveled edge against the wood. Don't push too hard; my pace is about 3 inches per second. Going too fast can lift the new caulking

The steel in wood chisels is much stronger and will hold a sharp edge much longer than the razor blade. Also, the handle is a lot easier to hang onto.

Beau Vrolyk
Santa Cruz

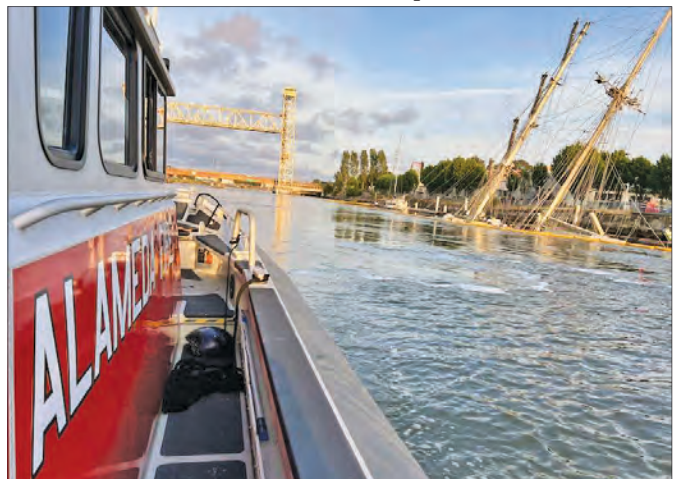
Beau was commenting on the May 7 'LL: The Resourceful Sailor Makes a Caulk-Trimming Tool.

↑↓ OCEAN VOYAGES INSTITUTE'S SV KAISEI SINKS AT DOCK IN ALAMEDA

Kaisei been docked in Alameda since 2017 and left to rust and deteriorate. No crew has been there "3 to 5 times a week." I live 270 yards away and have watched grass and moss growing on the deck. There are probably barnacles and more on her steel hull. Ocean Voyages Institute is to blame for leaving her to decay with 200 gallons of diesel on board and no maintenance. She should've been used, sold, salvaged, or repaired long ago. Funny, *kaisei* means "resurrection" in Japanese.

Hawk Valentine

Hawk was commenting on the May 28 'Electronic with the same name as this letter. SV Kaisei, the 150-foot brigantine operated by Sausalito's Ocean Voyages Institute (OVI), was docked in Alameda when it began taking on water on the evening of May 25. "It's a real tragedy. The Coast Guard believes the sinking may have been caused by something large hitting the vessel," OVI said. Our readers dispute that claim.



ALAMEDA FIRE DEPARTMENT

The Alameda Fire Department began receiving alerts about 'Kaisei' sinking at the dock around 6:15. According to reports, when crews arrived, they found the vessel already submerged to its deck and pulling at the dock as it continued its descent. 'Kaisei' eventually came to rest on the Bay floor, her masts and rigging listing toward the dock.

↑↓ TAKE TWO

This is the second time *Kaisei* has sunk; previously, she took on water from a hole caused by corrosion. That she had any regular care or that she was hit might be nice details for an insurance claim, but they don't match the reality of a sailboat that has been visibly neglected and inevitably became an environmental hazard.

I will also highlight that this sinking has also resulted

'EZ Sextant' App A sextant in your phone

NO GPS – No Problem!

Navigate in open waters without a GPS. Use your phone's camera or sextant for sightings to find your latitude and longitude. Built-in almanac and plotting tools



YouTube

GET IT ON
Google Play

Download on the
App Store

★★★★★

"A superb tool—thanks for the great work!",
Tate3441

★★★★★

"Amazing backup !!", Maveryks

Download Now!

LETTERS

in considerable property damage to Stone Boatyard's dock, which has displaced a competitive dragon boat team and other boating tenants. As one of the displaced dragon boaters, I sincerely hope the boat can be contained and that remediation can start promptly.

Ros de Vries
Alameda

I agree with Ros and Hawk — Ocean Voyages Institute talks a good game, but have created their very own environmental hazard. No responsible boat owner would leave the sails bent on for 10 years, have a variety of garbage (apparently including a jug of oil) on the deck, and fail to take any action to keep the boat in good order.

Cris Baker

↑↓ "SORRY, CALLING HEAVY BS ..."

... It's been there since at least 2014, and in that time I've boated, rowed, driven or walked past *Kaisei* almost daily, and with the minor exception of a few months after it first arrived, I *never* saw anyone aboard doing any maintenance, nor did I ever note it gone to haulout — or anywhere.

If anyone who lives across from it has seen otherwise, please pipe up.



'Kaisei' sits on the bottom of the Oakland Estuary near the Park Street Bridge in Alameda.

The only thing that regularly transits the Alameda Cut big enough to have an allision and impale the steel-hulled *Kaisei* would be a sand barge and tug. Nothing drifting with the tide would do that unless the hull were so decrepit that you could kick it in with a boot. If a tug and barge had hit it there would have been a big commotion requiring reporting to the CG and plenty of camera evidence from the many residences, businesses, and bridges that face the cut.

Did anyone see an allision?

Every boater in the area who's watched the sad decline of a once-beautiful brigantine knew this was a matter of when, not if, it sank. *Kaisei* is *already* polluting both the Estuary and San Leandro Bay, as it's completely submerged between them in a fast tidal-flow channel. The boom is only going to capture buoyant solvents, fuels, and lubricants at slack tides. Anything loose on the deck is drifting.

The USCG will speak for itself when it has all the facts, so this article is based pretty much on the owner speaking for her corporation.

If you're directly in the mix, I get that you may not be able to speak in the midst of a legal s**tstorm, people dealing

THE CANVAS WORKS
SAUSALITO, CA

Don't cut the adventure short!

custom dodgers, biminis
and covers to protect
your boat from the
elements

415.331.6527
www.thecanvasworks.com

Johnson
Marine Hardware

KEEPING YOU CONNECTED!

DIY Lifeline Fittings
Full line of Hand Crimp, Machine Swage and DIY Cordage Fittings

Rigging Hardware
Calibrated Turnbuckle

Unique Accessories
Grab 'n' Go" Hook
Captain Hook" Chain Snubber

A Legacy of Quality and Service Since 1958
Available where sailboat hardware is sold.

www.csjohnson.com

C. Sherman Johnson Co., Inc., East Haddam, CT 06423 USA
Email: info@csjohnson.com | Tel: (860) 873-8679 | Fax: (860) 873-8589

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

www.marinesurvey.org

1.800.344.9077

Like us on
Facebook




LETTERS

with fear and "personalities." That said, people in the area are affected to varying degrees and have legitimate questions, having watched the decline over many years.

I had a good friend with an old steel ex-military boat suffer catastrophic hull failure due to runaway electrolysis; he learned a lot of very expensive lessons in the process.

That crossed my mind every time I passed *Kaisei*.

Kris Leverich
Alameda

NUMEROUS PEOPLE HAVE NOW SAID

This comes as a surprise to no one in Alameda. The ship was docked and abandoned! No maintenance team to inspect the steel vessel on a routine basis. You are now polluting the Alameda Estuary because of your shortsightedness.

Roger Nunez

A QUESTION ABOUT VIVEKA

I am writing to you for the first time. My name is Manabu Ohira and I live in Sapporo, Japan.

I was living in Hiroshima, Japan, in 1990, and it was around that time that I first met the US schooner *Viveka* and her owner Merle Petersen. Merle invited me to join her on a sail around Kyusyu Island. This was my first time sailing on such a large wooden schooner. I was very surprised at how comfortable the boat was and how stable it was even in big swells. At that time, I embarked her in Shimonoseki and disembarked in Kagoshima. I haven't seen *Viveka* or Merle since we departed in Kagoshima.



LATITUDE / JOHN

This is actually the second month in a row that 'Viveka' has graced the pages of Letters. After her refit at Rutherford's Boatshop, the classic schooner was delivered to her new home waters in the Mediterranean and is now under the ownership of British entrepreneur Sir Keith Mills.

I found out online that Merle died in 2014. I learned from your article that *Viveka* was relaunched in 2020 and traveled to Europe.

I heard from Merle that they couldn't reinstall the wooden mast because they didn't have the wood to make it. However, in the YouTube video it appears to be a wooden mast. If you know whether the *Viveka* mast is made of wood or aluminum, could you please let me know? And if you know where *Viveka* is currently based, could you please let me know?

Manabu Ohira

Manabu — This just in from Jeff Rutherford: "I was in charge of the restoration of Merle's beautiful schooner. We built two new Sitka spruce masts as well as two booms, a bowsprit and spinnaker pole. I can tell you that she is doing very well on the classic yacht regatta circuit in the Mediterranean. *Viveka* is now homeported in Palma de Mallorca, Spain."

Mercury • Honda • Yamaha • Evinrude

CHECKOUT THE ALL NEW MUST SEE

SMALL MOTORS

including Mercury 5hp Sail,
Yamaha 9.9hp portable, and Honda 2.3hp



Motor availability is very limited at this time, get your motor order in now for the upcoming season

Outboard Motor Shop
(510) 533-9290

1926 - 2025
Your Bay Area Dealer
For 99 Years
333 Kennedy Street
Oakland, CA 94606
www.outboardmotorshop.com

All Prices INCLUDE freight & prep, plus tax & license only.

3514

LETTERS

↑↓ THE MEXICAN TALL SHIP CUAUHTÉMOC STRUCK THE BROOKLYN BRIDGE, LEAVING TWO SAILORS DEAD

Our heartfelt condolences to the crew, their families and our neighbors to the south. This is a very tender time for our global maritime industry with loss of life, injury and damage of this magnitude.

Schooner *Freda B*



Our hearts broke on May 17 when the tall ship 'Cuauhtémoc' seemed to drift backward into the Brooklyn Bridge, instantly snapping all three of her topmasts. The sailors on board at the time were standing in formation in the rigging, as seen above in a photo from 2012. Two cadets were killed and nearly 20 were injured.

↑↓ TRYING TO SURMISE WHAT HAPPENED

This was a seriously unfortunate accident, both in human terms — I'm sure we all feel sympathy for the families of those two crew members who perished, as well as the others who suffered significant injuries — and in terms of the damage to that remarkable vessel. Many of us will be looking for the NTSB [National Transportation Safety Board] evaluation, but it's already clear that some of the initial news reports got things quite wrong.

It's evident from multiple videos that the ship was still under power, but was still motoring rearward and producing a significant wake — so reports that it had lost power and was drifting are inaccurate. Furthermore, this happened just minutes after slack water at the bridge according to NOAA, so there's no way the ship was "drifting" that rapidly even with the light breeze (judging by the waving flag), which was also setting northward. Yes, we can see that it was drifting to starboard, despite the tug that was trying to push the bow to port, but as it approached the bridge abutment, it was moving a lot faster in reverse. Evidently there was a control issue that prevented it from reversing power, and not a loss of power.

The captain had, understandably, expected that a single tug would have provided sufficient assistance to simply turn the vessel to the south, but by not tethering that tug to his ship, it was unable to counter the progress of the ship as it continued motoring aftward. As it became evident that he was unable to shift the running gear into forward, he didn't have enough time (or presence of mind) to even drop the hook. Such a mechanical control issue was probably not likely to have been anticipated, but I'll bet in the future they don't rely on a single tug again.

Now that its masts have been trimmed by the lowest bridge on the East River, they can take the ship to any of a number of shipyards in the NYC area or up on Long Island Sound, so I'm hoping that Mexico can get the damage repaired and then sail (or motor) the ship home instead of

Looking for the perfect slip for your boat?



Oyster Point Marina offers top-tier berthing in the heart of the San Francisco Bay!

WHY CHOOSE OYSTER POINT MARINA?

- Prime Location – Easy access to the Bay, ideal for sailing and fishing, ferry terminal to East Bay
- Modern Amenities – Secure docks, clean restrooms, new picnic areas and dog park, and Wi-Fi
- Competitive Rates – Affordable slip fees for various boat sizes and guest docks
- On-Site Services – Pump-out station, and boat repair
- Beautiful Surroundings – Stunning views, walking trails, and waterfront dining

Reserve Your Slip Today!

Call 650-952-0808 9 a.m.-4 p.m. Mon-Fri or email billing@smharbor.com

Visit www.smharbor.com for further information



OYSTER POINT
MARINA/PARK

SCAN NOW



WESTWIND

YACHT MANAGEMENT

Washing, Waxing, Varnishing



"The boat is looking good, your guys are polite and do a great job."

C. Melin
Grand Banks
Schoonmaker
Marina



Serving the entire Bay Area for more than 30 years.



westwinddetailing@sonic.net
www.boatdetailing.com



Adjacent to South Beach Harbor and Oracle Park



**ATN
Mastclimber:**

.....

Climb the mast by yourself, without any interference from anyone.

The true solo climbing device, a must for any short handed crew.

Thousands sold
.....

www.atninc.com

ATN

SERIOUS SAILING EQUIPMENT
800 874 3671 | atninc@hotmail.com
www.atninc.com




HELMUT'S
MARINE SERVICE, INC.

**DECADES OF EXPERTISE,
ONE TRUSTED BRAND**

Factory-Trained Support for All Your Engine,
Parts, and Service Needs

VOLVO PENTA

Genuine Parts & Engines • Expert Service • Factory-Trained Technicians
1-800-326-5135 • helmutsmarine.com

LETTERS

ignominiously towing her home.

Please keep us updated on this, *Lat 38*. Thanks.

Lee Panza
Sierra Point Yacht Club

Readers — We usually try to discourage people from speculating on what happened following a maritime casualty, especially where loss of life is involved. It's only natural, we suppose, that people wonder aloud what might have gone wrong. We're all trying to learn and prevent a similar incident from happening again. Maybe it's even a form of grieving for the fallen sailors.

⇕ **WHAT I WOULD HAVE DONE**

Sterling Hayden's first mate, Spike Africa, is famous for having said, "Any fool can make a sailboat go. It takes a real sailor to stop one." My first command as captain, when I became aware of what was happening, would have been "DEPLOY ANCHORS!"

Bill Crowley



The two sailors killed in the 'Cuahtémoc' accident were identified as América Yamilet Sanchez, left, and Adal Jair Marcos. Sanchez was a competitive swimmer who was passionate about traveling and seeing the world. Marcos had reportedly been on board 'Cuahtémoc' for nine months; he had previously traveled to Hawaii, Tokyo, New Zealand and Australia by sea.

⇕ **A DEEP DIVE ON THE PROP**

It's early days, but I suspect a controllable-pitch propeller problem. The pitch was probably set astern when she was backing out from the pier into the stream and, when they shifted the pitch to ahead as the tug pushed her bow to head out, the propeller blades didn't move. Consequently the engine was actually running the ship with astern thrust at that moment and it probably took a few moments thereafter for the pilot or captain to realize that the pitch ordered was not what he was getting.

Being so close to the bridge, with both the tide and wind working against them and the tug not made up, things happened very, very quickly. They were counting on ahead thrust when they needed it and got astern thrust instead.

LETTERS

Mechanically there are typically two concentric tubes running down the propeller shaft, and the system pressurizes one or the other to move the piston in the hub that rotates the blades ahead or astern. The non-pressurized tube serves as the return. If the hydraulic pump failed at the wrong moment, or maybe a shuttle or servo valve stuck due to contamination of the oil, so that it was impossible to pressurize the tube that needed to be pressurized, that could have done it. Presumably we will find out soon. Terrible tragedy for a proud and beautiful vessel. So sorry to hear about it.

Kevin Reilly

Kevin — NTSB investigations typically take at least a year to complete.



LATITUDE / ANDY TURPIN

'Cuauhtémoc' sailing into San Francisco Bay in 2005.

↑↓ THIS IS AMONG THE NICEST COMPLIMENTS THAT WE COULD EVER RECEIVE

I am so grateful for your accurate and non-accusatory summary of the tragic accident on board my husband's school ship! There is so much speculation, incorrect information, and negativity on the internet that it was refreshing to see it done right!

Waiting to talk to my husband and best friend, who is the captain, and hear it from the source.

Alison
Bay Area Marine Services

Alison — Thank you. And thank you to all our readers for your overwhelming respect and restraint when commenting on this horrible disaster. As we said, there is always a degree of conjecture after incidents like these, and it's easy to say things such as, "For the love of God, why didn't they just do X, Y, and Z?" Our hearts go out to all of those involved in this terrible tragedy.



Have a comment? Email us at editorial@latitude38.com

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

VENTURA HARBOR BOATYARD

NOW HAULING VESSELS TO 220 TONS

Two Travelifts
Full Line of Marine Services
(805) 654-1433
www.vhby.com

Mexico Summer Savings

ENJOY MARINA EL CID at just \$.30/ft./day

El Cid
RESORTS
mazatlan - cozumel - Cancun

Complete, modern amenities in the heart of Mexico's lush tropical coastline.

www.elcidmarinas.com
011-52 (669) 916-3468
marinaelcidmazatlan@elcid.com.mx

The Cruiser's Home in Mexico

MARINE SURVEYORS STARBOARD
SERVING THE BAY AREA SINCE 1998

- Vessel surveys
- Consulting
- Deliveries

Capt. Rick Whiting, AMS
Capt. Andy Schwenk, SA

www.starboardmarinesurveyors.com
(415) 505-3494

NORTH BEACH MARINE CANVAS

Proudly serving the San Francisco Bay Area boating community with expert design, fabrication, and bespoke canvas work.

Yacht Interiors and Yacht Canvas

415-543-1887

www.northbeachmarinecanvas.com

nbmc@earthlink.net



WWW.HYDROVANE.COM

FEEL THE FREEDOM

With Hydrovane: Your Independent Self Steering Windvane AND Emergency Rudder

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

LEOPARD 46



★ **HYDROVANE** ★
STEERING THE DREAM

ECH/O Tec
watt&sea
Parasallor®

LOOSE LIPS

We hit a jackpot with this one. June's Caption Contest(!) brought out the best, and the worst, in some readers. Oh, well. Those who know, know. On the bright side, we have some very clever responses, and a theory on how the boat was rescued. Gail Jason Fish wrote, "The boat came in too late and ran aground. They need to wait for another tide to float again." Harvey Hoefer shared a similar response: "I would say: with patience! This is a location with very high tidal differences. The tide will come back up. And what happened in the first place? My guess: The lock didn't close for some reason. And bad line handling let the sailors go with the flow until they got stuck — lucky, just in time!" FYI: Simon Youens and @hilbre1 agree the lock is at Brunswick Dock, Liverpool, UK. Winner and top 10 below.

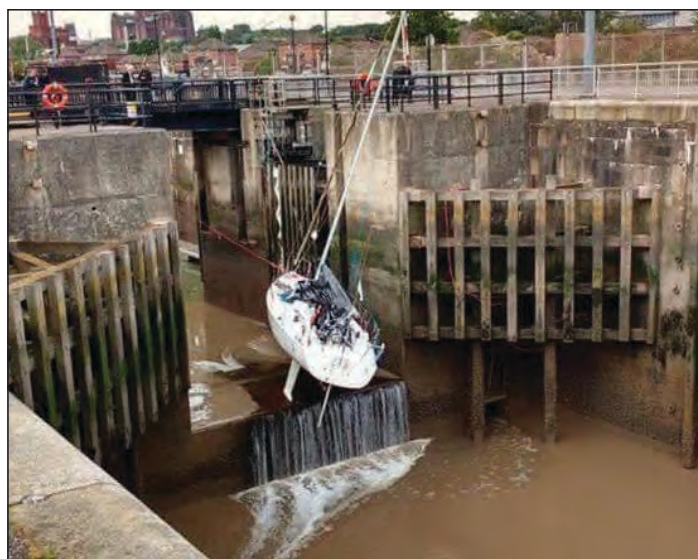


PHOTO CREDIT: FACEBOOK.COM/SAILEDIMER

Winner: "As with many marine creatures, some boats are driven by an irresistible primal urge to return to their birthplace to spawn." — Mike Mahoney.

"Tink, more pixie dust!" — Keith Kreycik.

"Wait, this is not a 'flat earth' simulator?" Jack said, drunkenly. He then realized that he had just forgotten to pay the lock keeper." — Mark Caplin.

"That's the last time I buy a Home Depot lock ..." — James Hunt.

"Well, we talked to the ranger back a few miles, and she told us this was the way to the fish ladder!" — Richard vonEhrenkrook.

"When the new guy sees a shortcut on the map" — @john_godspeed.

"Honey, the boat's all locked up for the night." — Barry J Parker.

"Darn, I thought we would be able to replace the anchor bulb from here." — Brian Beers.

"Where are those guys who said they would be here this morning to paint the bottom???" — Sailorette.

"It is just a J/Boat swimming upstream to spawn. There will be a new J model in a week or so." — Bryan Dair.

"Who pulled out the drain plug?" — @frank_results_photography.

"He that will not sail till all dangers are over must never put to sea." — Dr. Thomas Fuller

Easy access
with brand new
docks and restrooms!

EMERY COVE YACHT HARBOR

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

BUY OR RENT A SLIP

- OWNERSHIP - Save money, earn equity and enjoy tax savings. Listings start at \$35,000. Emery Cove Yacht Harbor is FEE SIMPLE (not a grounds lease) dockminium ownership.
- RENTAL - 35-60' slips, monthly rates from \$13.50 - \$16.00 per foot.

AMENITIES

- Brand New Docks by Structurmarine - www.structuredmarine.com
- Brand New Restrooms / Showers / Laundry
- Wide Fairways, modern electric with ground fault monitoring, free WiFi
- Restaurants, shopping, Bay Trail, Free bus- Emery-go-Round to BART & Amtrack

ON PREMISES

- Emeryville Yacht Club
- Rubicon Yachts
- Sailtime

Certified



CALL FOR AN INFORMATION PACKET | 510-428-0505

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

Marlow®

TECHNICALLY BETTER.

WISHING ALL
COMPETITORS THE
BEST OF LUCK ON THE
WATER IN 2025



For all your cordage
needs, contact your local
Marlow dealer

www.marlowropes.com/us



SIGHTINGS

the strange journey of *fair seas*

Every boat with a few miles under the keel has a story to tell — of storms endured, long passages made or dreams realized. The Formosa 51 *Fair Seas* has likely known its share of those sorts of tales. But the most unique part of its story seems to have happened after the boat was hauled out of the water — never to return — more than 30 years ago.

We first heard about *Fair Seas* in a note from *Changes in Latitudes* contributor Jim Yares of the Catana 472 catamaran *Roam*. Early last month, he and wife Pam dropped anchor in Neiafu, Vava'u, Tonga, and dinghied ashore to have a look around. One of the first things to catch their eye was



'Fair Seas' bow pokes out of one of The Kraken's walls on Neiafu, Vava'u, Tonga.

a brand-new waterfront bar/restaurant called The Kraken, which is built around the hull of ... *Fair Seas*! In addition to being the centerpiece of the place, the boat serves as a storeroom and divider between the restaurant and kitchen.

They got to talking to the owner, an Australian expat named Andrew Jones, but he didn't really know that much about the boat's backstory, only that it had sailed from California sometime in maybe the late '80s, and was hauled out in about 1991, and the owners (or perhaps new owners) lived aboard while on the hard.

Jim did what many do who run across such maritime mysteries: He wrote us, noting, "If anyone knew the story of this boat, it will be *Latitude 38*."

Or not. While we appreciate the vote of confidence, nowhere in our archives could we find anything about a Formosa 51 (or any other boat) named *Fair Seas*. None of our usual "C.I.s" knew anything about the boat, and no amount of Prevagen or electroshock could break anything loose from the cobwebbed minds of our most senior personnel.

It was easy to look up the general history of the Bill Garden-inspired Formosa 51 pilothouse ketch. The design was one of dozens of heavy-displacement, "traditional"-looking cruising boats built in Taiwan in the late '70s and early '80s. Beyond general specs, we could find no specifics on how many were made, or on one called *Fair Seas*.

So we turned to the most dependable source of all — our readers. We ran the basic story Jim relayed in the June 2 *Lectronic Latitude* — and got a reply! It began:

"My name is Stephanie Torres, and my partner is Alekisanita Halahingano Coleman. He is the landlord of the property and he grew up in the boat. His father salvaged that boat and built their childhood house around it. Later when the family relocated to California, The Kraken was built on their family land and the sons insisted on saving their father's boat and the history along with it.

"His father was Donald Coleman, a great man who passed in 2019. His wife was Humi Halahingano, a respected craftswoman who passed in 2020."

We wrote Stephanie back for a few more details but had not heard back from her at press time. But her short note — which is also in this month's *Letters* — some more input from Jones, and some vintage photos seem to arrange most of the puzzle pieces. At least enough to form a totally speculative storyline. To wit:

We still don't know who sailed *Fair Seas* from Los Angeles to Neiafu, but sometime in the very early '90s, the boat was possibly torn from its mooring during a cyclone (possibly Cyclone Ofa in February 1990), and driven ashore. That's possibly how Don Coleman acquired the boat, reportedly for pennies on the dollar. He had the boat dragged ashore, got it upright, built a home on top of it and — apparently — he and wife Humi raised a family there. (See the top-left photo on this page.)

continued on outside column of next sightings page

and away they go!

Curiously, or serendipitously, 53 boats signed up for the 53rd Transpac. Ten fleets will hit the starting line on July 1, 3 and 5, setting out across the Pacific on a 2,225-mile racecourse to Hawaii.

This year's Transpac features some of the latest high-tech ocean racing machines and a few well-known classics, such as Pacific Ocean legends *Merlin* and *Ragtime*; the latter was launched in 1965 and won her first two Transpacs in 1973 and 1975. Then she came up against *Merlin* in 1977, which took the prize and created a Transpac record that stood for 20 years. Both boats have been beautifully restored and are back to face off in the competitive Division 3 fleet of West Coast sleds.



the 2025 transpac

The big boat in this year's race is Bryon Ehrhart's 88-ft Juan K-designed *Lucky* (formerly *Rambler 88*). This powered-up machine will have Stan Honey aboard as navigator, with Brad Butterworth also on the crew. Even with the right weather, it will be tough to beat the 100-ft *Comanche's* record of 5 days, 1 hour, 55 minutes and 26 seconds. But you never know.

The fleet is spiked with many other modern, high-performance ocean racers, plus two Cal 40s and several other racer/cruisers. The crews have experience deeper than the Pacific, including Roy Disney's *Pyewacket* crew collectively, racing more Transpacs than any other entrant. Both

continued on inside column of next sightings page

fair seas — continued

Andrew Jones, present proprietor of The Kraken, leased the property from the Halahingano family (expats can't own land). It came with the boat and, as noted in the email above, perhaps the stipulation that the boat had to stay. So, like Coleman all those years ago, Andrew just incorporated the boat into the design of the establishment.

Whether any of this is accurate, we have no idea. But you have to admit, it's a great story.

By the way, Jim says The Kraken is thriving. Since it opened, it's been a popular spot for visiting sailors, including participants in the World ARC Rally who stopped there a while ago. The restaurant also recently hosted a fundraiser for the local library.

If we know our readers, this will likely not be the last you'll hear about *Fair Seas*. We encourage anyone who knows more about the boat or her early owners to let us know at editorial@latitude38.com. We'll be sure to pass that info on to Jim and Andrew — and to the rest of you folks.

— latitude / john riise



Clockwise from top left: 'Fair Seas' was converted into a home sometime in the 1990s; The Kraken bar/restaurant proprietor Andrew Jones; the front of the restaurant as seen from the dinghy docks; a customer-eye view of The Kraken.

PHOTOS: JIM YARES UNLESS OTHERWISE NOTED

SIGHTINGS

passage making on opbs

Friends often ask me how I manage to regularly find rides on Other People's Boats in cool places around the world. Now that I am retired, at least annually, I make fun and challenging ocean passages, helping boat owners sail long distances. These sailing journeys have included three Baja Ha-Ha's to Mexico, several long Hawaii trips and multiple Caribbean-to-New England passages, as well as an Atlantic crossing, for a total of almost 15,000 miles.

Besides word-of-mouth connections through sailing friends, I use multiple internet resources, some of which require a membership fee. The best free website is the *Latitude 38* Crew List, where lots of West Coast sailing matches are made. Then there's the Baja Ha-Ha Crew/Boat Lists, which helped me to find two of the Baja Ha-Ha rides, both of which I also bashed back north.

For East Coast sailing, you will want to join the Salty Dawg Sailing

continued on outside column of next sightings page

transpac

Disney and watch captain Gary Weisman have each sailed 26 Transpacs.

The 2023 Transpac winner, Dave Moore's Santa Cruz 52 *Westerly*, is back to defend its title in a class of Santa Cruz 50s and 52s and an Andrews 56. The five high-performance ~52-ft boats in Division 2 are packed with talent: Jeff Thorpe will be aboard Thomas Akin's TP52 *Meanie*, while Sylvain Barrielle is sailing on Greg Dorn's TP52 *Favonius 2*.

This year marks the first time boats are required to transmit an AIS signal during the race, giving the crew much more tactical information while racing. Paid

Clockwise from left: Jim and the crew in Las Palmas, Gran Canaria, last year; a mahi mahi caught mid-ocean; Jim at the mast in the mid-Atlantic.



— continued

subscription weather information will also be available to all boats, though customized weather routing remains forbidden.

Rating calculations will also change by using Forecast-Time Correction Factor (F-TCF) scoring to account for varying weather conditions, which should give each class a better shot at the podium, even if the starting conditions are wildly different across the five starting days. It's a far cry from the first event in 1906, with new boats, technology and rivalries.

You can follow the race via Yellowbrick trackers at www.transpacyc.com.

— latitude / john



other people's boats — continued

Association by making an \$80 tax-deductible contribution. There, you can make a crew posting, but I have had the best luck by contacting captains who post their need for crew, often on very short notice. For example, I wrote this article while sailing 600 miles from Key West north to Charleston, South Carolina, on a nice Fountaine Pajot 42 catamaran, where I made contact with the owner and flew to Florida three days later to help prepare and provision the boat.

Boat owners need to move their boats northward out of hurricane zones for insurance purposes. For deliveries, owners typically pay all on-board costs and sometimes may help with travel expenses. Salty Dawgs organizes a Homeward Bound Rally northward in the spring and a Caribbean rally southward in the fall. Salty Dawgs recently started an Azores rally in May, leaving from Bermuda.

For Atlantic crossings with the ARC (Atlantic Rally for Cruisers) group, you will want to post on Ocean Crew Link, which has a monthly \$4.99 fee. Here, periodic emails are sent with boat captains posting their need for crew. In 2024, I helped deliver a beautiful Discovery 54 from Gran Canaria, Spain, to Cape Verde and on to St. Lucia for an 18-day, 3,000-mile Atlantic crossing.

There is a paid website called Find a Crew that matches crew with boats all over the world. Creating a crew posting is free, after which you can see boat matches generated daily via email. But to contact a boat owner, you must pay a sizable fee monthly, quarterly or annually, so you need to be serious about going and flexible to travel on fairly short notice. I only recently paid to try it out and just missed a great ride on a high-performance Outremer 56 catamaran going from French Polynesia east to transit the Panama Canal.

Finally, there is a new app called SeaPeople that has a section called World Sailing Hitchhikers & Crew Connections, where sailors can post an interest in getting a ride and boat owners may post a need for crew. From this list, I have recently made contact with a Swiss captain in mid-ocean via Starlink who is set to arrive in Hawaii, where it appears I will be joining him to help crew his custom CMPF Via 42 sailboat to Sitka, Alaska, at the end of June.

To be a good catch for a captain, it is important to assemble a sailing résumé listing your sailing experience, including references. The résumé should begin with an honest overview of your sailing skills, personality and anything special you can bring to help round out a crew. To demonstrate my sailing skills, I list my sailing schools, Safety at Sea courses, racing experience, cruising history and ocean passage making. I also include that I don't get seasick, am an excellent underway chef, and am great at provisioning a boat.

If you are a diesel mechanic or especially handy with repairs, then you'll be golden!

Being able to get along with a wide variety of personalities is important, as is being congenial, even in the middle of the night on watch. Very important is to always be up early for your watch and to keep your stuff organized for a tidy boat.

When interviewing with the captain via Zoom, be prepared with a list of questions about boat capability, water/fuel capacity, safety/communications equipment and the captain's experience. Discuss the medical kit completeness and if anyone on board has medical issues that everyone needs to be aware of on a long ocean passage. Review how the captain likes to run watches and handle meals, and read between the lines to get a feel for personalities. Don't hesitate to ask for several crew contacts of folks who have previously sailed on the boat with the captain.

Doing your due diligence should only impress the captain, if phrased properly.

I hope these tips will help some sailors find great rides on OPBs for some memorable passages. If you have questions, would like to see my sailing résumé as an example, or have a 42-plus-ft boat going somewhere interesting, feel free to contact me at jim@immers.net.

— jim immer

bowwoman

The A2's power transformed the spinnaker sheet into a metal rod. Gusts were approaching 30 knots, with sustained winds in the 20s. The following seas laid out a roller coaster of speed and turns ahead of our sprit, clear from Montara to Monterey. A firehose of white water blasted the entire crew as we caught each wave, but it didn't matter. We were grinning ear to ear as we clung to the lifelines for the 2025 Spinnaker Cup run.

That's when my teenage daughter, Addison — graduated from Optis to offshore boats — clipped in and went forward to begin the peel to the A4.

I know I'm supposed to be gender neutral, especially in the often patriarchal sport of sailing, and *always* with my kids. Girls and boys are all capable. I shouldn't limit opportunities based on gender. These were the thoughts racing through my head as my baby girl clasped the forestay against a wall of water. A small, Addison-shaped hole was all I could see as we plowed into a swell at 16 knots. It wrapped around her and swept the boat. She hung on, drenched head to toe, and gave me a thumbs up as she ran the second tackline. Fortunately, my face was already dripping from the deluge, so no one could see the tear as I realized that my youngest kid had grown up.

Did I want her on the bow offshore? Heck yes. And heck no. I was so proud of what she's learned: She's proven herself capable of understanding the complexities of a spinnaker peel, inside jibes and all six halyards. But I also wanted her safe, next to me on the rail, looking at the pretty whales.

It was in this same race in 2022 that my son had helped me realize it was time for me to let him go and be who he is. Ironically, doing the same spinnaker peel. (Go to www.latitude38.com and search: "Spinnaker Cup rite of passage.") This time, though, I was mad at myself. I was being overly protective of my daughter, who I knew to be capable, while I was much more OK when it was my boy going forward.

As someone who actively works to be equal in language, opportunity, and assumptions, I realized I still had a long way to go. Just because it's my daughter up there and not my son, I need to give them the same trust and freedom to tether in and go forward. That was not easy. Earlier in the race, I had said, "No, you stay in the stern, I'll go forward." She ended up going forward anyway to untangle some lines during a jibe and fixed them expertly, in a way I could not have. I realized she's frankly better than me at bow, even with just a few years' experience. She's light, nimble, able to take a wave with a smile, and fearless. I'm none of those things.

But did my daughter know her limits? Did she know the dangers of hypothermia, or getting a spinnaker sheet caught around her ankle? With my son, he grew up throwing knives, tying knots, building campfires and hiking glaciers in Scouts. I reminded myself, Addison has done Safety at Sea. She's getting certified as a US sailing instructor. Yes, yes, she knows. But ... it's my little girl! The one who brought home a dinosaur-shaped bookshelf from Costco last month. (And put it all together herself in 30 minutes.)

As I reflected on this race, it wasn't her that had lessons to learn on that Saturday, though she did learn a lot. It was me. Yes, boys might sometimes have more experiences preparing them for extreme conditions because of how various youth groups are structured. Giving freedom with guardrails to our girls solves for that.

More importantly, Addison has something a lot of boys never have — emotional intelligence. She's the most empathetic member of our family, able to see who needs a hug, who's struggling, and who's feeling confident. When you're building a crew that can sail fast, have fun, and solve problems together, you need a mix of attributes: light people and heavy people; quick thinkers and strategists; impulsive people and thoughtful people; strong people and skilled people. Pick any four attributes, and you'll be lucky to find all that in one single person.

These are not attributes of male or female or any gender expression. (Yes, we all probably know a few nonbinary sailors, so this discussion is no longer about just men and women, but all sailors.) They're just human attributes, and they're essential to round out a crew. Physical strength can be equalized with an extra wrap on the winch or a longer winch handle.

continued on outside column of next sightings page

michael j. fox regatta

An inaugural Bay Area regatta debuts in spring of next year to help support Parkinson's research and awareness.

On April 11, 2026, which is World Parkinson's Day, the Corinthian Yacht Club in Tiburon will host the inaugural Michael J. Fox Foundation Regatta. The event is a collaboration of The Neptune Project, which was founded in Brittany, France, and the Michael J. Fox Foundation for Parkinson's Research in New York City.

Save the date, and go to give.michaeljfox.org/event/2025-the-neptune-project/e673082 for more information.

— latitude

Clockwise from left: Addison Mercer sailing under the Golden Gate Bridge; Addison aboard the J/24 'Tenacious Cuttlefish' on a light-air day; at the helm in the 2022 Three Bridge Fiasco; Addison driving in the 2025 Spinnaker Cup; author Brandon Mercer and a 12-year-old Addison.



hurricane season is here

Hurricane season is nominally considered to run from about May 15 to November 30 in the Eastern Pacific. This year, it got started right on time.

Though it never reached hurricane stage, the first named cyclonic storm arrived early when Tropical Storm Alvin headed for Cabo on May 30. Then, a week later, came Tropical Storm Barbara, followed by Tropical Storm Cosme. Hurricane Erick, the fifth named Eastern Pacific cyclonic storm, has already passed. As is often the case, it is projected to be an active hurricane season, though forecasters have been wrong before.

— latitude / john

bowwoman — continued

Impulsiveness can be tempered by a chain of command, and a mandatory checklist and communication strategy. The key is balancing this. No one wants a boat full of egos, or a boat full of strategic problem-solvers who try to analyze everything before just unfucking it.

As we nurture our next generation of female skippers, the right teamwork wins races every single time. It's not about who can "manhandle" the mainsheet but who can understand the group dynamics that make a boat fast. Addison is going to excel in all those places. As a skipper, she's already building the skills to win races. Oh, and she can pull off a flawless spinnaker peel in 25 knots, with a little help from her dad and an excellent and well-balanced crew.

— brandon mercer

Brandon Mercer races J/24s and is pit on the Santa Cruz 37 Wildcard. His daughter Addison Mercer and son James Mercer race with the team.



ALL PHOTOS BRANDON MERCER

the mysterious contessa

We've restored a few boats in our time, but this one? This one had vibes. It all started, as usual, with a Craigslist ad in December 2023 — a blurry photo of a boat under a tarp, looking like she hadn't seen sunlight (or antifouling) in years. But something about her lines, her stance, the mystery.

She called to us.

It turned out that we were right to be curious. The ad had classic Steve Juhos vibes — true to his reputation as the Bay Area's boat whisperer. Sure enough, it was one of his finds. Steve had initially planned to salvage her, but even he said, "She's a Contessa. She should keep sailing." We couldn't agree more. Beneath all the grime and neglect, this boat was proudly showing off her racing pedigree and brimming with untapped potential.

She had the bones: a towering rig, oversized winches, a no-nonsense race-tested setup. As we dug deeper, we discovered she was a rare Contessa 35, a limited-production ocean racer-cruiser designed by Doug Peterson after his One Ton Cup-winning *Gumboots*. Only about 70 CO35s were ever built by Jeremy Rogers in England — and here one was, quietly hiding in the weeds.

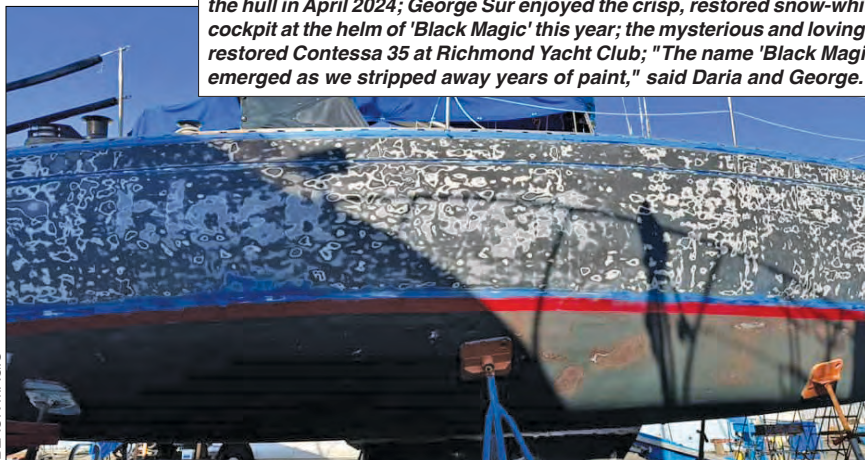
So, we scrubbed her clean, tested the engine, and took her out for a trial sail. Even with faded sails and years of dust, she flew across San Francisco Bay. Locals remembered her. "She raced like a witch!" one said.

But her name? Faded. Just a few ghostly letters starting with "Blue ...". No hull number, either. We went full sailing sleuth. We scoured old *Latitude 38* issues, trolled through sailing forums, and did reverse Google image searches. Slowly, the story emerged: She was once known as *Black Magic* and later renamed *Blue Blazer*, with a racing history stretching back decades. Owned by Max Gordon. Raced by Bill LeRoy. Rumored stolen at one point. Vanished, then found. The final clue came when we hauled her to Vallejo Marine Craft. Beneath layers of faded paint, the original name *Black Magic* slowly reappeared, shimmering in gold across her stripped hull.

With guidance from our sailing mentor Kerry Scott and the skilled hands of his Vallejo Marine Craft crew, we got to work. Hull and deck? Shining new. Traveler? Refurbished and moved to its original location. Engine? Her trusty Perkins Perama is serviced and purring.



Clockwise from top left: Daria Sur hand-paints the Contessa name on the hull in April 2024; George Sur enjoyed the crisp, restored snow-white cockpit at the helm of 'Black Magic' this year; the mysterious and lovingly restored Contessa 35 at Richmond Yacht Club; "The name 'Black Magic' emerged as we stripped away years of paint," said Daria and George.



the good jibes

Here are just a few of the good, good vibes from *Latitude 38's Good Jibes* podcast in the past few months:

We chatted with the first American woman to race single-handed nonstop around the world, Cole Brauer; Hobie cat champion and SoCal WASZP sailor Sarah Kraft; and minimalist sailor Joshua Wheeler, who is currently cruising in Mexico aboard his Flicka 20.

In addition to our traditional interviews, we've been hitting the docks to do some experimental on-location recording — capturing the energy of major boating events firsthand. That includes SailGP in L.A., the Newport Beach International Boat Show, the International Scuba Show in Long Beach and the Newport Beach Wooden Boat Festival. In these recent episodes of *Good Jibes*, we've been pondering how sailing sits at the crossroads of so many things — business and adventure, tradition and technology, solitude and community.

We were thrilled to speak with the phenomenal Cole Brauer in episodes #192 and #193. Cole made history when she got second in last year's Global Solo Challenge, sailing non-stop around the world, alone. She also became a social media sensation. Cole's energy is infectious. In Part 1, she recounts her journey from dinghy sailing at the University of Hawaii to offshore racing, including her first offshore experience in Hawaii, and how beer can racing opened doors for her. In Part 2, Brauer delves into the challenges of singlehandeding, the condition of her boat after 130 days at sea, and her reflections on fear and resilience. Cole plans to sail in the next edition of the Vendée Globe, which would make her the first American woman to sail in the most prestigious singlehanded round the world race.

In Episode #194, Sarah Kraft shares how her life under sail fuels her startup journey. Sarah, who is a Hobie 16 world champion and WASZP sailor and also the co-founder and CEO of Koil, discusses the parallels between sailing and entrepreneurship, navigating imposter syndrome, and the importance of mentorship for women in both arenas. Her insights offer a fresh perspective on how the skills honed on the water can translate to the business world.

In Episode #191, Joshua Wheeler, aka The Resourceful Sailor, brings us back to basics. Josh, a drummer turned sailor who shares his DIY tips and sailing stories from the cabin of *Sampaguita*, his 1985 Pacific Seacraft Flicka 20, which he's sailed from the Pacific Northwest to Mexico. He discusses his transition from music to sailing, his most satisfying repairs, and the philosophy behind making the most of what you have. Josh's approach emphasizes that great seamanship isn't about what you buy — it's about what you know, how you adapt, and how creatively you can make things work.

We took you behind the scenes at the Newport Beach International Boat Show in episodes #195 and #196. Joined by surprise co-host Celene Di Stasio, we explored yachts, chatted with vendors, hung out with the Catalina crew, climbed aboard a dozen glistening new sailboats, and discovered the electric surfboard of our dreams — the RÅVIK 3. We also fell in love with more than one of those sailboats (it happens). It was part boat show, part people show and all vibes.

And hey — if you or someone you know is a salty sailor or with stories to share or a sailing business looking to be featured on the airwaves carried by wind to *Latitude Nation*, drop us a line at editorial@latitude38.com. Let's make some vibes/jibes — the good kind.

— ryan foland, good jibes host

Then we brought back her original name and hand-painted it on the transom in true Jeremy Rogers fashion.

She's back, and she's spicy. *Black Magic* isn't just a pretty boat with a past. She's a certified Bay Area racing legend, with nearly 200 regatta wins under her belt. And she's not alone. Her sister ship, *La Diana* (owned by Brendan Huffman), still graces these waters — a beautifully preserved CO35, also featured in *Latitude 38*, and lovingly maintained by her long-time owner. Together, they're two of the last known Contessa 35s sailing the West Coast. Sleek, fast, and full of stories.

Today, *Black Magic* sails again, proudly flying her legacy name. She is berthed at the Richmond Yacht Club — refit, revived, and ready to write her next chapter. Every bolt we tighten (well, almost every bolt) and every breeze she catches keeps the legend alive.

If you've ever crossed tacks with her around the Golden Gate, raced aboard, or just admired her sharp lines from afar, drop us a line. And send pics and her hull number if you've got 'em! We're keeping her legacy alive, one story (and one halyard) at a time.

— daria and george sur



SARAH KRAFT

COLE BRAUER

Clockwise from top left: Cole Brauer; Sarah Kraft; world champ Kraft at the helm of a Hobie 16; scan the QR code to listen to *Latitude's Good Jibes* podcast.

SARAH KRAFT

MASTER MARINERS REGATTA —

Spring on San Francisco Bay can be as windy as — but less predictable than — summer. On Saturday, May 24, sailors in the Master Mariners Regatta recorded wind into the 30s, and even an apparent wind gust of 40 during the afternoon's last leg across the Slot.

The Master Mariners Regatta is a Memorial Day Weekend tradition on San Francisco Bay, and an opportunity for wooden-boat caretakers to put down the caulking gun and varnish can, hoist various sail configurations, and get their competitive juices flowing.

The Master Mariners Benevolent Association puts on the regatta, with assistance from Sausalito Yacht Club for running the start and finish, Encinal YC for hosting the after-race party, and St. Francis YC for hosting the Sponsors' Luncheon, this year held on Friday, May 16. Yes, it takes a village.

The starts go off in reverse-handicap order from in front of St. Francis Yacht Club. It's not exactly a pursuit race like the Three Bridge Fiasco — starts happen every 5 minutes after noon rather than at odd times such as 12:06:47. Five 23-ft Bear Boats started at noon, followed by Bird Boats 5 minutes later; the final division, the Parade Class, went off at 12:55.

As these boats vary greatly in their characteristics, from gaff tall ship schooners to smallish Marconi sloops and everything in between, courses vary depending on division. But everyone finishes in the relative shelter of Treasure Island's eastern shore, and everyone is invited to sail under the Bay Bridge, past the Port of Oakland, and down the Estuary to a raft-up, party, and overnight stay at Encinal YC in Alameda.

*"He thought
I was a seal!"*

The top story of the day belonged to Jack Reynolds and the crew of the 54-ft Colvin steel Pinky schooner *Roxy* and Stephen Carlson, who singlehanded his 1961 36-ft Angelman Sea Witch gaff ketch *Sea Quest*. *Roxy* was easy to spot on the race course, as she has a black hull and tanbark sails. *Sea Quest* is



Lindsey Klaus and crew on 'Brigadoon' having a blast, sailing the first leg to the Little Harding buoy. We've been told that this was 'Brigadoon's' 48th consecutive Master Mariners Regatta!

white with a blue stripe and a dinghy on davits perched over the stern. We caught up with the two sailors ashore at EYC.

"At the first yellow mark [Hank Easom, aka Yellow Bluff] by Sausalito, maybe a half mile from there," said Stephen, "I was messing with my backstay and the boat did a lurch." *Sea Quest* was sailing along, heeled over on starboard tack. Stephen turned his back and a wave hit the boat, knocking him overboard, head first into the Bay. "I grabbed for the shrouds and they weren't there," he said. "I thought you guys saw me fall off," he added in an aside to Jack.

Sea Quest took off like a rocket on her own.

"We missed the Sausalito mark the first time. We came around the second time. Everything's up, in the Slot, blowing like hell," Jack said, describing the scene. "You gotta go deep, probably way deeper than you want to," commented Stephen. As *Roxy* was rounding, Jack called out his admiration to *Sea Quest*.

After he fell off *Sea Quest*, Stephen kept telling himself to get his arms up in the air as high as he could. He was also yelling. Jack spotted what he thought was a seal, then realized that was no seal and called, "Man overboard!" Jack's son Sean went below to start the engine, then went back up to help crewmember Yoon catch Stephen. They each grabbed

SEA STORIES ABOUND



CHRIS RAY / WWW.CRGRAYVIP.COM



CHRIS RAY / WWW.CRGRAYVIP.COM



CHRIS RAY / WWW.CRGRAYVIP.COM



WOODY SKORIAK



WOODY SKORIAK

Clockwise from top left: The starting area and signal boat, 'Mercury'; 'Ocean Queen V' blasts across the Bay; 'Sequestor' on her way from Yellow Bluff to Blossom Rock; navigating gusts and whitecaps, 'Neja' chases 'VIP' on the Cityfront; 'Gold Star' and 'Roxy' at the start.

a hand and pulled him aboard. He thinks he wasn't in the water for more than 5 or 10 minutes.

"Did they grab you by the lifejacket?" asked Bob Kingston, the captain of *Pegasus*.

"No lifejacket," said Stephen. "I've sailed the Bay since I was a kid, and they didn't have mandatory lifejackets then. This has been a wake-up call for me that I need to start putting it on."

"Absolutely," agreed Bob. "You fall overboard in the Bay singlehanded and the chances of you being dead are very high."

"The fact that we were there and close

enough to pull you out — the moon and the stars," commented Jack.

With Stephen aboard, though hypothermic, *Roxy* throttled up and chased down *Sea Quest*. The ketch was sailing herself across the Slot, sails perfectly trimmed, with no one, human or machine, at the helm.

"You can balance the boat," says Stephen. "I've sailed from where the arrow's at in San Francisco to Sausalito on one tack and never touched the wheel. You get the sails set just right and the boat is balanced. She'll sail herself."

"We caught up to his boat in the middle of the Slot," said Jack. They sheeted

in all their sails and came within a foot of *Sea Quest*, at which point Stephen stepped back onto his ketch.

"My boat was headed to the City all by itself, sailing beautifully. They pulled up right next to it and pretty much let me on the boat close to where I fell off."

At EYC, Stephen said he was feeling fine, but, "I was colder after I got back on the boat because my clothes were wet. I don't have an autopilot that's actually functioning right now, so I have to steer the boat. I didn't get warm. I finished the race." He said he didn't feel scared, just stupid.

This was *Roxy's* first Master Mariners Regatta. "I think we got disqualified," said Jack. "We thought we had to go between the committee boat and the

MASTER MARINERS REGATTA —

THIS ROW LATITUDE / CHRIS



WOODY SKORIAK



ERIK SIMONSON / WWW.PRESSURE-DROP.US



mark. That's only about 50 feet wide." Roxy had sailed between the signal boat, Sausalito YC's *Mercury*, and the starting pin, StFYC's Mark A. The sailing instructions called for a reaching, northbound start from between A and Golden Gate YC's X mark.

SFFD and the Coast Guard were dispatched in a rather public display.

Another incident of note, which garnered a lot of attention from mainstream media due to the rescue vessels involved and images captured in stills and video, was the capsize and recovery of the Sea Scouts' open wooden sloop

Clockwise from top left: Ken Inouye steers 'Makani Kai' on the reach from Southampton to Treasure Island; Call of the Sea's 132-ft LOA brigantine 'Matthew Turner' started last, in the Parade Class; a StFYC coach boat stands by the capsized 'Viking' — they were running a C420 regatta in the area at the same time; Katrina Eckman helmed 'Freda B', seen here with Captain Paul Dines.

Viking. Her skipper, Mike O'Callaghan, explains what happened: "The Master Mariner Regatta is one of the pillar events for alumni of the San Francisco Sea Scouts program, and we look forward to competing each year, racing the program's 30-ft sailing whaleboat, *Viking*."

"During the race, the boat's rudder malfunctioned, causing the boat to heel too far to leeward and take on water. This was a long process and occurred in front of San Francisco's Marina Green, which resulted in SFFD and the Coast Guard's being dispatched in a rather public display."

"We appreciate the support of all those who came to *Viking's* aid. The boat was crewed only by adults, all of whom were in good spirits, and the eight crew were

safely transferred to SFFD and USCG vessels while the skipper remained on *Viking's* keel to keep the boat steady while awaiting a tow back to Aquatic Park.

"Though very wet, *Viking* was pumped out in minutes back at the dock, will make a full recovery, and will be ready for use during the S.F. Sea Scouts' annual two-week summer cruise up the Sacramento River."

"Those who wish to support this youth program and the repairs to *Viking* can make donations at www.paypal.com/US/fundraiser/charity/3892777." We were pleased to see that *Viking* was able to make it to the MMBA's Wooden Boat Show at Corinthian YC on June 15.

See more on May 28's 'Lectronic Latitude at www.latitude38.com.

Among other damage noted, Mark

SEA STORIES ABOUND

LATITUDE / CHRIS



Jack Reynolds (left) of 'Roxy' and Stephen Carlson of 'Sea Quest' had quite a sea story to tell their fellow sailors at Encinal YC after the race.

Sanders' 100-year-old 60-ft Nicholson ketch *Hurrica V* had to drop out of the race with damage. "Three of the starboard mizzen shrouds parted," reports Robin Driscoll, "and a number of starboard-side lifeline stanchions were severed from the deck as a result of a fouled spinnaker."

The good news: "Repairs were made in time for the Master Mariners Wooden Boat Show — at which *Hurrica V* took Best of Show!"

The Farallone Clipper *Credit* was able

sunshine, and what you could easily call perfect conditions. Despite forecasts calling for light winds, we were treated to a steady 20-knot breeze that held through the day. Even the tides and currents aligned beautifully: slack at the start for most classes, and no one had to fight against a 5-knot ebb or flood later trying to round Harding Rock, Blackaller, Blossom Rock or Southampton Shoal.

"The crew and friends on *Freda B*, many of whom were Sausalito waterfront icons, had an absolute blast." Woody

to finish the race with a podium position, but she later sank in her slip in the San Francisco Marina. We hear that she was raised the following day.

The Sausalito-based 80-ft gaff-rigged coastal schooner *Freda B* sailed alone in the Big Schooner division. Frequent *Latitude 38* correspondent John Skoriak (aka Woody) was among the guests for the regatta. "The Master Mariners race this year was a fantastic event — clear skies,

listed a waterfront who's who from the 1980s and '90s, including Billy Martinielli (a noted Sausalito shipwright and builder of the schooner *Gaslight*), Steve Hyman, Jamie White (a world-renowned traditional rigger who worked on the rigging for the tall ship *Matthew Turner*), Bill Heyman, Rick Whiting, Peter and Albert Streitman and Alice Merrill (daughter of Sausalito icon Charlie Merrill). "I would have to add my wife Miri also, USCG Master Unlimited." About 27 people sailed aboard *Freda B*.

"I've done at least 30 Master Mariners races and never had so much fun in such great company. Let's face it — Paul and Marina are the ultimate hosts, and their boat is the one everyone tries to emulate, especially in the charter business. Unlike some other boats, they don't do a paid charter that day — it's their day to thank all their friends and current and former crew."

This reporter was pleased to be invited to sail aboard Ken Inouye's 1970 34-ft Angelman Sea Spirit ketch *Makani Kai* for an exciting romp around the course. We set an asymmetrical spinnaker for the reach across the Bay from the Hank Easom buoy to Blossom Rock (some classes had to round Blackaller too, but we weren't required to), socked it for the jibe around Blossom, and later reset it for the run to Southampton Shoal.

Due to the delapidated condition of the Southampton platform, with collapsed concrete pilings lurking just beneath the waves, the leeward mark was the nearby Bob Klein buoy. The close reach aboard *Makani Kai* to the Treasure Island finish was a blustery bash — er, blast — with white water washing over the rail and draining back out through

Left: The Master Mariners Regatta experience wouldn't be complete without the post-race raft-up at EYC in Alameda. Right: With 'Brigadoon' safely docked for the night ('Brigadoon's the schooner in the left-hand photo with the green sail covers), Lindsey Klaus is ready to celebrate her win.



LATITUDE / CHRIS



WOODY SKORIAK

MASTER MARINERS REGATTA

the scuppers. After getting the whistle from *Mercury*, we sailed to the Estuary sipping Latitude 38 wine (unrelated to this magazine — it's from a winery in Lodi) and replacing all the spent calories with gourmet snacks.

For those of us avoiding major incidents, the whole day exemplified late-spring yacht racing at its finest.

— **latitude/chris**

MBA MASTER MARINERS REGATTA, 5/24

BIG SCHOONER — 1) **Freda B**, 1991 80-ft LOA gaff-rigged topsail schooner, Paul Dines/Marina O'Neill. (1 boat)

MARCONI I — 1) **Water Witch**, 1928 56-ft Stone cutter, John & Gena Egelston; 2) **Pegasus**, 1972 51-ft Alden, Peter Hayes; 3) **Kay of Göteborg**, 1978 52-ft S&S yawl, Neil & Ellen Gibbs. (7 boats)

MARCONI II — 1) **Nautigal**, 1938 Spaulding sloop, Robby Robinson; 2) **Farida**, 1960 38-ft Ingrid ketch, Mike & Sue Proudfoot; 3) **Salute**, 1958 35-ft Ditmar & Donaldson Huber sloop, Greg Booth. (3 boats)

MARCONI III — 1) **Flotsam**, 1963 30-ft Yankee, Wesley & Roger Nunez; 2) **Asolare**, 1961 Cheoy Lee Bermuda 30, Karnell & Elizabeth Hillscan. (3 boats)

MARCONI IV — 1) **Cybele**, 1957 26-ft Cheoy Lee, Will Turnbull; 2) **Kaze**, 1951 23-ft Okamoto sloop, Liz Roso-Diaz. (2 boats)

GAFF I — 1) **Brigadoon**, 1924 65-ft Herreshoff schooner, Lindsey & Terry Klaus; 2) **Aida**, 1961 55-ft Colvin schooner, Melissa & Andrew Flick. (3 boats)

GAFF II — 1) **Sequestor**, 1940 36-ft Tahiti ketch, Hans & Sophie List; 2) **Briar Rose**, 1939 32-ft Hanna ketch, Jack Sloane; 3) **Makani Kai**, 1970 34-ft Angelman Sea Spirit ketch, Ken

Inouye. (5 boats)

OCEAN II — 1) **VIP**, 1949 Farallone Clipper, Don Taylor; 2) **Neja**, 1959 Dasher 32, Ed Borger; 3) **Credit**, 1952 Farallone Clipper, Bill & Janice Belmont. (5 boats)

BEAR — 1) **Kodiak**, Joshua Ott; 2) **Chance**, Sam Gawthrop; 3) **Velerosa**, Hans Hansen/Mark Harris. (5 boats)

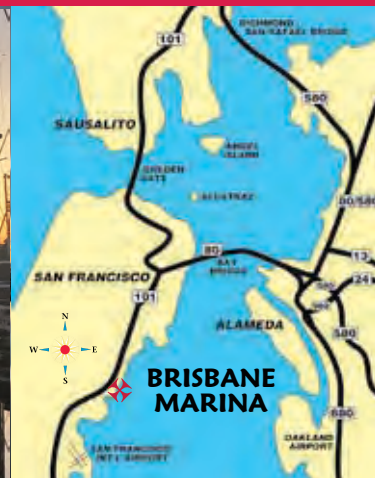
BIRD — 1) **Cuckoo**, Bill Claussen; 2) **Hummingbird**, Will Campbell. (3 boats)

Full results at www.sfmastermariners.org/regatta

PERPETUAL TROPHIES

ALOHA	Fastest Elapsed — Marconi II	<i>Nautigal</i>
BILLIKEN	Fastest Elapsed >30-ft — Gaff	<i>Brigadoon</i>
DEAD EYE	Fastest Elapsed >30-ft	<i>Water Witch</i>
FARALLONE CLIPPER	First to Finish — Ocean II	<i>VIP</i>
GERRY O'GRADY	First to Finish — Bear	<i>Kodiak</i>
HOMEWARD BOUND	Fastest Elapsed — Marconi III	<i>Flotsam</i>
J. EVERETT HANSEN	First to Finish — Bird	<i>Cuckoo</i>
KERMIT PARKER	Fastest Elapsed — Gaff II	<i>Makani Kai</i>
LONGEST DISTANCE	Farthest travel to start	<i>Briar Rose</i>
LYNX	Fastest Elapsed — Big Schooner	<i>Freda B</i>
LYLE GALLOWAY	Fastest Elapsed <30-ft	<i>Flotsam</i>

Brisbane Marina - Where You and Your Boat Can Rest At Ease!



FRIENDLY STAFF & LOCATION

When you arrive, you'll know it's right

GENEROUS ROOM TO NAVIGATE

75 foot wide fairways and channel access

SPECTACULAR ACCOMMODATIONS

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

COMPETITIVE RATES

Starting at \$8.67/foot

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



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

400 Sierra Point Parkway
Brisbane, CA 94005

www.brisbaneca.org

(650) 583-6975

harbormaster@brisbaneca.org

More Than A Show, It's A Reunion

Where sailing legends gather and new ones are born.



ANNAPOLIS SAILBOAT SHOW

OCTOBER 9-12

World's Largest Sailboat Show

- 150 New Boats • 550 All-Sail Exhibitors • 16 Premiering boats
- Three International Airports Nearby • All set in America's sailing capital



For tickets and more information, visit AnnapolisSailboatShow.com

SV ATALANTA —

ALL PHOTOS SHEARWATER SAILING
EXCEPT WHERE NOTED

Among the windswept cypress trees and sprawling golf courses of the Monterey Peninsula, where classic and exotic car enthusiasts gather each year for the famed Concours d'Elegance, it is often said that there is nothing more expensive than a cheap Ferrari. When my boat partner Chuck Drake and I upgraded from our Santana 35 and bought *Atalanta*, a custom 1988 New Zealand-built Farr 53 in summer 2020, although she looked beautiful, we knew we were in for a project.



Launch day, Auckland, 1989.

I had spent the first part of the pandemic reinventing myself. After racing yachts in the Med and Caribbean for most of my 20s, I had a two-decade-long career as a nonprofit fundraiser. During the early days of the pandemic, I realized that where I was happiest was on the water. Inspired by offshore sailing programs like those run by 59 North, my goal was to start a business that combined offshore passages with local charters on Monterey Bay. I earned my 100-ton Coast Guard license and set off to find the perfect boat. Unfortunately, most boats were either out of my geographic area or out of my budget, or otherwise not suitable for offshore charters. High on my wish list were individual berths, rather than the double cabins found on many modern boats. When *Atalanta* was listed right in our backyard, we immediately went to see her.

The boat showed beautifully on that summer day on San Francisco Bay, and the immaculately varnished interior of tawa, a light hardwood native to New Zealand, glowed alluringly in the morning sun. The 130 hp Volvo diesel had been completely rebuilt and had only 2,900 original hours. She ticked all of our boxes. Her lines, to my eye, were perfect. The boat had a presence about her that was undeniable.

Elsewhere, however, things were not

so rosy. An aging teak deck, original '80s-vintage electronics, frayed running rigging, and pools of hydraulic oil gave glimpses of some of the major projects we would need to undertake. The list was long and daunting. But the price was too good to pass up, and we knew that this would make a comfortable and safe cruising platform for our families and friends.

Our first project was to service all the hydraulic systems on deck. As with many boats of that vintage and size, hydraulics were used on many of the rigging adjustments and we found no fewer than seven cylinders that needed overhauling: out-haul, vang, backstay (x2), inner forestay, baby stay, and, a pleasant surprise when we removed the mast, a mast jack to



A forlorn-looking 'Atalanta' awaiting her new owners.

Additionally, it would enable me to realize my dream of offering charters on the West Coast and beyond. Needless to say, we took the plunge without hesitation. We immediately enlisted Gilles Combrison of GC Rigging and Composites, who had worked on our previous boats, to oversee the refit, and moved the boat to the Sugar Dock in Richmond, California.

Gilles and the team at Svendsen's Bay Marine made quick work of removing the 75-ft mast.



release tension on the rig for easy shroud adjustments. All of the Navtec components were original, but replacement seals and other parts were not difficult to come by.

Next, the running rigging was due for replacement, so we ordered a half kilometer of 14mm Dyneema, which was necessarily oversized to work properly in the self-tailers of the old style Lewmar 65 electric primary winches, which were not in the budget to replace. Kaya Ropes represented a good value compared with name brands, and we have been very pleased with their performance and durability. We upgraded the main halyard to 2:1.

New sails were also not in the budget, but Gilles built a new inner forestay out of PBO, and David Hodges at Ullman Sails Santa Cruz converted a #5 jib from a Santa Cruz 70 to a full-sized staysail, adding soft hanks to the luff. David also converted a #5 jib from a Sydney 38 to a storm staysail using the same hank system, and he recut a Santa Cruz 70 spinaker into an asymmetric cruising chute with an ATN sock for shorthanded sail handling. These modifications were very budget-friendly.

A clever upgrade was Gilles' design and installation of a lazy jack system that would work with a conventional sail cover. Instead of running the lazy jacks through a block on the mast and down

REFITTING A MODERN CLASSIC



'Atalanta' sailing downwind on Monterey Bay.

WILLIAM PRYOR

to a cleat, which can cause them to slap against the mast, Gilles designed them to dead-end at the top and then be adjustable at the boom, with enough extra line that they can be run forward and stowed — very clean.

When we later decided that we would be better served by a stack pack, the lazy jacks were removed from the boom and attached to the stack pack, requiring no further modifications. Mark Gibbs at Monterey Bay Canvas took the sail cover, and because the Sunbrella material was new, simply cut the top open, added a zipper, inserted battens, and used the bolt rope track on the boom that had originally worked with a close-footed main to hold the stack pack in place on the boom. This was a cost-effective alternative to a new stack pack and it functions beautifully, especially on charters with limited crew. In addition to the stack pack conversion, we added bags in both cockpits for sheet tails and guest gear, and mesh bags for halyard tails and reefing lines.

Windows — old and new.



We also felt it prudent to replace all the old gates and plastic-coated lifelines with new wire, fittings, and quick-attach pelican hooks. Notably absent were mooring cleats, so Gilles mounted those aft and amidships, incorporating beautifully finished G10 backing plates for each.

Next, we removed the 1,470-lb mast, nearly overloading the 1,500-lb crane. Svendsen's Bay Marine then blasted off the paint and filler, which exposed small cracks in the aluminum, especially around the gooseneck. Before re-stepping the mast, Gilles replaced the spinnaker pole track with a new Harken system. We saved money by refurbishing the original aluminum spinnaker pole and reaching strut rather than replacing them. After welding the gooseneck, the rod was thoroughly inspected, and we were back in business.

The next several projects happened concurrently. We commissioned The Canvas Works in Sausalito to design and fit a new offshore dodger for the center cockpit, with an eye toward charter guest

comfort. The new dodger, which replaces a spray hood that can be reinstalled when the boat is in racing configuration, is extremely stable and provides 360-degree views while protecting nearly the entire cockpit. The Canvas Works also made cockpit cushions, which snap in place and have served us well for charters. The cabin windows were due for replacement, and this turned out to be a major job for Gilles and his crew as some of the wood around the frames was rotten and needed repair. The end results, though, were both beautiful and functional new windows and varnished interior frames.

Chuck and I decided that rather than stagger replacement of the electronics, we would just rip off the Band-Aid and do them all at once. Eric Steinberg at Farallon Electronics in San Rafael managed this aspect of the refit, walking us through the process of installing an NMEA network that incorporated the existing B&G T41 color displays and adding two Zeus multifunction displays at the nav table and the helm. This also meant fitting a new Furuno radar, chartplotter, Fusion Link stereo, AIS, Icom HF transceiver, and autopilot computer, and represented a not-insignificant portion of the overall expense of the refit.

Once the instrumentation was in place, GC's master craftsman Denis Fraisse built backing plates and a custom door in the nav station where an old weather fax had been removed to allow us access to the Wi-Fi router, AIS module, and Bluetooth functions. Because so much of



SV ATALANTA — REFITTING A MODERN CLASSIC

the electronics became consolidated onto the network, there were now large empty spaces in the nav station, which Denis artfully repurposed into storage nooks and cubbies. The black backing plates gave the space a modern feel.

The boat's original C. Plath compass needed a new diaphragm and seals, a project I did myself after a good deal of research. The folks at Weems & Plath were very helpful in getting me the replacement parts, and then I was faced with the task of getting the compass oil in without a bubble in the glass. After many hours, I mastered the technique, put everything back together and ultimately saved myself the expense of a new compass or a factory rebuild. We took the small victories where we could get them. Another savings came from polishing and repainting the original cowl vents for the dorades instead of replacing them.

As the electronics were getting wrapped up, we also decided to revamp the electrical systems, adding a new Mastervolt inverter/charger, a 250-amp alternator, a 900-amp hour battery bank and an EZ-5 battery management system. Electrical guru David Smith took on this project and sifted through years' worth of outdated and inoperative systems — a major undertaking and expense, but as it was part of the boat's critical infrastructure, we didn't want to cut corners.

Moving to our next big task, we found that several components of the steering system, including the rudder and rudder bearing, were suspect, so we opted to drop the rudder out of the boat while hauled out at KKMI in Richmond. It was fortunate we did this as the bearing was badly corroded and needed replacement before the boat could safely be sailed. Gilles and his crew fought and won an epic battle to remove the rudder without damaging the rudder post or hull.

Life is a reach: Guests enjoy a coastal charter.



KEVIN WASBAUER



Removing the rudder was no small task.

We replaced the bearing with a Jefa composite bearing from Denmark. We also replaced the quadrant and re-led some of the steering cables to make them fair. The rudder itself seemed OK but we needed to drain it of water and patch it up. We later discovered the rudder is slightly asymmetric, and, given its age, should be replaced. Larry Tuttle at Waterat is designing and building a new carbon rudder, which should greatly improve handling and give us peace of mind offshore.

As the boat had not sailed much in recent years, many deck components also needed attention. While we were able to disassemble and salvage many of the seized blocks, the traveler did not appear at all up to the task. Gilles removed the old track and replaced it with a new Harken traveler track and cars, building G10 backing plates for every bolt and creating custom parts to ensure lines would not wrap around the traveler ends. He also replaced our corroded double footblocks and preserved the original coamings. We cannot say enough about his attention to detail.

An unexpected project was the anchor locker, where we found areas of water intrusion and a number of past repairs that were not aging well. Denis spent many days pretzeled in the locker, grinding, filling, sanding, and painting, until we were left with fully functioning anchor and windlass, navigation lights, and raw-water plumbing for deck washdown.

Some of the clever original features of the boat that had been abandoned over the years were worth bringing back to life. The leeboard for the aft cabin and the table for the aft cockpit were both resurrected and installed with new custom stainless hardware. The original 1980s microwave oven still

worked fine, and Denis fastened it neatly into the galley. Chuck and I like its vintage flair.

Decidedly not a marina queen, *Atalanta* was built by the storied McGaffin Brothers Boat Builders in New Zealand for high-latitude ocean sailing, as evidenced by the removable inner stay and oversized rigging. The engine shaft is 1.75 inches in diameter spinning a 27-inch three-blade Martec feathering prop, and the main bulkhead is 9 inches thick. The boat motors comfortably at 8 knots with a maximum speed of 10. The bottom battery of the fully battened mainsail is 22 feet long, and the Spectra offshore main that Hodges built for the previous owner 20 years ago continues to serve us well.

One year and two-and-a-half times the original purchase price later, *Atalanta* was ready for service. It had taken nine months before we had even been able to sail her for the first time, but when we did it was pure delight. On a breezy San Francisco Bay day, she knocked down the chop with ease and gave a glimpse of her capability as a bluewater voyager. When we finally brought her to Monterey on a windy delivery, she effortlessly clocked 12-13 knots on the slide down the coast. She then immediately began charters, and since last July has introduced hundreds of people to the beauty of Monterey Bay. Soon she will point her bow farther south and make trips to the Channel Islands, Mexico, Hawaii, and beyond. For more information on these and other offerings, please go to Shearwater Sailing's website at www.shearwatersailing.net.

The refit was long and arduous and expensive, and sometimes painful, but it was worth it. *Atalanta* is a unique and beautiful boat, and she is now reborn, and with the proper care is ready to sail long into the future.

— **kevin wasbauer**

Kevin Wasbauer enjoys the fruits of his labor.



FERNANDO ROSERO

YOUR #1 DIY RESOURCE

Everything you need.
All in one place.

- ✓ Items not available anywhere else.
- ✓ One-stop resource with deep inventory.
- ✓ Easy-to-reach technical sales staff.
- ✓ Extensive free how-to content.
- ✓ Competitive pricing.
- ✓ Quick shipping.
- ✓ FREE shipping over \$199*.

SAYLOR # outdura TOPNOTCH TOPGUN Odyssey EverSoft PHIFERTEX STAMOID STRATAGLASS NAUHAHYDE sunbrella Dura+Wax
Ultraleather COR JURA Morbern Sea EDGE SnapRite LENZIP YKK DOT LOXX SUESS Tenara COATS A&E Twitchell CRYPTON

 **SAILRITE**
Est. 1969

Your fabric and sewing supply store | Visit us at [Sailrite.com](https://www.sailrite.com)

©2025 Sailrite Enterprises, Inc. "No promo code necessary. Free FedEx" Ground shipping to the 48 contiguous United States only (excludes AK, HI and PR). Order subtotal must be \$199 or more before tax and shipping to receive offer. Offer not valid on prior purchases. Does not apply to trade accounts. Some exclusions apply.

BAJA HA-HA XXXI

Cruiser Services

Supplying the gear that lets you Go Cruising, Not Camping

www.CruiserServices.com
Watermakers, Marine Refrigeration
and Air Conditioning



NO MAS FLOP!

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

www.flopstopper.com

Essential cruising equipment



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

A Cruiser's Paradise!

www.elcid.com

marinaelcidmazatlan@elcid.com.mx
011-52 (669) 916-3468



Summer is safe at Paradise
Enjoy your stay with us!

+52 (322) 226 6728 **www.paradisevillagemarina.com**
Reservations: marina@paradisevillagegroup.com
dmarkie@paradisevillagegroup.com



It's About You, Our Client!
Providing Cruising and Racing Yacht Insurance Coverage Since 1987

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

JOIN THE BAJA HA-HA 2025

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

Nearly 4,000 boats and 10,000 sailors have done a Ha-Ha. Most participants are long-time sailors but first-timers to Mexico. Fleets are also sprinkled with repeat offenders. Several skippers have done 10 or more.

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

The goal of every Ha-Ha is for everyone to have a great time sailing and meeting other cruisers while making a safe passage down the coast of Baja. If you have a boat and a hunger for adventure, think about signing up for this year's 31st running. Visit www.baja-haha.com.



Watt & Sea Parasailor ECHOtec

www.hydrovane.com



**LEOPARD
CATAMARANS**

www.leopardcatamarans.com



**ULLMAN
SAILS**

San Diego: 619-268-1404
sandiego.ullmansails.com

Best Marina in Banderas Bay



MARINA RIVIERA NAYARIT
AT LA CRUZ

www.marinarivieranayarit.com
011-52-329-295-5526

Latitude 38 CREW PARTY:

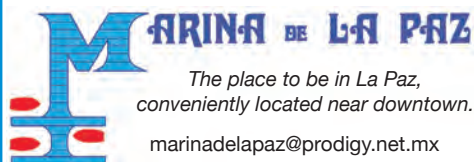
Sign up for our Crew List and attend the fall crew list party: September 4 at Spaulding Marine Center, Sausalito.

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

MARITIME MEDICAL GUIDES

- ✓ Medical trainings ✓ Telehealth services
- ✓ Prescription med kits ✓ First aid supplies

www.maritimemedicalguides.org



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

marinadelapaz@prodigy.net.mx

011-52 (612) 122-1646

www.marinadelapaz.com



**La Paz Tourism Board
welcomes you to
La Paz!**

**Enjoy our
Baja Ha-Ha Beach Fiesta
Sunday, November 19**

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



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

**Haul-outs up to 150 tons.
Maximum hurricane safety
in the Sea of Cortez.
One hour south of the border.**

+52 (638) 112-0204

Recinto Portuario 91-A, Zona Astilleros,
Puerto Peñasco, Sonora, Mexico

cabralesboatyard.com



IMPORTANT DATES

September 3, 5 p.m. – Deadline

for all entries and information to be
received by Baja Ha-Ha, LLC.

**September 4, 6-9 p.m. – Latitude 38's
Fall Crew List Party and Baja Ha-Ha
Reunion, Spaulding Marine Center,
Sausalito.**

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

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

**November 2, 8:30- 9:15 a.m. – Skipper
check-in.**

**November 2, 9:30- 11 a.m. – Skippers'
meeting, West Marine, 1250 Rosecrans.**

**November 2, 1 p.m. – The Annual Ha-Ha
Halloween Costume Party and BBQ.
West Marine, 1250 Rosecrans.**

**November 3, 10 a.m. Monday – Baja Ha-
Ha Kick-Off Parade.**

**November 3, 11 a.m. Monday – Start
of Leg One for all boats off Coronado
Road**

**November 6, 2 p.m. – Daytime – BHH
baseball game at Turtle Bay.**

November 7, Evening: Restaurant
hopping, such as it is, in Turtle Bay

**November 7, Noon-ish. Friday – Famous
Turtle Bay Beach Picnic Party until
sundown**

**November 8, 9 a.m. Saturday – Start of
Leg Two to Bahia Santa Maria.**

**November 10, Monday – Bahia Santa
Maria Day; a layday for relaxing and
exploring.**

**November 11, Tuesday – Hiking, beach
walking, sports, and the annual Rock
'n' Roll Beach Party, sponsored by the
local fisherfolk.**

**November 12, 7 a.m. Wednesday – Start
of Leg Three from Bahia Santa Maria
to Cabo San Lucas.**

**November 13, 7:30 p.m. Thursday –
Dance Party at Squid Roe.**

**November 14, noon. Friday – Cabo San
Lucas Beach Party**

**November 15 – 6 p.m. Saturday – Awards
presentations hosted by Cabo Marina.**

**November 23, 4-7 p.m. – La Paz Beach
Party at La Costa Restaurant.**

TITLE PARTNER

Latitude 38

The West's Premier Sailing & Marine Magazine

In print and online

www.latitude38.com

Yachtfinders/Windseakers
*in the heart of
San Diego's boating community*

Specialists in cruising-sailboat brokerage for 40 years

info@yachtfinders.biz • www.yachtfinders.biz

(619) 224-2349 Fax (619) 224-4692



**MEXICO MARINA
ASSOCIATION**

Boating in Mexico

Everything you need
to know about

www.ammt.org

**Boating in Mexico
by AMMT**

**VISIT
BAJA
CALIFORNIA
SUR**

WWW.VISITBAJASUR.TRAVEL

**Set Sail on an Excursion
of a Lifetime
in the Bay of Loreto!**

www.visitbajasur.travel

FIRST THE PACIFIC PUDDLE JUMP —

ALL PHOTOS PATRICK RABIN

In 2024, three college friends and I quit our jobs and poured our savings into a sailboat with the goal of crossing the Pacific Ocean. Ranging from age 22 to 26, Jack, Lauren, Teddy, and I found *Open Range*, a 1989 Beneteau, and restored her in Santa Cruz over the winter. We rewired electronics, overhauled the plumbing and engine, fine-tuned the rigging, and installed a few new offshore gadgets. What had started as a shared dream during college turned into a serious commitment. From the start we'd agreed that the California and Baja coasts would be our main shakedown sail. California proved to be a good training ground, and Baja taught us valuable lessons in coastal cruising.

Sailing from San Diego to Cabo was a great shakedown and felt like our own private Baja Ha-Ha. At our first stop in Ensenada we were greeted by a nice community of cruisers. Fellow Puddle Jumpers Curtis and Julie of SV *Manna*, who connected with Lauren on NOFOR-EIGNLAND (an app connecting cruisers), were waiting to catch our dock lines. We spent one night in Ensenada provisioning and treating ourselves to tacos as a reward for finally fleeing the United States. Between Ensenada and Cabo, we saw just one other sailboat in the rolly anchorages; Jack and Lauren used the lee cloth in the forward cabin to avoid getting thrown out

Enjoying a nice reach with the main and genaker in the northern trade winds.



of bed. We took the bad anchorages in stride, knowing there were many more to come, and that challenging seas lay ahead.

It was already late March, and sailing to La Paz or Puerto Vallarta would have eaten up time that could be spent on boat projects, of which there were many. Sailing down the Baja coast had checked all our shakedown-sail boxes, and we wanted to start the crossing as soon as possible to enjoy our time in the South Pacific before cyclone season. Cabo San Lucas and San Jose del Cabo had most of the boat parts we needed, and anything else was ordered online and brought in by family members who had come to send us off.

We spent two nights docked in San Jose del Cabo to complete tasks that required flat water, like adding Spartite to better secure the mast to the deck. The slip also made it easier to load up, organize, and strip down the packaging from a mountain of provisions from the Cabo Costco. Lauren did an excellent job of categorizing and tracking every single morsel of food to ensure we would have more than enough nutrients for the entire offshore passage. The exorbitant slip fees discouraged us from staying any longer, so we spent the next few nights in Palmilla Bay, a lovely, quiet anchorage with beautiful, warm water and lively reefs.

We finished our essential pre-departure projects in the flat Palmilla Bay anchorage, though landing the dinghy between rocks and shore break grew old quickly. Teddy tackled the fridge air circulation, a broken alternator, the water heater's relief valve and anode, and installed custom stove brackets. I replaced a cam cleat on the traveler, solved GPS and AIS issues, climbed aloft to inspect the rigging, refilled propane, and installed a new Wi-Fi router to monitor Starlink data offshore. Jack secured our loose rudder post, polished a tank of bad diesel, and dove under the boat to replace a seacock. Lauren, on top of provisioning, added a fill gauge to our watermaker, rebalanced the tanks, and changed the engine oil. Our newest crew member, Andrew, proved his worth with a bombproof fiberglass repair on the swim ladder, reshaping the Hydrovane rudder, and helping ventilate the fridge.

Finally, on April 3, we raised anchor for the final time and set off for the South Pacific. Just a few miles off the Baja Peninsula, the water turned

to the truest shade of blue I have ever seen, fulfilling an unknown lifelong satisfaction. The first few days were rough, besides catching a massive skipjack tuna in the first hour. We made the mistake of pointing farther west rather than south to find wind. The cape effect from Cabo Falso hammered us with sustained winds in the high 20s and low 30s, which fought the prevailing swell to create an angry and confused sea state. Teddy and I were severely seasick for the first 24 hours. This made me nervous for the many miles ahead. It was my first time getting seasick since we'd left Santa Cruz in February, and I began to doubt my readiness and experience to take on a long passage. Luckily, the rest of the crew were very understanding and reliable. The rough seas continued for a few days, but a single Bonine got me back on my feet for the rest of the crossing. Every hour or so, we took a wave over the deck, dousing the cockpit and soaking the helmsperson. The sea slowly mellowed as we quickly acclimated, and I was well enough to stand my first midnight watch.

Provisioning for a month at sea came with plenty of lessons. Big wins included our frozen meat supply, especially the precooked Costco bacon. Cheese and Greek yogurt held up well in the fridge, and our stash of 117 eggs (some stored in the bilge) lasted the entire crossing. Romaine lettuce was the unexpected hero of the produce drawer, outlasting expectations thanks to careful packaging with paper towels. Tortillas, rice, and pasta were our go-to carbs, while my homemade beer bread was a crew favorite. Beef jerky, Pringles, raisins, and Oreos were hits, and everyone adhered (mostly) to the daily snack quota. On the flip side, cream cheese was overbought — Mexico has no bagels in sight — powdered milk flopped,



THEN OUR COLLEGE GRADUATION



Our first anchorage post-crossing at Hanavave Bay (the Bay of Virgins) in Fatu Hiva, Marquesas Islands.

and the onions stored in a dark cabinet became a moldy disaster. We learned to separate apples from other fruits during our trip down Baja, and our cabbage, clementines, limes, and potatoes lasted through to French Polynesia. Our hot sauces and spices ran out far too early, sparking what Lauren called a full-blown "spicis."

On the water, we began feeling the stillness of day 10 at around 6 degrees north, much sooner than we had expected. While we tried our best to forecast the whereabouts of the ITCZ (Intertropical Convergence Zone), the ever-changing conditions made it difficult to time our crossing to minimize our exposure. We switched between sailing, motorsailing, and all-out motoring until we reached the equator. After officially crossing into the Southern Hemisphere, we stopped to celebrate. Lauren produced a bottle of champagne from her closet, and I made pancakes for breakfast. The weather was perfect.

Intermittent rain squalls on the northern boundary of the ITCZ gave way to blue skies and crystal-clear seas. When we jumped into the ocean to swim and celebrate the milestone, we took the opportunity to reckon with one of the beasts who had been stealing our fishing lures. On a dive to check out the

Lauren balances on deck on a calm day during the crossing.



underside of the boat, I saw the outline of a marlin emerge from the depths. It must have been 8 feet long and looked as if it had jumped off our boat's logo.

Nearby vessels were few and far between. I contacted one cargo ship over the VHF on day six and later in the crossing saw the lights of another vessel on the horizon. PredictWind showed our fellow Puddle Jumpers throughout the crossing, but none ever passed within VHF range. After a few weeks, we grew curious about our distant neighbors and emailed PPJ organizer Andy Turpin to get contact information for the closest sailboats. The closest, *Polaire Bear*, came within just 15 miles of us and remained close for several days, just out of VHF range. We all joked about racing *Polaire Bear* to the Marquesas while trimming sails and checking their location on the chart every day or so. It's a good thing the Pacific Puddle Jump isn't a race, we would have lost. We caught up with *Polaire Bear* at anchor in the Marquesas and enjoyed a proper introduction. *Surface Interval* and

Amazing Grace III, who were close behind for the second half of the crossing, are anchored right next to us off Ua Pou in the Marquesas as I write these words.

We'd all long anticipated the sight of landfall. Who wouldn't after 23 days at sea? My eyes grew tired of the constant, albeit beautiful, blue of the Pacific waters and skies, and I awaited the striking green mountains of the Marquesas. Land emerged as the sun rose, and its overwhelming smell hit us all. Blooming flowers, fresh rainfall, and lush forests shed their fragrance into the breeze off Fatu Hiva, sweeter than any flower shop I will ever set foot in.

We dropped anchor at 1130 on April 25 in the Bay of Virgins of Fatu Hiva. Then we picked it up and dropped it again, and again, and again. We finally set the hook in 85 feet of water on the outside of the bay at around dusk. The small anchorage was packed with 14 other boats, most of which had just completed their crossings. Diving into the bay, I was instantly overwhelmed by the crystal-clear visibility and vibrant

FIRST THE PACIFIC PUDDLE JUMP



Skipper Jack performs a much-needed underway oil change after a lot of motoring in the doldrums.

coral reefs. I felt I was swimming in an aquarium resplendent with reef fish, manta rays, octopuses, turtles, and a few curious reef sharks. Our first steps on land felt like walking on the moon and we happily hiked to a nearby

waterfall to check out the local wildlife.

Hanavave was welcoming, despite our lack of French and Marquesan language skills. Some residents handed out pamplemousse and bananas. We ate dinner with a family in the village, together with our new friends on SVs *Pinnacle* and *Nanuka*. Our hosts served delicious *poisson cru* with wahoo, slow-cooked goat, papaya salad, and many glasses of corossol (soursop) juice. The wild, rich Marquesan landscape made for the perfect landfall experience, tying together our lifelong ambitions of sailing across the Pacific. Adam and Liv of *Nanuka* became great friends and sailed alongside us all the way through the Tuamotus.

We enjoyed our Pacific Puddle Jump experience immensely. Though we'd missed the in-person seminars and meeting other Puddle Jumpers in Puerto Vallarta, connecting with the fleet online was invaluable. The PPJ website resources, specifically information about clearing into French Polynesia, were very helpful. And knowing the organizers were checking our location



Lauren finds her inner peace floating at the equator.

daily via PredictWind gave us huge peace of mind 1,000 miles offshore.

Two weeks after our crossing, I flew from Nuku Hiva to Los Angeles for my college graduation. I was overwhelmed by the chaos of cars and crowds. My friends picked me up, and we drove to USC and celebrated together with our families. It was a joyful, bittersweet week and I realized how much I'd missed home. But now, back on the boat, my decision to graduate early for this journey feels more certain than ever. Sailing across the Pacific with *Open Range* was the best choice I've ever made.

— **patrick rabin**

RACING IS

WHAT YOU'RE RACING FROM



Element. Harken, for people who don't need Harken.

You are precisely the opposite of a racer. This is fine. Because at Harken, we make products for sailors. For example, our Element blocks: aluminum forged for the strength to simply work for years. Metal, priced like plastic plain-bearing blocks. Sure, we make racier blocks. To each, their own.

Sailing Supply/Downwind Marine

San Diego, CA
619.225.9411
sales@sailingsupply.com
www.sandiegomarine.com





AT THE FRONT

HARKEN®



▶ LEARN MORE

Your Boatyard in the Heart of Paradise

Our Services |



Large, fenced, secure dry storage area

TAHITI CUSTOMS POLICY

Foreign Flag vessels can stay on dry storage in our yard for up to 12 months out of 24.



Professional boatyard in the heart of Paradise



Raiatea Carenage will make sure paradise is everything you expected.
Call, write, or sail in . . . we're here to serve you.

B.P. 1111 Uturoa Raiatea 98 735 Polynésie Française

Tel: (689) 40 600-545 ~ Fax: (689) 40 600-546 ~ VHF 68

Web site: <http://www.raiateacarenage.com> ~ email: raiateacarenage@mail.pf

Facebook : Chantier Naval Raiatea Carenage

HAULOUT

- Marine Travelift 25 tons
- Marine railway 70 tons
- Storage in adjustable steel cradles
- Fenced Yard
- Travelift 50T & Amphibious mobile trailer 50T
- Services of our tug for towing safety assistance and interventions

PAINTING

- Topsides, hull, bottom, varnish
- Brush, roller, spray

MECHANICAL WORK

- Inboard, outboard, diesel, gas
- All brands

REPAIRS

- Electrical repairs
- Refrigeration installation & repair
- Fiberglass & woodwork
- Welding, steel, stainless, aluminum

SAIL LOFT

- Sail repairs, biminis, dodgers, covers

STORE

- International, Pettit, Epiglass, Devoe
- Spares
- Fill U.S. gas cylinders

DO-IT-YOURSELFERS WELCOME!

BoatUS Cooperating Marina

AT THE FRONT **HARKEN®**

Harken Furling On Sale Now

Through July 15

The season is here—and it's not too late to upgrade your furling system. Whether you're planning a summer cruise or managing your headsail solo, **Harken MKIV and MKIV Ocean Furlers** deliver the performance and reliability serious sailors demand.



Fisheries Supply

Marine Supplies Since 1928

Please visit fisheriessupply.com/harken



Call us 800.426.6930



FisheriesSupply.com



1900 N. Northlake Way, Seattle

One of the lost pleasures of planning a trip to a new sailing area was rolling out the new charts. A physical chart that covered most of the dinner table evoked the adventure, the hazards, and the rewards of a cruise. But times have changed. The charts are digital, and the largest chart is only as big as your screen.

Our local sailing school and its affiliated "club" was planning a charter flotilla, and tried to get around this limitation by projecting the charts on the big screen in the yacht club bar. Lee Helm, naval architecture grad student and ace navigator, had been tapped to help with the navigation lecture — especially the nuances of digital charts. Many of these sailing-school people are more or less novice cruisers, despite their age. "Seems a shame that they had to wait till retirement to learn to sail," I often thought. But this class was pretty sharp, and some of them had been sailing back in the day.

"Digital charts have, like, more info, but you have to take some time to learn their care and feeding," Lee began. She stopped for questions after a few charts of the flotilla cruising grounds were projected on screen, with various options turned on or off.

"I miss the color of land in the old paper charts," one of the older-sounding voices in the darkened room remarked. "The charts used to show land as bright yellow, like the color of a sandy beach in sunlight. Made me really look forward to going there."

"Me too," another cruiser waxed nostalgic. "It was in the mid-'70s that they took away the sunlight and went to a dull shade of yellow. Then to an even duller tan color, supposedly to conform to international standards."

"And now the digital charts paint the land with a color that looks like abandoned industrial shoreline," complained another sailor. "Not that that isn't what a lot of our urban shoreline actually is, but still, the color choices should make the charts appear to describe places we want to sail to, not Superfund sites."

"Standardization, like, reduces errors," Lee tried to defend the digital chart conventions. But the room was clearly not with her. "Forget the aesthetics; you have to be very careful with the zoom level," Lee continued, trying to stay on topic. "It's like, an artifact of adapting the charts to small screens. Zoom out too far, and hazards can disappear from the map. Zoom in and you can lose track of the overall navigation strategy. Zoom out again and you have to deal with overlapping text and other kinds of clutter."

"Wasn't there a round-the-world racer who put their boat on the bricks because their chart was zoomed out too far?" asked a younger voice in the group.

"Good case in point," said Lee. "It was Team Vestas Wind, in the '14-'15 Volvo. Hit the Cargados Carajos Shoals at, like, 16 knots, right where their zoomed-out digital chart said they had 40 feet of water."

"So the moral is to stay zoomed in?" I asked.

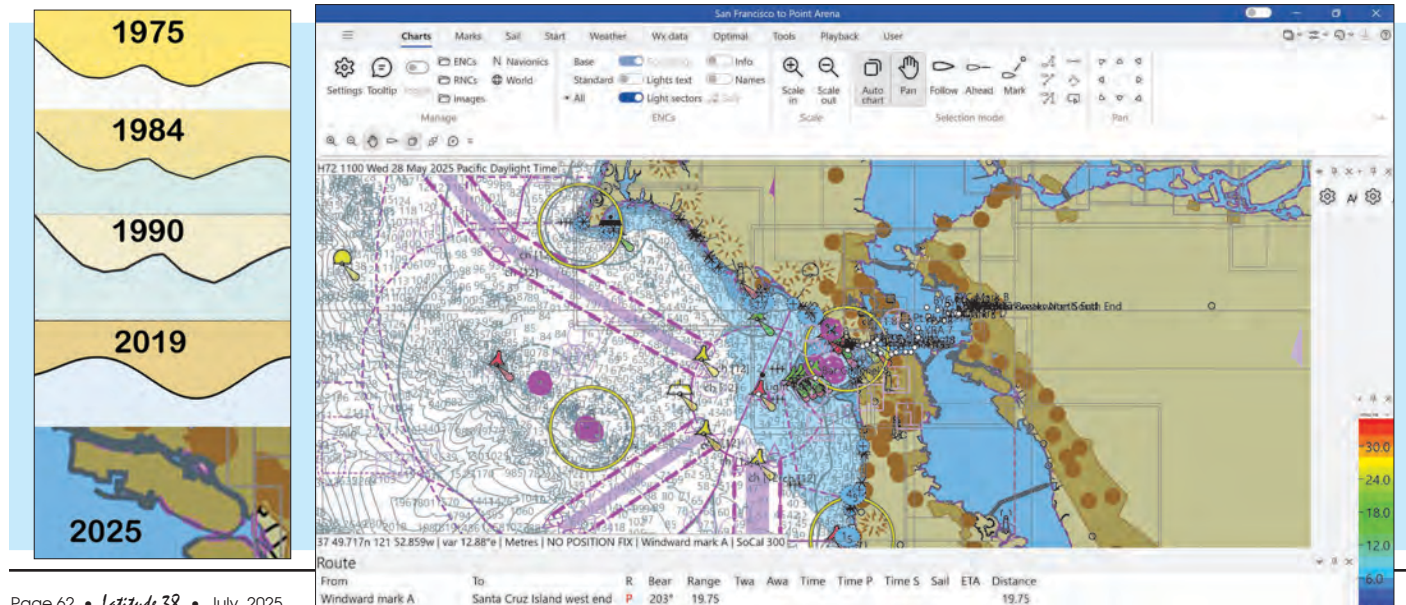
"Not really. You need to be aware of the big picture too, especially in a complex reef or estuary system, or a group of small islands. And like, zooming out also can give you hopeless text clutter because the font size stays fixed, and some of the warning icons, like rocks, don't shrink with other details and it all makes a mess on your small screen till you figure out how to use anti-clutter options."

"I have the opposite problem," I volunteered, even though I was really just eavesdropping on this group that had taken over my yacht club bar. "My old eyes can't always read the smaller print. So I zoom in to read the small labels and notices, as I'm used to doing with the online raster charts. But the words just get smaller and smaller with each zoom-in click, so the actual font doesn't increase at all and I still can't read it."

There was agreement in the room that surprised me. I had imagined that all the new students of coastal navigation would be introduced first to digital charts, and feel constrained by the fixed protocols of paper charts or even digitized raster charts. But this crowd shared most of my beefs with the new format.

"What about the Newport to Ensenada race back in 2012?" another sailor asked. "Was it the same zoomed-out-too-far problem, making Los Coronados Islands disappear from the chart? They think that the crew was all sleeping and

Below left: The color of land through the ages — 1975 was like warm sand in sunlight; 1984 shows less color saturation and no more sunlight on the sand; 1990 is very light tan with hardly any color; 2019 has a dull tan and conforms with international standards; 2025 indicates today's digital charts. Not a great sales pitch for adventure. Right: Text and other kinds of clutter when a digital chart is carelessly zoomed out to get the big picture.



LATTITUDE / JOHN ARNDT I



LATTITUDE / JOHN ARNDT I

LATTITUDE / JOHN ARNDT I

LATTITUDE / JOHN ARNDT I

LATTITUDE / JOHN ARNDT I

LATTITUDE / JOHN ARNDT I

LATTITUDE / JOHN ARNDT I

LATTITUDE / JOHN ARNDT I

LATTITUDE / JOHN ARNDT I

LATTITUDE / JOHN ARNDT I

LATTITUDE / JOHN ARNDT I



MAX EBB

traditional paper chart. Or maybe, at the very least, a digital raster image in the style of a traditional paper chart."

"The cartographers of old," I suggested, "were good at deciding what hazards to include, and what could be left out. Do you think NOAA would allow this app to substitute the old bright-yellow color for land, and the simple old icons for marks, and the old-style white and light-blue color for the water?"

"I'd still want a few of the digital features to work," someone added. "Like choosing feet, fathoms, or meters for depth, and specifying a safety depth where the color of the water turns from white to very light blue."

"Lee, NOAA is one step ahead of you," said a voice I recognized as the oldest instructor at the sailing school, the one who also teaches their celestial navigation classes. "Still in development, but you can try it out as a prototype. It's another web-based electronic chart reader, but this one replaces the new nav aid symbology with the old ones that everyone likes."

"Thank you, NOAA!" Lee exclaimed, and everyone in the room wrote down the URL provided by the instructor.

"The paper chart designers were also very good at choosing font size according to context," I said. "Can I get the text

"The charts used to show land as bright yellow, like the color of a sandy beach in sunlight. Made me really look forward to going there."

to zoom up and down with the rest of the chart, so there's no text clutter when I zoom out, and so I can read the fine print by zooming in even after my reading glasses blow overboard?"

"Not yet," said the instructor. "But yeah, that should be a user setting."

One more grievance," said another

older voice in the darkened room. "Why did they have to switch from red and black buoys to red and green? The old black cans were much easier to see against a hazy blue-green background."

"Blame it on the International Association of Marine Aids to Navigation and Lighthouse Authorities," the instructor responded. "I guess someone thought the colors on the buoys should match the chart symbology."

"Well, my favorite paper chart," said one of the cruisers who had taken the celestial navigation class, "is the plotting sheet with nothing but latitude lines, and guides for adding your own longitude lines. There's nothing on it but water, so none of these issues come up."

"Lewis Carroll had it right," added the celestial instructor.

He had bought a large map representing the sea,

*Without the least vestige of land:
And the crew were much pleased when they found it to be*

A map they could all understand.

— max ebb



Time to make a change to a new place



Owl Harbor
MARINA
Isleton, CA

Welcome

If you haven't been here, or are thinking of coming, what are you waiting for?

A 20 acre, privately owned, gated marina located in the California Delta.

Every slip offers a calming 360 degree view of the agrarian surroundings. Our casual approach to boating provides a genuinely relaxed experience we think you deserve. But don't let our isolation fool you... our amenities will surprise you.

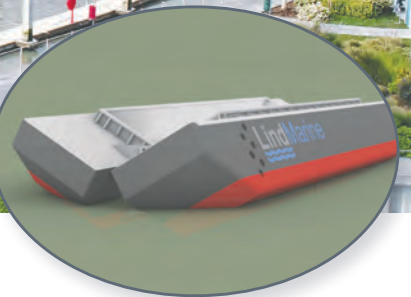
If you are new to the Delta, come for a tour, we would be happy to share the best places to go for a weekend, summer, or longer. Plenty of water, and 1000k miles to explore!

Owl Harbor Marina
916.777.6055
OwlHarbor.com

BORN TO DREDGE

MARINAS | HOMEOWNERS | MUNICIPALITIES

OFFERING
UPLAND AND
IN BAY
DISPOSAL



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

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

Lind Marine Added Capabilities

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



LindMarine

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

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

THE RACING

The last blast of spring was a blast indeed. Here we include California Offshore Race Week, the Delta Ditch Run, the YRA Duxship, the SSS and YRA Farallones races, the Elvstrom-Zellerbach, the PICYA Lipton Cup, and HMBYC's Laser Team Regatta, plus Race Notes and Box Scores.

California Offshore Race Week

"The Spinnaker Cup race, the first leg of the California Offshore Race Week, delivered an exciting experience for veteran and first-time competitors alike," reports Heidi Hall, race co-chair for Monterey Peninsula Yacht Club. CORW ran May 24-31. "Forty-four boats from as far north as Seattle and as far south as Santa Barbara competed in crewed, shorthanded and multihull divisions. The 90-mile race from San Francisco Bay is often, but not always, a downwind race — this year's was a Spinnaker Cup classic!

"The weather provided optimal conditions. Boats navigated the decreasing flood under the Golden Gate Bridge and found favorable breeze. As the wind filled in from the northwest, spinnakers were set and the boats made a rhumb-line run to Monterey with some impressive speeds. Pre-race forecasts anticipated winds of 15-25 knots. The middle fleets reported 30-36 knots near Año Nuevo and crossing Monterey Bay.

"*Meanie*, a Botin 52 owned by Thomas Akin, the first to finish, crossed the line at 5:48:48 p.m. for an elapsed time of 7 hours, 3 minutes, 48 seconds — a great result for their first Spinnaker Cup. David Schuman's Seacat 30 trimaran *Bottle Rocket* was on track to finish before *Meanie* but had to reduce sail after breaking a daggerboard.

"The competition was tough in all the fleets, with boats crossing the line within minutes or seconds of each other," added Heidi.

Among the nine boats that completed all three legs of CORW, the Encinal YC-flagged Cal 40 *Azure* won the week overall. Skipper Rodney Pimentel commented, "Each club did a fabulous job of running the race and each leg was totally different.

"The first leg was very pleasant, with good winds for most of the day. We were able to finish before 11 p.m., which was a first for us." The Hawkfarm *Eyrie* was the last boat to finish, at 1:04 on Sunday morning.

"MPYC was very hospitable, accommodating all the boats and keeping the club open late for the racers.

"The second leg (the Coastal Cup from Monterey to Santa Barbara) was very windy — Cal 40 weather. The first night the entire fleet was hit with 40-knot winds and large waves. The worst was a very large quartering wave at 1 a.m. that threw our transom over. After the accidental jibe and recovery, we blew out our shy kite. Luckily, we were able to recover part of the sail before it became a sea anchor. At that point most of the fleet was in survival mode, with white sails throughout the evening. Unfortunately, the remaining parts of our spinnaker had whipped around all evening, removing our masthead light and wind instruments. In the morning, we were happy to see that we were still doing well within the fleet, and we finished strong.

"We enjoyed participating in Santa Barbara YC's Wet Wednesday race and luau afterward — they always put on a great party.

"The last leg of the race (the SoCal 300, to San Diego) was very painful. At the skippers' meeting, the weather briefing indicated it would be a very light race, with no consensus on the winds — not Cal 40 weather. The race committee did a great job with difficult conditions, and there was some talk of shortening the course. Most of the boats loaded up

with extra provisions and fuel for an uncertain adventure.

"The weather was crazy, the current was difficult to navigate, and there was fog. Over the next three days we did so many sail changes the crew was exhausted, but we kept pushing. Only four boats stuck it out.

"We really enjoyed the hospitality at SDYC, such an amazing venue. Their guest dock is right in front of the club, with a first-class restaurant and bar.

"California Offshore Race Week is a great event to test your boat and crew, with ideal stops along the coast."

Rodney's son Leo, 24, joined *Azure* for his first offshore race. Ted Floyd, Ian Ferguson, Thad Wozniak and Candice Wozniak rounded out the crew.

— latitude/chris

EYC/MPYC/STFYC SPINNAKER CUP, 5/24-25

PHRF 1 — 1) **Meanie**, Botin 52, Thomas Akin; 2) **Argo 4**, J/125, John Vincent/Kenny Kieding; 3) **Vasara**, R/P 56, Carlos Badell. (7 boats)

PHRF 2 — 1) **Orca**, J/90, Ian Rogers; 2) **Lodds**, J/111, Tolga Cezik; 3) **Shake 'n Bake**, Farr X2, Jack Peurach. (10 boats)

PHRF 3 — 1) **Jubilant**, J/112e, Ross Werner; 2) **Loca Motion**, Express 37, Mark Chaffey; 3) **Rush**, Jeanneau Sun Fast 3600, Phillip Dean. (6 boats)

PHRF 4 — 1) **Wolfpack**, Donovan 30, Andrew Hamilton; 2) **Reverie**, J/109, John Arens; 3) **Sun Dragon**, Jeanneau Sun Fast 3300, Sergei Podshivalov. (7 boats)

PHRF 5 — 1) **CruzSea Baby**, Beneteau 10R, Brian Turner; 2) **Werewolf**, Olson 30, Jeff Mulvihill; 3) **Flexi Flyer**, Soverel 33, Mark Merritt. (6 boats)

We were pleased to see the beautiful blue Spencer 65 'Ragtime', a legend in her own time, all spruced up and ready to sail across the Pacific. Here she is finishing the Spinnaker Cup.



MICHAEL FIALA

PHRF 6 — 1) **Shaman**, Cal 40, Bart Hackworth; 2) **Azure**, Cal 40, Rodney Pimentel; 3) **Duende**, Cal 40, Philip Lavelle. (7 boats)

MULTIHULL — 1) **Bottle Rocket**, Seacart 30, David Schumann; 2) **Caliente**, Explorer 44, Truls Myklebust. (2 boats)

EYC/SANTA BARBARA YC COASTAL CUP 5/26-27

ORR A — 1) **Argo 4**; 2) **Ragtime**, Spencer 65, Tina Roberts; 3) **Meanie**. (4 boats)

ORR B — 1) **Azure**; 2) **Sun Dragon**; 3) **Jubilant**. (7 boats)

SANTA BARBARA YC/SDYC SOCAL 300, 5/29-31

ORR A — 1) **Merlin**, Bill Lee 68, Chip Merlin. (5 boats)

ORR B — No finishers. (3 boats)

ORR C — No finishers. (11 boats)

ORR D — No finishers. (5 boats)

ORR E — 1) **Sun Dragon**. (4 boats)

ORR F — 1) **Azure**; 2) **Andreas**, Norseman 447, Bernt Helgaas. (3 boats)

CORW OVERALL

1) **Azure**; 2) **Sun Dragon**; 3) **Argo 4**. (9 boats)

Full results at www.offshoreraceweek.com

Delta Ditch Run to the Sun

We've sailed in Delta Ditch Runs when both the multihull and monohull records were set. We've sailed in DDRs when it got so hot, heat stroke was a real hazard. We've sailed in DDRs when we passed dismastings and capsize, one after another. We've sailed in DDRs in the rain, short-tacking up the San Joaquin River narrows in the dark. This year's 65-mile race from Richmond to Stockton was none of the above.

The day started in June gloom fog and reached the mid-80s, with the peeling off of layers perhaps coming a bit later than

average. The cruising divisions started early, off the RYC race platform. A few were disqualified or retired because, having taken red buoy 5A to starboard, they missed red buoy 5, the actual mark

listed as part of the course. The racing divisions started a couple of hours later north of the Richmond-San Rafael bridge.

The wind throughout was enough to make for a quick race, and side-blaster gusts challenged drivers and trimmers, sometimes leading to mishaps.

Among the mishaps were at least three sailors overboard, two of them Express 27 skippers, one of whom didn't know how to swim. The non-swimmer was rescued by volunteers on two Stockton Sailing Club crash boats. The other, whose tiller extension had broken, was quickly pulled back aboard by her own crew. Turn the page for photos.

— latitude/chris

RYC/SSC DELTA DITCH RUN. 6/7

HEAVY 1 — 1) **Spindrift V**, Express 27, Andy Schwenk/Lisa Wilson; 2) **Mudshark**, Express 37, Dante & Kim Branciforte; 3) **Formula 1**, J/135, David Van Dyke. (6 boats)

HEAVY 2 — 1) **Arcadia**, Mod. Santana 27, Gordie Nash; 2) **Duende**, Cal 40, Philip Lavelle. 3) **Humble Vandal**, J/92, Rhett Smith. (6 boats)



Eventual CORW winner 'Azure' starts the Spinnaker Cup on May 24, trading tacks with sister Cal 40 'Shaman'. The Spinnaker Cup start cleared the Cityfront ahead of the Master Mariners Regatta start.



The Spinnaker Cup-winning crew of 'Meanie' accepts their rewards at MPYC.

THE RACING

WWW.NORCALSAILING.COM



LATITUDE / CHRIS



HEAVY 3 — 1) **Sketch**, Olson 25, David Gruver/John Collins; 2) **El Gavilan**, Hawkfarm 28, John Gilmour/Joe Crum; 3) **Andiamo**, Alerion 28, Val Lulevich. (6 boats)

LIGHT 1 — 1) **Rufless**, Melges 24, Rufus Sjoborg; 2) **Looper**, Melges 24, Duane Yoslov; 3) **Takeoff**, Melges 24, Andrew Picel. (7 boats)

LIGHT 2 — 1) **Rooster**, Melges 20, John Oldham; 2) **Kangaroo Jockey**, J/70, Peter Cameron; 3) **Flight Risk**, T650, Ben Landon. (7 boats)

LIGHT 3 — 1) **Holy Hand Grenade**, Wylie Wabbit, David Rogers; 2) **Bad Hare Day**, Wylie Wabbit, Erik Menzel; 3) **Pacifico**, SC27, Ron Tostenson. (6 boats)

EXPRESS 27 — 1) **Motorcycle Irene**, Julia & Will Paxton; 2) **Get Happy!!**, Brendan Busch; 3) **Under the Radar**, Greg Felton. (9 boats)

MOORE 24 — 1) **Flying Circus**, Bill & Melinda Erkelens; 2) **Snafu**, Karl Robrock/Gilles Combrisson; 3) **Firefly**, Joel Turmel/Chris Weis; 4) **Paramour**, Rowan Fennell; 5) **Safety Third**, Kurt Lahr/Alex Simanis. (25 boats)

RACING OVERALL — 1) **Rufless**; 2) **Looper**; 3) **Holy Hand Grenade**; 4) **Bad Hare Day**; 5) **Flying Circus**. (69 boats)

CRUISE 1 — 1) **Idle Minds**, Catalina 38, Timothy Callahan/Karis Cunigan; 2) **Escapade**, Dufour 44, Jim Painter/Karen Miller. (7 boats)

CRUISE 2 — 1) **Sweet De**, Alerion 28, Chris Kramer; 2) **Good Way**, Freedom 35, Thomas Johnson; 3) **Sobranite**, Catalina 309, Paul Descalso. (8 boats)

BAMA MULTIHULL — 1) **Soarin**, F-25C, Kyle Vanderspek. (1 boat)

Full results at www.stocktonsc.org

Delta Ditch Run on June 7, clockwise from top left: 25 Moore 24s converge at their start; the jibe at the entrance to New York Slough (in Pittsburg) can be tricky; the moment (in Antioch) when the Melges 24 'Rufless' passed the Azzura 310 'Outsider', which had been the first racing-division boat to enter New York Slough; the Melges 24 'Looper' was hot on their heels but would not pass 'Rufless'. 'Rufless' would finish first and correct out to first place overall.

YRA Duxbury Lightship (Duxship)

The YRA Offshore Duxbury Lightship Race was originally scheduled for Saturday, May 17, along with the SSS Singlehanded Farallones. In the days before the race, those of us responsible for running the races kept a watchful eye on the forecasts, as we do for all offshore races, especially in the spring.

YRA has the policy that we do not run our races when NOAA has issued a gale warning for the time and place of our race. At 9 a.m. on Friday, May 16, NOAA issued a gale warning for 0-10 miles and 10-60 miles outside the Gate, so both the Dux race and SHF were canceled and rescheduled for May 31.

(Fortunately, winds moderated that Sunday and the second race of the YRA Doublehanded Series was able to go off as scheduled, with good, tight racing in the South Bay.)

The forecasts in the days leading up to May 31 were mild, perhaps too mild. On the Friday before the race, the forecasts changed and NOAA issued a small craft advisory, but that was within limits, and the race was on.

On that Saturday morning, I was expecting windy conditions. We saw 10-14 knots of wind at 9 a.m. and expected it to build based on the forecast. We started with our #3 jib, but once we got near Point Bonita outside the Gate the wind dropped, and we changed to a larger #1.

Then the wind mostly died. What wind we had was hard to make use of due to a large swell that made it hard to maintain momentum or sail trim. Some of the crew were looking quite queasy. At times the speedo read 0, and it was impossible to steer the boat. We were just going out on the last of the ebb current. The fleet bobbed around for a couple of hours. Eventually some wind filled in, and we got going again.

Once the breeze came up, it was a delightful day, with winds in the 8- to 12-knot range outside the Gate and a typical close reach from Duxbury to the Lightship, then a run from the Lightship in. Now we had a flood to help us.

As is often the case, once we got back inside the Bay it was windy. We saw 28 knots max. We were glad we'd taken the spinnaker down at the bridge. All 16 of the boats that started finished between



More Delta Ditch Run, clockwise from top left: 'Formula 1', 'Duende', 'Under the Radar' and 'Get Happy!!' approach the Antioch Bridge; 'Mudshark' and 'Shake 'n Bake' navigate New York Slough'; on the Cruising 2 entry 'Syncopation', Michele takes a break from the helm to act as a human whisker pole; Mama Foxy and the Whiskey Gypsy Rebels serenaded the diners and dancers at SSC.

about 3 p.m. and 6 p.m.

— andy newell

YRA DUXSHIP RACE, 5/31

PHRO 1 — 1) **Wildcard**, SC37, Nick Grebe;
2) **Talisman**, Beneteau First 40, Mark English; 3)
Astra, Farr 400, Simon Phillips. (8 boats)

PHRO 2 — 1) **Ahi**, Santana 35, Andy Newell;
2) **CruzSea Baby**, Beneteau 10R, Brian Turner;
3) **Avion**, Bianca 414, Thomas Abbott. (8 boats)

MULTIHULL — 1) **Tri Jolie**, Corsair 880, Rafi
Yahalom. (1 boat)

Full results at www.jibeset.net

Singlehanded Farallones Race

As Andy noted in the previous story, the Singlehanded Farallones Race also moved from May 17 to the 31st due to the gale warning. The SHF started ahead of the YRA Duxship Race.

Randy Leasure on the Westsail 32 *Tortuga* reports that "The forecast for the new date was definitely better with forecast light winds building into the 20s by late afternoon.

"*Tortuga* had a great start with the ebb pushing us out. The light winds were definitely an issue past Point Bonita. We spent a few hours thrashing around in the big seas and light breeze trying to

make our way out, only making a few knots of boat speed. When the wind did fill in, it was nowhere near the forecast and nothing over about 15 knots when there was some. It was hard to get to windward with the big swell pushing the bow and full keel down in the light winds.

"It was a warm day with loads of whales all around. I saw a few whales full-on breaching and doing jumps and splashes." By the time Randy could reach for the camera, the show was over.

"I had the small jib up in anticipation of the heavier breeze. There was a moment when it felt like it was building and I took a reef in but then I shook that out about an hour later. We were still about 8-9 miles from the island around 5 p.m. only doing about 4.5 knots. I was still going to need to put in another tack and I figured that I wouldn't be able to get around the island and back into the Bay in time for the midnight cutoff, so I turned around and headed back in.

"I got under the bridge just before 9 p.m., so I'm glad I made the call not to be out until midnight or longer trying to get back."

Chris Case sailed his Cal 40 *Fugu* and says that "All the forecasts missed

the mark. Other than two hours of 3-5 knots of wind as the ebb shoved us over the bar, there was wind to move with all day.

"Crossing the bar with its ebb-enhanced leftover swell and chop was very frustrating, sometimes stopping the boat completely as the sails slammed and slatted.

"Just as I was beginning to look at the time and wondering when I would need to call it and head home, a NNW wind first gave the power to fight the chop, then built to a max of 14 knots, and I easily fetched the north side of the island with safe distance.

"On the return trip, the wind lightened to 8-12 knots. I was on port pole most of the way, until an unexpected shift out of the south allowed a starboard pole the rest of the way into the finish."

This was Chris's first time using twin poles in the ocean. "It worked great!" He also reported seeing whales everywhere. "First time I've seen blue whales. They make the humpbacks look petite. One lumbered out of my way as my head was down working on the foredeck preparing for a hoist. I tried to scramble back to the cockpit, but dragging the tether slowed me down."

Jib Martens, sailing the Worth 40 *Freedom*, agrees that it was a great race "after the shoal. It does seem we often have no/little breeze until we are off the

THE RACING

ALL PHOTOS THIS PAGE CHRIS RAY / WWW.CRIVIP.COM



Top row: Full-on-windy racing in the Elvstrom-Zellerbach Regatta on May 17. The hardy Laser sailor is Beckett Kern. Bottom row: Wind was more reasonable on Sunday the 18th, as seen in the C420 and Melges 15 fleets. "What a difference a day makes!" commented photographer Chris Ray.

shoal and into the afternoon. The shoal always has miserable conditions in a strong ebb, and when there is no wind it is no fun at all. This day there was enough wind to keep my sails mostly on one side of the boat with not too much slatting. Boat speed thorough the water was 0-2 knots, though it was deceiving, as with the waves it often felt like I was actually sailing though the water. However, I was really going nowhere! My bow went through waves multiple times, and I was only going 1 knot through the water. Fortunately, strong ebb got us to the Lightbucket around noon. *Werewolf* and *Eight Ball* did masterful jobs keeping their boats going. They were several miles ahead after the shoal and caught the building breeze first. AIS is a great tool for making racing more fun, as you can see where people are.

"The round trip from Lightbucket to Lightbucket was marvelous ocean sailing with wind in the mid-teens and normal sea state, aside from all the whales — they were everywhere. The other interesting phenomenon was a tide line several miles past the shoal where the aquamarine water we were sailing in met dark brown water. The contrast was amazing, and the demarcation line remained intact as far as I could see, within 200 feet in a north-south line.

The tides are fascinating.

"I heard from Jeff Mulvihill (*Werewolf*) after the race that he and Scott Easom (*Eight Ball*) battled it out the whole race and were neck and neck coming to the Golden Gate Bridge. At the bridge, the wind went from 15 to high 20s. Both had wipeouts and struggled to get their spinnakers down.

"Since I was not competitive after being slow over the shoal on the way out, I took my spinnaker down early, as I have had my share of big problems with the kite coming under the bridge with similar strong winds (broaches, crash jibes, filled cockpit, spinnaker wraps, spinnaker out of control — very fun) and I did not want to go through that again. Though slower with the kite down, I was rewarded as I came under the bridge. I was doing 10 knots with my white sails, the autopilot steering, and I was eating shrimp cocktail sitting in the cockpit — very civilized! Much better than knockdowns, out-of-control kites, and white-knuckle sailing."

— latitude/chris

SSS SINGLEHANDED FARALLONES, 5/31

SPINNAKER <101 — 1) **Eight Ball**, J/100, Scott Easom; 2) **Envolée**, Figaro 2, Nathan

Bossett; 3) **Freedom**, Worth 40, Jib Martens. (4 boats)

SPINNAKER ≥102 — 1) **Fugu**, Cal 40, Chris Case; 2) **Grace**, H-boat, Paul Roge; 3) **Galaxsea**, Nauticat 44, Daniel Willey. (4 boats)

SPORTBOAT — 1) **Werewolf**, Olson 30, Jeff Mulvihill; 2) **Dragonsong**, Olson 30, Sam McFadden; 3) **Akumu**, B-25, Greg Ashby. (5 boats)

NON-SPINNAKER — 1) **Venture**, C&C 33, Paul Conroy. (2 boats)

MULTIHULL — 1) **Rainbow**, Crowther 10m cat, Cliff Shaw. (1 boat)

Full results at www.jibeset.net

Elvstrom-Zellerbach Regatta

As mentioned in the two previous stories, the weekend of May 17-18 was nukin', and the offshore races were postponed. Additionally, on that Saturday, RYC's Intraclub Race was canceled, and Sequoia YC's Rock the Boat Regatta was abandoned.

However, all was not lost. SFYC's Elite Keel went ahead, as did StFYC's Elvstrom-Zellerbach for small boats. Both regattas were two days.

David LaPier reports on the ILCA 6 fleet in the (not so easy) E-Z: "Al Sargent won the ILCA 6 side of the Elvstrom-Zellerbach in convincing fashion. He



Casa Vela Cup women's match racing in J/22s. StFYC hosted 10 teams from the US and Europe on May 28-31. Pauline Courtois (FRA) beat local Nicole Breault in the finals. See www.stfyc.com/racing.

began the event in style — sleeping in Saturday while the rest of us watched the 30-mph winds blow dogs off chains on Crissy Field. The fleets eventually launched but then had to sail back in. Only the 505s completed a race; it was spectacular to watch from shore as some of the world's best sailors blasted around the track in those beautiful boats.

"Sunday was a perfect summer Cityfront day: sunny, windy and cold. We started about an hour before slack changing to flood, with your correspondent encased in more neoprene than the Michelin Man. Two things I have learned sailing Lasers on the Cityfront: You cannot be too warm; and in heavy air, speed and boat handling rule.

"In the first race, the fleet started at the heavily favored pin end, with the plan to get onto port right away into the last of the favorable current. Al Sargent was most committed to the right and took first. In the second race, Walt Spevak was launched and led wire-to-wire. Backing puffs closer to shore began to pay as the current was less of a factor. It was windy enough that heading straight down the track on the runs was the best plan.

"The third start might have been the windiest point of the whole day. Half the fleet headed for the sauna. Al had the best start at the heavily favored boat end, David was about a third of the way down, with others late or closer to the pin. Al, Joby Overton, and I pushed hard to the shore, tacked close to the port-tack layline, and kept on hiking. We rounded the top mark and slingshotted down the run with a favorable current, spreading fairly far apart. There was relatively little traffic on the Bay. With the flood, the runs were comfortable by Cityfront standards.

"Race 4 was only one lap. It seemed a bit puffier, but that could have been fatigue after three hours on the water. Lauren Wilson, the top woman, had a good start. It was another hikefest to the

top mark, with Al leading again.

"With a fast reach into shore and 20 bonus tacks up the channel, the fighting five — Lauren, Reid, Joby, David and Al — reached the dock in high spirits and helped each other out of the water. What a day!"

Tor Svendsen chimed in from the ILCA 7 fleet: "It was great to be back from college at the Elvstrom-Zellerbach! Unfortunately, I was unable to defend my ILCA 7 title from last year, but it was still an awesome weekend on the water. As David mentioned in his report, Saturday was niking — some of the windiest conditions I have ever launched in. I was struggling to sail upwind with the vang on, so I'm glad everyone got in safe.

"Sunday was more manageable, but still windy by the last two races. While the first two races were competitive at the top of our fleet with numerous lead changes, the last two were quite spaced out. I think all of us were tired by the fourth race — my arms were cramping downwind.

"My main takeaway from the weekend

is the fitness required to sail Lasers, especially in the 7. Having not sailed one since September, my legs were shot after two races and I could barely trim in the sail downwind. The 7 is a different animal in the breeze, and at only 160 pounds I am severely underweight for the boat."

— latitude/chris

STFYC ELVSTROM-ZELLERBACH, 5/17-18

505 — 1) Mike Martin/Adam Lowry, 4 points; 2) Eric Anderson/Nic Baird, 10; 3) Mike Holt/Rob Woelfel, 10. (12 boats)

MELGES 15 — 1) Nick & Carisa Harris Adamson, 3 points; 2) Tim Clarke, 6; 3) Brian & Andrew MacLean, 7. (8 boats)

C420 — 1) Beckett Shinn/Elsie Schroeder, 4 points; 2) Merritt Sellers/Marina Priskich, 6; 3) Jacob Posner/Nico Anders, 9; 4) Ava & Ian Adamson, 10. (16 boats)

RS FEVA — 1) Cameron Collman/Flynn Rossington, 8 points; 2) Zachary Diamond/Charlotte Petty, 10; 3) Mackenzie Mikulich/Arjun Mehta, 11. (9 boats)

RS TERA — 1) Sebastian Kremer, 5 points; 2) Trey Roost, 14; 3) Tucker Cook, 19. (14 boats)

ILCA 7 — 1) Ali Fuat Yuvali, 4 points; 2) Tor Svendsen, 5; 3) Peter Phelan, 7. (5 boats)

ILCA 6 — 1) Al Sargent, 3 points; 2) David LaPier, 8; 3) Joby Overton, 9. (10 boats)

Full results at www.stfyc.com

PICYA Lipton Cup

The Lipton Cup Regatta returned to a previous host, Richmond YC, this year on June 13-15. As per the newish format, StFYC provided their fleet of matched J/22s for the competition. The motto holds that the Lipton Cup is held to promote friendly interclub rivalry for Bay Area yacht clubs and camaraderie for the sailing community. To this end, shoreside events are almost as important as the actual racing.



THE RACING

On Friday, women skippers age 25+ competed in three races for the Admiral's Cup. On Saturday skippers of either gender age 25+ sailed in seven races for the Sir Thomas Lipton Challenge Trophy. On Sunday, skippers age 60+ completed two out of three races (before the wind died) to earn the Larry Knight Trophy.

This year's competing clubs were RYC, StFYC, SFYC, Encinal, Berkeley, Inverness, Corinthian, Tahoe, South Beach and Sequoia YCs. One club swept the weekend — the host, RYC. The winning skippers were Melinda Erkelens, Lucy Wilmot and Buzz Blackett.

The regatta chair for RYC, Kim Desenberg, commented, "Our commodore was embarrassed, as we hosted nine other clubs and beat them all, winning each of the three days, with StFYC coming second each day. We don't think that has ever been done before, certainly not in the last eight years that we have been sailing it with the J/22s."

Another RYC observer pointed out that "StFYC sailed very well. On Friday, they had superior starts and were faster upwind." StFYC lost Sunday's Larry Knight Trophy on a tiebreaker. Apparently, RYC also won the Liar's Dice Trophy.

See www.richmondyc.org and www.regattanetwork.com/event/29400.

— latitude/chris

Inaugural HMB Laser Team Regatta

Half Moon Bay YC hosted a fun one-day team-race regatta on May 24. HMBYC always has chill coastal vibes, and



JOE ROCKMORE

Laser team racing in Pillar Point Harbor, courtesy of Half Moon Bay YC, on May 24.

that day was no different — foggy, cool, flat water, and 6- to 8-knot breezes — perfect for tactical team racing.

With 10 sailors signed up, the race committee formed three teams of three boats each, with a couple of people floating between teams. At the sailors' meeting, we were treated to a short briefing on team racing by umpire Vicki Sodaro, then rigged up our ILCA 6 rigs. The smaller rigs were a good idea, since we had a broad range of sailors, from 120-pound kids to elder sailors doing their first-ever Laser regatta.

Team racing is a great way to bring the fleet together. In fleet racing, the less experienced sailors would be in the back in every race; in team racing, they're regularly sprung to the front of the fleet using tactics like mark traps, so they get many more moments of brilliance out on the water.

Team racing's also a great way to work on boat handling and the rules. You'll

do moves you'd be unlikely to ever do in fleet racing, and an umpire immediately flags any rules infractions. Infractions are low-stress; you get flagged, do your penalty turn, and no one is upset since it simply means you're racing hard.

Laser team racing has a few wrinkles. It's harder to slow boats behind you since you can't luff your jib to create a bigger wind shadow. Downwind, you go hard by the lee on starboard to maintain inside overlap (assuming port roundings) and leeward boat advantage.

HMBYC were wonderful hosts, running the races a short two-minute sail from the beach, along with a break for lunch included in our reasonable \$25 entry fee.

The Red Team of Stephen Woodward and Stan Martin, with floaters Pablo Scanziani and Tyler Handel, topped the regatta with seven wins out of 12 races. The Blue Team of Al Sargent and Lucy Gilles, with floaters Tyler Handel and

ETCHELLS NORTH AMERICANS, SDYC, 5/16-18 (8r, 1t)

1) **Bayou Hustler**, Luke Lawrence, NoYC, 36 points; 2) **New Order**, Simon Cooke, Royal Akarana YC, 39; 3) **Lifted**, Jim Cunningham, SFYC/NYYC, 41; 4) **Oatmeal**, Peter Duncan, American YC, 42; 5) **Here We Go Again**, John Dane, SDYC, 44. (38 boats)

CORINTHIAN — 1) **Second Wind**, Will La Dow, SDYC, 94 points; 2) **Capricorn**, Ethan Doyle, SFYC, 95; 3) **Avalanche**, Paul Taylor, Bellingham YC, 141. (14 boats)

Full results at www.sdydc.org

LYSA SPRING REGATTA, 5/17-18 (6r, 0t)

1) **Red Eye Special**, Victory 21, Scooter Holmes, 10 points; 2) **No Name**, Victory 21, Matt Bonander, 11; 3) **The Black Pearl**, San Juan 21, Rod Hansen, 18. (7 boats)

Full results at www.lakeyosemitesailing.org

SFYC ELITE FLEET REGATTA, 5/17-18 (5r, 0t)

J/105 — 1) **Ne*Ne**, Tim Russell, 11 points; 2) **Blackhawk**, Ryan Simmons, 16; 3) **Donkey Jack**, Justin Oberbauer/Rolf Kaiser, 36. (26 boats)

KNARR — 1) **Svenkist**, Sean Svendsen, 50 points; 2) **Kulani**, Kurt Hemmingsen, 53; 3) **Viva**, Don Jesberg, 53. (13 boats)

BOX SCORES

MELGES 24 — 1) **Committed**, Sallie Lang, 8 points; 2) **Looper**, Duane Yoslov, 17; 3) **Chop Chop**, Matt Hamilton, 17. (6 boats)

MOORE 24 — 1) **Firefly**, Joel Turmel, 11 points; 2) **Safety Third**, Kurt Lahr, 12; 3) **Lowly Worm 2.0**, Mikey Radziejowski, 18. (11 boats)

OLSON 25 — 1) **Sketch**, David Gruver, 5 points; 2) **Shadowfax**, JP Camille, 16; 3) **Synchronicity**, Steve Smith, 16. (6 boats)

FOLKBOAT — 1) **Polperro**, Peter Jeal, 26 points; 2) **CircleSea**, Tom Haverstock/Kelley Gallese, 30; 3) **Thea**, Anderson/Horsch/Shaffer/Strumph, 34. (7 boats)

Full results at www.sfydc.org

WSC MEMORIAL WEEKEND REGATTA, 5/24-25 (6r, 1t)

KEEL B — 1) **Vest in Show**, Holder 20, Darren Weiss, 6 points; 2) **Go Bananas**, Holder 20, Mario Kalson, 8; 3) **No Name**, Holder 20, Ken Hoestery, 15. (5 boats)

CENTERBOARD A — 1) Loic, Elodie & Garth Reynolds, Nomad 17, 7 points; 2) Kelly Pike, VX

One, 8; 3) John Spillman, Laser, 15. (5 boats)

CENTERBOARD B — 1) **Ghost**, Banshee, Charles Witcher, 6 points; 2) **No Name**, Lido 14, Ian Klitza, 13; 3) **Kotukuiti**, Lido 14, Dick Barbara, 15. (7 boats)

WYLIE WABBIT — 1) **Bear**, Robert Dubuc, 9 points; 2) **Weckless**, Tim Russell, 11; 3) **Kwazy**, Colin Moore, 14. (6 boats)

SNIPE — 1) Thomas Hunt, 5 points; 2) Curtis Moore, 13; 3) Andy Meyerpeter, 13. (5 boats)

EL TORO — 1) **Sorcerer's Apprentice**, Gordie Nash, 5 points; 2) **Henry**, Tom Burden, 10; 3) **Shortwave**, Paul Zander, 14. (5 boats)

MULTIHULL — 1) Andy Townley, Hobie 18, 9 points; 2) Ben Carter, Hobie 16, 13; 3) Steven Lehr, Hobie 17, 15. (4 boats)

Full results at www.whiskeytownsailing.org

SFYC MIDNIGHT MOONLIGHT MARITIME MARATHON, 6/7

PURSUIT — 1) **Lucky Duck**, J/90, Dave MacEwen; 2) **Blue Ribbon**, J/105, Peter Campfield/Kurt Jordan; 3) **Lonestar**, Beneteau 10R, Madeline Morey/Cam Tuttle. (6 boats)

DOUBLEHANDED PURSUIT — 1) **Eight Ball**, J/100, Scott Easom/Haydon Stapleton; 2) **Freedom**, Worth 40, Jib & Will Martens. (3 boats)

Full results at www.sfydc.org



Cooper Furtoss, took second with three wins. The Yellow Team of Ernie Galvan, Chris Cooke, and floaters Cooper Furtoss and Carl Hage rounded out the podium with two wins.

— *al sargent*

Goldilocks YRA Farallones Race

Way back when, the Farallones Race was run differently than it is now. There was a minimum equipment list but no crew lists. Race committees rarely canceled for ominous weather forecasts; racers had to decide for themselves whether or not to race. The race deadline was 10 a.m. on Sunday. The RC went home at 8 p.m., and racers were instructed to call their finish times in to an answering machine. We did not do a very good job of keeping track of the fleet.

All that changed with the *Low Speed Chase* incident in 2012 (Google it). Now we require skippers to provide a list of everyone on board, along with emergency contacts for each crew. All boats need to

The Cat Harbor Layover two-race weekend wraps up DRYC's Berger/Stein Series on June 7-8. Saturday's race sails from Marina del Rey to Catalina Island; on Sunday the fleet races back. For series results, see Box Scores below.

check into and out of the race. Properly configured DSC VHF radios, EPIRBs and AIS are all required so that the RC can keep track of the fleet for the whole race and beyond if they miss the deadline. And since the RC can no longer go off duty until all the boats are accounted for, the finish deadline was moved to midnight on race day.

That means we need "just right" conditions for the race. If there is not enough wind, most boats will not be able to finish the 58-mile race in the 14 hours available. If NOAA issues a gale warning for the race area, the race is not held as planned. This year's race was only the third time in the last five years that we were able to send the fleet to the island.

The 2025 YRA Farallones Race on June 14 turned out to be pretty close to just right. Forecasts called for 15-25 knots with gusts to 30 — windy, but

within range. What we saw was very much on the low end of that — mostly 12-17 knots of wind outside Point Bonita, moderate swells, and sunshine for most of the day. Of the 25 starters, 23 were able to finish before dark, with the first multihull finishing at 4:21 p.m. and the last boat in by 8:26.

Many thanks to Joe Rockmore and the rest of our race committee for the day of fun you gave us, and congratulations to the winners and everyone who made the trip out around the stinky rocks.

— *andy newell*

YRA FARALLONES, 6/14

PHRO 1A — 1) **Swift Ness**, J/111, Nesrin Bazo; 2) **Hano Ho**, SC50, Mark Dowdy; 3) **Jamani**, J/120, Sean Mulvihill. (7 boats)

PHRO 1B — 1) **Talisman**, Beneteau First, Mark English; 2) **Jubilant**, J/112e, Ross Werner; 3) **Quiver**, SC40, Adam Eliot. (7 boats)



ANDY KOPETZKY

EYC ONE DESIGN INVITATIONAL, 6/7-8 (6r, 0t)

EXPRESS 37 — 1) **Golden Moon**, Michael Laport, 6 points; 2) **Expeditious**, Bartz Schneider, 13; 3) **Snowy Owl**, Jens Jensen, 22. (4 boats)

J/105 — 1) **Niuh**, George Hecht, 11 points; 2) **Blackhawk**, Ryan Simmons, 12; 3) **Donkey Jack**, Rolf Kaiser/Justin Oberbauer, 20; 4) **Mojo**, Jeff Littfin, 36; 5) **Ne*Ne**, Tim Russell, 41. (20 boats)

Full results at www.jibeset.net

SYC SPRING CLASSIC BOAT INVITATIONAL, 6/7-8 (6r, 0t)

KNARR — 1) **Kulani**, Jon Perkins/Kurt Hemmingsen, 7 points; 2) **Svenkist**, Sean Svendsen, 17; 3) **Viva**, Don Jesberg/Ethan Doyle, 19. (13 boats)

FOLKBOAT — 1) **Polperro**, Peter Jeal, 12 points; 2) **Sabrina**, Chandler Grenier, 15; 3) **Faith**, Mark Slichter, 16. (4 boats)

Full results at www.sausalito-yachtclub.org

STFYC OPTI HEAVY WEATHER, 6/14-15 (6r, 1t)

CHAMPIONSHIP — 1) Margot Robillard, 5 points; 2) Harrison Doyle, 12; 3) Gabriel Jiang, 17; 4) Sebastian Samano, 26; 5) Gabriel Ryan, 31; 6) Finn Kroeker, 34; 7) Leon Blaine, 37; 8) Marco Ancona, 44; 9) Sonda Ngongoseke-von Wunsch,

47; 10) Frank Krivan, 50. (44 boats)

GREEN — 1) Aaron Beck, 8 points; 2) Lucas Winograd, 9; 3) Isolde Bodiley, 11; 4) Madelyn Bloodgood, 24. (17 boats)

Full results at www.stfyc.com

ILCA NORTH AMERICANS, ABYC, 6/12-15 (12r, 2t)

ILCA 7 — 1) Finley Dickinson, Royal Southern YC, 12 points; 2) Michael Beckett, Solva SC, 30; 3) Elliot Hanson, Redesmere SC, 32; 4) Sam Whaley, Swanage SC, 61; 5) Robby Meek, SSA/AYC/LYC, 62. (45 boats)

ILCA 6 — 1) Charlotte Rose, ABYC, 43 points; 2) David Coates, Lauderdale YC, 58; 3) Jake Homberger, Lauderdale YC, 63; 4) Clara Gravely, ABYC, 77; 5) Annalise Balasubramanian, Royal Canadian YC/ABYC, 83. (48 boats)

ILCA 4 — 1) Marcus Durlach, Carolina YC, 28 points; 2) Elisa De Becker, Key Biscayne YC, 40; 3) Adam Mendelblatt, St. Petersburg YC, 45; 4) Che Liu, ABYC/BSC, 49; 5) Timothy Liu, ABYC,

64. (35 boats)

Full results at www.abyc.org

MERCURY NORCAL SERIES, EYC (17r, 4t)

1) **Fast Break**, Randy Smith, 26 points; 2) **Fortran**, John & Mike Ravizza, 36; 3) **Marauder**, David & Natasha Bacci, 42; 4) **Makani**, Chris Davis, 60. (14 boats)

DRYC BERGER/STEIN SERIES (7r, 2t)

BERGER PERFORMANCE A+B+C — 1) **Encore**, SC37, John McEntire, 13 points; 2) **Cheeky**, J/122, Mark Stratton, 14; 3) **Sapphire Knight**, Farr 88, Phil Friedman, 18. (28 boats)

BERGER PERFORMANCE D+E — 1) **Avet**, J/80, Curt Johnson, 5 points; 2) **Cuchulainn**, J/105, Robert Dekker, 9; 3) **Feleena**, J/109, Scott Barber, 22; 4) **Sunshine**, J/92, Lenny Gordon, 22; 5) **Triggerfish V**, Beneteau First 40.7, Andrew Beggs, 23. (32 boats)

STEIN CRUISER CA+CB — 1) **Soul Shine**, Dehler 38SQ, Scott Haisman, 9 points; 2) **Spirit of California**, Brooklin 48, Chris Gorog, 12; 3) **Rascal**, Hunter Legend 37, Kathy St. Amant, 20. (33 boats)

Full results at www.dryc.org

BOX SCORES

THE RACING SHEET

PHRO 2 — 1) **Twelve Bar Blues**, J/105, Hugh Westermeyer; 2) **Basic Instinct**, Elliott 1050, Memo Gidley; 3) **Duende**, Cal 40, Philip Lavelle. (9 boats)

MULTIHULL — 1) **Round Midnight**, Explorer 44, Rick Walton-Smith; 2) **Greyhound**, F-22, Evan McDonald/Tanguy Leborgne. (2 boats)

Full results at www.jibeset.net

Race Notes

Stanford won both the A Division and B Division in the **College Open Fleet Race Championship** on May 27-30 in St. Mary's City, Maryland. The Cardinal captured their third national title of the 2024-25 season in a winner-take-all finale. The winning sailors were Thomas Sitzman and Ellie Harned (A Div.) and Vanessa Lahrkamp and Alice Schmid (B Div.). Lahrkamp was named 2024-2025 Women's Sailor of the Year. She also contributed to the

women's fleet and team race titles. She won her first Open Fleet Race Championship in 2023.

Congratulations are also in order for Point Loma High School (in San Diego). The Pointers won the **Mallory Trophy**.



TED MORGAN

More WMRT women's match racing: Californian Allie Blecher and crew vanquished the competition at the Santa Maria Cup in Annapolis.

Connecticut College hosted the Interscholastic Sailing Association's Fleet Nationals on May 31-June 1. See <https://scores.hssailing.org/s25>. Both of the above regattas used FJs and 420s.

Women's match-racing Team BAAM, skippered by Allie Blecher (California YC), with crew Beka Schiff, Rose Edwards and Ali Blumenthal Stokes, won the **Santa Maria Cup**, defeating the StFYC Vela Racing team skippered by Nicole Breault 3-0 in a tense light-air final on the Severn River. Eastport YC in Annapolis hosted the regatta on June 4-7. Since 2022, it's been an official event of the Women's World Match Racing Tour. For more info, see www.santamariacup.org.

— latitude/chris

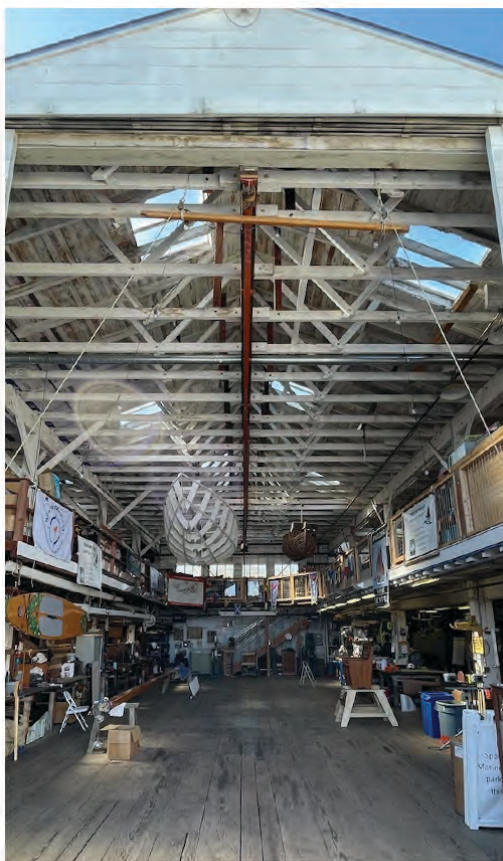


SPAULDING MARINE CENTER

Full-service boat yard and education center

- Repairs, painting, custom work
- Maritime education classes
- Private event space for rent
- Apprenticeship program

600 Gate 5 Rd Sausalito, CA 94965
415.332.3179 www.spauldingcenter.org





PERFORMANCE CRUISING & RACING SAILS

SUMMER SALE



SCAN
FOR A
SAIL
QUOTE!

Hit the water with Quantum sails—engineered by leading designers using advanced technology, precision-crafted from premium materials, and backed by world-class service and support. Upgrade your sails and take advantage of summer savings. Sale ends August 2nd.

ANTIOCH CALIFORNIA



The Gateway to the Delta

Covered and uncovered berths available for long term or overnight reservations

Private facilities –Restrooms with showers, Laundry room, Kayak Launch

Free Parking and WiFi

ANTIOCH MARINA

925.779.6957

5 Marina Plaza, Antioch, CA 94509



CHANGES

With reports this month on **Lochinvar's** glitchy cruise to Mexico; **Mistral's** successful completion of a Pacific crossing after the owner's first one was cut short by COVID; **Arctic Tern's** voyage of remembrance; **Fairwyn's** quick ride north; and an interesting collection of **Cruise Notes**.

Lochinvar — Westsail 32 Natassja Shayer and Severin Gatzen-O'Keefe How Hard Can It Be? (Part 1) San Diego/Australia

Buy a boat and sail it home — how hard can it be?

This is the question we asked ourselves when we first came up with the idea. Boat prices back home in Australia follow a very simple rule: If you can throw the boat, you can afford the boat. Unfortunately for us, this puts most cruising yachts a bit outside our budget. Thus the following plan was hatched: 1) Fly somewhere with cheap boats. 2) Buy one. 3) Fix it up. 4) Sail it home.

Severin and Natassja have gotten really good at hand-steering.

This led us to California, the land where old boats grow like barnacles and monthly slip fees are equivalent to the cost of a small car. This made the perfect mix for us to afford our dream boat, the Westsail 32. This full-keel, heavy displacement, portable bomb shelter would safely see us across the Pacific, and hopefully ease our parents' worries.

After two months of hard work, and help from the broker, the previous owner, a friend of my parents who lives in San Diego, and various other salty seadogs,

'Lochinvar' on the hard at Shelter Island, San Diego.

Lochinvar was ready!

... Or so we thought. On the sail from San Diego to Ensenada, we quickly realized that our 1989 stainless steel windvane was so crevice-corroded it might as well have been made of plaster. Epoxy seemed to fix the problem, at least until we tried to use it again. With some hand-steering and a malfunctioning autopilot, we reached Cedros. This was one of our favorite stops so far, with magnificent mountains and lovely locals.

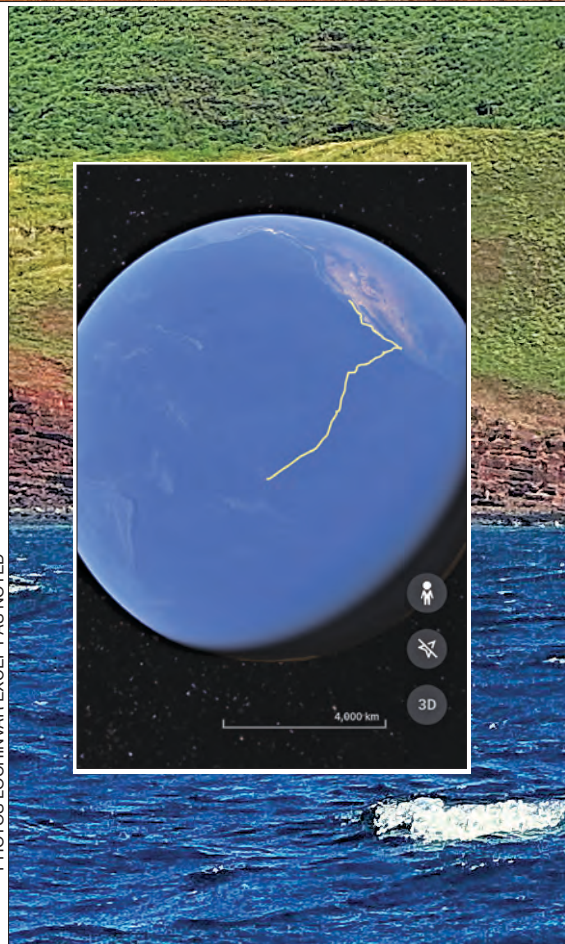
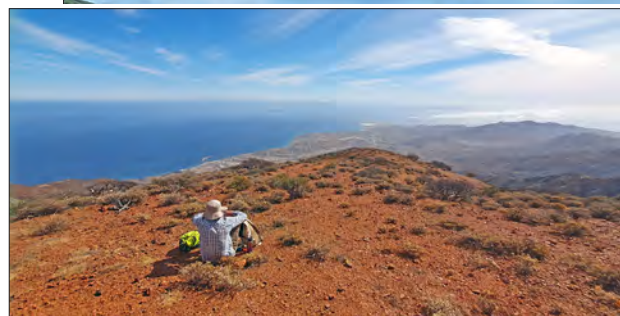
The next leg took us to Magdalena Bay, where we discovered our forward bulkhead was completely rotten. A Texan sailor and mechanic by the name of "Starboard Mike" (to distinguish him from "Port Mike," who was in the same anchorage — both were named according to the color of their boats) rafted up to us and spent two weeks helping us rebuild our forward bulkhead and samson posts.

One would be hard-pressed to find more abundant sea life than in Magdalena Bay. The whales would swim so close you could feel the spray from their blowholes on your face (turns out they have not yet been introduced to breath freshener).

And so we set off once again, with a shiny new bulkhead and a jury-rigged windvane, which worked for nearly two hours before breaking again — a new record! Hand-steering, on to Puerto Vallarta!

In PV, we ended up tied to an abandoned marina known as "The Boneyard," where all the docks had sunk long ago, and only the concrete pilings remained. Sunken boats loomed from the depths all around us — and underneath us, as we discovered when the tide dropped and *Lochinvar* ended up sitting on another boat. We had to move when the tide came in again.

Thus began the preparations for the 3,000-mile crossing from Mexico to the Marquesas archipelago of French Polynesia, known to some as the Pacific Puddle Jump. We spent three weeks hunting for parts for our windvane, since we couldn't import them from the USA due to political shenanigans. This led to our going down some rabbit holes farther than we would have liked, with certain locals offering to



"acquire" parts for us for suspiciously low prices.

So when we were researching sheet-to-tiller steering, we got a message from another Mike, who had a boat nearby, inviting us for breakfast. Naturally, we accepted (we would never pass up an opportunity to eat Mexican food). Mike offered us the parts we needed from his windvane. A modest price was agreed upon, and we went and pillaged his yacht. It was only later while organizing payment that Mike and his wife offered to gift us the parts, under the condition that we pay it forward.

After regularly attending the weather seminars run by Mike from PV Sailing (that's the fourth Mike, for those keeping score at home), we discovered that one



Severin and Natassja have gotten really good at hand-steering.





Above: 'Lochinvar' chugs along off Tahuata. Inset top: The view from atop Hiva Oa. Inset bottom: 'Lochinvar's track, on Google Earth with input from Garmin inReach.

does not simply sail to the Marquesas in a straight line. It involves sailing west until you connect to the trade winds, then southwest until you reach the Intertropical Convergence Zone, then south (as a pollywog) until you get spat out the other side of the equator (as a shellback), then southwest again, until you reach tropical island paradise.

Our first attempt to leave The Boneyard came to an abrupt halt when we cast off the lines and put the engine into gear, only to discover that it didn't do that anymore. Luckily we had there to help us our Brazilian friend, who happens to be a

mechanic.

We finally left Mexico with a fully functioning windvane (we cannot believe how awesome this thing is when it works).

— Severin 5/30/25

Look for a report on Lochinvar's Pacific Crossing in Part 2 next month.

**Mistral — Hallberg 33
Richard Gordon-Rein
and Angi Lungu
Second Chances
Seattle**

This year's Puddle Jump was the second time I have left La Cruz, Mexico, bound for Hiva Oa, but it was my first time actually making it there. On March 10, 2020, I sailed from La Cruz on my Pearson Triton 28 *Darwind*, bound for the

South Pacific and beyond. I was 19 years old. I had already sailed 4,000 miles alone from my home in Seldovia, Alaska, to get there. But for me, the voyage really started here, with my first solo ocean crossing, and departure from North America

The wind was light but fair, and *Darwind*, with her 6 hp outboard removed and lashed to the pulpit, made good time through the light winds near the coast, out past the Islas Revillagigedos, and into the NE trades. Meanwhile, and completely unbeknownst to me, the COVID-19 pandemic was beginning, and the first shut-downs and closures began to take effect.

I use a Garmin inReach as my primary communication with shore. Eventually, I began to get the news — 160 characters at a time. Ten days and 900 miles out from Mexico, I learned that French Polynesia had closed its borders. It was time to alter course. I ended up sailing to Hawaii, and from there attempted to sail back to Alaska. After a knockdown in a westerly gale halfway there, I eased the sheets and in June made landfall in Washington, completing the 11-month voyage.

After returning to life on land in the first year of the pandemic, I moved back on board *Darwind* while attending university in Washington, and started looking for a bigger boat. When I found *Mistral*, I knew she was perfect: a medium displacement cruiser, built in 1970 by Harry Hallberg's yard in Sweden, just before it became Hallberg-Rassy. At 33 feet, she seemed spacious compared to *Darwind*, well laid-out with plenty of storage, and with the extra waterline, sharp bow, and fin keel providing decent performance to windward. Off the wind, the large skeg protecting the rudder and propeller keeps her tracking like an arrow. The other thing that made *Mistral* so appealing was that she is a veteran circumnavigator, having sailed from Seattle to Seattle via the Suez and Panama canals in the '80s and '90s. Over the course of this voyage, nearly everything useful on board had been strengthened and improved, while anything unnecessary or cumbersome had been stripped away.

The lack of a chartplotter was most intriguing to me, as it is considered practically essential equipment these days. But the previous owners had reasoned that if they could sail around the world without a GPS, why would they need it now?

While working as a skipper/instructor on charter boats in the San Juan Islands, and as a shipwright in Port Townsend, I learned to respect *Mistral's* robust simplicity far more than all the modern gadgets and equipment I worked with.

MICHAEL OF LEILA

CHANGES

Through the course of various projects to get her ready for a long Pacific voyage, including new standing rigging, chain-



After the appropriate toasts to Neptune, Richard and Angi joined the Royal Order of Shellbacks.

plates, cutlass bearing, nonskid, etc., I kept her electronics simple and barebones. AIS was the biggest addition, as it's a very useful safety tool to both see and be seen by other vessels. And on a VHF with integrated AIS, a CPA/range alarm can be set, and the small LED screen provides necessary data to identify targets and maintain a safe distance.

For navigation in fog or severely reduced visibility, *Mistral* carries a small stand-alone radar unit with an LCD screen. For satellite communication, a Garmin inReach is affordable, robust, and reliable, without being distracting. Finally, an iPad with navionics serves as a chartplotter, to be used in tight quarters, strong current, or (most often) when I'm feeling lazy.

Richard's first Pacific crossing attempt on 'Darwind' was cut short by the COVID pandemic.

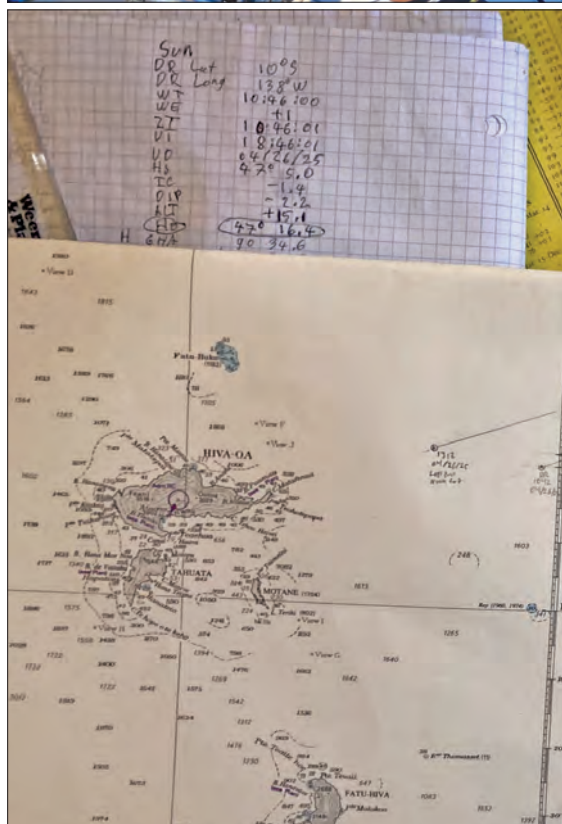


Ironically, one of the hardest parts of preparing *Mistral* was finding paper charts without spending thousands of dollars on new charts. But eventually, after enough scrounging through marine thrift shops, swap meets, and dozens of photocopies, I had a stack of paper to get me safely from Washington to New Zealand. So three years and one month after buying *Mistral*, with my dad on board as crew for the first leg to Coos Bay, we entered the Pacific, leaving Cape Flattery to port, retracing *Darwind's* 2019 route, as well as *Mistral's* outbound track from 30 years before. I soloed from there to Ensenada, and a friend helped crew to La Paz, where Angi joined me.

In preparing for the passage to the Marquesas, I had grand plans to turn off the GPS and navigate solely with paper charts and the sextant as soon as Mexico dropped below the horizon. Of course, "plan" is just a four-letter word. First was the weather: Leaving Mexico, the seas were rough, and Angi and I were settling into our routine while getting used to the boat offshore after a long time at anchor in La Cruz, so sextant sights seemed like just another chore, and an unnecessary one. Next, as we passed Isla Clarion and started to head southwest toward the ITCZ, worrying about where to cross the doldrums occupied most of our time and mental bandwidth. As we had no ability to download GRIBs, we relied on friends and family for updates, which they passed on to us through the inReach — again, 160 characters at a time. Of course, everyone had different interpretations, and the models were constantly changing. Long story short, the sextant remained in its case.

Once we did hit the doldrums at about 4°N, 124°W, we were committed to our course and were able to relax in the knowledge that we would reach the SE trades whenever we reached them, and there wasn't anything we could do about it in the meantime. My requests for weather updates dropped off to once every two days or so. But the sextant remained unused, as the intense heat (remember I was born and raised in Alaska) killed any motivation to do much more than hide from the sun and read. Besides, navigation at this point consisted of nothing more than keeping the boat headed as close to south as possible in the light zephyrs, and waiting for the SE trades to fill in.

We crossed the equator after 18 days at sea, ghosting our way south at 1.5 knots over a gentle, glassy swell. I had been looking forward to this moment for five years, and as we glided across the line, Angi and I toasted Neptune, the old man



of the sea, and of course the good ship *Mistral*, with a small bottle of liquor that had been a gift from my mother in 2020, to be opened when *Darwind* crossed the equator. Angi then initiated me into King Neptune's court as a shellback.

Two days later, we picked up the SE trades and brought *Mistral's* bow around to point directly at Hiva Oa. Finally, in the gentle trades, I dug out the sextant and began plotting our noon positions on the paper chart from celestial fixes, rather than from the GPS. At that point we were still mostly using the iPad for navigation (consisting of checking a few times a day



Above: Paper charts (remember those?) and celestial navigation show 'Mistral's progress through the doldrums and SE trades (on right), and the first position on the larger-scale chart of the Marquesas (left). **Top left:** cleaning the prop in the doldrums. **Center:** "Land ho!" at sunset on the 27th day. **Right:** 'Mistral' (foreground) anchored in Hanavave Bay, Fatu Hiva.

that we weren't drifting too far off the rhumb line), and when I double-checked our position with the GPS, the celestial fixes were never more than 10 miles off.

The last week of the passage was the most enjoyable by far. Weather updates were entirely unnecessary and indeed unwanted; the wind was so steady that the only thing to do was give the windvane an occasional tweak. As sunsets turned to sunrises, I found myself checking the

GPS less and less, while appreciating the ritual of crossing a morning LOP of the sun or Venus with a noon latitude more and more. Marking the resultant position on the paper chart and watching the thin graphite line slowly reaching toward the islands, I felt a sense of connection with, and respect for, the ocean that I have never felt looking at a chartplotter — where the techno-certainty of your position robs the sense of achievement and thrill of uncertainty that comes from putting a dot with a circle around it in the middle of all

that blank white paper.

As the row of dots grew closer and closer to the islands, I was barely looking at the iPad at all anymore, and on our 27th day at sea, the noon fix had us sailing onto the large-scale chart of the Marquesas archipelago, and theoretically within visual range of the islands. Two hours later, a dark patch on the horizon appeared out from under a cloud! Soon we could clearly distinguish Hiva Oa, Motane, and Tahuata. A quick visual fix off all three confirmed our dead reckoning, and that is the last mark on the paper chart. From here, visual navigation would suffice, and as we came within a few miles, the iPad chartplotter regained its place as by far the most practical tool for approaching an unknown coast.

I have made a few significant landfalls over the years, and every one is a special and unique experience. This one will always be special to me as the redemption of my first attempt to reach the South Pacific on *Darwind*, and the first landfall on my own boat that I have shared with another person.

Using the sextant to plot positions on the paper charts in the week leading up to landfall was also an important part of this passage, and I hope that as I continue my voyaging, I will be able to turn off the chartplotter more often. I still use it far more than I need to — after all, it's so easy! But every time I put it down or turn it off, I'm instantly more aware of the boat, the ocean, and the present moment. I have come to think of a chartplotter the same way I think of my engine: It makes life easier and safer, and I wouldn't sail without it, but I only use it when necessary or practical. I didn't choose to sail across an ocean because it's easy and safe, and isn't life always better when you turn off the engine and sail, even if it takes a little longer or a little more effort to get there?

— Richard 6/4/25

ALL PHOTOS MISTRAL

CHANGES

Arctic Tern — Nordic 40 Graham Wilson Celebration of Life Yukon

I motored past El Arco, the famous arch in the seaside cliffs of Cabo San Lucas, Mexico. A recent storm had left an uncomfortable chop. I stood tethered behind my pedestal, listening to cabinet doors and drawers in the salon fly open. Provisions littered the sole, and I would no sooner clean up one mess when another cabinet door would slap open, dumping its contents.

For me, this trip was different from others. I had a heavy heart. In the months prior, three of my closest friends had passed. Not together in a single event. But within weeks of each other. Two had been sick, and another's death was sudden and unexpected. They were my inner circle. Rarely a day passed that I didn't speak with at least one. And often, I talked with all three. I had been in a funk since their passing. The cumulative enormity of the grieving overwhelmed me, and I was stuck. I kept myself busy preparing for the Pacific Puddle Jump, but I felt more or less checked out the whole time.

As the coastline disappeared, the chop lessened, and I settled into the routine of being alone at sea. I was sailing a direct route to the Marquesas Islands, about 2,600 miles away. The winds faded as I passed Isla Clarion, a few hundred miles offshore. So did my mood. A depression fell over me, and in the morning calm, I left the cockpit and went back to bed. I didn't even bother to shake out my night-time reef. Occasionally, my autopilot screeched that there wasn't enough wind to maintain course. I checked the autopilot a couple of times, but eventually, I stopped responding to its alarm. I slept heavily and dreamt of my friends.

The following morning, I climbed into the cockpit feeling disorganized but well-rested. There was a light wind over the transom. I went to the foredeck, set the pole for the genoa, and put a preventer on the boom. I nestled into the cockpit and headed dead downwind, wing on wing. For more than a week, I didn't touch the sails. I wasn't going fast, but I wasn't in a rush, and the gentle roll of the boat suited my mood. I downloaded GRIB files from PredictWind daily and was pleased they were accurate so far offshore. I felt spoiled by the ease of travel.

One day a brown booby circled the boat and landed on my solar panels. Each morning, I hand-fed him flying fish I found on the deck. He swallowed them whole by lifting his beak in a massive gulp. His partner showed up on the fifth



PHOTOS ARCTIC TERN

Above: 'Arctic Tern' in Nuku Hiva. Top left: "In case of shipwreck, I brought a friend," notes Graham. Top right: Boobies fouled the solar panels and eventually had to be shooed off.

day. By this time, the boat was a stinky, guano-covered mess. In the afternoon, I had a nap in the aft cabin, and one of the boobies flew inside and sprayed my salon with guano.

It was time for me to get things in order.

I tied a tether to the arch and cleaned the solar panels with a long-handled boat brush, plastic scraper, and bucket(s) of water. The boobies snapped at the brush and the temerity of my encroachment. And, finally, they flew away.

I anticipated days of motoring in the Intertropical Convergence Zone. This band of generally still air hovers near the equator and is known as the doldrums. I know friends who have motored for a week or more through the ITCZ.

As I approached, storm clouds formed an unbroken chain on the horizon. For two days, torrential rain squalls scoured the remaining booby guano away. The winds eventually lightened, and the humidity and temperature climbed into the mid-80s. My most coveted piece of equipment became the cockpit shower sprayer. Frequently, I cooled off by dousing myself and sitting in the shade of the dodger. I sipped electrolyte drinks, listened to

music, and read. One day lazily spilled into the next.

As anticipated, the wind in the ITCZ slowly faded and, one evening stopped entirely. Reluctantly, I took down the pole and rolled up the genoa. My engine roared to life, and I went to bed unconcerned about shifting wind or squalls. At daybreak, I climbed into the cockpit and was greeted by an 8-knot westerly. At long last, we had found the southern trades. I set my sails for a beam reach and turned off the engine. The boat only did a few knots, but I knew things would improve as I traveled south. I made coffee and French toast, and watched the pastel morning sky. In the afternoon, I video-chatted with my daughter and granddaughter. My granddaughter was turning 1, and I played my ukulele and sang "Happy Birthday." She listened wide-eyed to my messy chords and out-of-tune harmony.

The wind gradually built, and the boat dug into an incredible week-long beam reach. The last 36 hours were especially boisterous, with winds gusting into the low 20s. With a single reef, I wasn't burying the rails and sped along.

A couple of hundred miles from landfall, I received a call from my friend's memorial service in Vancouver. John Harper was an avid sailor and loved cruising in

Mexico and the South Pacific. It felt good to reminisce about John and a life well lived. Soon, I was preparing my yellow quarantine flag and anchor for Nuku Hiva.

My journey wasn't plagued with breakages, big challenges, or drama. It was a sweet downwinder and 23 days of reflection and recovery. I missed my friends and couldn't think of a better description of the journey than "Celebration of Life."

— Graham 5/2/25

Fairwyn — S&S 42 Yawl Rick and Gayle Leland Hitching a Ride Emeryville

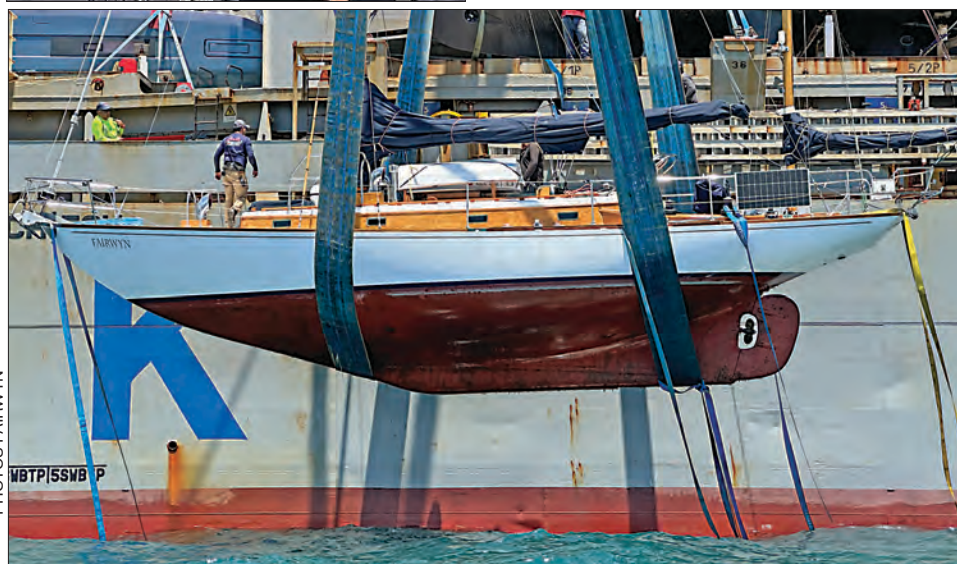
I'm writing this while on *Fairwyn*, tied up directly in front of the Royal Empress Hotel in Victoria, BC, ready to embark on a summer cruise around Vancouver Island with new paint, varnish, Webasto heater, stern-tie reel and salmon fishing gear. A short month ago, *Fairwyn* was in La Paz with her planks drying out in the desert heat, longing for cool, damp British Columbia, 2,100 miles to the north. How to be in both places a month apart? Ship, baby, ship.

Even while enjoying the downwind sleigh ride that was the 30th running of the Baja Ha-Ha, I was pondering how I was going to get *Fairwyn* back uphill. In June 2022, after the 2021 Ha-Ha, I had bashed back to San Diego after equipping *Fairwyn* with every jerry jug available in La Paz (14 in all). It took six days of motoring and 13 days of waiting for weather breaks, but ended safely: no injuries, no damage, not much fun.

This time I was hoping to go all the way to Canada to spend the summer, so I gave the alternatives some thought. How about sailing to Hawaii? I love the idea of sailing across an ocean with downwind sailing the whole way around the Pacific High. But contemplating three weeks to Hawaii and another four weeks back to San Francisco — the summer would be spent mostly bouncing over the waves. And Hawaii did not seem like the best cruising destination, having few all-weather anchorages and rough sailing conditions.

Trucking was a possibility. Mexico-based companies pick boats up in many locations and deliver them to Phoenix, where the boats are transferred to US truckers. (I don't know why direct delivery is not available.) The cost was similar to shipping but involved hauling the boat and unstepping the mast and maybe having my wood boat stuck on a trailer drying up and shrinking in the Arizona desert. Seemed risky.

Of course *Fairwyn* could always bash



Above: 'Fairwyn' gets loaded onto the transport ship. Top: Richard and Gayle.

up the coast on her own bottom — 2,100 miles to Victoria at 5.5 knots would take 16 straight days. Figure another 16 days for weather holds, breakdowns and rest. Fuel would be about \$2,500, engine wear and tear, another \$2,500. Hiring a delivery crew for a 20-day trip would cost over \$10,000. Of course, a salty guy like me could always bash up the coast with some buddies.

What about shipping the boat? I was able to talk to Vadim Yegudkin, the president of Allied Yacht Transport, at the 2024 Sausalito boat show. Allied could ship *Fairwyn* from La Paz to Victoria for \$2,100. I took a big gulp and signed the contract.

My departure from La Paz was scheduled for sometime between May 8 and May 15. I arranged for crew and flights to get me to La Cruz in mid-April to have a nice week-long cruise up to La Paz to be in position two weeks before the earliest scheduled departure date. On March 21, I was told that the ship, *Chipolbrok Moon*, was arriving April 18, three weeks *early*! I had to scramble to get new crew, flights and slips to move the boat early. The only slip available in La Paz last-minute was at the expensive Marina Costa Baja — a hidden cost of the timing uncertainty.

The advice for preparing the boat was "rig for heavy weather." I removed the jib

but left the main and mizzen lashed to the booms. I removed and stowed in the V-berth the BBQ, Lifesling, dodger fabric, jonbuoy, Starlink, boat hooks, dinghy oars, seat cushions and stern anchor. *Fairwyn* looked racer-sleek.

You need perfect documentation to ride the ship. I had entered Mexico on my

TIP from 2021, which listed my old RIB dinghy. The boat has gotten a new dinghy since then. Not wanting to cause a delay at the last minute (demurrage being \$33,000 a day), I hired an agent in La Paz to cancel the old TIP and get a new one with the correct dinghy ID. Good thing I did, because both the ship agent and the customs agent checked the dinghy vessel number.

Allied arranges for a loading crew of about 10 men to fly to the ship's stops and perform the loading and unloading. The Chinese crew that runs the ship stands by and watches. The ship was anchored about a mile off Marina Costa Baja. At my 11:30 loading time, the 11-knot wind had kicked up some chop. It took me three tries to get into position, and I had to borrow a crew from a *panga* to help with the docklines.

The ship was a steel wall 20 feet high, moving up and down. Because of the deck height, the docklines are pulling more up than in. Practice pointer: Use your stretchiest dockline for the job. The crane moves the slings into position from the stern and a diver positions them under the boat. I had to remove my backstay to provide clearance for the slings. Owners are not allowed on the ship, so once I had the backstay reinstalled, I had to board the *panga* and head to shore.

The ship had one stop in Ensenada to load and unload. The long-range weather

CHANGES

forecast was for 30 knots off Eureka, which would have been an apparent wind of 43 knots. My boat was stowed transversely (beam to the ship's bow), and I was worried about it blowing off the cradle. Fortunately, Captain Feng held the ship two days in Ensenada to dodge the bad weather. The delay cost the ship its slip reservation in Victoria, so it had to relocate the unloading 50 miles north to Nanaimo.

Unloading is the reverse of loading. A launch picked us up at the dock in Nanaimo and took us to the ship, where *Fairwyn* was in the slings on the way down to the water. *Fairwyn* joined the other sailboats being reassembled at Nanaimo.

Shipping ain't cheap, but it allows an extra season of fun cruising instead of spending a summer bashing against the wind, waves and current.

— Richard 5/31/25

Readers — Fairwyn is one of the oldest active cruising boats to grace these pages. She was built in Scotland in 1957 and spent her early years racing out of Halifax, Nova Scotia. She was owned and cruised extensively by Stephen and Nancy

Carlman of Vancouver for 25 years before being acquired by Rick and Gayle Leland. She is one of very few wooden boats to have done the Ha-Ha, in 2021 and 2024. For more on her history, see the April, 2022 Changes In Latitudes.

Cruise Notes

• Who knew Neiafu, Vava'u, Tonga, was such a "happening" place? Last month, we were in the midst of an ongoing email chat with regular contributor Jim Yares of the Catana 472 cat **Roam** about a new bar/restraurant built around an old cruising boat (see *The Strange Journey of 'Fair Seas'* in this month's *Sightings*) when he dropped this note one day: "Small boats, big adventure. The Mini Globe Race boats are here in Neiafu for a rest — 19 feet around the world, solo, in a year. Holy cow!"

We'll throw in a second "holy cow." There's so much going on in the sailing world now that the McIntyre Mini Globe Race has barely been on our radar — until Jim's email. A quick check revealed that this first-ever round-the-world singlehanded race for boats under 20 feet



This is German sailor Christian Sauer's Mini Globe boat. He's currently running about the middle of the pack after two legs. Inset: Pam and Jim.

features a westabout course that started in Antigua on February 23. Including four planned stops for rest and repair, it will take just over a year to complete — the first finishers are expected in Antigua next spring. Fifteen skippers from eight countries started, including two women and one American, Seattle's Josh Kali. At this writing, 12 are still sailing. For more on the event, check out the excellent race website at www.miniglobelrace.com.



SAIL INTO SUMMER WITH CONFIDENCE!

FREE PRE-SEASON BOAT HEALTH CHECK

WHAT WE WILL DO:

- ENGINE INSPECTION
- FLUID LEVELS (OIL, COOLANT, TRANSMISSION)
- CHECK BATTERY AND ELECTRICAL SYSTEMS
- CHECK SAFETY EQUIPMENT (LIFE JACKETS, FLARES, FIRE EXTINGUISHERS)
- HULL AND PROPELLER INSPECTION
- EXPERIENCED AND CERTIFIED MECHANICS



SAN FRANCISCO BOAT WORKS

Marine Services for Power & Sail

835 Terry Francois Blvd

San Francisco, CA, 94158

www.sfboatworks.com

BOOK YOUR FREE APPOINTMENT!

CALL US - 415 626 3275

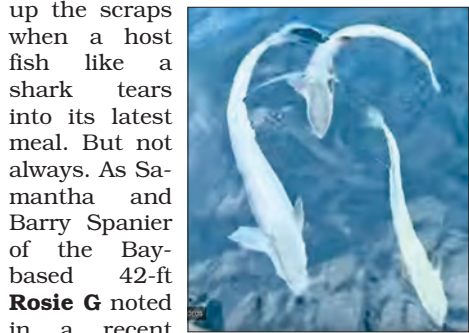
OR EMAIL - [INFO@SFBOATWORKS.COM](mailto:info@sfboatworks.com)

AUTHORIZED DEALER





• Remoras are the freeloaders of the fish world. Via a dorsal fin modified into a sucker, they literally "hitch a ride" on the skin of larger fish, detaching to clean up the scraps when a host fish like a shark tears into its latest meal. But not always. As Samantha and Barry Spanier of the Bay-based 42-ft **Rosie G** noted in a recent



blog post, a small group of remoras have taken to hanging out around their big boat, as well as their dinghy. "When we row to shore, they have to make a decision to go with our Pudgy or stay with the boat, and sometimes they swim almost all the way to shore before turning back."

What do remoras like? "Papaya seeds, chicken skin, steak bits, and of course, fish. They dislike apple skins and most vegetables," notes Sam.



Left: A few members of the remora fan club. Above left: Samantha and Barry are more than a year into their South Seas cruise. Above right: 'Rosie G'.



PHOTOS ROSIE G

If you are not familiar with the Spaniers and their unique cruising boat, a bluff-bowed, junk-rigged catboat conceived by Barry, designed by Jim Antrim, and built by Cree Partridge at Berkeley Marine Center, do yourself a favor and check out our article about the boat in the November, 2023 *Sightings*. The Spaniers' blog is at www.reddogyachts.com.

• It's probably safe to say most cruisers would prefer not to stick to an itinerary, but instead sail the oceans of the world at the whim of wind, waves and their own imaginations. Such was not the case for Warwick "Commodore" Tompkins and his bright red, Richmond-based Wylie 39 **Flashgirl**. On what he calls "my last time going to sea," he had a very specific

destination and mission in mind: to surprise and reunite with a young boy — now a man — on the volcanic island of Pohnpei.

Commodore and his late wife Nancy had met

Nikki ("last name unpronounceable") during their 12-year cruise among the South Seas islands from 2004 to 2016. It was an innocent-enough introduction: Nikki appeared one day to help Commodore launch *Flashgirl's* dinghy after a trip ashore. But something about the youngster clicked, in the way "old souls" click, if you believe in that sort of thing. After a lifetime spent sailing and racing boats of all sizes and descriptions, Commodore is pretty strict about how things should be done — and Nikki just seemed to "get it" right from the start. "He had these qualities, this character, these abilities, these skills that just seemed innate," Commodore remembers. "And in everything he did around boats, he showed exquisite, perfect seamanship."

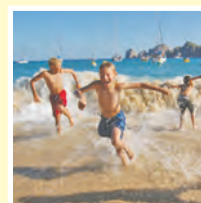
They all soon became fast friends, seeing each other regularly ashore and

THE TOP TEN REASONS FOR DOING THE 31ST ANNUAL BAJA HA-HA!

More than 4,000 boats and 14,000 sailors have done the 750-mile cruisers rally from San Diego to Cabo San Lucas. Here are some of the main reasons. 1) It's really, really fun. 2) Superb safety record. 3) You get a Ha-Ha backpack filled with swag at the Halloween costume kick-off party. 4) To a great extent there is safety and shared knowledge in numbers. 5) Daily roll call in ports, professional weather forecast, and net.

6) Six social events in which to make lifelong cruising friends. 7) You'll be featured in the Ha-Ha bio book. 8) Experienced leadership. Collectively, the three event leaders have transited the Baja coast 100 times. 9) The fleet will be able to check into Mexico at Bahia Santa Maria. 10) It gives you compelling deadline to leave the dock. And Bonus Reason #11, most cited by past participants, all the new cruising friends you'll make.

THE HA-HA RUNS FROM NOVEMBER 3-15, 2025
REGISTER AT WWW.BAJA-HAHA.COM



JOIN THE 31ST ANNUAL BAJA HA-HA AND BECOME PART OF CRUISING HISTORY!

CHANGES IN LATITUDES

afloat, meeting Nikki's foster parents, and even volunteering to pay for a year's worth of schooling at the good school on the island.

The visit only lasted a week or so, but the memories have remained fresh.

Sadly, Nancy passed away in 2023. In February this year, Commodore turned 93. And he decided that his last big sailing trip would be to return, unannounced, to Pohnpei in the hopes that Nikki might recognize the boat and come out for a reunion. He let us in on this plan early on, but swore us to secrecy on the admittedly offhand chance that Nikki might catch wind of it if it appeared in print.

As noted in an earlier issue, Commodore and two crew sailed to Hawaii in March. Commodore cracked a couple of ribs in the crossing and had to stay for a few weeks longer than planned while that healed up and he secured two more crew.



PHOTOS FLASHGIRL

Left: Commodore and Nancy. Center: There are no photos of Nikki, but many kids visited the boat during her time in the South Pacific. Right: 'Flashgirl'.

On May 2, with Marty Pepper and Noah Drejes aboard, they departed Honolulu and pointed the bow south.

The 21-day, 3,000 mile trip was relatively uneventful. Commodore didn't even consider a failed backstay (chafed by an internal antenna) a big deal, as he had incorporated several innovations in the boat for just such "what ifs" — including swept-back spreaders and other safeguards. The only stop en route was at Mili Atoll to replace the backstay before continuing on.

Commodore's high expectations for a Hollywood reunion fizzled soon after

arrival. No one came out to meet the boat. So he went ashore and sought out Nikki's adoptive parents. He learned from them that Nikki had emigrated to the United States and was currently working in some kind of manufacturing facility in New Jersey (or possibly North Carolina — nobody seemed to know for sure). There were a couple of phone calls and texts with Nikki, and Commodore thinks he may fly back for a proper reunion when he returns home.

And that's the next thing he plans to do: return home. He has no real interest in going any farther or visiting other islands. At the time of this writing, he was looking for at least two crew for the upwind passage home, again via Hawaii.

HAVEN
BOATWORKS
PORT TOWNSEND

**Full Service Boatyard
for all your vessel needs
commercial/pleasure/sail**

**(360) 385-5727
www.havenboatworks.com**

Jeremy Johnson

DEALERSHIP
BROKERAGE
SERVICE



BOATING SCHOOL
CHARTER
SAILING CLUB



Beneteau Oceanis 37.1

The **Oceanis 37.1** blends performance and comfort, making it perfect for **family** sailing. Its spacious interior, easy sail handling, and **safe** cockpit suit both **day trips** and extended **cruises**. With a well-balanced layout and a swim platform, it's ideal for family fun, relaxation, and coastal adventure.



Boat Specifications

- 2 cabins, 1 head
- Alpi Oak
- Bowthruster
- Heater
- In-Mast Furling
- Raymarine



SAN FRANCISCO | 510-778-8818
LOS ANGELES | 310-821-8446



CLASSY

CLASSIFIEDS

PERSONAL ADS

1-40 words \$40
41-80 words..... \$65
81-120 words (max) ... \$90
Photo \$30

PERSONAL ADVERTISING ONLY

No business or promo ads except
Non-Profit, Job Op, Business Op

BUSINESS ADS

\$70 FOR 40 WORDS

ALL PROMOTIONAL ADVERTISING

One boat per broker, per issue.
Logo or Graphic \$30 Additional
Biz ads do not appear on website.

Latitude 38's Classy Classifieds
is the place to buy or sell boats,
marine gear, trailers, liferafts, boat
partnerships, trades and more!

Submit your ad online at
www.latitude38.com/adverts
Your ad is live online immediately upon completion
of payment. Ads automatically renew every
30 days, you can cancel anytime.

THE PRINT DEADLINE IS ALWAYS THE 15TH AT 5 P.M.

QUESTIONS? (415) 383-8200 OR CLASS@LATITUDE38.COM

DINGHIES, LIFERAFTS & ROWBOATS



11 FT HIGHFIELD CL340 2019. Aluminum hull rigid inflatable boat with 25 hp 2019 Yamaha outboard (Yamaha's lightest). Lightweight aluminum hull plus lightweight motor equals the ability to pull one teenager on an inflatable tube while another one rides along with the adult operator. Less than 200 hrs operating time. Motor serviced spring 2024. Includes factory bench seat, OEM under-bench storage bag, navigation light kit (for nighttime cruising), two propellers, tiller extension, oars, cover, foot pump. Price is for boat only. Trailer (new in 2021) can be included - add \$1,000 (\$5,500 for both). Currently located in San Rafael. Demonstration rides available to serious buyers. Delivery possible, depending on location and final sale price. Cash or wire transfer only. \$4,500. San Rafael. r.hughes199@gmail.com (206) 954-1805



10 FT HIGHFIELD CL310 2023. With FCT7 console. Aluminum hull, Hypalon tubes, 10-year warranty. Suzuki EFI 20hp 4-stroke EPA for all waterways. 81 hrs. 5-year warranty. 320 lbs total weight for boat and motor. Very comfortable, rugged, fuel efficient. Galvanized trailer, cover, many upgrades and extras. Remote start and hydraulic trim at throttle. Planes instantly and maintains plane at low speeds. \$19,000 in receipts. Fantastic for exploring Bay, lakes and Delta. \$12,600. Sausalito. Redwood111@earthlink.net



12 FT SHELLBACK 2000. Wooden rowboat and Shaw & Tenney oars. New trailer. \$5,000. Sausalito, CA. krausslizz@gmail.com (415) 332-9103



8 FT ACHILLES 2021. Dinghy and motor. Achilles LSI dinghy in pristine condition comes with 2 sets of paddles, patch kits, bellows, 2 extra plugs, painter, custom cover, and cables. Dinghy floor is high-pressure Hypalon — hard as a rock when inflated properly. Cover and cables are perfect for davits. I could stand on my Catalina 36 swim step and put on/take off the dinghy cover. The motor is a Nissan 6hp, 4 stroke so it doesn't need mixed gas. It's in great shape and will get 2 people (who lean forward) up on a plane. It comes with a gas tank and hose to connect to engine, a cover, 2 sets of red keys, and more. \$4,800. San Francisco. ray.oleson@gmail.com (530) 913-0487

LATITUDE 38'S. CLASSY CLASSIFIEDS IS THE PLACE TO BUY OR SELL BOATS, MARINE GEAR, TRAILERS, LIFERAFTS, BOAT PARTNERSHIPS, TRADES AND MORE! Submit your ad online at www.latitude38.com/adverts/Your ad is live online immediately upon completion of payment. Ads automatically renew every 30 days, you can cancel anytime.



10 FT AB INFLATABLE 2007. 9. 5-ft AB hard-bottom inflatable tender with a 2015 15 hp Yamaha outboard (less than 35 hrs on motor). The boat was used very little and was carried on a catamaran. Newly painted trailer with new tires in 2023. New oars, some life jackets, and miscellaneous other items. Last used on Shaver Lake in High Sierra, CA. \$3,000. Santa Cruz, CA. mrgz76@gmail.com (831) 578-1506



15 FT ZODIAC MK III 1999. Sat in garage, replaced impeller runs like new. Trailer, tires perfect condition. Bimini and extra gear. 40hp Tohatsu. Control panel lifts motor, new ACDelco marine battery in case. \$14,000. Mendocino. melco@mcn.org (707) 884-4836



EXPERT MARINE SURVEYOR Capt. ALAN HUGENOT
Captain.Hugenot@gmail.com • (415) 531-6172

NAVAL ARCHITECT & MARINE ENGINEER - MASTER IN SAIL
ACCREDITED MARINE SURVEYOR (SAMS accredited Oct. 2004)
SNAME-ABYC-NFPA • ACCEPTS ALL CREDIT CARDS

DAVE'S DIVING SERVICE

Serving Southern Marin Since 1984

Hull Cleaning • Zincs • Inspections • Props Replaced
Repairs • Recoveries • Fully Insured and Marina Recommended
(415) 331-3612 • davesdivingservice@gmail.com



RIGGING ONLY & SMALL AD, SMALL PRICES

Standing and running rigging, life lines, furling gear, winches, line, windlasses, travelers, wire and terminals, blocks, vangs, and much more.

~ Problem solving and discount mail order since 1984 ~

www.riggingonly.com • (508) 992-0434 • sail@riggingonly.com

SPECTRA
Watermaker
Store

SPAULDING CENTER SAUSALITO

Systems, Parts, Service, Rebuilds • We have a huge parts inventory!
Spauldingmarinestore.com • 415-332-3179

24 FEET & UNDER SAILBOATS



23 FT RANGER 23 1976. Refit in 2021: Awlgrip hull and topside, Trinidad bottom paint. New standing rigging, tinted tempered glass ports, tricolor masthead lights, mainsail and tiller cover, quarter berth cushions. Equipment: 6 hp Nissan 4-stroke outboard, spinnaker and whisker poles, 2 anchors, 4 winches. Electronics: Knotmeter, depthsounder, compass, VHF radio, stereo. Sails: Jibs — 100, 125, 150. Spinnaker. Main. Additional photos and information available upon request. \$12,000. Sausalito, CA. rwilsons@gmail.com

17 FT THISTLE 1970. Good condition; sails fine but old. New gold mast, repainted green hull, teak rails, old but reliable trailer, spare tire. Original owner raced occasionally. Now daysailed on Folsom Lake, Nevada reservoirs. Always stored inside garage. \$2,900. Reno, NV. annieowen@gmail.com (775) 722-6020



24 FT J/24 2004. Race-ready US Watercraft. Former 'Mr. Happy' raced to national level by the Harden brothers in Texas, and subsequently had a major racing upgrade by Juan Mauri (www.mauripro.com/) as 'Señor Happy', including re-fairing and repainting the hull in 2016. Amazing list of goodies; Dyform shrouds, all new running rigging, new winches as only Mauri knows how to do! Carbon fiber pole, Sparcraft mast. 2015 Mauri composite main and Technora jib, 2014 North spin, 2013 North 1005 jib. New Sunbrella custom cover 2021. Tohatsu 2004 Model M3.5A2 3.5hp motor, never used. Two-axle trailer rebuilt with new tires, bearings and wiring in 2021, registered in CA. Hull# USW45319F303, registered in CA. \$14,999. Santa Barbara. george@wilbanksfamily.org



23 FT BEAR CLASS SAILBOAT 1958. Last chance. Rescue a charming wooden Bear class sailboat. Worthy project. Combine two boats and gear, making a restored classic sailboat. The time is now or never for the historic surviving boat. Free! Price: \$1. Sonoma, CA. dolfindetails@gmail.com (415) 377-0894



15 FT SAGECAT 2017. Boat: drop keel, 220 lb bulb, full-batten main with two reefs, anchor gear, 2hp Yamaha outboard, fresh bottom paint, small but fairly comfortable accommodations. Trailer: Pacific single-axle, spare tire. Good boat for breezy Bay Area. Sharp sailer. I can deliver California, Oregon, Washington. \$15,000. Novato, CA. dndcharles@gmail.com



22 FT SANTANA 1966. Racer-cruiser. Jib, 170 genny, lightly used mainsail, cabin-top jib leads, 2024 4hp Mercury outboard on warranty. Interior and cockpit cushions, chain. See at berth G1 Corinthian Yacht Club, Tiburon. \$2,500. Tiburon, CA. leejohnsonxxx@sbcglobal.net (415) 488-1255

25 – 28 FEET SAILBOATS

28 FT CORSAIR F28R 1997. See ad in "Multihulls" section of 'Latitude 38' Classy Classifieds. \$40,000. DLrwin@djicpainc.com



27 FT SANTA CRUZ 1979. 'Wilder', #122, is a 2024 Pac Cup vet. One of the nicest and most well-equipped SC27s around. Everything you need! Provision and race to Hawaii tomorrow. New galvanized trailer. Full inventory at URL. \$27,000. Richmond, CA. ian.sprenger@gmail.com www.tinyurl.com/2tr8k6ae



28 FT LANCER 1979. North Sails, roller furling jib, boom pocket main. Shoal keel, go sailing anytime. Good sailer. 9.8hp Nissan outboard w/onboard controls, electric start. Dodger and newish upholstery. Resealed deck, new interior, 2009. 110V reefer. Dock box. Cool name: 'Kensho', the first stage of Enlightenment. At Lowrie's in San Rafael. \$11,500. San Rafael. jmdonley@mac.com (415) 215-2639



26 FT COLUMBIA 1965. Classic coastal cruiser, perfect for Bay sailing or weekend adventures. Includes crisp main and jibs, a roller furling jib, and a 6hp 4-stroke Nissan outboard in excellent condition. Solid fiberglass hull also includes 3/4 full lead keel for stability. Functional tiller and rudder. Spacious cabin with generous seating space, head, sink, storage, and bed. Clean title in hand. Currently in the water. Ready to sail! Price: \$4,000 OBO. lucap20@gmail.com (415) 961-2854



25 FT MERIT 1983. Well maintained. No bottom paint, dry sailed. Includes: Trailer, Yamaha 4 hp outboard motor. Two 150 genoas and sheets. One #2 genoa. Two mainsails, One good spinnaker, four fair spinnakers, Two spinnaker poles, spinnaker bags and sheets. Standing and running rigging in good condition, internalized halyards. \$3,000. Merced, CA. timharden2020@gmail.com (209) 631-2264

25 FT CATALINA 250 WING KEEL 1997. Trailerable and rigged for easy single-handing. Tiller steering with Raymarine ST1000 tiller pilot. Honda 9.9 outboard (regularly serviced; major service Sept. 2024). Hull cleaned three times a year — diver reports excellent paint condition (last painted Dec. 2022). Rudder re-glassed at the same time. Standing and running rigging replaced in 2021. Also in 2021: upgraded to two-battery system with switch and charge controller; lifelines replaced with bare steel wire. New VHF radio (Mar 2022). No trailer included. \$10,000. Coyote Point, San Mateo. john@jfbatlaw.com (650) 207-5267 www.tinyurl.com/bddwwfra



26 FT INTERNATIONAL FOLKBOAT 1976. Built by Marjeholm. These are perfect little Bay boats that were designed in Sweden. Folkboats are a joy to sail in summertime breezes, easy to singlehand, actively raced, and have enough interior space for weekend stays. New motor, pintles and gudgeons, and mainsail in 2020/2021. \$7,600. Sausalito. (415) 881-7224



25 FT OLSON 25 1984. Hull #45. Santa Cruz-built for NorCal conditions. Shipshape and race-ready! Former national champion. North racing sails, Pineapple cruising sails. B&G instruments, Suzuki 2.5 hp outboard. Nice and clean interior. \$11,500. Berkeley Marina. ancelnicholas@gmail.com (510) 459-1337

**Sign Up For Latitude 38's
FREE California Sailing Newsletters
www.latitude38.com/signup**

VESSEL MOVING

No ocean too big, no trip too small, no ship too large, no mast too tall.
Sail or power, we move them all! When you are ready give us a call.
Professional Service • cappytom@aol.com • (206) 390-1596

STEVE JONES MARINE SURVEYOR (415) 497-9078



SAMS AMS • Serving the Bay Area Since 1980
Steve.Surveys.SF@gmail.com



Afterguard Sailing Academy The Affordable Way to ASA

ASA Basics to Ocean • Crew Intro to Cruising Prep
(510) 535-1954 • www.afterguard.net





28 FT PEARSON (AEROMARINE) TRITON 1961. Sausalito-built Triton, solid boat, no coring to worry about. Sails well. Battened main, in good condition. A couple of headsails. Atomic 4 runs and starts right up. Standing rigging replaced in 2019, along with new portlights. Extras can be included for the right price: new Harken furler, ST winches, diesel heater, dinghy, Raymarine i70, etc. \$4,500. Alameda. oldgoldfarms@gmail.com (805) 754-8600



28 FT ALERION EXPRESS 28 2003. Sail number 212. In fresh water only (Lake Tahoe) since 2011. Indoor winter storage every year. Annual maintenance records are available. Standard jib plus two additional jibs for sailing in heavy and light wind without Hoyt Jib Boom. New tiller with extension. Volvo Penta MD2010D 2-cylinder diesel engine. Original cushions (blue interior, white exterior) are in excellent shape. Includes custom galvanized trailer with built-in ladder. \$79,000. South Lake Tahoe. robtoaz@gmail.com (818) 632-2376

26 FT J/80 1993. Performance sport-boat for sale. A blast on the Bay, great for daysailing or racing. Basic boat, no trailer or outboard but priced below market. A little TLC and you have a great boat. \$16,000. Alameda. wayne@sailing-jworld.com (415) 606-2634

27 FT JENSEN CAL T/2 1978. Overhauled. Included with \$1.5 million custom Eighth Avenue home, three blocks from Santa Cruz, CA, Harbor, #M30. 1 yr+ slip sublease possible. For emailed details of unique home, see URL, then call. \$7,000 Free w/home. Santa Cruz, CA. is-jph38@mail-wire.com (831) 223-3665 www.haamele.com



28 FT STUART KNOCKABOUT CLASS 1995. Designed by L. Francis Herreshoff. Built by Eddy and Duff to a custom order. All teak rails, coamings, winch mounts, teak transom with gold leaf name, sailing hardware mounts, are high-gloss varnished. Professionally maintained. Shoal draft centerboard. Long seats inboard of cockpit coaming both sides of cockpit seat, four on each side. Boat in excellent condition. Traditional bronze hardware and winches. Two sets of sails, including working jib on self-tending boom, asymmetrical spinnaker with pole. Long shaft Torqeedo electric outboard, double-axle Triad trailer new in 2004. Many extras. Ready to sail. A simple, basic, easy boat to sail. Boat located on Cape Cod, MA. See Stuart Knockabout web sites for details, photos. \$49,000. Cape Cod, MA. Indigosailing52@gmail.com (773) 698-9180



27 FT H-BOAT 1980. A popular racing class in Europe with great sailing characteristics, this 1980 Artekno H-Boat is in excellent condition, with well maintained sails, rigging, electrical, instruments, equipment, and outboard. See website for more details. Motivated seller. \$17,000. Berkeley, CA. proge@berkeley.edu (831) 818-4769 www.tinyurl.com/5t3f97wu



28 FT H28 1978. Fiberglass, manufactured by Compass Yachts in Auckland, New Zealand. Lots of sails included. Main and jib nearly new. 1996 Volvo Diesel. \$6,500 OBO. Stockton Sailing Club. memcom@gmail.com (209) 483-6301



25 FT CATALINA 250 W/TRAILER 1999. This capable, trailerable coastal cruiser has many upgraded features of boats far larger: inboard Yanmar diesel and saildrive, an upgraded rudder, wheel steering, shallow-draft winged keel, completely redone/improved electrical systems, up-to-date instruments including autopilot, all standing and running rigging upgraded, up-rated mast and boom. The value of this Catalina 250 far exceeds the listing. Completely overhauled/refitted in 2016 with impeccable documentation of all work done. This boat is ready for anything on the Bay, Delta, and even short trips out the Gate; or put it on the trailer and your options are limitless. 2020 survey valued at \$27,000 available upon request. \$17,500. Marina Bay, Richmond, CA. cbbbackinca@gmail.com (949) 565-5252



25 FT MERIT 25 1984. Comes with two-axle trailer w/good tires. 2 #1 sails, #2 sail, #3 sail. All sails are in old condition. Two spinnakers in like new condition. VHF radio. Clear title, up-to-date registration. Call Cecil at 707-339-2359 Price: \$5,000. Clearlake, CA. d20001.pearson@hotmail.com (707) 339-2359



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



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

27 FT BALBOA 1978. Maxi — trailerable. Health forces sale. \$7,000. Marina Bay Yacht Harbor, Richmond. rtrouble@pacbell.net (775) 677-7503

29 – 31 FEET SAILBOATS



30 FT CATALINA 30 MK II 1988. 'Hyde Aweigh' is well maintained and clean, with std. rig and fin keel. The engine has 650 hrs. Includes cockpit cushions, stern seats, solid boom vang, Garhauer traveler, and sailing equip. \$20,500. Point Richmond, CA. flangeneck@gmail.com (510) 944-6023

30 FT OLSON 1980. Professional open-stern conversion Micro-adjustable mainsheet, traveler, and backstay Bowsprit Excellent sail inventory Tohatsu 3.5 hp — like new Solid trailer with good tires Much more. Email for pictures Price: \$17,500. Richmond, CA Boardwalk Marina. spaulwarren@gmail.com (916) 919-2850



29 FT C&C 29 1977. Well maintained, easy-to-sail cruising boat with Yanmar 3 diesel in good shape. Roller furler with updated rigging and new halyards. Tracks great in strong wind. Don't need anything to sail right away. \$9,900. San Pedro, CA. pierrelesax@yahoo.com (719) 201-3850

DELIVERY CAPTAIN Capt. Jim Fuller
capt.jim.fuller@gmail.com • (833)358-7227

60,000 n.m., 20 yrs USCG Lic., and the S.F. Bay Area
West Coast of North America from the Bering Sea to the Sea of Cortez

2,000 GOOD USED SAILS!

→ Listed at **minneysyachtsurplus.com** ←
More info? email: **minneys@aol.com**

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. Email Penny with AMBASADOR in the subject line. This is a volunteer position. SF Bay Area. Penny@latitude38.com

If you want to sail and are looking for a captain, or are a captain looking for crew, enter your information in the Latitude 38 crew page to get connected. www.latitude38.com/crew-list-home



30 FT SANTANA 3030 GP 1984. Nelson Marek Santana 3030 GP. Fully optimized with seven recent winning seasons including SD CRA winner in 2022/2023. Competitive PHRF 120 and ORC. Upwind/downwind killer. Will outpoint most boats. Lightweight/well balanced. Eight sails 2020 or newer including: new membrane LG carbon #1 used only four times. Membrane carbon main and five kites (0.5, 0.6, and 0.75 oz. symmetricals and A2/A3). New carbon spinnaker pole and recent Harken self-tailers. Massive cockpit, great for racing/cruising. Voluminous interior with four berths. Aft berths are true doubles. New Jabsco head. Redone varnished floor. Excellently cared-for Yanmar 2GM20F with full maintenance report. New batteries. B&G Triton 2 instruments. Three-year-old sprayed racing bottom. No blisters. Cruising-ready. \$12,000 OBO. San Diego, CA. michaelshcrager@gmail.com (574) 850-6318

30 FT NEW JAPAN YACHT VENT DE FETE SLOOP 1983. Boat has electric motor. The boat is \$12,000. The slip is for sale for \$45,000. It is a docko-minium (Glen Cove Marina, in Vallejo). Single-handed from Japan. Good hull report. \$12,000. Glen Cove Marina. john@wadsworthassociates.com (925) 381-0481 www.tinyurl.com/2n6uutvu



29 FT COLUMBIA 1967. Classic Sparkman. 6 ft headroom. New main and new jib. Wood stove. Original cook stove. Cobo. Need to sell for health reasons. \$6,000. Vallejo Marina. adam.cox1234@gmail.com (805) 704-1946



30 FT KNARR 1960. US #100, Norwegian-built, varnished wood hull and cabin sides, aluminum mast and boom. Two suits North sails, two outboards, stuff. Won '77, '80, '81, '82, '85, '86. \$19,500. SFYC Harbor, Belvedere, CA. georgerygg@gmail.com (415) 596-6296



31 FT DUFOUR 3800 1983. Inboard engine and rigging need immediate replacement. No known leaks. Sinks and water work. Electricity works, though battery may need replacing. Fiberglass monohull. Rigging: sloop. Keel: fin w/spade rudder. Racer/cruiser. \$9,000 OBO. Santa Cruz, CA. natcarsten@yahoo.com



30 FT TARTAN 30 1972. Too many upgrades to list. Our son was going to bluewater, but started a family. Sitting for 3 years. Atomic 4. New lifelines, standing rigging, mast step, sails, dodger, stainless gas tank. \$14,500. San Rafael. dianeirisballard@gmail.com



30 FT PACIFIC 30 1982. Designed in the '20s, built in the '80s of quality Canadian fiberglass, 'Ramona' is 30-ft on deck with elegant overhangs that guarantee compliments every sail. An original "gentleman's (or gentlewoman's) daysailer," 'Ramona' has everything you need and nothing you don't for a comfortable day on the Bay. Why sail a motorhome when all you really need is a sports car? Dependable Yanmar (recent List Marine service), crisp Pineapple sails, new standing rigging (including top of mast), rollaway head, and a great napping berth. Designed by William Roué of legendary 'Bluenose' schooner fame. Twenty-one-ft waterline, 8-ft beam, 4.5-ft draft, 4700-lb displacement, and one of the sweetest sailers that just happens to be undeniably pretty. \$8,250. Richmond. rgriffoul@sbcglobal.net (510) 290-0955



30 FT YANKEE ONE CLASSIC WOODEN RACING 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." Can be seen on Sunday, June 15, 2025, at the Master Mariner's Wooden Boat Show located at the Corinthian Yacht Club in Tiburon, CA, from 10am to 4pm. \$49,900. Richmond, CA. stefroche916@gmail.com

32 – 35 FEET SAILBOATS



33 FT SWIFT 33 1983. Huge cockpit, dinghy and motor on davits. Seven bronze ports. CPT autopilot, electric windlass, beautifully varnished, original Volvo diesel with saildrive. Roomy V-berth, Headroom 6.4 ft. Solar stored in lithium batteries. \$25,000. Barra de Navidad, MX. lukejtornatzky@gmail.com (509) 861-8180



32 FT DOUGLAS 1977. Extremely updated 32-ft full keel sailboat, designed by Ted Brewer. Over 20K in recent upgrades make this boat a sound choice. Custom StackPack, new mast wiring, engine panel controls, V-berth mattress. Epoxy barrier coated, replaced compression post and tabernacle, replaced gudgeon pins in keel foot, new SS dorades, all opening SS portlights with screens, dodger and bimini, loose-foot main and genoa and spinnaker, standing rigging replaced, Harken traveler, running rigging excellent condition, Pelagic autopilot, grounding plate, 4 new thru hulls. So much value in this boat that has been tried and tested on the Sea of Cortez. Reach out for additional information. \$24,500 OBO. San Carlos, Sonora, MX. altairishgirl@gmail.com (801) 550-7108



32 FT CORONADO 32 1972. Completely renovated. Center cockpit, aft cabin ideally set up for coastal cruising for a solo sailor or couple. 25hp Beta Marine diesel new 2011, less than 1,000 hrs. New B&G chartplotter, radar and autopilot connected w/NMEA 2000. Interior completely renovated with new fridge in galley, 2018 electric toilet and shower w/ water heater in head. Standing and running rigging replaced 2011. All electrical wiring replaced 2019. Sails new 2011. Hull and deck repainted w/Imron 2012. Located in Marina Mazatlán, ideally suited for cruising Mexico west coast. \$19,500. Marina Mazatlán, Mazatlán, MX. fredzslc@gmail.com (858) 449-1929



34 FT EXPRESS 34 1987. Top shape. V. Clean many extras. \$37,500. Richmond Brickyard Cove.



35 FT BENETEAU OCEANIS 35.1 1995. Turnkey condition. Ready to cruise. 29 hp Universal diesel. Replaced standing rigging 2017. Quantum full-batten mainsail with lazy jacks/ StackPack 2017. Raymarine autopilot, wind, speed, and depth 2017. Raymarine AIS Class B transceiver 2017. All cabin lights upgraded to LED 2018. Mantus 35 lb galvanized anchor 2018. Two cabins plus fold-down salon table, to sleep two more. Great family boat. \$59,000. Seaforth Marina, San Diego. karenjkkittle@gmail.com (510) 798-4448

35 FT SCHOCK 1986. Good PHRF rating — 75 — and fun boat to sail. Lots of equipment, 8 sails. \$16,000 OBO. Vallejo, CA. jinkxochs@gmail.com (707) 694-9846



35 FT THOMAS COLVIN SAUGREEN WITCH 1976. 'SweetWitch': An aluminum schooner from Greenwich Yachts, B.C. A Yanmar 2GM20F propels her 5.5-ton displacement. 4.5-ft draft. We lived aboard 5 years cruising from Canada to Mexico. 2-burner stove with oven, refrigerator, cabin heater, 100 gal water, head, inverter charger, autopilot. Bowsprit adds 7 feet overall but can be removed to reduce moorage cost. \$39,000 OBO. Charleston (Coos Bay), OR. svsweetwitch@hotmail.com (541) 551-1325



32 FT TRAVELLER 32 1974. Philip Rhodes design, double ender, tiller steering, fiberglass hull. Yanmar 30hp diesel with less than 150 hrs! New dodger and excellent canvas, including full winter cover and custom sun awning (bow to stern coverage). Interior great condition. Modern aluminum spar, boom and rigging. Upgraded electrical. Autopilot, Maxwell windlass, CQR anchor w/300 ft chain. Has had routine diver, currently needs bottom job. \$15,000. Sausalito. pgilmore88@gmail.com (415) 370-4591 www.tinyurl.com/37zmx5fz



35 FT CORONADO 1972. Coronado CC sloop. Helm steering in center cockpit. Full enclosure canvas on center cockpit. Foresail: 130 genoa on roller furler. Main-sail: 3 reef points via hank up. New-ish running rigging. Yanmar 3GM30F with low hrs (15 yrs old). New fuel cell. Electric head. Electric windlass w/plow anchor. New bottom job 2025. New "Propspeed" paint on propeller and prop shaft. Galley: Reefer is DV on cold plate in ice box. Galley: microwave. Features walk-around deck and walk-around belowdecks layout. Master stateroom has inline queen bed with built-ins on both sides. \$29,500 OBO, trades considered if good value (cars, trucks, Motorcycles, etc.). Napa. blake-grant@hotmail.com (650) 650-3333



34 FT EXPRESS 34 1986. 1986 "Boat of the Year" 1987 Sailing World Magazine. One of Carl Schumaker's finest designs. Two-burner stove with oven, hot water. Almost-new North main, lightly used North jib on Harken roller furling, many bags of sails, two spinnaker poles, race-ready, fully equipped. Priced to sell. \$35,000 OBO. Richmond Yacht Club. karlengdahl10@gmail.com



35 FT FANTASIA 35 MK LL 1979. In very good condition and ready to go. Most all systems upgraded including standing rigging and lifelines. Above-deck Maxwell windlass, Profurl 4200 genoa furler, ComNav autopilot, Vector AIS, Dometic fridge in updated galley and full stand-up workroom are just some of the features that make so much in a 35-ft boat. Ten-inch pillow top mattress! Runs great! ComNav Commander P2 color autopilot, Octopus hydraulic steering ram, Blue Sky charge controller, new lifelines (2018), new rigging (2018), New Found Metals stainless ports, Garmin chartplotter, Vesper SP160 antenna splitter, Vesper XB-8000 AIS, Standard Horizon AIS/GPS VHF w/remotely handset in cockpit, Iverson freestanding bimini, lazy jacks, transom hoist. \$39,000. Isleton CA. carey.shine@gmail.com (541) 973-9562 www.tinyurl.com/ypssa9ue



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. \$20,900. Oakland North Marina. gumdoc@mac.com (510) 368-9611 www.sfbay.craigslist.org/eb/boa/d/oakland-1972-ericson-32-sailboat-sloop/7821373547.html



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 Emily 925-899-1546. P.S. Consider adding an electric motor. \$15,000. Berkeley, CA. ems323@gmail.com 925-899-1546



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. \$32,000. Tiburon. sailingfearless@gmail.com 415-745-2292

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

36 – 39 FEET SAILBOATS



38 FT CATALINA 38 1980. Spend your summer on a strong, capable, well maintained, and well built sailboat currently located in Emeryville. S&S-designed, beautiful lines and often regarded as the best boat Catalina ever made. Bottom painted six months ago. Engine runs perfectly. Has a fridge, inverter, new chartplotter, newish batteries, recently upgraded wiring, upgraded mast step and a recent survey. Marvelous sailing qualities and an extremely well respected design. \$18,000. Emeryville. ryanharperadvertising@gmail.com



36 FT J/36 1982. Great racer/cruiser. 2021 Quantum Fusion M mainsail, #3 jib, and genoa like new. Raced one season. Forespar carbon spinnaker pole. B&G Zeus 3 chartplotter, radio with cordless hand unit. 2015 upgraded Yanmar 30 hp diesel with 400 hrs. Beam 11.75 ft, draft 6.6 ft. \$30,000. Pt. Richmond, CA. kmwino@gmail.com (707) 287-6397



38 FT CABO RICO 1979. Cutter rig. Full keel. The good: New 2023 Yanmar engine 55hp 70hrs, folding prop, shaft, cutlass bearing, water heater. Rigging, mainsail, roller furling jib, staysail, Harken roller furling, B&G dome radar, windlass. And more. The bad: Deck needs work, paint and water intrusion, cosmetic work interior. \$80,000. Sausalito. juancarloscolorado@gmail.com (707) 338-2999



38 FT COMFORT 38 1983. SV 'Martha Rose', ketch rig, Fiberglass Coastal cruiser. Ed Monk design, one owner, 1000 mile range, 1994 6B Cummins, 3700 hrs, twin disc gear. 2010 4-blade Variprop. 2021 Garmin radar/fishfinder, Furuno fishfinder, Raymarine autopilot, Dickinson Pacific stove, Ventura 150 Spectra watermaker. Two staterooms, one head w/bathtub, 8-ft custom skiff, Suzuki 6hp 4-stroke outboard. Price: \$88,000. Columbia River, WA. skamokawapete2014@gmail.com



38 FT DOWNEASTER 38 1976. Cutter rig. New standing rigging and Pineapple sails. Yanmar engine, B&G chartplotter, new bottom job, fridge and water heater. Lots of storage, self-tacking staysail, radar, Great Bay boat or liveaboard. \$35,000 OBO. Alameda. mbberndt09@gmail.com (510) 435-5609

36.5 FT PEARSON KETCH 1977. Cruised Mexico-S.F. Bay. Has B&G plotter, radar, dinghy davits, full dodger, batteries, solar, windlass, roller furler. Excellent small cruising boat. Westerbeke 4-108 ran great. Needs new front oil seal before it will run again. \$6,000. (831) 334-1161

36 FT CATALINA 36 1993. Tall rig, walk-through transom and boarding ladder. Universal M-35 diesel with only 600 hrs!! Electric windlass, Max Prop feathering prop. Main, 135 genoa, asymmetrical spinnaker with sock all in great condition. Six two-speed self-tailing winches, rigid vang. All electronics replaced in 2023. Two new D4 deep cycle batteries. Hot/cold pressure water, lead fin keel, interior is in excellent condition, purchaser will be entitled to 1 year slip rental in Santa Cruz Harbor Price: \$60,000. Santa Cruz Harbor. Mtthomas@comcast.net (925) 783-4010



38 FT CATALINA MORGAN 1994. This extensively upgraded cruiser is ready to sail! Featuring a new Beta Marine 50hp engine, new Precision Sails with in-mast furling mainsail, and a full suite of new B&G electronics (autopilot, chartplotter, radar, and anemometer), she's built for confident offshore cruising. Enjoy reliable performance, effortless handling, and seamless navigation in a proven, comfortable center cockpit design. The Catalina 38 has way more head space than you get in any other boat this size. \$99,000. San Pedro. matt.n.howells@gmail.com (714) 403-1011 www.tinyurl.com/3zk3hwdv



39 FT CAL 40 1964. Legendary Cal 40, built in 1964 and beautifully maintained, groundbreaking performance and timeless lines, is waiting for new adventures. This particular boat has been cared for by an owner who appreciates her pedigree and has invested in key upgrades like new sails, new electronics, autopilot and more. \$80,000 OBO. Richmond Yacht Club. odilehines@gmail.com (415) 963-2160

38 FT ERICSON 38-200 1989. 'Sea Dancer' — Bruce King classic, cruising equipped. Sloop rigged, wing keel (5-ft draft). Universal diesel, solar, Victron, lithium, Balmar, Avon RIB, davits, power windlass, great ground tackle, more. Late-2023 survey \$50K. \$50,000 OBO. San Carlos, MX. gazaboo@yahoo.com (808) 494-6173



38 FT LANCER 1985. Lancer (38 hull with fiberglass swim deck). LOA: 40 ft. Volvo 4 cyl diesel — 61 hp goes 9 kt. Mainsail: Roller furler outside mast. Genoa: 130 roller. Electric head. \$59,500 OBO. Trades. Napa. blake-grant@hotmail.com (650) 650-3333



37 FT CHERUBINI 1979. Coast Guard documented. Yanmar diesel 529 hrs. New UK main, 130% roller furling genoa, and self-tacking sails with full canvas covers. Self-tailing Lewmars. Canvas hatch, wheel covers. Email for details. Make an offer; negotiable. \$19,000 OBO. Alameda, CA. camden219@yahoo.com www.tinyurl.com/3abkckx8



38 FT WYLIE 38 1985. Price improvement 5/31. Turnkey boat in Oxnard. Yanmar 3cyl with 570 hrs, double-spreader mast, rod rigging, 2024 Dacron main and jib from Ullman, lightly used laminate 155% from Santa Cruz sails, 3 sym spinnakers, aluminum pole, mix of self-tailing and non-ST winches. Light ply interior, similar to Express 37. Great for coastal and Hawaii races and performance cruising. Open to downsize trade. \$47,500 OBO. Oxnard, CA. slampoud@yahoo.com



39 FT CAL 39-2 1977. 'Sea Star' is for sale. For details see URL. \$39,000. bob@bobwalden.com www.tinyurl.com/Buyssestar



37 FT TAYANA MK 2 CUTTER 1986. 'Banyadah' (home on the water) is a sound ocean-going vessel with many features. Her deck hardware was removed for transport and needs to be reinstalled. New mast wiring and rigging in 2021. Some cosmetic work required. Perfect for someone looking to get into an offshore boat at an affordable price and willing to put in the work. Most work is DIY. She has faithfully taken us on 1000s of sea miles and is looking for her new family. (Sadly, our current circumstances mean it won't be us.) Please email or call for full details. \$15,000 OBO. Sausalito.



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. \$45,000. capnarnie1@aol.com www.tinyurl.com/ynxxca2



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



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 liveaboard with large V-berth, comes with transferable slip! Price: \$25,000 OBO. Newport, OR. sureshanji@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



43 FT SAGA 2000. Fast cruiser in excellent condition ready for the Ha-Ha and beyond. Original owner. Helming this beautiful Bob Perry design has been a great joy of my life, but Father Time is hovering closer, which now limits my cruising range. Time for a knowledgeable custodian with eyes on more distant horizons. Lying Newport Beach and ready for a local test sail with detailed walk-through of the many upgrades and custom features. Photos and specs: saga1108066@yahoo.com. \$195,000. Newport Beach, CA. rtneiley@gmail.com

50 FT HUDSON FORCE 50 1978. Center cockpit. Ford Lehman 80hp, approx 4200 hrs. Lower teak decks removed. Sails fair. \$64,000. Berkeley. Tcparfitt@yahoo.com (707) 861-2954



39 FT CAL 40 1967. 'Conquest', #96. Want to own a classic California boat? Need to find a home for my beloved Cal 40. Yanmar 3YM30 (750 hrs), tapered mast, rod rigging, hydraulic PBO backstay, hydraulic vang, 4 North spinnakers, Ullman main and 155 genoa, North 3Di 155 genoa, B&G Zeus chartplotter, autopilot with sail steer. Custom mattress in V-berth, and modified main cabin with single large bunks on both sides. Working Frigoboat compressor and evaporator box. CNG stovetop/oven. Accepting offers between 40-50k. Contact Jon at 858-663-7204/cal40surf@me.com Price: \$50,000 Accepting offers between 40-50k. Coronado, CA. cal40surf@me.com (858) 663-7204



41 FT CATALINA 42 MK I 1992. A two-time Mexico vet with numerous upgrades in excellent condition. She is ready to do this year's Ha-Ha or anything else you want to do. If you're looking for a great cruising boat this is the one you want. \$94,000. San Pedro, CA. cat42destiny@gmx.com (510) 872-5506



41 FT ISLANDER 1976. Islander Freeport ketch rig. Health is forcing us to sell. 58 hrs on rebuilt 4-154 diesel, 200 gal fresh water tanks, 200 gal diesel tanks, newer Autohelm, new sails, and so much more. \$40,000. San Carlos, Sonora, MX. danitanissen64@gmail.com (707) 921-8292



46 FT SWAN 1983. Excellent condition. Engine replaced by Nautor France with 75 hp Yanmar Turbo. 10 to 15 additional sails in Los Angeles. Teak decks replaced. Stored on the hard at Powerboats, Trinidad. Owned by current owner for 27 years. \$195,000. Trinidad, West Indies. ejgantz@hotmail.com (323) 656-6772



45 FT FASTNET 1976. The 'Rouge' is a 45-ft flush-deck cutter; a flush deck gives a larger, safer area to work sails or for just lounging about. The interior is a combination of lovely high-gloss mahogany with some white paneling in the two heads. Up forward in the foc'sle the split bunk can be made into a double bed. The foc'sle has storage cabinets above the bunks and four drawers and three storage lockers near the deck. The boat has a wheel helm with an emergency steering system with a tiller-like device that can be installed in minutes. The 'Rouge' is a cutter but the staysail stay can be removed to run a larger jib if required. \$35,000. benwalkabout52@gmail.com (209) 290-8361



47 FT SWAN 1980. Mega deal! Time to downsize. 'Bones VIII' has been around the world twice and is ready for a third lap. All the gear and the spares you can imagine. New dodgers, chartplotters, radar, etc. Bottom job in 2024, rebuilt transmission, ready to go anywhere. Time to downsize and let go of the dream. This could be the dream of the century. \$96,000. Stockton Sailing Club. john.mm.green@gmail.com (209) 479-8100



40 FT ENDEAVOUR 40 1983. In excellent condition. The boat is in a slip at Marina Real in San Carlos, Sonora, MX. My wife and I have owned the boat for 10 years. The engine is a 2005 Yanmar 4JH4E 54hp with 1649 hrs. The included inflatable is a 2011 hard-bottom 10.4-ft Achilles with a 15hp Yamaha 2 cycle outboard. The Doyle mainsail was purchased new about 6 years ago. See URL for 200 pics I dumped into my AMZ photos. Equipment: See listing url pictures with previous pictures of Yacht world listing from 10 years ago. Most of the listed equipment is still with the boat. Payment by US bank to bank transfer only. No cash or check. \$58,000. San Carlos, MX. rode7runner@yahoo.com (520) 401-2352 www.tinyurl.com/32twna5z



46 FT KELLY PETERSON 1982. This classic cruising yacht design offers solid construction, incredible seaworthiness, comfort, roominess, and speed. The KP46 is a legend for good reason! Beautiful solid teak interior cabinetry and cabin sole in excellent condition. Luxurious interior with spacious forward and aft cabins. Dinette to starboard with beautiful teak table, convertible to another bunk. Bench seat (sea berth) to port. Nav table. Spacious galley. Two heads. Diesel furnace. The hard dodger and cockpit curtains guard from the weather underway, and provide an all-weather lounge area at anchor. This boat has been continually maintained and upgraded with the intent of cruising. This is a great boat, and we are selling only because we are moving to Asia. \$120,000. Ventura, CA. bjohanson93401@gmail.com (805) 550-1421



47 FT WYLIECAT 48 2000. If you like to sail fast without working hard; if you like to sail without waiting for a crew to show up; if you prefer to avoid "white-knuckle" stressful sailing; if you don't want to worry about shrouds, stays, rigging; if you think simple is safe; if you don't want to duck the boom; if you don't want to spend \$400K+ on a new one, then this is the boat for you!!! Well maintained and cared-for, 'Ahava' is for sale, or is it sail? Price: \$130,000. San Francisco Marina. mksabra@aol.com (415) 320-2233 www.tinyurl.com/bdhxk5p



49 FT TA CHIAO 1986. 'Scintilla' is an ocean-cruising liveaboard whose every owner since new has used her for that purpose. As such, she has been equipped, maintained, and updated for that purpose constantly. \$129,000. Seattle. sv.scintilla@gmail.com www.tinyurl.com/33panffu



46 FT CAL 246 1974. Legendary Cal 246 refit complete, health issues force sale! All-new ST winches, Raymarine electronics, 12V Isotherm fridge/freezer, Victron inverter, BBQ, AGM batteries — three 200Ah house and 90Ah starter. Rigging, two 300W solar panels. paint, thru-hulls, engine gone through completely by mechanic. Alternators rebuilt, dinghy. 15hp Yamaha, fuel tanks replaced, Furuno chartplotter/radar, Robertson autopilot, electric windlass, 350 ft chain, roller furling, lazy jacks, Walk-in engine room, bowsprit, davits, boom gallows, huge cockpit, many spares and extras; sails are in good condition. 120 fuel, 400 water. Email for more info and pics Price: \$45,000. Marina Seca, San Carlos, MX. bobonparadise@hotmail.com (702) 768-5793 WhatsApp

40 FT JEANNEAU SUN ODYSSEY 40 2003. 'Stardust' is now on the market due to the health of the owner. The first owner had her for 20 years and outfitted her for bluewater adventures: Mexico, Hawaii and Alaska. His preparation and modifications were thoughtful and professionally executed. I have owned her since March 2023 and sailed her around the Salish Sea and in club racing on Wednesdays. She is in excellent condition, has superior handling characteristics, is both weatherly and relatively fast, easily singlehanded, can sleep 7, and is warm and comfortable below — the best all-around boat one can imagine. \$135,000. Tacoma, WA. dstromquist@comcast.net (360) 606-9043



42 FT VAN DE STADT REBEL 42 1977. English-built boat, sailed across the Atlantic shorthanded with no problems. Great sea boat. New standing rigging and lifelines 2024, Perkins 4.108 diesel with BorgWarner V-drive, regularly maintained, works great. New slab-reefing mainsail 2022 and six foresails. In great sailing condition, needs modern electronics. Electric Lofrans windlass and self-tailing 44 Lewmar cockpit winches. Hydraulic steering with wheel. Recent lead acid batteries. Gimbale gas cooker with oven. Manual and electric bilge pumps. \$30,000. Channel Islands Harbor, CA. philip.vaughan@gmail.com (626) 475-8522



50 FT VALIANT 2004. Custom-built for the original owners 20 years ago. Valiants are known for their super-strong construction, and for the way they sail shorthanded. Designed and built for the shorthanded crew, the 50-ft Valiant is the queen of the fleet with her newly expanded true cutter sail plan, and featuring a double-spreader rig mast and anchor bowsprit. An amazing opportunity presents itself! This is the only Valiant 50 built with the Pullman berth and forepeak storage. More photos and details are available upon request. \$379,000. Redwood City, CA. sail.legacy@gmail.com (415) 572-0891 www.svlegacy.net



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

48 FT SUNCOAST 1980. Type of vessel: ketch. Estimated speed: 10 kt power, 6-8 kt sail. Built Netherlands 1980. Time of lay-up: fall 2012. Hull: length 48-ft, beam 15-ft, draft 7-ft. Frames: varied dimensional steel. Topsides single skin steel plate, 1/4" thick estimated; bottom single skin steel plate, 1/4" thick estimated; deck and bulkheads steel plate. Hull layout: V-berth, forward head, forward triple berth, settee/berth, chart station, galley, captain's berth, engine/machinery/maintenance room, after master bath, after head, straight inboard diesel engine auxiliary powered. New bow thruster (2010), electronics, autopilot, forward underwater sonar. Six-cyl Leyland diesel, midline, 350 gal water, 250 gal fuel. Pictures at website. \$54,900. Cleveland, OH. maudeij@yahoo.com.au (954) 235-2527 www.guapasailboat.com



47 FT 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



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. \$63,900. Port Hadlock, WA. ketchdebonair@gmail.com www.tinyurl.com/2s36wtce



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

51 & OVER SAILBOATS



52 FT BENETEAU 52.3 2006. Owner's version. Buy in Mexico and save broker commission and sales tax. Start your cruise with fat pockets. Title and funds transfer in the US. Located in Barra de Navidad. \$250,000. Barra de Navidad, MX. (360) 317-4722



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 www.schoonershellback.com/

CLASSIC BOATS



33 FT LAURENT GILES WANDERER III 1958. Second hull built to the design made famous by the Hiscocks. Offshore pedigree, 2020 refit including full bottom recaulking. Additional \$20K in improvements in the last five years. Transferable slip in Monterey Harbor. \$29,000 OBO. Monterey, CA. nathan.m.goodman@gmail.com



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) 996-4215



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 available. Powered by Isuzu diesel with low hrs. Illness forces sale. \$20,000 OBO. San Rafael Yacht Harbor. stickypatoo@gmail.com (707) 882-1726



36 FT HERRESHOFF NEREIA KETCH 1953. 'Patience,' a classic yacht, is for sale: authentic L. Francis Herreshoff-designed ketch. Built by Chaulker and White at Wilmington Boat Works in Wilmington, CA, in 1953, 'Patience' is as close to the original design and specifications as you will find in a Nereia of any age, with combination of sawn and laminated oak frames, silicon bronze-fastened Port Orford cedar planking. External ballast is 12,000 lbs of poured lead. Solid teak decks. Spars are hollow square Sitka spruce. All of the original hardware is included in the sale. 'Patience' is not currently seaworthy, but probably 80% of the way toward completion. For viewing, complete inventory list and/or current photographs, please contact me. \$39,995. San Francisco Bay. ed@marinhomeinspector.com (415) 328-4540

MULTIHULLS



28 FT CORSAIR F28R 1997. Sail ready. This boat is fast and fun. Lots of upgrades, equipment list for details available on request. Carbon fiber mainsail, 42-ft carbon fiber rotating mast. New Harken roller furling and Quantum jib. Make offer; motivated seller. Fresno/Huntington Lake Price: \$40,000. Fresno, CA / Huntington Lake CA after, June 2 2025. Dirwin@djicpainc.com (559) 349-0362

31 FT CORSAIR F31 1996. The F-31 remains one of the most influential production folding trimarans ever created, beloved for its fast yet accessible sailing experience. \$72,955. San Francisco/Brisbane. mevered@gmail.com (415) 745-0384 www.corsairf31.com

POWER & HOUSEBOATS



64 FT FPB 64 2013. Aluminum exploration yacht designed by Steve and Linda Dashew, built in New Zealand. Heavy scantlings, well found. True long range capability. Just eleven built. Serious boat for a serious sailor. US flag, import duties paid. \$2,200,000. Southern California. FPB64FS@gmail.com

PARTNERSHIPS



SABRE 38 PARTNERSHIP. Great boat in a prime downtown Sausalito slip. \$500/mo and modest buy-in. Newer engine and standing rigging, ready to sail. Seeking local partner with sound experience. Modest buy-in as this is a non-equity partnership. \$500. Sausalito. joedvardsson@gmail.com

SAUSALITO PARTNERSHIP CAL 39 MKII. Established partnership seeking new equity partners to sail our classic yacht on a turnkey basis. All maintenance tasks handled by local manager. Prime Sausalito slip. \$500/mo each covers all costs after modest buy-in. macdonaldtom4@gmail.com (916) 529-6582



1985 C&C 33-2. Seeking a third partner to share ownership of 1985 C&C 33 (Mk II) racer-cruiser. Expenses and maintenance responsibilities are to be split equally among the three co-owners. Located at the Richmond Yacht Club. The boat sleeps 3-4 people and features a compact galley with teak interior accents. Comes with a spinnaker and inflatable dinghy. Yanmar 2GM engine. Newly painted bottom. The buy-in for a 1/3 share is \$6,800. Monthly slip fee is approximately \$150 per owner. Please contact this email if you are interested. \$6,800. Richmond. velo1200@proton.me



J/120 PARTNERSHIP AT SOUTH BEACH. Great opportunity to own a 1/2 interest in a fast/fun race boat that is also a comfortable cruiser. Alchera has won the single-handed Transpac 2x and is set up for shorthanded racing, fully crewed racing, and just a fun cruiser. Sails include new Code 0, new #3, Main, #1, twin-pole #2, Asym Spinnakers, etc. Water-maker, SSB w/Pactor, etc. Too much to list. The boat is berthed on B dock close to the gangway in South Beach Harbor, San Francisco. 1/2 Share for \$25000 plus 1/2 of expenses. Call for details. Will entertain non-equity partnerships as well. \$25,000. South Beach Harbor. jeff@hpinvestmentsinc.com (415) 867-6488



EXPRESS 34 PARTNERSHIP. Nice condition. Fully equipped. 50% partnership. \$17,500. Richmond Cove. Richmond.

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

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

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. 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. crevay@redwoodcityport.com (650) 306-4150 www.redwoodcityport.com/marina

PROPERTY FOR SALE OR RENT



FIJI: WATERFRONT FREEHOLD PROPERTY. The perfect Fiji resort-hotel investment or a place to build your dream escape. This 19-acre freehold property near Labasa on Vanua Levu offers unbeatable value, natural beauty, and development potential. Adjacent to existing eco-resort! Price: \$220,000. Labasa, Fiji. framegreg@gmail.com (415) 405-6384 www.tinyurl.com/49mkt4d



MAINE COAST COTTAGE FOR RENT. Enjoy breathtaking sunsets from this lovely 3BR, 1BA home perched above the gentle shore of Beal's Cove, perfect for kayaking adventures, watching wildlife, and relaxing by the sea as the afternoon light floods the windows. You'll love exploring all the islands have to offer during the day and retreating to the cottage in the evenings to catch the gorgeous pink, purple and orange hues of a Harpswell sunset. marcia@homesandharbors.com 866-835-0500 www.tinyurl.com/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 www.tinyurl.com/3wdmepyu

BUSSINESS OPPORTUNITIES

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: www.tinyurl.com/mjb9v9je. La Cruz, Nayarit, MX. yummiessbydonyteri@gmail.com 52 (322) 275-3322 www.Yummies-Mexico.com.mx

CREW



SAIL TO SOUTH GEORGIA ISLAND. Looking for adventurous crew for unique sailing opportunity. Check out website for information. Six-week wildlife/sailing adventure: Falklands-SG-Falklands scheduled for Oct/Nov 2026. All costs shared. Not a bougie cruise but a once-in-a-lifetime shared experience! South Georgia Island. mail@sailing-south-expeditions.com www.tinyurl.com/23mvvjt

JOB OPPORTUNITIES

JOIN OUR TEAM OF INSTRUCTORS. Spinnaker Sailing in Redwood City is looking for ASA-certified sailing instructors to teach out of our Redwood City Marina location. Part-time, flexible schedules, midweek and/or weekends. Please contact Rich or Bob by phone or email. Redwood City Marina. office@spinnakersailing.com (650) 363-1390 www.tinyurl.com/y7b2587w



WORK IN LAKE TAHOE! Looking for a captain for a 55-ft catamaran in beautiful Lake Tahoe, providing daily sailing cruises, great work environment. Must have a masters with sailing endorsement. Seasonal job, from mid-May through mid-October. Pay DOE. Lake Tahoe. mary@awsincline.com (530) 448-3130 www.awsincline.com/



MARINE CANVAS INSTALLER POSITION. Part or full time. Compass Canvas is hiring a marine canvas installer to join our team in Richmond, CA. This role offers competitive pay and the opportunity to work on quality marine projects. Requirements: 2+ years experience in the marine industry; detail-oriented and reliable a must; experience with canvas installation is a plus. If you're experienced, take pride in your work, and want to be part of a dedicated team, we'd love to hear from you. Apply now by sending your résumé to David. Point Richmond. david@compass-canvas.com (415) 299-3415 www.compass-canvas.com

JOIN THE BEST SCHOOL AND HAVE FUN TEACHING SAILING. For over 45 years, we have been a leader in sailing education, consistently ranked among the top sailing schools in the United States. Our commitment to excellence, innovative teaching methods, and outstanding student experience make us the best in the industry. Located in downtown San Francisco at South Beach — our base is in one of the finest marinas on the West Coast. We have the best instructional fleet on the West Coast. San Francisco. staff@spinnaker-sailing.com (415) 543-7333 www.tinyurl.com/neatche9



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. Meet and greet the great people who help us distribute the magazine. Read about a few of them here: www.latitude38.com/electronic/meet-great-people. Email Penny with AMBASSADOR in the subject line. This is a volunteer position. SF Bay Area. Penny@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



MEMBER SERVICES ASSOCIATE WANTED. Club Nautique is the premier sailing and powerboating school on the Bay. We offer the full curriculum of US Sailing and Powerboating certifications as well as membership, charters, events, and yacht sales. We're looking for an enthusiastic and customer service oriented person to join our team in Alameda. This is a full time position offering \$21–\$24/hr depending on experience. Click on the link to learn more. stephanie@clubnautique.net (510) 865-4700 www.clubnautique.net/about-club-nautique/job-opportunities/



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 www.sailingscience.org/



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) www.towboat.usdelta.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



MARITIME DAY AT GALILEE HARBOR AUG 2, 2025. Celebrating Galilee Harbor's 45th anniversary with live music, boat rides, food and beverages, including local wine/beer and fish. Kids' activities, local art, and Old Tyme Raffle! Additionally, art and nonprofit vendors' booth space is available for \$45. Please call or email to reserve. Galilee Maritime Day is open to the public with free admission, offering a unique opportunity to experience the spirit of creativity and community that defines Sausalito's waterfront. For more information and event updates, see URL. 300 Napa St. Sausalito California. galileeharbor@gmail.com (415) 332-8554 www.galileeharbor.org/

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

NORTH EASY FURLING GENNAKER. Used just once. Includes Harken Reflex head and tack swivels, but you will need a flat deck furler. Luff 43.6 ft; leech 39.1 ft; foot 24.8 ft. SMG 22.1 ft, area 800 sq ft. Paid \$4,000. \$2,000. Pt. Richmond. nikasdad47@gmail.com (916) 217-0222



WESTERBEKE GAS GENERATOR. 3.0 BPMG 6hp 12/2007 3.0 kW. Runs great. Only 9 hrs. Taken off 34 ft. Tollycraft. \$3,000. Walnut Creek, CA. bobbbratton2@gmail.com (925) 765-5007

TRYING TO LOCATE

LOOKING FOR 24 FT PIVER TRIMARAN 'NO NAME'. We're former owners of the plywood 24-ft Piver trimaran that sailed around the world in the '70s. The boat's last known location was San Diego. We'd appreciate hearing from anyone who might know the whereabouts of 'No Name'. wolfinds@mindspring.com (415) 806-3334

HOW WOULD YOU LIKE IT?

if we delivered
Latitude 38
magazine to you
each month

Subscribe today!

www.latitude38.com/subscriptions





deWitt

*We are planning another estate sale
to rehome some of this JOY,
to get notice of our plans sign up!*



DeWitt Art Gallery & Framing ☎ (510) 236-1401 ✉ pam@jimdewitt.com
Online Stores: www.jimdewitt.com ☎ www.DeWittAmericasCupArt.com

ADVERTISERS' INDEX

Alameda Marina / Pacific Shops Inc... 12 www.alamedamarina.net/	Canvas Works 31 www.thecanvasworks.com	Helmut's Marine Service 34 www.helmutsmarine.com
Annapolis Sailboat Show 51 www.annapolisboatshows.com/sailboat-show	Club Nautique 15 www.clubnautique.net	Hood Sails 13 www.hoodsails-sf.com
Antioch Marina 75 www.antiochca.gov/antioch-marina	Cruising Yachts 98 www.cruisingyachts.net	Hydrovane 36 www.hydrovane.com
ATN 34 www.atninc.com	Denison Yachting 99 www.denisonyachtsales.com	Johnson Marine, C. Sherman 31 www.csjohnson.com
Baja Ha-Ha Rally 83 www.baja-haha.com	DeWitt Studio 96 www.jimdewitt.com	Keenan Filters 26 www.ktisystems.com
Baja Ha-Ha Sponsor Page 56.57 www.latitude38.com/headingsouth	Downwind Marine 60 www.downwindmarine.com	KKMI - Full Service Boatyard 100 www.kkmi.com
Bay View Boat Club 29 www.bayviewboatclub.org/	Emery Cove Yacht Harbor 37 www.emerycove.com	Light Speed Advanced Fiber Rigging ... 20 www.lightspeedrigging.com
Berkeley Marina 19 www.berkeley-marina.com	Fisheries Supply Co. 61 www.fisheriessupply.com	Lind Marine 65 www.lindmarine.com
Berkeley Marine Center 30 www.berkeleymarine.com	Gianola Canvas Products 28 www.gianolacanvas.com	List Marine Enterprises 28 www.listmarine.com
Boat Yard at Grand Marina, The 14 www.boatyardgm.com	Grand Marina 2 www.grandmarina.com	Marchal Sailmakers 21 www.marinyachtclub.com
Brisbane Marina 50 www.brisbaneca.org/marina	Haven Boatworks 84 www.havenboatworks.com	Marin Yacht Club 10 www.marinyachtclub.com



THE EXPERIENCE: JULY

**OHANA CANNABIS CBD/THC EDIBLES FROM WILD BERRY TO HABANERO PINEAPPLE! DAILY 8A-10P
5745 PELADEAU ST EMERYVILLE**

Cheers!

www.sfonthebay.com/list-38



EMERYVILLE



SAN PABLO



RICHMOND



EMERYVILLE



RICHMOND



ALAMEDA BENICIA BERKELEY EMERYVILLE OAKLAND NORTHSORE RICHMOND SAN FRANCISCO SAN LEANDRO SAUSALITO TIBURON VALLEJO

ADVERTISERS' INDEX – cont'd

Marina de La Paz 35 www.marinadelapaz.com	Quantum Pacific 75 www.quantum.com	Svendsen's Bay Maritime 11 www.sbm.baymaritime.com
Marina El Cid 35 www.elcid.com	Raiatea Carenage Services 61 www.raiateacarenage.com	Swiftsure Yachts 25 www.swiftsureyachts.com
Mariners Insurance 24 www.marinersins.com	Reliable Marine Electronics 27 www.reliablemarine.com	The Moorings 3 www.moorings.com
Marlow 37 www.marlowropes.com	Richardson Bay Marina 27 www.richardsonbaymarina.com	Towboat US 17 www.boatus.com
Modern Sailing School & Club 29 www.modernsailing.com	Ronstan Marine, Inc. 18 www.ronstan.com	Ullman Sails San Francisco & Monterey . 22 www.ullmansails.com
NAOS Yachts 85 www.naosyachts.com	Sailrite Kits 55 www.sailrite.com	Ventura Harbor Boatyard 35 www.vhby.com
Napa Valley Marina 16 www.napavalleymarina.com	San Francisco Boat Works..... 82 www.sfboatworks.com	Westwind Precision Details..... 33 www.boatdetailing.com
North Beach Marine Canvas 36 www.northbeachmarinecanvas.com	San Francisco on the Bay 35 www.sfonthebay.com/list-38	Whale Point Marine Supply 23 www.aceretailer.com/whalepoint
Outboard Motor Shop 32 www.outboardmotorshop.com	Society of Accredited Marine Surveyors . 32 www.marinesurvey.org	Whiting and Associates 35 www.norcalmarinesurveyors.com
Owl Harbor Marina 64 www.owlharbor.com/	South Beach Harbor 4 www.sfport.com/southbeachharbor	Yachtfinders/Windseakers 98 www.yachtfinderswindseakers.com
Oyster Point Marina 33 www.smharbor.com	Spaulding Marine Center 74 www.spauldingcenter.org	

Yachtfinders/Windseakers

in the heart of
San Diego's boating community



2330 Shelter Island Dr. # 207, San Diego, CA 92106

yachtfinderswindseakers.com

info@yachtfinders.biz

(619) 224-2349

A LEADER IN
BROKERAGE
SALES
ON THE
WEST COAST!



66' GORRON 66 '97 \$425,000

Bajavento. A luxurious performance vessel that can easily be sailed shorthanded. Professionally maintained. Cruise in style and comfort.



70' SANTA CRUZ 70 '85 \$250,000
Chardonay III. Turnkey Subchapter T vessel ready for business. Great opportunity for a swift boat with charter slip and management available.



54' ROBERTS 54 '79 \$225,000
Spirit. Rugged bluewater vessel designed with comfort and safety in mind. Nicely upgraded. Coast Guard Certified for up to 42 passengers.



46' TAYANA 460 PILOTHOUSE '02 \$315,000

Peregrine. One owner boat custom-built for seller. She has sailed the South Pacific and is updated and ready for another extended cruise.



45' HUNTER 450 PASSAGE '98 \$105,000
Plan B. The ultimate live-aboard cruiser with no compromise on space and comfort. Lots of cruising extras. Liveaboard slip possible.



36' BENETEAU FIRST 36.7 '02 \$88,000
Athena. Performance-oriented cruiser-racer. Recent new engine with saildrive, 2020 running and standing rigging and 2025 bottom paint. In Monterey.



37' ISLAND PACKET 370 '08 \$239,000

Pelican. Extensively upgraded, fully equipped, and maintained to the highest standards. Better than new and ready to go right now!



34' BENETEAU 343 '05 \$84,900
Tangent. Lightly used and well maintained. Recent upgraded electronics. Great for a single-hander, a sailing couple or a small family.

**THINKING OF SELLING
YOUR BOAT?**

LET US HELP!

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



BALI
CATAMARANS

BAVARIA YACHTS

CATANA
CATAMARANS



Alameda: (510) 521-1327

San Diego: (619) 681-0633

Marina del Rey: (310) 821-8300

www.CruisingYachts.net

LIFE IS JUST BETTER (AND MORE FUN) WITH A BOAT.



2024 BAVARIA C45



2024 BAVARIA C50



2024 BAVARIA SR36 HT



2024 BAVARIA C42



2019 BENETEAU 51.1 - \$559,000



2002 CATALINA 470 - \$238,500



1996 CATALINA 42 - \$124,500



1997 CATALINA 400 - \$99,000



1979 IRWIN 39 - \$40,000



2008 HUNTER 31 - \$55,000



2005 BENETEAU 373 - \$115,000



2006 CATALINA 36 - \$98,000



2001 BENETEAU 361 - \$88,500



2005 CATALINA 310 - \$63,000



1987 EXPRESS 37 - \$55,000



1991 CATALINA 34 - \$39,000

EXCESS 14



**PUT YOUR NEW
CATAMARAN
TO WORK!**

We have charter placement openings in San Diego, L.A.,
San Francisco Bay and Loreto Mexico. Call for details.

Pending



1997 SABRE 402
\$169,000
CALL JIM 415.233.0801



DUFOUR 37
CALL DON
510.469.3330



2024 SEAWIND 1600
CALL DON
510.469.3330

Sausalito



2001 BENETEAU OCEANIS 361
ASKING \$92,000
CALL JIM 415.233.0801



2009 FAR HARBOR 38
CALL DON
510.469.3330



Two available

2019 FOUNTAINE PAJOT 47
CALL DON
510.469.3330

Jim Tull
415.233.0801
Jim@denisonyachting.com

Denison
yachting

www.DenisonYachting.com

Don Margraf
510.469.3330
dm@denisonyachting.com



PT. RICHMOND (510) 235-5564
SAUSALITO (415) 332-5564
www.KKMI.com

\$400 DISCOUNT

WITH 2 COAT BOTTOM PAINTING PACKAGE

Offer Expires 7/31/25

MAY NOT BE COMBINED WITH OTHER PAINTING PROMOS

As a former owner of a Bay Area boatyard in operation for 60 years, I know what quality workmanship and great value looks like. That's why I take my boat to KKMI. Thanks, Team KKMI, for keeping "Svenkist" shipshape.

Sean Svendsen



**WHAT SETS OUR
BOTTOM PAINTING
PACKAGES
APART**



KKMI IS THE ANCHOR TENANT OF THE MARITIME CENTRE

MARITIME CENTRE

THE BAY'S HUB FOR MARINE SERVICES

To learn about becoming a tenant of the Maritime Centre contact us at:
info@maritimecentre.org (510)307-7913 www.MARITIMECENTRE.org