

Latitude 38

VOLUME 525 March 2021

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- New Era Yachts
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Business as Usual, Coming Soon

Stuart Engle launches his 14-foot “Trailer Boat” *Puffin* just to sail for a few hours in the Oakland Estuary. On a recent Sunday he set sail with his accommodating dog, Ruby.

With Ruby for crew, he found himself sailing in the midst of one of the double-handed midwinter races in Oakland Yacht Club’s Sunday Brunch Series.

So sailing is happening, racing or not. Clubs are finding ways to organize events, albeit with all the limits the Pandemic has forced upon us. We still have our fantastic Bay, our good breezes, year-around access.

Stuart will come by Pineapple Sails to pick up his new mainsail and Ruby will head for the shelf of dog treats. We are making sails and repairing them just like before.



PHOTO: CHRIS HARVEY

Yet we look forward to removing the “Masks Required” sign from our door, seeing the smile on your face all the way down to your chin, being able to shake your hand. To conduct business just like before.

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Cover:

Justin Oberbauer's J/105 *StrangeLove* sailed in the RegattaPRO Winter One Design on February 13. See *Racing Sheet* for a couple more photos. The series will conclude on March 13.

Photo: Credit: Erik Simonson / www.pressure-drop.us

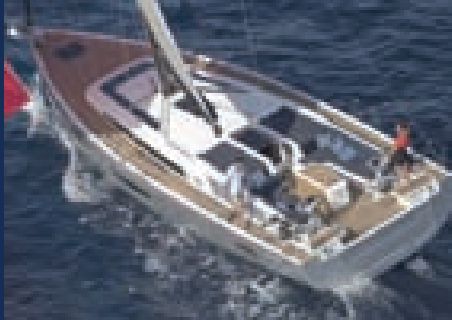
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What helps you get published? Read our writer's guidelines here: www.latitude38.com/writers-guidelines.

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

Ready For Sailing? New Yachts for Delivery



2021 Beneteau 46.1



2021 Beneteau 30.1



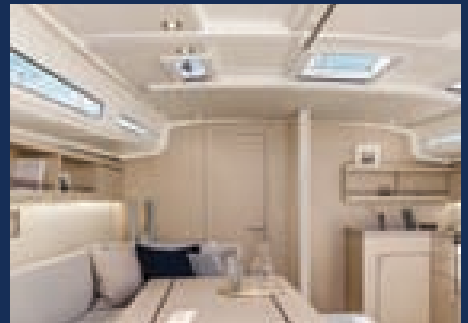
2021 Beneteau 38.1



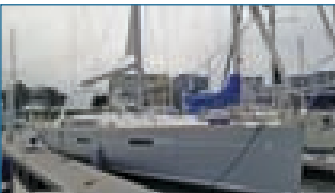
2020 Dufour 430



Beneteau 40.1 New for 2021 Arrives May



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2015 Beneteau 45
\$309,000



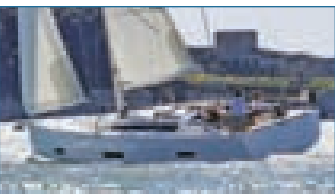
1996 Catalina 380
\$89,900



2013 Oceanis 48
\$339,000



2001 Gemini 105
\$85,000



2020 Dufour 430
\$395,000



2017 Beneteau 38
\$205,000



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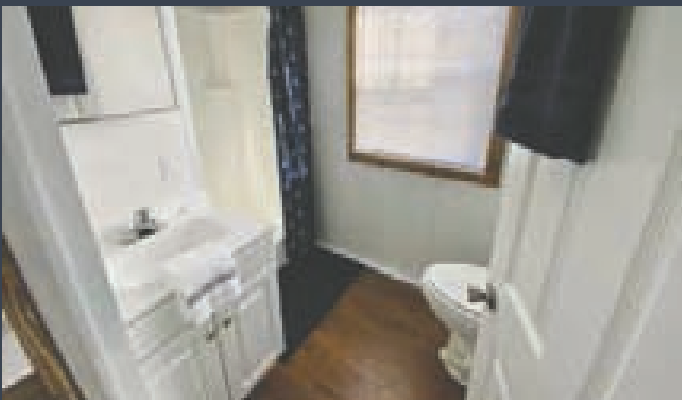
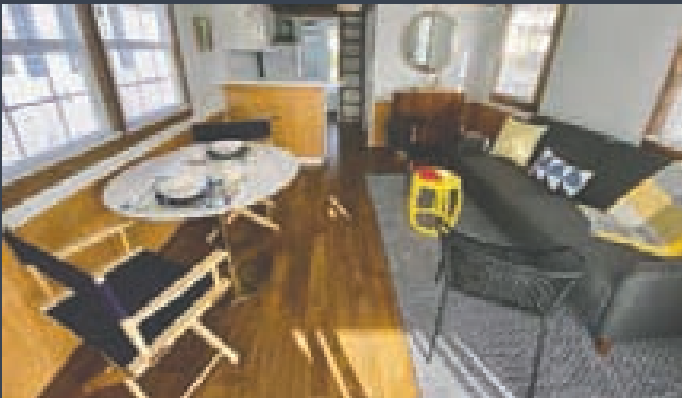
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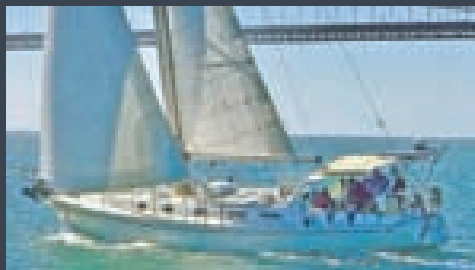
EMERY COVE (510) 601-5010



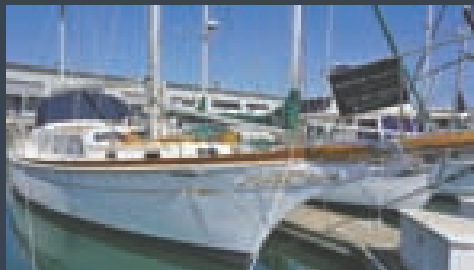
50' STEVENS SLOOP, 1987 \$180,000

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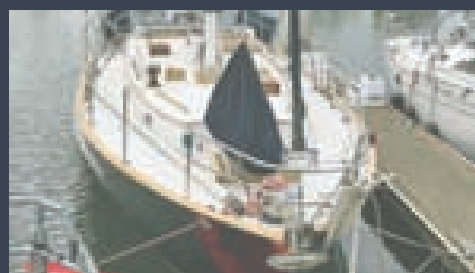
50' STEVENS SLOOP, 1987
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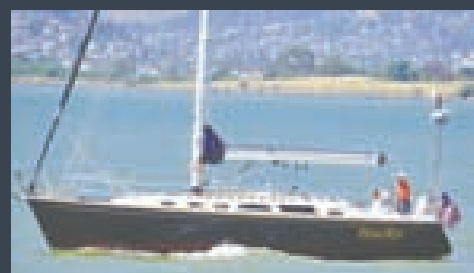
45' SPARKMAN & STEPHENS SLOOP, 1982
\$89,000
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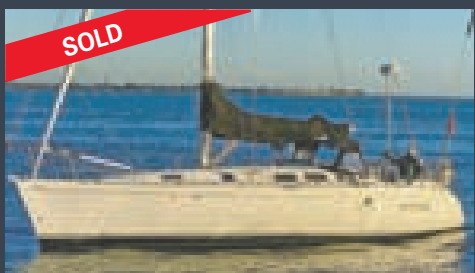
40' VALIANT, 1981
\$44,500
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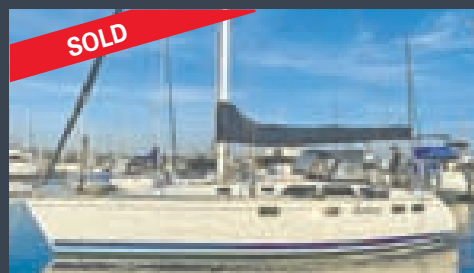
40' HANS CHRISTIAN CHRISTINA, 1986
\$129,000
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40' SABRE 402, 1998
\$219,950
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38' BENETEAU FIRST 38S5
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37' HUNTER 376, 1996
\$69,000
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37' BAVARIA SLOOP, 2002
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34' TARTAN 34C, 1973
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33' NAUTICAT
\$72,000
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32' BENETEAU OCEANIS 321, 2000
\$63,000
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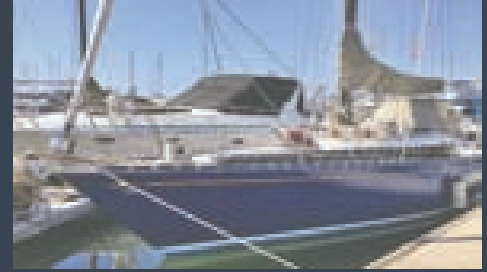




43' BENETEAU FIRST 435, 1985
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43' HANS CHRISTIAN CHRISTINA, 1989
\$129,000
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41' TARTAN S & S SLOOP
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40' BENETEAU OCEANIS 400, 1995
\$85,000
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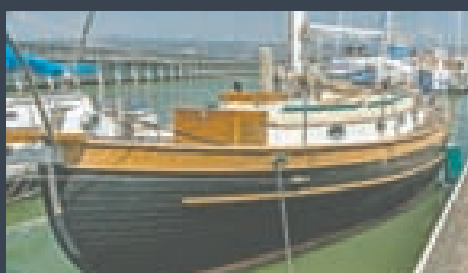
38' NANTUCKET BOAT WORKS, 1984
\$125,000
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38' DOWNEAST 38, 1976
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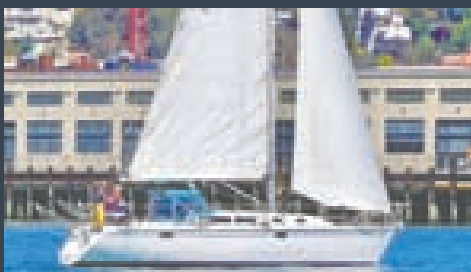
37' HUNTER CHERUBINI CUTTER, 1984
\$29,000
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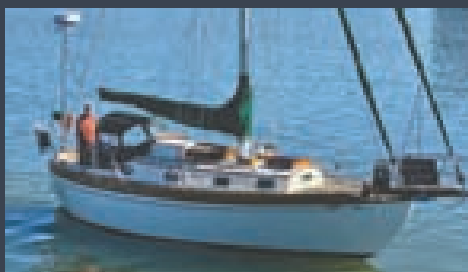
36' UNION POLARIS
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35' BENETEAU OCEANIS 35.1
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32' CATALINA 320, 1994
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30' BABA CUTTER, 1983
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29' GULF PILOTHOUSE, 1989
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Latitude 38

we go where the wind blows

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

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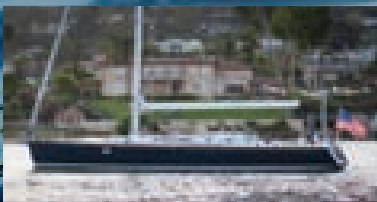
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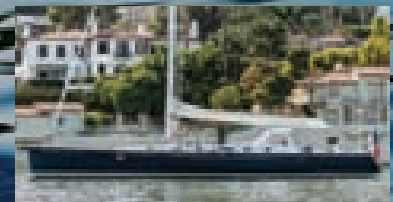
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Readers — We've included here all of the events that we believe were still on each host's schedule as of February 19, but pandemic-related adjustments continue.

Event organizers — Please send updates to calendar@latitude38.com. We'll post changes on the web version of *Calendar* at www.latitude38.com/calendar.

Non-Race

Mar. 3-31 — Wednesday Yachting Luncheon Series, StFYC, 12:30-1:30 p.m. Online via YouTube. Info, www.stfyc.com.

Mar. 6 — Virtual Dockwalker Training, Northern California, 10 a.m.-12:45 p.m. RSVP, vmatuk@coastal.ca.gov.

Mar. 9 — Sail America Virtual Event, 8-10 a.m. PST. Legislative and economic trends: What does the future hold for the sailing industry? Register, <https://tinyurl.com/y3jt3cpv>.

Mar. 9-11 — NOAA Mariner's Decision Support Services Workshop, 7 a.m.-1 p.m. PST. Virtual conference hosted by the National Hurricane Center. Free, but registration is required. Info, andrew.latto@noaa.gov.

Mar. 14 — Spring forward one hour for Daylight Saving Time, 2 a.m.

Mar. 1978 — From *Letters* in Vol. #11 of *Latitude 38*: "I think your publication is very fine. I hope you can go to slick paper soon and show how you can outdo the other magazines." — N.D., Castro Valley

Publisher Richard Spindler responded: *Sometimes we daydream and fantacize [sic] printing Latitude 38 as a slick, but I doubt it will happen. Slick paper increases the costs phenominally [sic], we have to charge more for ads losing lots of good small local businesses who couldn't get their products across, and we'd have to charge for the magazine which we don't really like to do. Besides, we're not trying to outdo anyone, we're just trying to give northern California sailing the coverage it deserves.*

Mar. 14 — I Bought a Boat; Now What? Webinar, 10-11:30 a.m. Free. OYC, www.oaklandyachtclub.net.

Mar. 17 — St. Patrick's Day.

Mar. 17 — Virtual Speaker Series, Sausalito YC, 6 p.m. Overview of MFD chartplotters, mobile/tablet apps, PC apps with David Pellecchia, developer of MacENCx64. RSVP to communications@sausalitoyachtclub.org.

Mar. 17 — Virtual Conference, California Boating Conference, 9 a.m.-noon. Planning for 2030 and Beyond. Mariann, (209) 334-0661.

Mar. 18 — California Clean Boating Network, via Zoom, 10 a.m.-12:15 p.m. Topics include pollution, marine debris/trash, the CA Boater Card and Marine Protected Areas. Register at <https://tinyurl.com/2hxp7vv>.

Mar. 20 — Vernal Equinox, 2:37 a.m. PDT.

Mar. 20 — Online Sea Chantey Sing, noon. With Peter Kasin. Info, <https://maritime.org/events-home/chantey-sing>.

Mar. 20 — Virtual Dockwalker Refresher Course, Southern California, 10 a.m.-12:45 p.m. RSVP, vmatuk@coastal.ca.gov.

Mar. 25 — Newport to Ensenada Race Seminar, Del Rey YC, Marina del Rey, 7 p.m. Info, www.nosa.org.

Mar. 27, Apr. 3 — Virtual Dockwalker Training, Southern California, 10 a.m.-12:45 p.m. RSVP, vmatuk@coastal.ca.gov.

Mar. 28 — Full Worm Moon on a Sunday.

Apr. 1 — Take a fool sailing.

Apr. 3-24 — USCG Auxiliary Boating Safety via Zoom. Four 2-hour classes. \$25 includes booklet, test and certificate. Register by 3/31 with Doug, doug_bernstein@yahoo.com.

Apr. 10 — Virtual Dockwalker Refresher Course, Southern California, 10 a.m.-12:45 p.m. RSVP, vmatuk@coastal.ca.gov.

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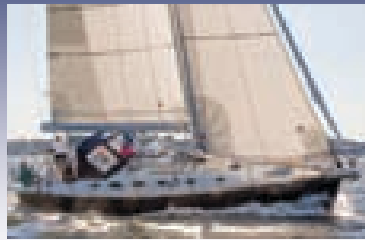
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CALENDAR

Racing

Jan. 9-Mar. 17 — Winter Weather Window Timed Race in Santa Cruz. Race whenever you can inside the race window and you can get a crew together that complies with current county health regulations. SCYC, www.scyc.org.

Mar. 6 — John Pitcher Memorial Regatta. CPYC, www.cpyc.com.

Mar. 6 — Single/Doublehanded Race #3/Santa Monica Bay Race. DRYC, www.dryc.org/racing.

Mar. 6, Apr. 3 — Mercury Series on the Estuary. EYC, www.encinal.org.

Mar. 6-7 — Match Race Clinegatta. StFYC, www.stfyc.com.

Mar. 6-7 — Islands Race. NHYC/SDYC, www.sdyc.org.

Mar. 7 — Bob Furney Memorial Race for Shields. MPYC, www.mpyc.org.

Mar. 13 — Rites of Spring. OYC, www.jibeset.net or www.oaklandyachtclub.net.

Mar. 13 — Spring Shorteez Regatta. CPYC, www.cpyc.com.

Mar. 13 — Long Distance Race. SSC, www.stocktonsc.org.

Mar. 13 — Londerville Regatta. HMBYC, www.hmbyc.org.

Mar. 13 — Three Buoy Fiasco. SCYC, www.scyc.org.

Mar. 13 — Santana 22 Team/Match Racing. SCYC, www.scyc.org.

Mar. 13, 20 — Spring Series. FLYC, www.flyc.org.

Mar. 13-14 — ICSA Intercollegiate & PCISA High School Regattas. StFYC, www.stfyc.com.

Mar. 14 — PHRF Spring 1 & 2. MPYC, www.mpyc.org.

Mar. 16, 30 — Tuesday Night Races kick off. SCYC, www.scyc.org.

Mar. 17, 24, 31, Apr. 7, 14 — Wednesday Night Beer Cans. RYC, www.richmondyc.org.

Mar. 17, 24, 31, Apr. 7, 14 — Wednesday Night Beer Cans. SCYC, www.scyc.org.

Mar. 17, 24, 31, Apr. 7, 14 — J/22 Spring Series. StFYC, www.stfyc.com.

Mar. 17 — Sunset Series 1/Rick Srigley Memorial Race. MPYC, www.mpyc.org.

Mar. 19 — Laser Friday. MPYC, www.mpyc.org.

Mar. 19-21 — San Diego NOOD Regatta. Info, www.sailingworld.com/helly-hansen-nood-regatta-in-san-diego.

Mar. 20 — PHRF Series Race #1 in Moss Landing. Elkhorn YC, www.elkhornyachtclub.org.

Mar. 20 — Doublehanded Long Distance Race. SSC, www.stocktonsc.org.

Mar. 20 — Rosenblum Regatta. SFYC, www.sfyfyc.org.

Mar. 20-21 — Big Daddy. RYC, www.richmondyc.org.

Mar. 20-21 — Spring Dinghy. StFYC, www.stfyc.com.

Mar. 21 — Fun Sail Spring Series #1 in Moss Landing. Elkhorn YC, www.elkhornyachtclub.org.

Mar. 21 — Singlehanded/Doublehanded #1. Sequoia YC, www.sequoiayc.org.

Mar. 24, 31, Apr. 7, 14 — Sunset Series. MPYC, www.mpyc.org.

Mar. 27 — Round the Rocks. SSS, www.sfbaysss.org.

Mar. 27 — Jaws Race. SYC, www.sausalitoyachtclub.org.

Mar. 27 — Doublehanded Long Distance Invitational. MPYC, www.mpyc.org.

Mar. 27 — Spring Series. SSC, www.stocktonsc.org.

Mar. 27 — America's Schooner Cup on San Diego Bay. Silver Gate YC, www.americasschoonercup.com.

Mar. 27-28 — San Francisco Cup, SFYC vs. StFYC. StFYC, www.stfyc.com.

Mar. 28 — Sadie Hawkins female skippers' race on the Estuary. IYC, www.iyc.org or www.jibeset.net.

Mar. 28 — Trans-Folsom. FLYC, www.flyc.org.

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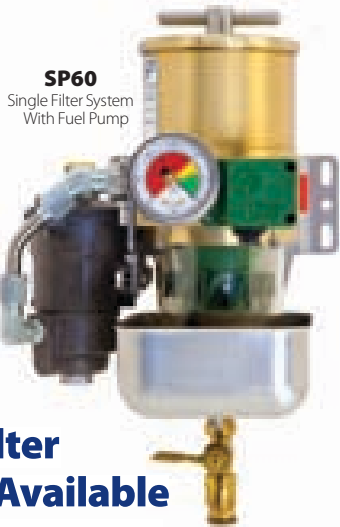
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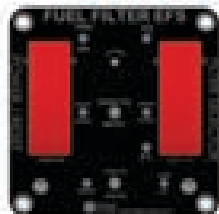
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CALENDAR

Mar. 28 — One Design Spring 1-3. MPYC, www.mpyc.org.
Apr. 2, 9 — Friday Night Races begin in Berkeley. BYC, www.berkeleyyc.org.

Apr. 3 — Doublehanded Lightship/Duxship. BAMA, www.sfbama.org/events.

Apr. 3 — Andy Byrd Race. CPYC, www.cpyc.com.

Apr. 3 — Don Wan Regatta. TYC, www.tyc.org.

Apr. 3 — Commodores Cup. BVBC, www.bvbc.org.

Apr. 4 — Estuary Cup. EYC, www.encinal.org.

Apr. 4 — Champion of Champions. SCYC, www.scyc.org.

Apr. 9 — Spring Twilight Series on the Estuary begins. EYC, www.encinal.org.

Apr. 9 — Friday Night Series begins. CYC, www.cyc.org.

Apr. 10 — Camellia Cup Regatta. FLYC, www.flyc.org.

Apr. 10 — Bullship Race (tentative), Sausalito to San Francisco for El Toros. RYC/SYC, www.richmondyc.org.

Apr. 10 — Summer Series #1. SeqYC, www.sequoiayc.org.

Apr. 10 — Commodore's Regatta. SCYC, www.scyc.org.

Apr. 10 — YRA Summer Series kicks off as part of BYC's Wheeler Regatta. YRA, www.yra.org.

Apr. 10-11 — Wheeler Regatta. BYC, www.berkeleyyc.org.

Apr. 10-11 — Spring Fest for one design, ORR, PHRF. StFYC, www.stfyc.com.

Apr. 10-11 — Opti Harken #2. SFYC, www.sfyc.org.

Apr. 14 — Sunset Series Wednesday night races begin. SeqYC, www.sequoiayc.org.

Midwinter Series

BENICIA YC — Frostbite Series: 3/13. Dan, (707) 319-5706 or www.benicaiyachtclub.org.

BERKELEY YC — Sunday Fun Races: every Sunday through March. Info, www.berkeleyyc.org.

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

CORINTHIAN YC — Midwinters: 3/6-7. Info, www.cyc.org or (415) 435-4771.

COYOTE POINT YC — Winter Sails: 3/14, 3/28. Info, regatta@cpyc.com, www.cpyc.com or (650) 773-6414.

ENCINAL YC — Jack Frost Midwinters: 3/6. Info, www.encinal.org.

ISLAND YC — Island Days: 3/14. Info, www.tyc.org or www.jibeset.net.

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

LAKE MERRITT SC — Robinson Memorial Midwinters: 3/14. Gary, (510) 653-1743.

OAKLAND YC — Sunday Brunch Series: 3/7, 3/21. Info, (510) 390-1620 or www.oaklandyachtclub.net.

SANTA CRUZ YC — Midwinter Series: 3/20. Info, www.scyc.org.

SAUSALITO YC — Chili Midwinters: 3/7. RegattaPRO Winter One-Design: 3/13. Info, www.sausalitoyachtclub.org.

SEQUOIA YC — Winter Series: 3/13 (St. Patrick's Day Race). Redwood Cup pursuit race series: 3/27. Info, www.sequoiayc.org.

SOUTH BEACH YC — It Ain't Over Till It's Over: 3/13, 4/10. Info, www.southbeachyachtclub.org.

TIBURON YC — Bob & Esther Mott Midwinter Series: 3/6, 3/20 (makeup). Info, www.tyc.org.

In the Tropics

Mar. 9-14 — Superyacht Challenge Antigua. Antigua YC, www.superyachtchallengeantigua.com.

Mar. 19-25 — Newport Beach to Cabo San Lucas Race, 800 miles down the coast. NHYC, www.nhyccaborace.com.

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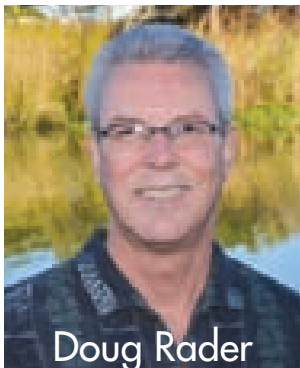
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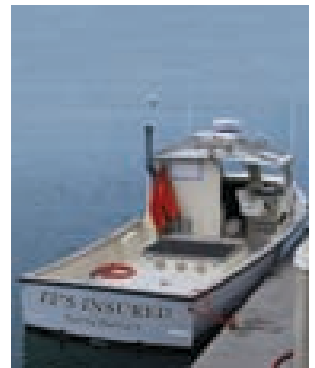
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CALENDAR

Mar. 23-27 — Banderas Bay Regatta. Friendly racing for cruisers in Mexico. Vallarta YC, www.vallartayachtclub.org.

Mar. 26-28 — St. Thomas International Regatta in USVI. St. Thomas YC, www.stthomasinternationalregatta.com.

Mar. 29-Apr. 4 — BVI Spring Regatta & Sailing Festival. Royal BVI YC, www.bvispringregatta.org.

Mar. 31-Apr. 6 — Antigua Classic Yacht Regatta. Antigua YC, www.antiguaclassics.com.

Apr. 16-18 — St. Croix International Regatta. St. Croix YC, www.stcroixyc.com.

Apr. 23 — 73rd Newport to Ensenada Race starts. Deadline to enter is 5 p.m. on 4/8. NOSA, www.nosa.org.

May 11-15 — Tahiti Pearl Regatta. International fleet racing. Info, www.tahitipearlregatta.com.

June 19 — Singlehanded Transpacific Yacht Race to Hanaie starts from Tiburon. SSS, www.sfbaysss.org.

July 13-17 — 51st Transpac Race to Honolulu starts from Los Angeles. Transpac YC, www.transpacyc.com.

July 16-18 — Tahiti-Moorea Sailing Rendez-vous. Latitude 38 co-sponsors. Info, www.tahiti-moorea-sailing-rdv.com.

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

March Weekend Tides

NOAA predictions for Station 9414290, San Francisco (Golden Gate)

date/day	time/ht. HIGH	time/ht. LOW	time/ht. HIGH	time/ht. LOW
3/06Sat	0442/5.9	1158/0.0	1929/4.2	2340/3.1
3/07Sun	0551/5.8	1310/-0.2	2038/4.5	
	LOW	HIGH	LOW	
3/13Sat	0514/1.4	1121/5.5	1730/0.1	
	HIGH	LOW	HIGH	LOW
3/14Sun	0014/5.2	0651/1.2	1303/5.2	1901/0.5
	HIGH	LOW	HIGH	LOW
3/20Sat	0412/5.0	1127/0.8	1927/3.7	2310/3.3
3/21Sun	0508/4.9	1239/0.6	2049/3.9	
	LOW	HIGH	LOW	
3/27Sat	0459/1.3	1111/5.7	1723/-0.3	
	HIGH	LOW	HIGH	LOW
3/28Sun	0007/5.4	0543/0.7	1203/5.7	1800/0.0

March Weekend Currents

NOAA predictions for SFB1202 .88 mile NE of the Golden Gate Bridge
LAT/LON: 37.8292° N 122.4620° W

date/day	slack	max	slack	max
3/06Sat		0306/2.6F	0542	0830/2.1E
	1312	1630/2.6F	2012	2224/0.9E
3/07Sun	0036	0406/2.3F	0648	0942/1.9E
	1430	1742/2.8F	2118	2330/1.1E
3/13Sat	0054	0354/2.0E	0718	1000/3.0F
	1306	1618/1.8E	1936	2230/3.5F
3/14Sun	0136	0530/2.1E	0906	1148/2.9F
	1454	1800/1.7E	2106	
3/20Sat		0318/1.6F	0542	0836/1.5E
	1224	1636/1.7F	2106	2248/0.4E
3/21Sun	0018	0412/1.4F	0630	0930/1.3E
	1318	1736/1.8F	2206	2348/0.5E
3/27Sat	0042	0324/1.8E	0642	0954/2.9F
	1242	1542/2.0E	1900	2218/3.5F
3/28Sun	0112	0400/2.1E	0730	1042/3.2F
	1336	1630/2.0E	1936	2254/3.7F

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



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A Few Upwind Tacks

The Berkeley Marina's location right in the "slot" from the Golden Gate means fresh winds this Spring, and all summer long. Landmarks like Angel Island, Alcatraz, and the Golden Gate Bridge are reachable by a few fun upwind tacks. *"There's really nothing better,"* said long time Berkeley Marina slip holder, Barbara B., from Sacramento, who added *we chose Berkeley because we're real sailors.*

"We can sail straight into the Bay, and out the Golden Gate to the Pacific."

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LETTERS

↑↓ JUNIOR SAILORS INVOLVED IN A GUT-WRENCHING 'WIPEOUT' IN SANTA CRUZ

The Opti sailors got a firsthand lesson in crossing the [Santa Cruz] bar under tricky conditions. From my experience having had sail and power boats on E dock for many years, the winter conditions can be challenging. The fact surfers were in the mouth of the harbor should have been cautionary to the adults running the Opti program. There is plenty of room inside the harbor to not have to leave the safety of the channel.

Chuck Cunningham
Transpac Safety Inspector
Santa Cruz

↑↓ A LIST OF INGREDIENTS FOR A SPICY CALAMITY

Ebb Tide + Big Swell + Light Wind + Opti coach not thinking = Recipe for Disaster! Over the years, surfers have been



@CONNORGARDEPHOTO

On January 11, a fleet of Optis were being towed into Santa Cruz Harbor through 3- to 5-ft breaking waves. One wave (seen above) flipped three boats immediately, and caused two other boats to slam into each other. A handful of surfers on scene came to the young sailors' rescue, and disaster was avoided.

chased out of the Santa Cruz harbor mouth (remember Harbor Bill back in the day?). Fortunately, surfers were on-scene for the big rescue! Perhaps the next time they send Optis out in light wind with an ebb tide, they'll power the dinghies with Cummins 4BT turbos — that'll power 'em against the current!

Tom Varley
Spirit, Gulfstar 50
Channel Islands

↑↓ SURFING NOT SAILING

I agree with Chuck. In the '70s, we used to surf that spot in the winter. It was a great right-hander, and no place for sailing small boats when there's surf there. Unless, of course, you're on a Hobie Cat, and then only if you're Phil Edwards and Mickey Muñoz back in the day.

Robbie Cleveland
Kialani, Farrier 720 trimaran
Mooloolaba, Australia

↑↓ AT LEAST THEY'RE OUT ON THE WATER

I've been doing the Learn to Sail program for more than 25 years at the Vallejo Yacht Club, but we've been shut down since March because we haven't found a way to teach in small boats without getting closer than the 6 feet recommended by the CDC. I would love to know how the [Santa Cruz] sailing school does this, so maybe we could get up and running. We only have rain and club members to watch out for, not breaking waves.

Dale Anderson
2007 Baja Ha-Ha veteran
Vallejo

↑↓ NOT A PROBLEM IN THE MIDWEST

Glad we don't have rollers like this on Lake Superior!

Dorothy Zimmermann
Minneapolis, MN

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LETTERS

↑↓ **MODIFY THE SAILING INSTRUCTIONS TO ALLOW LIMITED MOTORING**

Several boats had to retire in last weekend's race due to ship traffic.

While I was race chair at Sausalito YC a few years ago, I had a paragraph inserted into the Midwinter Sailing Instructions allowing boats to get clear by quickly motoring, only incurring a penalty without having to retire. It is still in place.

My rationale was that often skippers will either wait until the last minute, deluding themselves that "We can make it," thus incurring the dreaded five horns or, worse, a collision, or retiring needlessly. We already sail on an honor system, so nothing is lost in allowing the provision.



LATITUDE / CHRIS

Some of the boats (though not necessarily any of the ones pictured here) in Corinthian YC's Household Pursuit Race on January 16 had to withdraw from the race to get out of the way of ship traffic.

The text I incorporated follows:

"SAFETY: Boats shall not impede the passage of a vessel which can safely navigate only within a narrow channel or fairway, (see US Dept. of Commerce chart 18649 for designated narrow channels and fairways of SF Bay) or fishing or other vessel with restricted ability to maneuver. Boats identified by sail number who endanger their own safety or that of the commercial or government vessel will be subject to protest by the race committee or a contestant and face possible disqualification. A protest for allegations of the above will be heard by a protest committee whether or not the requirements of RRS61.1 (a) & (b) have been fulfilled or exclusions referenced in RRS 60.2(a) have been met. A DSQ for a safety violation shall be considered as disqualification not excludable (DNE)

"a) Propulsion: To comply with this section and to avoid impeding such a vessel, a competitor may utilize auxiliary power without being obligated to retire (in accordance with RRS 42.3(h)) for only as long as required to clear a channel expeditiously. In so doing, she shall notify the race committee as soon as possible. She shall then be subjected to a scoring penalty of 2 places worse than she would have received, however she shall not be scored worse than Did Not Finish."

Bob Braid
Willow, Wauquiez Centurion 40s
Sausalito

Readers — Nineteen out of 32 racers had to retire from Corinthian YC's Household Pursuit Race on January 16, many of them due to a combo of shipping traffic, light air and strong

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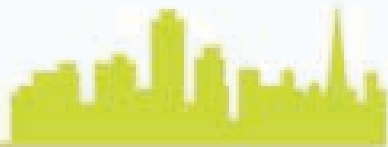
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LETTERS

currents. Bob was not among them — he and his partner finished first!

↑↓ FROM PURSUING TO SUBSCRIPTION

Well, I really tried to kick the habit, but every time I walk out of the West Marine in Newport Beach I look forward to reading your excellent magazine.

Most of the time they are all gone, and the manager has no idea when the next month's issue will arrive. Unless you're there within two to three days of their arrival, they're all gone.

Last week, I sat on the edge of a planter box outside the store, and, as it started to turn dark, I realized I'd been there for over an hour reading *Latitude 38*. I'm subscribing so that I won't miss any future issues. I wish you had a Southern California version, but the great San Francisco Bay and the Northern California-vibration is one of the many reasons it is the best sailing magazine.

Stephen
SoCal

↑↓ SAILING INTO NOSTALGIA VIA PHOTOGRAPH

The photos from February 1's *'Lectronic Latitude, Sailagram: A Snapshot of January Sailing*, make me nostalgic for when I sailed out of Berkeley back in the early '60s. There were some wild day-cruises (and a couple of overnight ones) with the then-UC Yacht Club in Lido 14s, a 110 and a Victory 21. No fear and wonderful memories. I'd do it all over again too!

Mimi English-Koch



NICK GREBE

Nick Grebe takes his first solo sail in January, and snaps a picture for the new 'Sailagram'. (Send your images to photos@latitude38.com.)

↑↓ SEARCHING FOR YOUR NAME IN THE *LATITUDE 38* ARCHIVES

What fun to have the archived magazines all the way back! Without having to dig through my stacks, I was able to find my first mention in the magazine: the Cal Sailing Club end-of-quarter regatta on page 41 of the fourth issue, July 1977. Except for a selfish and boneheaded error, I would have taken first in the series. Of course, given the expanded scope of the magazine, such a minor regatta wouldn't rate a mention these days.

Jean Ouellette
San Francisco

Jean — Glad you're enjoying the new — er, old — archives, now complete on our website, www.latitude38.com.

We'd still cover a regatta like the one you mention, in the Racing Sheet section — though it might not be on our radar. We ask that race organizers ping us — in a timely manner — at racing@latitude38.com with reports and/or results (or



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LETTERS

links to online results), especially for less well-known events.

Readers — Jean has an amazing sailing résumé that we'll feature in these pages some day. She is thus especially well qualified to be Latitude's proofreader!

In the CSC regatta she mentioned, her score was 1-2-1-DSQ ('disqualified'), and she placed second.

Has your name appeared in our pages any time from March 1977 through March 2021? Try your own search and find out.

↑↓ **THE BEST DAYS OF A BOAT OWNER'S LIFE?**

John, you made us Ranger 33 owners proud by sailing [Summer Sailstice] as much as you did and keeping her looking good. Gary Mull is smiling. Looking forward to seeing what's next. I might have sold the Santana to your buyer a few years ago in Oakland. Another great Mull design. Keep



LATITUDE / JOHN

Wesley and Christina Nunez are the proud new owners of 'Summer Sailstice', and enjoyed sailing the Ranger 33 on a gorgeous winter day.

up the great work you're doing with the rag and Summer Sailstice.

Chris McKay
Ranger 33 owner

Readers — Latitude's publisher John Arndt recently sold his trusty steed Summer Sailstice. For those of us who have loved our boats, the day we sell her most certainly is not among the "happiest." Rather, we hope that we can find

a good home where our former boat gets as much love as we put into her. We're happy to report that John found an enthusiastic couple in Alameda. PS: John has upgraded to the 1989 Sabre 38 MkII Finistere.

↑↓ **A WORD FROM A FORMER CREW AND LATITUDE STAFFER**

This is bittersweet. Thanks for the opportunity to crew aboard Summer Sailstice. It was always fun and always competitive. I'll echo Chris McKay's sentiment: Hats off to a smiling Gary Mull. Onward!

Mitch Perkins
Latitude 'Ad Guy'
Tiburon

↑↓ **A WORD FROM MOM AND DAD**

Summer Sailstice will be well loved and cared for. Wesley and Christina are already sharing her with others and helping to spread the appreciation of sailing. Their guests have ranged from 16 to 88 so far! They are looking forward to many projects and days on the water enjoying the boat. They also make this mom and dad very proud!

April and Roger Nunez
Reliable Marine Electronics

↑↓ **WHEN THE BOATYARD IS CONSIDERED CRUISING**

Fixing things in exotic places? Is being at KKMI for three



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LETTERS

months considered exotic? If so, we replaced our old Saildrive engine with a new Saildrive engine plus new rudder bearing. The engine project had many obstacles that led to more boat projects, all fixed now. The new engine wasn't really necessary until the old engine blew up somewhere along Baja, but I believe in preventative repairs.

As for the new rudder bearing, it helps keep the water out of the bilge. The bearing is made of aluminum and seals. Once the seals are worn, they need to be replaced. Since the aluminum housing eventually starts pitting, it's best to replace the whole thing. We did other miscellaneous projects as well but now look forward to going south this fall, provided the virus cooperates.

Myron Eisenzimmer
Mykonos, Swan 44
San Francisco/KKMI

↑↓ I'LL TAKE THE YARD OVER A MIDWEST WINTER!

Myron — KKMI sounds lovely compared to the blowing snow on my Lake Michigan shores! Fun to see your comments; it's been a long time since I met you and Marina in Cabo after the 2008 Baja Ha-Ha. Maybe I can make it back someday! Actually, I'm planning on it. Let me know if you are looking for crew for the next one.

Debbie Singer
Midwest

↑↓ THE PROLIFIC ARTISTRY OF JIM DEWITT

Jim DeWitt is a sweetheart. He and I used to race El Toros years ago with Jim Warfield and others at the old Richmond YC location down the channel (currently the San Pablo YC) and also at Lake Merritt. Anybody remember Edna Robinson and her contributions to the El Toro Association?

Jim is nine years older than I am, and he was a hero to a young high school kid like me back then. It also was no secret that teenage and college-age 'girl sailors' (what we used to call them — yikes!) had serious crushes on Jim and his companions. He was sailing royalty to many of us youngsters back then, and still is today.



JIM DEWITT

Not sure if you at *Latitude 38* have any of Jim's self-portraits, which capture him so well.

Bill — We do indeed have a few Jim DeWitt 'selfies' in our archives.

Bill O'Connor
Bay Area

Readers — Bill was commenting on a February 8' *Lectronic Latitude*. Be sure to check out the February issue of *Latitude* for a feature on the life and times of Jim DeWitt.

↑↓ WE NEED ART

Jim's paintings bring cheer to the day, arouse memories and stories of the past, and inspire the future. We've watched Jim for years, always knowing our day will be better after our seeing painting by him.

Art is important in life, and we are lucky to have him bring it to our Bay and our sailors with competence, love and cheer. We may not know how much we need art, but Jim does. He's saved the day for us, tucked into our duffel bag for us to find when we are becalmed or in a storm.

Rand Laurr



Hi Dave,
 First off, just wanted to say Thank You to you and everyone there at your shop for our great A3. We have really enjoyed having it and all the other sails you had made for us. We flew the A3 for over 8 hours the other day with only one jibe, it was just great. As always thanks for the help.

John Dinwiddie
 S/V Tabu Soro
 Hans Christian 38t

Ullman Sails San Francisco & Monterey Bay

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

Synthia Petroka
 510.205.9412
 spetroka@ullmansails.com

Ullman Sails Sausalito

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

LETTERS

↑↓ A FAMILY AFFAIR

One of the things I cherish the most is the portrait Jim did of me. I also own the *Ducks in a Row* painting that was at the Sausalito Art Festival in 2013. I've had many years being part of their family.

I love Pam [Jim's daughter] like a sister, and I love Jim and Sallie [Jim's wife] like parents. Had it not been for them, when I moved to Richmond, I would have had a much different life in the Bay Area. Thanks for honoring Jim like you have. I can't think of anyone who deserves it more.

Kimberly Paternoster
 Prudence, Sabre 36
 Point Richmond



JOHN WOODY SKORIAK

Jim DeWitt posed with his watercolor 'Kids at Play' at the Pacific Sail & Power Boat Show in Richmond in 2019.

↑↓ CRAFTSPERSON, FLEET LEADER, SAILING CHAMPION MILLY BILLER

Milly Biller's International 110 traces its lineage from her dad back to Gordie Rule. Around 1949, three 110s were shipped up from the builder in L.A.: Gordie's, the Harlander Brothers' and Bob Klein's 110, which took a third in the Nationals held on San Francisco Bay about 1951. I hear tell that Milly found traces of the gold paint put on by Gordie during a periodic refinishing.

John C. Dukat
 Critical Mass, Mancebo 24
 Point Richmond

Readers — John was commenting on the January 29 Lectronic with the same name as this letter.

↑↓ THE PEDIGREE OF INVERNESS YACHT CLUB

Milly Biller is the Queen of the West Coast 110 fleet. She is also a staple of the Inverness Yacht Club, where two-time Star Boat World Champion and America's Cup skipper Thomas Blackaller started sailing in El Toros.

Jeffrey Allen
 Planet Earth

↑↓ EIGHT BELLS FOR ACTOR AND SOLO SAILOR HAL HOLBROOK

We had Hal's rig in the shop at Sea Tek Marine in Marina del Rey before the SSS race to Kauai in 1980. I can't remember exactly what we did for him. Maybe new rigging, extra reef systems on the boom — probably some updates.

Whatever it was, Hal was always interested in what was going on. He was never pretentious, and it was always a

LETTERS

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pleasure to see him walk in. A really nice gentleman.

Tony M. Spooner
Macha, trimaran
Latitude Nation

↑↓ WHAT IS THIS MYSTERIOUS SAILBOAT?



DAVID LITTLEJOHN

The sharpie 'Reprobate', seen here at Richmond Yacht Club, is a boat both mysterious and somehow familiar, according to our readers.

This article [a January 13 'Lectronic] warms my heart, and is proof positive that *Latitude 38* has come around to appreciate the wonderfulness of sharpies. That said, I still remember back in the '90s when the editor/publisher ridiculed our Bolger sharpie in Las Palmas before our Atlantic crossing.

Bob Wise
Paradise
Connections Yacht
Charters
St. Martin, French
West Indies

↑↓ THE OWNERS LIKED THE PIECE!

Chris and Nicola [Gibbs, the owners of the mystery boat in question] enjoyed the sharpie article as they sat here in Key Largo — but their home is in Quincy, CA, up in Plumas County.

I swear I saw a couple of these a year or two ago at the Pelican Motel in Key Largo. P.S.: I taught sailing for 12 years at Tradewinds Sailing School in Richmond. Small world!

Bob Kimble
Key Largo, FL

↑↓ SHARPIES ARE HIDDEN STARS

Sharpies are wonderful boats. By the way, Stars — an Olympic-class boat — are just sharpies with a fin keel and skeg-hung rudder. The secret to going fast to windward in a traditional sharpie is burying the chine. They fly on a reach and off the wind, effortlessly.

John Tebbetts
Ichi Ban, Yamaha 33
New Zealand

↑↓ THE SUBTLE MAGIC OF SAILING IN LIGHT BREEZE

Some of the most enjoyable sailing we do is in really light stuff, in particular in the Sea of Cortez. Ghosting along at 2 knots with music playing and a card game going is a spectacular way to go from one place to another.

Randy Fraser

Randy was commenting on the January 8 'Lectronic Latitude: Proving You Can Still Have Fun Sailing in Light Air.

↑↓ TWENTY-FIVE INSTEAD OF FIVE, PLEASE

I love just ghosting along when I have the opportunity, though it's tough to teach in. This may be an San Francisco

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LETTERS

Bay way of thinking, but for giving lessons, I'll take 25 over 5 anytime.

Mark Jordan

↑↓ WE ARE SPOILED WITH BREEZE

I love that "only" 5-10 knots is light wind to us in the S.F. Bay Area!

Nick Grebe
Wildcard, Santa Cruz 37
Benicia

↑↓ WHAT HAVE YOU BEEN WATCHING OR READING?

I recently finished reading *Opening Day*, a novel that follows the life and times of Alex Skarsen through the eras of commercial fishing along the West Coast. It's by Ernie Koepf, a local retired fisherman who spoke at the eighth annual Herring Festival, which was virtual this year.

I'm now reading a fascinating book about the sinking of the *Bounty* called *The Gathering Wind* by Gregory Freeman. It has many lessons to teach in crisis management. Between the pleasure reading, I'm re-reading Nigel Calder's *Boatowner's Mechanical and Electrical Manual*.

Ben Shaw, host of
Out The Gate Sailing
Dovka,
Hallberg-Rassy 352
Horseshoe Cove

↑↓ SOME SAILING FICTION AND NON-FICTION

I have been greatly enjoying embarking on another circumnavigation of Patrick O'Brian's Aubrey-Maturin series, enriched by the *Lubber's Hole* podcast.

On a practical level, I am constantly referring to Greg Rossel's *Building Small Boats*, and the late Brian Toss's *Rigger's Apprentice*, as I finish building my Herreshoff Biscayne 14.

Nate Spencer-Mork
Soon-to-be owner of a
Herreshoff Biscayne 14



We found this super-cool illustration of Captain Jack Aubrey, right, playing the violin, and ship's surgeon Stephen Maturin playing cello. There's never a bad time to read a Patrick O'Brian novel.

PINTEREST

↑↓ REQUIRED READING AND GOOGLING

All are strongly encouraged to read *Suddenly Overboard: True Stories of Sailors in Fatal Trouble*. (Google it.)

Paul Brogger
Tenino, WA

↑↓ SAILOR-RELATED NATURAL PHENOMENA

I've been reading *The Invention of Nature: Alexander von Humboldt's New World* by Andrea Wulf, and *Personal Narrative of a Journey to the Equinoctial Regions of the New Continent* by Alexander von Humboldt. There are more natural phenomena on this planet named after him than any other person who has ever lived.

We sailors have him to thank for the discoveries of the

Sailor Elana Connor is in the midst of her Figure 8 around New Zealand now! Learn more from the interview on



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LETTERS

magnetic equator, thermoclines, meteorological atmospheric pressure differences, and ocean currents — like the one off South America named the Humboldt Current. He was a household name until WWI, when all things German fell out of favor.

Milly Biller (aforementioned in these *Letters*)
Big Pink, International 110
 Inverness

↑↓ TALL SHIPS AND OLD BOOKS

I've been reading the fascinating, first-person account of the 1930 voyage of the German tall ship *Pamir* in the book *Fair Winds and Foul*. *Pamir* took its load of "coke, iron, cement, and bales of goods" from Germany to Chile.

Written in 1932, the book reminds me of the old library books from my 1950s school days: musty smelling, pages turning brown, binding starting to come apart. The book even has the beautiful script signature of probably the book's first owner: Harold Petersen, Honolulu, Sept 1, 1932, *SS President Coolidge*.

The book offers a truly vivid description of the ship, the crew, and the workings of one of the last wooden square-rigged merchant ships sailing around the Horn. I found this gem among the magazines and paperbacks on the tugboat I was delivering from Vallejo to Los Angeles last year.

Ron Harben

↑↓ KRISTA'S EPIC CORONA VOYAGE ABOARD BARK EUROPA

Now, me hearties, that is a tale well and truly worthy of the adjective "Epic."

Kelvin D. Meeks

Kelvin is referring to a January 15 'Lectronic with the same name as this letter.



KRISTA SWEDBERG

Krista Swedberg spent the first half of 2020 sailing aboard the 131-ft bark 'Europa', which was forced to change plans because of the pandemic. Krista, who snapped this photo from aloft, clearly made the best of a bad year.

↑↓ DOING IT THE WAY IT USED TO BE DONE

Good on ya for giving it a go, and great that [the boat's owners] wanted you to do a voyage where you sailed all the way. Makes sense, being a sailboat with heaps of canvas, and the fact that over 100 years ago, that's how they did it!

Robbie Cleveland

His second letter this *Letters*

↑↓ THE GREATEST RACE OF THEM ALL?

For 80 days, I watched the Vendée Globe unfold as a race of masters, anticipating their every move in spite of the roughed-out weather reports. They are the best in the world.

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Keep in mind they had less than 60% of the weather reporting providing accurate data due to the huge drop in air traffic with their 24/7 real-time reports. This little unknown speaks volumes about the skill needed even to get past the start of this adventure, and probably contributed to the early Atlantic carnage heading south toward the Cape of Good Hope.

Actually winning the Vendée Globe is the stuff of dreams and takes near-unimaginable skill and a little bit of Lady Luck hanging around your boat. Oh, and maybe a UFO or two helping you along, by striking your competitors, in the Southern Ocean run near Cape Town — Jean Le Cam kept attracting them like he was tossing out bait for just the right Sunday dinner. The last 30 hours of the race should hold me until 2024.

Ross Angel

↑↓ PIP HARE AND MEDALLIA COMPLETE THE VENDÉE GLOBE IN 95 DAYS

I followed *Medallia* daily over these past 95 days — Pip Hare has an outlook on life, challenges and disappointments that we all should emulate. She truly is a ray of sunshine and light and her glass is always half full. Hopefully she will be in the Southern Ocean four years from now.

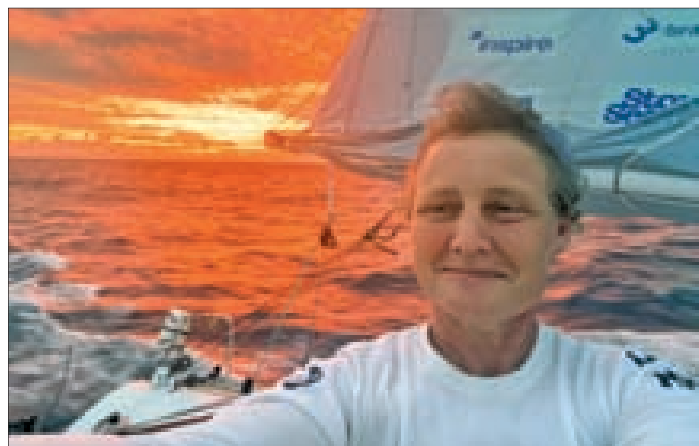
M. Gray

↑↓ WEST COAST LOVE

I'd be remiss if I didn't mention that Bruce Schwab's boat *Ocean Planet* was built at the iconic Portland, Oregon, boatyard Schooner Creek Boat Works — then owned by Steve and Nancy Rander. [Schwab was one of only three Americans to compete in the Vendée Globe.] Given the fact that they graciously employed me for four years, probably against their better judgment, I feel obligated to mention them.

Congratulations to Pip, and all the competitors.

Eric L Rouzee
Pacific Northwest



PIP HARE / MEDALLIA

Pip Hare takes a moment to enjoy one of her 95 sunsets (or sunrises) at sea during her solo, nonstop circumnavigation.

Eric — Thanks for adding that. It was a real West Coast undertaking, and we appreciate your giving credit to another major component of the *Ocean Planet* project.

↑↓ WHAT INSPIRED PIP TO SAIL?

When she was being interviewed before the start, she said, "I had a *Swallows and Amazon* upbringing." Am I the only American who knows what she meant by that?

LETTERS

Here's a hint: Arthur Ransome.

Daniel Irwin
Fresno

Daniel — Just to wrap your thought up, Swallows and Amazons was a children's adventure novel by English author and journalist Arthur Ransome. Here's an excerpt: "But the big hills up at the lake helped to make him feel that the houseboat man did not matter. The hills had been there before Captain Flint. They would be there for ever. That, somehow was comforting."

⇕ **FINALLY, AN AMERICA'S CUP DEBATE THAT ISN'T ABOUT FOILING**

As the America's Cup continues to play to larger and larger audiences, people want to see big wind and big risks, not races canceled due to weather. Just one more challenge for AC teams in that they need to build a boat that is on the edge of the specs, but still has some room for the unexpected. So happy to see that the crew was safe and sound.

Michael Grant



STUDIO BORLENGHI / AMERICA'S CUP

Houston, we have liftoff... and a problem. In mid-January, American Magic's 'Patriot' was going for a bear-away jibe when she took to the sky. Initial speculation was that a stuck running back prevented the crew from sheeting out the main. Regardless, 'Patriot' ultimately capsized and took heavy damage. Kudos to Emirates Team New Zealand for immediately coming to the rescue of the stricken American vessel. American Magic has since been eliminated from the 36th America's Cup.

⇕ **TO CALL (THE RACE) OR NOT TO CALL**

This is really a question to those who think the race should have been "called," because I do not know the answer. Would the organizing committees cancel an Indy 500 or a Formula 1 race because the weather changed after the start? My guess is that most of the crew on these boats have seen far more varied conditions in their sailing careers. All the designers and engineers have to do is create boats that can finish the course.

Fin Beven
Southern California

Fin — The Indy 500 is run on a dry track; American Magic principal Roger Penske actually owns the track and the IndyCar Series. Over the years, a few F1 races have been postponed or halted because of monsoon conditions.

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As far as yacht racing and the America's Cup go, I think we all welcome more wind and challenging conditions — especially we Bay Area sailors. In Auckland for the Prada Cup, several unstable heavy weather systems were forecast to pass through the racecourse area during the races.

This new America's Cup Class 75 is very fast, and potentially very fragile and dangerous. Those stormy conditions were not the time to push the envelope and see if the foiling monohulls would survive unscathed. They didn't. The other two teams could have potentially suffered the same fate that American Magic did. Everyone wants to see these boats at speed, but the conditions in mid-January were extreme, and a postponement was in order. But, as the teams noted, the conditions fell within the range of the rules. That doesn't mean that race management should have gone forward. — Mark Reid, the author of the January 18 'Electronic Latitude: Dramatic Capsize in Stormy Prada Cup.

↑↓ ONE MORE WORD ABOUT WATCHING THE AC ON TV

In the US, the TV rights [for the America's Cup] were purchased by NBC Sports Network. Even if you already pay your cable company extra to get NBCSN, you still have pay another \$179 to watch the AC live. The rest of the world can watch for free. The best option is to subscribe to a 'variable IP number' so that it appears you are in a different country, for about \$4 a month, then watch it live on YouTube or the www.americascup.com website. I have canceled [my cable service] and returned their cable box!

David Hume
Hawaii

↑↓ MEXICO IS CONSIDERING A RAIL PROJECT ACROSS THE TEHUANTEPEC ISTHMUS, WHERE BOATS COULD CONCEIVABLY BE SHIPPED FROM THE PACIFIC TO THE CARIBBEAN. DOES THAT SOUND CRAZY?

It doesn't sound crazy. It would cut approximately 2,000 miles and four days off an Asia-to-Gulf of Mexico (or East Coast) service. It would allow transshipment onto smaller ships in the Gulf of Mexico. It would add two container lifts (Port of Los Angeles fee: \$388 for a standard 40-ft "can"), so let's say \$200 per lift in Mexico = \$400 total.

However, it would eliminate the Panama Canal fee. You could use a smaller ship for the Gulf of Mexico deliveries (Houston, New Orleans for the Mississippi River) and onto US rail to the heartland and East Coast.

Yes, it would require 130 miles of road improvement, but these are the kinds of infrastructure projects that most countries love to do.

Tim Dick
Malolo, Lagoon 42
Mexico

↑↓ FASTER THAN THE PANAMA CANAL?

I have been on the coast of the Gulf of Mexico several times. I think sailing from Coatzacoalcos to the Leeward Islands would be a lot easier and faster than going through the Canal.

David Hammer
Trinity County

↑↓ NOT A NEW RUMOR

They have been talking about it for years, along with the chain of marinas. A good idea, either by rail or road, but I am skeptical.

Ken Frazee

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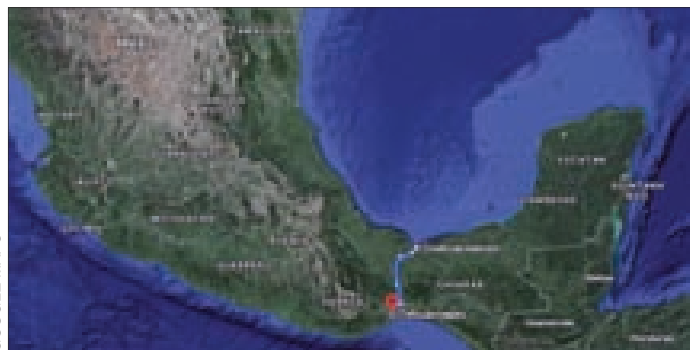
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LETTERS



GOOGLE MAPS

You can just make out the blue line toward the middle/bottom right of the photo denoting the 182 miles between Tehuantepec on the Pacific, and Coatzacoalcos, on the Gulf of Mexico. Could boats be 'shipped' over this land route someday?

↑↓ **MONTEREY HARBOR SAW A "RAPIDS-LIKE" SURGE IN MID-JANUARY, FORCING THE CANCELLATION OF A LIGHTED BOAT PARADE**

I worked as a harborman in Monterey in the 1980s, and these surge events were a nightmare for us. The marina had (and probably still has) three solid sides, but the fourth side is Fisherman's Wharf, which sits on pilings. Swells can flow under the Wharf and into the marina, and if the period is just right, the marina will fail to "empty" before the next swell flows in. Water being what it is, a rotary movement starts to develop, and the marina entrance becomes a whirlpool. Boats come loose. One time it was a whole finger pier with a boat attached.

Amazingly, the local Shields fleet would still sail out and in for their races, though I'd swear I heard some nervous whistling on occasion.

Tim Mickleburgh

Tim is commenting on the January 18 'Lectronic: Why Monterey Festivities Were Postponed by Surging Waters.

↑↓ **YIKES**

That's an amazing current! Local skippers might be accustomed to it, but the crew of a boat in transit up or down the coast would be struggling to enter or exit. I've been surprised by sweeping currents in the Friday Harbor marina in the San Juan Islands — they come under the floating breakwater — but nothing like this video clip. Yikes!

Peter Detwiler
Bay Area

↑↓ **A TUMULTUOUS TALE OF A T.I.P.**

Just to let you know, the Mexican government has implemented a new rule for boats clearing into Mexico. We were told that the original owner back in 2005 did not cancel their TIP [Temporary Import Permit], and the government wanted us to pay a fine of \$40,000 US, or leave in 72 hours.

The third owner (from whom we purchased *Hula Kai*) had paid the second owner's fine back in 2015, and the port officer issued him a new TIP. Thank God the owner from whom we purchased *Hula Kai* was with us when we arrived in Mexico on December 18, 2020. He had to cancel his TIP, and that's when all this started. It didn't make sense that they wanted to go back 15 years and charge us for a TIP that would have expired back in 2015.

The Marina Coral helped us get it resolved. We had to wait on pins and needles until December 26, 2020. We were

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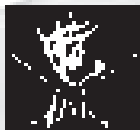
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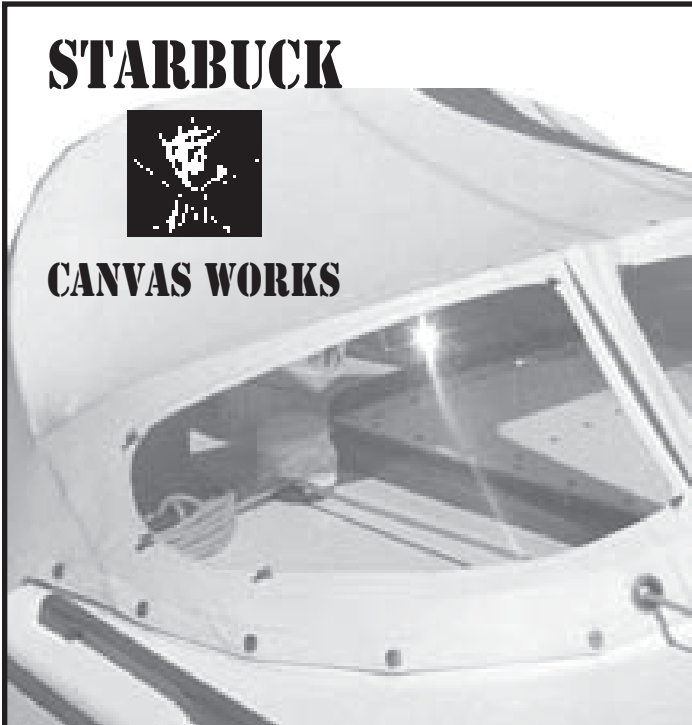
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LETTERS

up in the air as to what would happen to us. Two days before, a boat came in, and the crew were told they'd have to pay a hefty fine or leave within 72 hours. They returned to San Diego.

This is something people buying older boats need to be aware of if they plan to cruise Mexico. We are the fourth owner of *Hula Kai*.

Luckily for us, we finally got our TIP on December 26. I was so grateful to Juan at Marina Coral going to bat for us.

Kathleen and Richard Greenen
Hula Kai, Tayana DS 48 hull #75
Able to stay in Mexico

Kathleen and Richard — Thanks for the heads-up. Is this a "new rule," or was this isolated to the particular port you were dealing with? It seems that one of the most challenging aspects of acquiring the proper TIP (and navigating a foreign government's bureaucracy) is simply understanding what the rules are. We've heard some people say that it was easy; we've heard some people say that it was a near-Homeric odyssey to get the coveted permit. We'll keep our ear to the ground to see if there's been a systemwide change, but if you've had to get a TIP recently, please tell us how it went.



BROCK DE LAPPE

In January, an anchored-out boat sank in the Oakland Estuary.

↑↓ THAT SINKING FEELING IN THE OAKLAND ESTUARY

This [the problem of illegal anchor-outs, dilapidated boats sinking, and homelessness] is a Bay-specific problem. I see other areas are making a go of it, like San Diego. Richardson Bay near Sausalito also comes to mind as a source of perhaps both good news and concern. I say this because it seems to me that one should be able to provide mooring fields for responsible boat owners and penalize lack of responsibility.

I don't think it should be a Coast Guard problem, but there should be some kind of licensing mandate for reasonable mooring activities. A boat sinking may be a bad time to fine someone — it can happen to the best of mariners — and proving responsible maintenance may be hard to police. In my opinion, there should not be a need for police unless there is a problem that dictates men with guns are required. A beautiful boat can sink, and an ugly boat may not indicate lack of maintenance of critical systems.

But my fundamental concern with the Bay Area is the lack of mooring facilities.

Mike

Mike is referring to the January 18 'Lectronic with the same name as his letter.

LETTERS

↑↓ IT'S DEFINITELY NOT BAY-SPECIFIC...

How can anyone think for a second that the Bay or Estuary is the only California waterway with a homeless problem?
Jack

↑↓ ...AND THERE ARE NO PROBLEM-FREE EXAMPLES

San Diego isn't all roses. We have quite a few floating shopping carts.

My boats are at the Kona Kai, and on Mondays the free anchorage in La Playa must vacate. There's an old powerboat with an outboard strapped to the stern that I've seen for years. They were towing a nice 18-ft dinghy with a new Yamaha. I jokingly said, "Wow you stole a nice dinghy." Without even a pause, they said, "Ya, we got it in Mission Bay!"

Murphy Sackett
San Diego

↑↓ MAYBE SOME EMPATHY?

Maybe some of us could volunteer to help keep these people's homes safe and afloat. It's tough out there for a lot of us; we should act accordingly.

Nick Mulford

↑↓ MAYBE SOME LAW AND ORDER?

Maybe we need stronger enforcement of anchor-outs? Everybody needs to play by the same rules.

Ken Brinkley

↑↓ MAYBE GUILT-DRIVEN?

There seems to be a significant bloc of people that support the anchor-outs, perhaps to offset their guilt at living in multimillion-dollar homes.

Martin Thomas

Mike — We're going to have to agree with Jack here; this is not a Bay- or even California-specific problem. People who are "housing insecure" are drawn to the abundance of cheap and free boats, creating an anchor-out population of non-sailors on less-than-seaworthy vessels. It should always be mentioned that there's also an anchor-out community made up of seasoned sailors on well-found boats, but this group has precious few options for legal, long-term anchoring or mooring in the Bay Area. We agree with you, Mike, that the Bay Area has an embarrassing lack of mooring facilities, and we'll spare you our oft-repeated lamentations on the Bay's lack of boating infrastructure.

Richardson Bay has certainly seen more enforcement in the past five years than it had in the past few decades, but the next set of letters will show that there are still scores of boats anchored out that cannot stand up to Bay Area winter weather, which wreaks havoc on local marinas downwind of the moorings.

Ken — More enforcement of the rules? It sounds good on paper, but a common theme in the zeitgeist is that the police already have too much to do. When you factor homelessness, drug addiction and mental illness — and the more existential problem of a housing crisis — into the anchor-out issue, you're talking about something that's ultimately well beyond the purview of the police. Besides, the most cops can do with an illegal anchor-out is ask them to leave, so the anchor-out crosses the Bay and drops the hook somewhere else, creating a game of Whac-a-Mole. (By the way, the Coast Guard almost always defers anchor-out issues to local authorities so that it can focus on its primary missions: Homeland Security, rescues, and narcotics-trafficking enforcement.)

Sausalito has tried to use city and county social services

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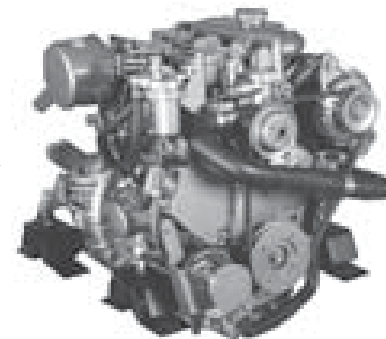
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LETTERS



JOHN SKORIAK

Also in January, a big norther with 60-plus-mph gusts sent unprepared, ill-equipped boats and sailors careening across Richardson Bay. The boat above was one of five (yes, five) that dragged in Schoonmaker Point Marina in Sausalito.

to confront the homeless aspect of the anchor-out issue. These programs are controversial because some people feel that you're essentially rewarding people who aren't self-sufficient and who've broken the rules. That is no doubt a hard pill for some taxpayers to swallow, but cities actually spend more money when they arrest and jail people, only to have those people back on the water when they get out.

San Diego is often lauded as a California public-mooring success story. And it is! But every orchard — even in 'America's Finest City' — has some bad apples. The waterfront has historically had its seedy corners populated with a motley band of characters. We just hope that there's a way to keep some 'color' at the shore while also keeping people's property safe from theft or foundering boats.

↑↓ STORMS RAGED THROUGH RICHARDSON BAY, RE-NEWING CONCERNS ABOUT ANCHOR-OUTS

I recorded peak gusts that night [Monday, January 18] at 61 knots — which is close to hurricane strength. It's no accident they call Sausalito's "Hurricane Gulch" after its namesake. Any idea that this is a safe anchorage in winter is completely unfounded. Scores of people have died over the decades. Unfortunately, first responders are called out (always at the peak of the storm) to rescue them. It's dangerous, expensive and avoidable. If only RBRA would enforce the statutes already on its books; a 72-hour anchorage means 72 hours.

Peter Le Lievre
Nauticat 331
Sausalito

Peter — Just to revisit our last response: There is surprisingly little under the law that police can do when someone is living on their boat, even if they're in clear violation of a 72-hour anchoring restriction. The Richardson's Bay Regional Agency, or RBRA, is not a law-enforcement agency. The best they can do is call the police, and so goes the cycle.

↑↓ BACK TO THE QUESTION OF ADEQUATE MOORINGS

These storms seem to be nature's way of cleaning the Bay. I really think there needs to be a permanent mooring solution for the Bay so that at least if people are moored out they are safe and other boats are safe.

Greg Clausen
Washington

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

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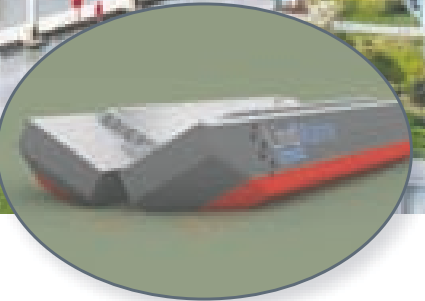
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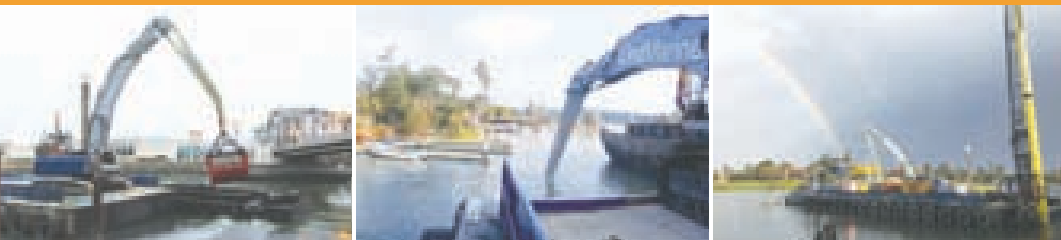


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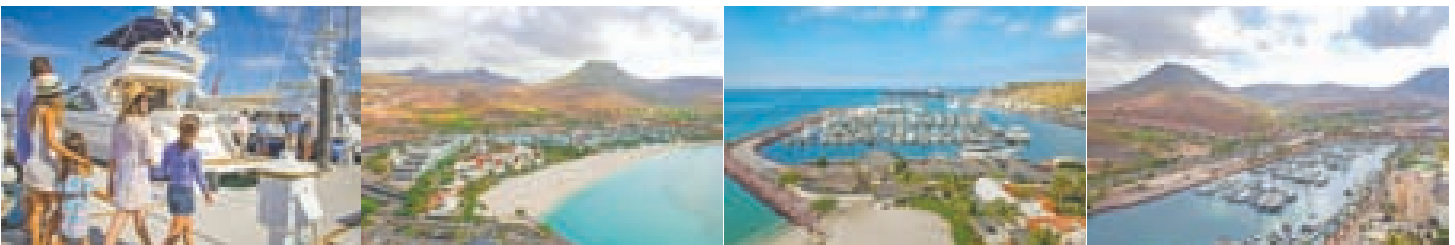
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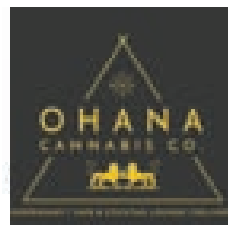
— Buddha



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LOOSE LIPS

Well, that was fun! February's Caption Contest(!) received such a good number of humorous comments that we were snickering all week long. It's amazing how much mirth a bunch of crew on a boom can create. Mind you, it's not a sight we see very often, if ever.

Who has been that person straddling the boom while jibbing? Some might call it fun, while others would be shaking their heads with a clear "No, thank you." But whoever this crew and skipper were, some readers thought they were on a mission, and most likely that mission was to win. "All I said was, 'May we have a bit more weight to leeward, please?' Damn, this new crew is awesome!" — John Callahan. "Keep looking, that missing outhaul line is there somewhere." — Mark LeVander.

Others just enjoyed the image of four adult crew draped over the boom while the cockpit crew looked completely unperturbed. "Skipper, we've been invaded by polecats." — Gil. "Hold on folks, we will be sailing downwind awhile." — @matt.kellyca6. However, as usual, there can be only one overall winner, and you will find our favorite comment immediately below the photo, followed by the next top 10 (in no particular order).



CREDIT: FACEBOOK.COM/SOSAILIZE

"You're not coming back aboard until you tell me who ate my sandwich!"
— Marc Lombardi

The next top ten:

"Shhhh! I just got them all down for their naps. We cannot have a cranky crew. Let them rest until we jibe. Get the juice boxes ready!" — @karen.kiesel

"Oh, did I forget to say 'jibe ho'?" — @outthegatesailing

"We don't want to go home yet! Just try to make us. We're staying!" — Grant Kiba

"Can we get some pillows?" — David Henry

"When you combine bull riding and sailing into one sport."
— @morrisonphotoventures

"(The skipper yelling) 'WTFudge! ... You guys are freaks! ... I said PUMP the boom!' ... (mumbling) 'Sickos!'" — Mark Eastham

"Is this how you get a boom crotch?" — William Huber

"OK ... four sheets to the wind ... lay off the Chablis, guys!"
— Augie Phillips

"OK, I'll stop complaining about sitting on the rail so long."
— Doug Klein

"Jeez, guys ... it's just a mouse!" — Ryan

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SIGHTINGS

bill kreysler — sailing serendipity

Bill Kreysler remembers to this day how his dad put him in a lifejacket, plucked him up, put him down into a little dinghy kind of like an El Toro, then pushed him off the dock. That's how he learned to sail. It was a terrifying yet defining moment, as the young lad, about 5 at the time, sailed across the little yacht harbor screaming at the top of his lungs before crashing unceremoniously into the transom of the commodore's powerboat.

"What I learned was that when you're in a little boat by yourself, nobody gets to tell you what to do, you get to make your own choices, you have to suffer the consequences, and maybe you have to go swimming once in a while," Kreysler, now 73, chuckled.

The greatest thing he discovered was that if he was sailing his little boat, he was his own boss at a young age — that was pretty neat, he thought. While he had no clue at the time where that short jaunt might take him, Kreysler's life has been one of being his own boss as well as one where he's been able to help other kids achieve that fabulous "aha" moment of youth independence.

Growing up sailing on and around San Diego Bay, Kreysler got into racing in his early teens, crewing on a Lightning for his friend Howard Makin. He also crewed in the Star Boat with Don Bever, who had just won the

continued on outside column of next sightings page

captain midnight's tips

Back in the day when I was a child in the northern latitudes, the winter nights were long and dark, the days were cold and short. I would read sailing magazines and every book in our local library even remotely related to days on the water. Now here in the Bay Area, each day looks like a great day for sailing to me. Even so, some folks still slip away to the hills for the winter and then, come spring, head for their yachts.

Many people are under the impression sailing is difficult and expensive. I always say, "It should not be difficult." With that in mind, let's look at the top 10 things you can do to make your vessel easier to sail, and therefore more fun!

1. Get that bottom cleaned. Get it scrubbed by a reputable diver. If he says it is simply too manky and needs to be hauled and painted, get'er done now before the yards are jammed. A clean bottom means

This page: 'Murano's crew (from left) Greg Sieck, Bill Kreysler and Doug Smith, at StFYC. Right page: 'Murano' sailing back in the days when photographers were still using film.



GREG SIECK / MURANO

for the best season ever

she'll sail faster, heel less, and maneuver easier in the harbor. A sailmaker once told me if he had \$100 to spend to improve performance, he'd spend \$80 on the bottom and \$20 on sails.

2. Clean and lubricate that rig, get up to the masthead and lubricate the sheaves, check the spreader boots, address any chafe.

3. Replace the lines that need it. If it's blowing 10 knots and your mainsheet won't run out on its own, it's time for a new one. If you have internal halyards and they fail inside the mast, it can lead to big \$\$\$.

4. Get those sails ready for the season. Get your sailmaker down to your yacht or get the sails to the loft. It's so much easier to reinforce, and to repair small issues before they become big ones.

5. Practice docking. My old boss once

continued in middle column of next sightings spread



COURTESY/BILL KREYSLER

bill kreysler — continued

Star World Championships. Bever promised to take him to the Star North Americans, but reneged on the deal just a few weeks prior to the regatta. Kreysler, who was about 16 at the time, and light — not Star Boat material — was disappointed. But as things do tend to work out, another sailor in the Bay Area needed a last-minute crew for the same regatta. That sailor was Don Trask.

It was 1966, and Kreysler got his first-ever plane ticket to Cleveland, where he met Trask. The pair went out and won the North American Championships. "It was great because Bever took third," Kreysler laughs in his characteristically playful manner. "That was fantastic!"

Kreysler continued to sail with Trask for four more years, racing in Europe and doing well — they took third in the Star Worlds in Copenhagen in 1967, sailing alongside an interesting group of guys, including Tom Blackaller.

"Most of us were amateurs; it was a lot of fun, and the competition was every bit as fierce as it is today."

Trask ultimately invited Kreysler to join him in his business, Performance Sailcraft Corp. in San Rafael, to build Lasers. Kreysler had just graduated from San Diego State and was married, so he needed to get a real job. While his degree in English literature was an unlikely foundation for his future business undertakings, Kreysler considers that his technical interests probably sprang from working summers for his godfather at his foundry in San Diego.

His years working with Trask were great for Kreysler. As he describes, Don was a force of nature, having basically created the Laser phenomenon in the Western United States.

"Don's a big part of the success of the Laser internationally, even though there were a lot of people involved in it," he commented. "Name the great sailors out of San Francisco Bay and California, like Craig Healey, Paul Cayard and John Bertrand — guys who Don had hand-picked and told, 'Here's a Laser; go out and sail it.' We worked our asses off, but we had a lot of fun."

After building some 12,000 Lasers and, for a while, J/24s, building sailboats had become a job for Kreysler and he was ready to move on. As he recalls, it was Paul Cayard's dad who enlightened him that there were things that could be done with fiberglass other than build boats. Pierre Cayard was the primary set builder for the San Francisco Ballet and San Francisco Opera.

"Sitting around a dinner table one night, Pierre mentioned an idea he had for some scenery — a set for *Aida* — and Paul suggested us as a possible place where he could get the fiberglass work done," Kreysler recalls. "The lightbulb went on and I got to thinking."

Kreysler loved making stuff and had learned a lot about fiberglass. In 1982, he founded Kreysler & Associates, specializing in the fabrication of custom composites for architects, building contractors, engineers, artists, sculptors, the entertainment industry, etc.

"My company slogan was, 'Anything but boats,'" he laughed.

Kreysler threw his time and energy into his business, which is still growing and flourishing. He loves his work, so much so that he has not sailed as much as he would have liked in these past years. But he has found time to stay connected to his sailing community. An active member of St. Francis Yacht Club, he is past president of the St. Francis Sailing Foundation, where he has been instrumental in mentoring youth sailors like Caleb Paine, bronze medalist in the 2016 Olympic Games.

"I feel really good about my choices. I enjoy going to work in the morning, and I enjoy the feeling you get from helping somebody else get started on a path that is going to serve them well for their whole lives," Kreysler reflected.

And, while it took a pandemic to incentivize him, last summer he finally dusted the cobwebs off his beloved Knarr, *Murano*, which he bought and restored 25 years ago, and took her sailing for the first time in literally 20 years. His wife Jacqui recently and secretly fixed up his Finn, which he keeps at a home they own in San Diego, so he's feeling hopeful about

bill kreysler — continued

getting out on the water more.

"I look back on my life and I realize how much of what I've been privileged to do has been either directly or indirectly related to sailing," Kreysler contemplated. "The friends I've made are friends I've had for most of my life in some cases, and I'm making new friends all the time. I don't have the time or ability anymore to race at a really high level, but last summer I got a little bit of a taste of what I've been missing!"

— michelle slade

Don Trask's business was Performance Sailcraft Corp., as opposed to Performance Sailcraft Inc., which was the 'mother plant' in Montreal. Don negotiated a 'license' from them to build Lasers for the Western US, which as Kreysler stated, "We liberally interpreted as including Mexico and got a fleet going in Valle de Bravo, which was great fun." — ed.

the story of three tris

Over the years we've written many stories of dreamers and doers who, with vision and determination, work to bring their dreams alive. Some go on to accomplish all they dreamed of and others gain an education and experience that can provide guidance to future dreamers.

One of those stories is that of David Vann. Back in 2008, we wrote about a 50-ft aluminum trimaran called *Tin Can*, Vann was assembling at Napa Valley Marina for an attempted nonstop circumnavigation of the world. Some of the headlines we wrote at the time were: *Tin Can Goes Sailing*, *Circumnavigating in a Tin Can*, *Tin Can Gets Underway*, *Tin Can Heads Back to the Bay*. We admire persistence but know it's not the only ingredient necessary for success.

After 12 years of hard work and three attempts, the project appears to have ended. Kirby Long of Napa Valley Marina brings us a recap of the saga of *Tin Can*.

First Tri

The date was February 2008. David Vann arrived with three aluminum hulls that he'd constructed in Florida with a plan to build a 50-ft aluminum trimaran on a shoestring budget. *Esquire* magazine had the right to his story, which would be told as he circumnavigated the world. The boat had no engine, and the main hull where he would be living was only 3 feet wide. We towed him out of the Napa River, and he made it to Monterey before having structural problems. He brought the boat back to us, where it was stored for the next 11 years. His budget exceeded \$50,000, and *Esquire* never got the story.

Second Tri

In spring 2019, after several years as an English literature professor in the UK and after publishing several books, David Vann was on to another adventure. He advertised for new crew on Crew Seekers with the promise of a Pacific crossing to the Philippines. One crewmember came from Belgium, another from France, one from New Zealand and another from Florida.

Truckloads of sheet aluminum arrived and David would work feverishly 12 hours a day, welding, grinding, and cutting. Using his original trimaran and making modifications to the hulls, he managed to erect a two-story cabin. A few months later the rebuilt and updated *Tin Can* left the marina, this time with a four-stroke outboard. She made it out the Mare Island Strait, turned right into the Carquinez Strait and had problems Vann didn't anticipate. The problems included keeping the outboard in the water and that the outer hulls would get buried in the water in a good blow, making it difficult to steer the boat. Back she came, and we hauled her out yet again.

Third Tri

In March 2020, David Vann was at it again. His plan this time was to dismantle the outer hulls off the second tri and build another 50-ft tri

continued on outside column of next sightings page

captain midnight's tips

told me that if boats got into and out of their slips by themselves, he could sell twice as many. Hire a pro to coach you for a few hours — so much easier than bump and circumstances.

6. Review your safety gear and plan ahead. Check your lifejackets, VHF radio and thru-hull plugs. Make sure you have a sturdy bucket and a healthy mate. Lifejackets are only effective if people wear them because they are comfortable, even stylish.



ALL PHOTOS KIRBY LONG EXCEPT AS NOTED

— continued

The new VHF radios can be confusing, I had a skippering job last year that required me to update the software to make it operational.

7. Batteries last maybe five to seven years, depending on all kinds of factors. Make sure yours are ready to carry the load for a long day on the water and still fire up the iron genny when you're ready to get home. An easy test: Unplug the umbilical

continued in middle column of next sightings page

three tris — continued

using the knowledge he had gained on his two previous failures. More truckloads of aluminum showed up, and once again he put in long hours welding, cutting, and grinding. He solicited Crew Seekers for crew for another adventure and was lucky to get a few recruits willing to share his passion with the hope of sailing west in the Pacific Ocean and beyond.

Four months later, on June 24, David headed out with an experienced female captain en route to Sausalito, where he picked up a second experienced captain. Their first port would be Hawaii.

David had a Garmin inReach satellite communicator that allowed him to keep in daily contact with a friend on the mainland as well as to receive

continued on outside column of next sightings page



LATITUDE / JR



LATITUDE / JR



Clockwise from top left: The second 'Tin Can' in January 2019; the first 'Tin Can' sails toward the Gate in February 2008; the first 'Tin Can' passes the Richmond Long Wharf; under construction at Napa Valley Marina; the third 'Tin Can' departs in June 2020.

three tris — continued

daily weather forecast updates.

On or about July 5, contact was lost and David's land contact called us at the marina. He was ready to call the Coast Guard but wanted to know what kind of survival equipment David might have. We told him what we knew: that he had a survival raft, EPIRB and cold-water immersion suits.

The Coast Guard sent out a C-130 search plane and found the third tri safe but disabled, with no rudder. A container ship was directed to help. The sailors abandoned their vessel and headed to Hawaii aboard the ship. The Coast Guard monitored Third Tri, making sure she would eventually drift out of the shipping channel and out of harm's way, which she did.

A few weeks later, a fisherman found David's boat close to the north shore of Oahu. David offered him \$5,000 to tow the boat and immediately put her up for sale. The last offer we heard was \$16,000, which is far less than what David had spent to build her.

It was later found out that communication on David's Garmin inReach communicator stopped because the credit card company that was on file got suspicious of all the \$1 charges for weather updates. Just shows you how your life can hang on a thin thread.

For reference, see www.latitude38.com/lectronic/tin-can-goes-sailing and www.latitude38.com/lectronic/circumnavigating-in-a-tin-can.

— kirby long

a cali sailor in oz

Recently we discovered a California sailor (and *Latitude 38* reader) living in Australia, just down the road from where our *Lectronic Latitude* editor is spending time with her family. She organized a catch-up and learned about the years that led to Robbie Cleveland's Australian sailing life.

Robbie was 8 years old when, inspired by his grandfather who was a sailor and was "everything about the ocean," he had his first sailing lesson. "It was on a Sunfish at a resort in Lake Placid, New York," Robbie said.

Skip ahead two years, and the now 10-year-old Robbie is sailing with his dad in the Bahamas. "They had Sunfish that you could hire. I thought, 'I'll take my dad out,' because he's not really a sailor. But my dad was, 'No, no, no,' and says he's going to take it out first. He falls off and loads his foot up with sea urchins. He comes out of the water like a Polaris missile! So there went the sailing."

All was not lost. As a young teenager in Florida, Robbie began sailing Snipes. When the Cleveland family moved to the San Francisco Bay Area in the mid-'70s, Robbie was not impressed.

"I didn't want to go to California. I thought California was San Diego, and it wasn't anything like that. We were in Danville, just south of Walnut Creek, 30 minutes or so from Berkeley."

But sailing was clearly in the young man's DNA, and he joined forces with a friend whose family owned a Folkboat. Together they enjoyed many adventures out of Berkeley Yacht Club. Before long, Robbie was seeking bigger adventures and moved to Southern California, where he finished college and began his professional sailing career.

"I was taking navigation and electronics classes. My instructor invited me on a couple of trips. I met the skipper and started working with him taking care of the boat, a 40-ft ferrocement ketch, *Sea Mentor*. He saw that I could sail, and when he couldn't make it, I would do it."

At the same time, Robbie began building boats.

"I started working for Bob DeLong at RD Boatworks in Capistrano Beach. We were building high-performance racing catamarans, and we built some for Gino Morrelli and Randy Smyth."

In 1987-88, he was involved in building Dennis Connor's multihull America's Cup boat, *Stars & Stripes*, the boat that would challenge New Zealand's 120-ft monohull, KZ1.

"I never wanted to be a boatbuilder," said the now-foreman, Robbie. "I wanted to be sailing, but the owner said, 'Well if you're not here, who's go-

continued on outside column of next sightings page

capt. midnight's tips

cord, fire up all the systems and let them go for 12 or 16 hours just to be certain you have plenty in reserve.

8. Engine maintenance from pencil zincs to oil pressure: Make sure the machine is ready to fire up easily. Rumor has it no one has ever worn out a marine diesel; they always get killed first. Figuring they have scorching-hot exhaust, cold saltwater and electricity flowing through them, what could possibly go wrong? Either take a close look or get a pro to do the same.

9. Head and hot water issues: Let's face it, we all gotta go, and if you're fortunate to have a vessel with hot pressure water, folks are gonna wanna wash their hands. If the head is stinky, the hoses may have become saturated or maybe your holding tank needs a healthy flush.

10. Improvements are nearly always worth the investment. If you are struggling to put in a reef, if it takes longer than one minute, consider installing single-line reef-



— continued

ing that allows you to tuck in a reef without leaving the cockpit. If you want to improve your upwind performance, consider an adjustable backstay or make sure the one you have is simple to use and gets you some forestay tension on those windy summer days. If that spinnaker has not been used since the Reagan administration, maybe it's time for a spinnaker furler or at least a snuffer device.

Heck, it could be as simple as a Fender-Step — it's a fender, it's a step, OMG welcome aboard, that was easy!

Sailing on San Francisco Bay is world class. Lazy cruising in the Delta, World Championship competition on the Cityfront. Passing under the Golden Gate Bridge into the Eastern Pacific Whale Pasture and running home as the sun sets and the full moon rises. Get your hole in the water that collects cash set now so you are not on the strugglebus later.

— andy schwenk

cali sailor in oz — continued

ing to build the boat?"

Robbie did, however, find his way back to the water and split his time between boatbuilding and sailing.

"I was doing deliveries and races. I got my captain's license, and at one point did charters for the Ritz-Carlton at Dana Point."

Along the way, he met his Australian future wife, Jill. It was during a subsequent delivery from Dana Point to Panama that he realized she was a good match for his seafaring soul.

"We got into a big, major storm and had to put the skipper in the head. He was freaking out and was going to call mayday, thought that we were sinking. She stood watches, and she wasn't sick. And then there was the flying fish I left on her pillow; when I survived that, I knew she was the one."

The couple soon moved to Australia, settled on the Sunshine Coast, and built a catamaran. "They sail flat. You could put your beer down — it wouldn't spill."

Robbie's catamaran did more than just hold his beer. The first race he entered aboard his new boat was the Australian Offshore Multihull Championships. Unfortunately, the 10-day-old vessel did not start. She was dismantled right before the race as a result of stresses sustained during a mandatory pre-race test, in which the crew was forced to sail in unusually strong winds. "Ten minutes before the first starting gun, we lost the mast.

continued on outside column of next sightings page

This page: Clearly a happy man, Robbie Cleveland looks very relaxed during the Panama delivery in February 1984. Left, top: The 24-ft Farrier 720 'Kialani' anchored in her home port, Mooloolaba, Queensland, Australia. Bottom: Sailing off Mooloolaba aboard 'Kialani'. Old Woman Island is the small black lump over Robbie's left shoulder.



cali sailor in oz — continued

Then during the Brisbane to Gladstone Yacht Race we lost the rudder."

One thing led to another, and in time Robbie parted company with both the catamaran and his wife. Over the following years he satisfied his passion for sailing by doing deliveries and sailing on other people's boats, until eventually he found his Farrier 720 trimaran, *Kialani*, though due to a period of frequent and extended trips back to the US, *Kialani* was sold. Robbie was again boatless, for 14 months. "When I got back to Australia, I spent all that time looking for another boat."

In a strange moment of serendipity, Robbie was perusing the local classifieds when he spied a familiar 24-ft trimaran. "I couldn't believe it. There she was, up for sale." Robbie bought *Kialani* from the people who had bought her, and for the exact same price. "They'd even added some new equipment."

These days, *Kialani* can be seen scooting across the waters off Mooloolaba on her way to Old Woman Island, a local surf break. There, Robbie spends the night on the hook waiting for the sun's first rays to light his way as he paddles into the solitude of the island's early morning swell.

— monica

jeff zarwell — the mark-set savant

You might recognize his voice over the VHF during a regatta, or maybe he's helped you find that particular piece of boating hardware at the Sausalito West Marine, or maybe he's spliced a set or two of dock lines for your boat. There's also the possibility that he greeted you with homemade decadent monkey bread (or something just as delicious) as you arrived to volunteer on his race committee boat one weekend morning. Regardless of how you've been introduced to Jeff Zarwell (even if it was in a well-known watering hole), the fact is he's a man of many talents and many friends.

Jeff was born and raised in San Jose, before suburban developments took over what were once acre upon acre of fruit orchards. The question is, how does a young boy from San Jose become one of sailing's top race-management gurus? "As a kid my father had a copy of Royce's *Sailing Illustrated*, and it just caught my interest." That was before Jeff's father got around to buying a sailboat, something he'd wanted for a long time. "And then he bought a Snark, which was a very, very inexpensive little sailboat — a plastic hull with a foam core," Jeff recalls. The problem was, "He never took it out — wait, he took it out, but not with me. That is, I think he wanted to learn by himself." Later on, Jeff discovered his father's copy of *This Is Sailing* by Jim Saltonstall. "It was a great book that had very good illustrations showing you everything you needed to know. I read that cover to cover, and I said, 'Hey dad, can I take the boat out sailing?' I was about 16, and I took it to Vasona Lake in Los Gatos and taught myself how to sail," much as his father had.

Next thing Jeff knew, his brother's friend down at Number One Broadway in Los Gatos, Bill Moreland, was looking for crew on another friend's Islander 36. Jeff got the spot. Two years later, in 1979, Jeff was still crewing on the Islander 36 and had joined the Los Gatos Yacht Club, where the likes of Dennis Conner and Ted Turner began appearing regularly at speakers' events. It wasn't long after that when Jeff was introduced to, and soon began sailing for, Gary Dahl, the inventor of the Pet Rock. From there it was onto IOR boats. His sailing credentials were mounting.

In 1994, Jeff joined Golden Gate YC, and it soon happened that they needed a volunteer for the race committee. "And then it just kind of clicked," recalls Jeff. "I liked to race, but I actually preferred the race management side because I'm still 'racing' in my head but I don't have Skippy yelling at me." After a couple of years, Jeff became the race chair and focused on increasing participation in their midwinter series. "I built the midwinters up from about 60 boats to more than 130 registrants in 2000."

Although other yacht clubs were calling on Jeff to run regattas, and paying him to do it, he ended up taking a job in San Diego, which briefly

continued on outside column of next sightings page

news from sailgp

During their long hiatus between Season 1 and Season 2, the SailGP league has endeavored to keep themselves relevant. They periodically remind us of their existence through news updates, which flutter into our email inboxes at random intervals.

In mid-February, they announced that they're searching for female applicants for the US team's crew. The New Zealand crew, headed by Peter Burling and Blair Tuke, already selected two women to develop, Liv Mackay and Erica Dawson. Following the season opener, the team will choose one to sail on their crew for the rest of the series.

Remember that Jimmy Spithill, who's currently co-helmsman for the Prada Cup-winning Italians, will be the helmsman for US SailGP Team this season. In early February, the team acquired Andrew Campbell, Cooper Dressler and Alex Sinclair. All three are fresh off a three-year campaign with

Spread: RegattaPRO runs a Sausalito YC midwinter race. Right page: George, a new race committee volunteer, with Jeff Zarwell during a Corinthian midwinter race in early 2020.



flutters by

New York YC's America's Cup Challenger team, American Magic.

SailGP has firmed up the complete Season 2 schedule as follows:

1. Hamilton, Bermuda, April 24-25, 2021
2. Taranto, Italy, June 5-6, 2021
3. Plymouth, UK, July 17-18, 2021
4. Aarhus, Denmark, August 20-21, 2021
5. Saint-Tropez, France, September 11-12, 2021
6. Cádiz, Spain, October 9-10, 2021
7. Christchurch, New Zealand, January 29-30, 2022
8. San Francisco, USA, March 26-27, 2022

— chris

jeff zarwell — continued

postponed his race management dreams. By the time he returned a year and a half later, in 2002, the Farr 40 fleet was starting to take off. "I got a call from fleet volunteer Mary Coleman, and she asked me if I'd be interested in managing a winter practice series for them. I said sure." All Jeff owned was a single buoy. Mary loaned him her Protector. He ended up running the Farr 40s' midwinter series that year and starting RegattaPRO, his race management business. (Today, Jeff owns more inflatable buoys than do many yacht clubs.)

A lot has changed in sailboat racing since the heady days of the Farr 40s, colorful Big Boat regattas, and other impressive one-design fleets on the Bay. But Jeff is steadfast. As a US Sailing Certified National Race Officer, he's managed to keep his business and his reputation afloat. He's run regattas for all the major fleets up and down the West Coast, as well as national and international regattas throughout much of the Western Hemisphere, not to mention a stint with the America's Cup in San Francisco, San Diego, England, Italy and Portugal. And, although COVID has briefly derailed much of sailing's activities, you'll still find Jeff running races and serving the sailing community. It's arguably his life's passion, as are the people in it. "The sailing community has always supported me, never judged me. It's always been nothing but respect."

— ross tibbits



BOTH PHOTOS ROXANNE FAIRBAIRN / WWW.ROXSHOTS.SMUGMUG.COM

SIGHTINGS

simon and chelsea's new baby

Southampton is a busy port in southern England, its waters crowded with all kinds of sailing vessels. Twenty-five years ago, one of its littlest skippers was 3-year-old Simon Colliss. Clipped into a tiny yellow life preserver and barely able to see over the wheel of his grandpa's fishing boat, little Simon fell in love with the sea.

But now one of England's smallest sailors is all grown up — and he crossed the pond to live in the South Bay with his wife Chelsea and, recently, their brand-new 30-ft Beneteau Oceanis.

She's called the *Navier-Stokes*. Together, Simon and Chelsea decided that a more elegant name would be impossible to find. Navier-Stokes are the most fundamental equations in all fluid dynamics, which underpin Simon's career as an aerodynamicist for Tesla, explain how the boats that he loves so much work, and also capture their excitement to be sailing on the Bay. Simon laughed, "We're stoked!" — pun intended.

It was around the age of 8 that Simon decided he wanted to own his own boat — going out on someone else's wasn't enough. His parents couldn't afford it. So Simon got down to business inventing his ideal boat. "I used to do a lot of drawing, Legos, stuff made out of cardboard. I spent so much time making boat designs," recalls Simon. "Bathtubs cobbled together, motor engines stolen from my dad's bike, stuff like this. Whatever I had at my disposal, I tried to reinvent into something of a boat."

Simon's earliest boating experience was on motorboats, namely his grandfather's fishing trawler. His grandpa was a fisherman, though an unlikely sailor, having grown up a farmer in the middle of the countryside, far away from the sea.

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the prada cup goes to...

Break out the Mumm's. On February 21, Luna Rossa Prada Pirelli won their seventh race in the Prada Cup Finals. They'll take home the very trophy presented by one of their title sponsors. Sir Ben Ainslie's INEOS Team UK won only one race during the two-weekend-long Finals.

The Italian team had resisted high fives and open displays of celebration in the races leading up to their ultimate win. Now there was no holding back, as the Italians were over the moon.

"We kept the mistakes down, stayed calm, and made good decisions, and the boat did the job," said Aussie-American co-helmsman Jimmy Spithill. "Pretty good day at the office," he said, struggling to shake off the understated approach that had served the team through the Final.

His Italian co-helmsman Francesco Bruni was less reserved. "*Fantastico!*" he yelled into the camera. "It's a great day for us and for Luna Rossa, and it's a great day for Italy. It was a tough Final, and we are in for a very good fight in the America's Cup."

We covered the Prada Cup extensively in

Left: Simon and Chelsea Corliss depart Richmond aboard their new Beneteau. Center: 'Navier-Stokes' in her slip in Redwood City. Right: Winnie checks out the new boat.

DANIELE MOLINARI



DANIELE MOLINARI



...um, prada

Lectronic Latitude; you can read those stories at www.latitude38.com.

Luna Rossa's victory over *Britannia II* earns the Italian team the right to challenge Defender Emirates Team New Zealand for the America's Cup. This will be a rematch of sorts, harkening back to the 30th America's Cup. In 2000, Team New Zealand, led by Sir Peter Blake and skippered by Russell Coutts, defeated the Prada Challenge in Auckland. The Italians had beaten St. Francis Yacht Club's AmericaOne syndicate in the Louis Vuitton Cup for the privilege.

ETNZ's sailing crew includes helmsman Peter Burling and flight controller Blair Tuke, who also lead the Kiwi SailGP team (see our previous story). In 2017, at the age of 26, Burling became the youngest-ever helmsman to win an America's Cup Match.

The first start of the 36th America's Cup Match is scheduled for Saturday, March 6, at 4 p.m. NZT. (That's Friday, March 5, at 7 p.m. PST.) Racing will continue on March 7 and March 12-15, with two races each day. March 9 and March 16-21 are reserve days.

— chris

new baby — continued

Most summers, Simon would spend a couple of weeks at a time with his grandparents. "Grandpa would say, 'What do you want to do today?' And I would always just want to go out on the boat. He and I would just mess about for the whole day." They messed about in the Solent, the strait that separates the Isle of Wight from southern Great Britain. Given good prevailing winds and some interesting tidal influences, and home to the famous Cowes Week racing series, the Solent was an inspiring environment from the start. "We used to take Grandpa's boat to go anchor out and watch the fireworks party after the races," says Simon. "It was pretty exciting."

But at 10, Simon discovered sailboats. He took up dinghy sailing in school. "I wanted to be out on the water in any way I could. I liked the physical aspects, and I liked the wind-powered aspects."

You can take the aerodynamicist out of the sailor but you can't take the sailor out of the aerodynamicist. Even though Simon's life's work is now dedicated to fluid-mechanics research and development, sailing is still his happy place, an oasis of freedom from the daily grind. "It's half a joke, really," admits Simon. "Going out sailing on the boat is one of the only ways I fully disconnect from thoughts, and work. The joke part is being an aerodynamicist by training. Basically all of sailing essentially is embedded in that."

Luckily for Simon, his lovely partner Chelsea is an adventurer and life-long learner, excited to be aboard his boat-ownership dream. Early on, Simon took her to a boat show in London, just to test the waters. Never too serious, he jokes about having a bit of a fright initially. "The first boat we got onto was a 68-ft Sunseeker. When I asked her how it was, what she thought of it, she just said, 'It's a little cramped in the cabin.' I was a bit scared after that!"

Now they live in an apartment at the Redwood City Marina, more than satisfied with the 30 feet of boat to care for and learn about. They arrived in 2017, chose Redwood City as a halfway point for their commutes, joined the yacht club, and got started on their ASA certificates. They started boat shopping in spring 2020, though not seriously. Then COVID-19 happened. While Simon was stuck inside for lockdown and feeling claustrophobic, his student loans were up in November, just when a new Beneteau Oceanis 31 was set to arrive at Passage Nautical in Richmond. The timing was too perfect. Jim Tull took them both out for sea trials. "While I was on it, I dunno, it just brought back a lot of good memories for me, the smell of the new boat. I just got super-excited."

In June, the boat was theirs. Tull took them out for a maiden voyage to celebrate, bringing a bottle of champagne and bubbles to spray. "We got the sails up in a half hour and put them down again when the wind died — winter winds, you know! But it was liberating."

The couple goes out nearly every weekend, learning everything that they can and getting excited to be able to bring friends and family out on the boat once COVID-19 is over.

Soon, there will be another little Colliss youngster out on the Bay — Chelsea is expecting their first baby this summer.

Boat ownership comes with its fair share of anxieties, not to mention a new baby on the way. The winter storms have been challenging. "That's just the thing! We just had bought the boat. And there's been three hellacious windstorms in three months!" says Chelsea. "We both just woke up in cold sweats thinking of the boat."

From learning new yacht systems to reading charts and maps, navigating new surroundings on San Francisco Bay, and enduring harrowing windstorms, Chelsea has taken everything in stride. She didn't grow up sailing, but is eager to learn and excited for the adventure, with a weather eye out for safety and smart decision-making out on the water.

She says she's excited for their family's future. The boat life will be an enriching childhood experience for their baby. "But I do already have a kid on the boat: Simon!" teases Chelsea, "He is the most jolly, the happiest on the water. He has this pep in his step when he goes down to the boat."

— heather breaux



NAVIER-STOKES

SUMMER

Summer is coming — and the Bay is waiting for your kids! Whether you live in the North Bay, or right on the water in Alameda County, summer youth sailing is at the heart of Bay Area sailing.

Alameda County Sailing Center

The island community in Alameda is home to many water people: stand-up paddlers, swimmers and kayakers. But connecting the community to sailing has proven to be the main challenge in building the youth program at Alameda County Sailing Center. "It's very important to get more people into sailing," says program director Emily Zugnoni, "especially people who don't come from sailing families, and those who don't even know what a yacht club is."

Of course, the dream is that kids will fall in love with the sport, the water, and the community and eventually bring their own children and grandchildren to sail. All it takes is the curiosity of one kid looking for fun to introduce a new generation of sailors to the community.

Last year saw the launch of a new US Sailing Initiative to get youth into sailing who are traditionally underrepresented in sailing clubs. San Francisco Bay is one of the regions designated for three Siebel Sailor Programs, including ACSC. "We are trying to build people who love sailing, and care about the water," says Zugnoni. "People who want to try new things, and get outside their comfort zones." Sailing campers play games, do drills, have adventures, and grow into responsible, brave young adults.

One would think that funding would be the biggest barrier to getting children on the water. According to Zugnoni, "Finding scholarship money is not the problem. The hard part is finding scholarship recipients!"

Meet Kyla Lum, 17, and a high school senior from Alameda. She started sailing at ACSC in the sixth grade, the age girls typically drop the sport. As a young sailor, she enjoyed all the games and really admired her instructors. "I learned pretty much all I know at ACSC," says Lum. "They taught me enough to be able to teach sailing to kids now. I really enjoy it." She describes the laid-back atmosphere at the club, where they find a balance between learning and making learning fun, but also being pushed out of her comfort zone. "I wasn't a strong swimmer when I

started," recalls Lum. That makes feeling safe out on the water quite an accomplishment — not to mention her becoming a lead instructor at the club.

Treasure Island Sailing Center

Treasure Island Sailing Center mainly services locals in San Francisco and area schools, but is looking to develop a more inclusive environment. Like ACSC, TISC is host to the US Sailing Siebel Sailing Program, but their aim is to recruit more diverse instructors who are mentors and role models. TISC is also developing a unique program called Treasure Island Maritime Education that will build sailing and boat-work skills. Its goal is to expose high-school-aged sailors to build diverse skills such as rigging and fiberglass work, and to help them understand Coast Guard career options.



Kyla Lum started with ACSC in 6th grade and is now an instructor showing the way.

Beyond sailing, Treasure Island Sailing Center has been a pioneer with their Set Sail Learn STEM training program for 4th graders. More than 6,000 San Francisco Unified School District fourth graders have been given the chance to sail on and learn about San Francisco Bay through TISC's one-day SSL STEM program. Sailing combines with environmental stewardship for maximum fun and impact in the protected waters of Clipper Cove. To support its efforts to broaden the base with more inclusive sailing access, TISC offers an extensive scholarship program with scholarships offered for up to 80% of past participants.

Sailing Education Adventures

In Marin County, Sailing Education Adventures (SEA) is a nonprofit community sailing club dedicated to environmental and sail training. SEA launched in 1976, but their youth programs began

in 1984 and have been popular from Day One. SEA is based out of Loch Lomond Yacht Harbor at the mouth of San Rafael Creek. They serve North Bay dwellers, mainly from Marin and Sonoma counties, who are looking for access to the water.

Since 2012, SEA founder Jane Piereth has worked to revitalize their youth programming, and to make sure SEA is a safe place for families to come together and learn. Board members take an active role as sailing camp parents, and sail campers' parents can come and help run the youth sailing camps.

Piereth noted that many times parents fall in love with the sport from seeing the joy and satisfaction their kids experience during camp. "I can't tell you how many times we had kids who were reluctant to come to camp the first day," explains Piereth. "By the end of the week, they want their parents to buy a boat!"

But camp is more than being a fine technical sailor. Each camp ends with a sort of graduation ceremony. Piereth remarks, "We do three awards: most improved, best sailor, and best shipmate, which is described as the person in camp with whom you'd feel comfortable sailing to Hawaii in a leaky Laser. It's about having good sailing skills, but really more about being a good person to sail with."

Their summer programs fill fast, announced in the spring ahead of the peak summer season. Sail camp kids get access to the SEA fleet: Catalina 16 keelboats, 14-ft RS Quest dinghies, and sometimes the "wannabe tall ship," the *Kitty Sark*.

San Francisco Yacht Club

If you're looking for sailing with a more competitive focus, the San Francisco Yacht Club (SFYC) in Belvedere is a great spot. SFYC has a strong history of competitive sailors, with graduates sailing in national, international, and Olympic competitions. It's big — the biggest junior program in the Bay and the second-largest on the West Coast, according to Abby Featherstone, SFYC's youth program director.

Last summer, even with COVID-19, SFYC saw almost 90 kids a day for their land school and Opti team programming.

JOSHUA LEIHE



TISC Strong! Treasure Island sailors get ready to sail.

Luckily for these kids, SFYC has a lot of land on their property where they were able to set up socially distant outdoor classrooms, complete with tables, chairs, and whiteboards.

SFYC is, above all, a resource to help kids explore the sport of sailing. And if they like the sport, there is a world of opportunity to discover. Featherstone herself was a socially motivated young sailor who went on to race competitively. "I always tell parents, eventually your kid will be competitive in something, but the important thing is to give kids the freedom to discover the sport. The competitive side of things will come." Featherstone also notes that sailing is about community, emphasizing the important role coaches take as mentors and instructors.

Sailing can take young sailors all over the world. Bay Area kids compete each year, going through team trials to qualify for international regattas. In the past, one SFYC sailor went to Argentina, and others have gone to Holland, Spain and Lake Garda in Italy. SFYC is a proven local launching spot for students who are serious about racing.

SFYC works with a nonprofit called the Belvedere Cove Foundation to offer scholarship money. The scholarships are available for those who want to apply for any sailing programs throughout the Bay. But the foundation is also a major funding source for racing, from helping to fund sailing lessons to supporting sailors at the Olympic level.

Call of the Sea

Also sailing San Francisco Bay among the racers and the cruisers are schooners that look as if they sailed right out of the 1890s.

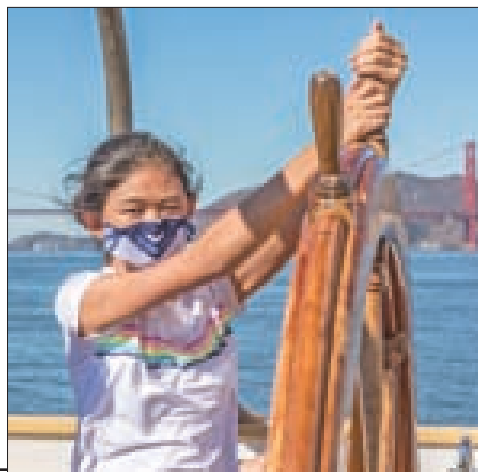
Kids can sail the *Matthew Turner* — a sustainable wooden tall ship, complete with tall masts, square sails, and rigging that looks like a pirate ship to the untrained eye. Built by Call of the Sea in Sausalito, and commissioned to provide on-the-water and landside marine ecology and local history education, the *Matthew Turner* offers a rare opportunity to set sail on a tall ship.

Call of the Sea also purchased *Seaward*, an 82-ft classic staysail schooner built in 1988. She can comfortably sleep 12 on overnight trips. When COVID-19

Left: In the fall, pumpkins are a critical part of the sailing school harvest. **Center:** The 'Matthew Turner' gives young people their time on the big wheel. **Right:** SFYC sailors getting rigged and ready.



LEFT: ACSC; CENTER: LYON OMOHUNDRO



ROXANNE FAIRBAIRN

SUMMER

ROXANNE FAIRBAIRN



Spacious docks and plenty of Bay access give kids a great escape from San Francisco Yacht Club.

hit, Seaward adapted to the new county regulations — no more overnight trips, but they did host three-week summer day camps for 12 students. Besides mask-wearing, sanitizing between groups, and other social-distancing measures, Call of the Sea also asked for a community commitment from young sailors. They requested that families treat camp as a pod. Sylvia Stewart Stompe, who has worked with Call of the Sea since the construction

of *Matthew Turner* in 2017, recalls, "We had a camper who wanted to go to martial arts class [the same week], but we had to say, 'Sorry, it's one or the other.' He ended up going to martial arts camp over Zoom and came sailing with us!"

The focus of the tall-ship programs is experiential: Students learn about marine biology and the rich maritime history of the Bay hands-on from the deck of these historical vessels. The seamanship

is just an added bonus! Kids in the Aloft programs, including an all-girls group called Girls Aloft, start with deckhand basics, like coiling lines, and end up sailing the high Bay seas, going aloft and exploring the ship.

Phones are put away for their programs. Sailors on schooners in the 1890s didn't text while sailing, and neither do



JOSHUA LEIHE

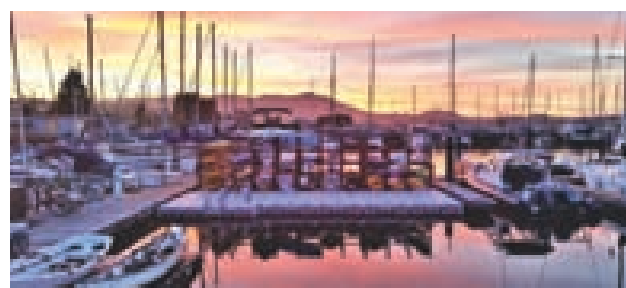
TISC sails in flat water and sunny skies in the shadow of the city.

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Call of the Sea sailors! Stewart Stompe laughs about how this is such an important lesson for kids. "We get these feedback forms after camps. One read, 'I didn't know you could have fun without your phone.'"

Call of the Sea is working hard to be an inclusive, accessible opportunity for underserved youth. "We're in conversation

with all kinds of organizations with the goal of providing access," says Stewart Stompe. "The main objective is equal access. We raise money for scholarships to bring groups out, and are very much committed to inclusivity." Call of the Sea founder Alan Olson wanted to provide access to the ocean with the aim of developing the deep love of the ocean and stewardship.



LYON OMOHUNDRO

The kids learning how to coil a line aboard the 'Matthew Turner.'

Sailing is an adventure. It is fun and games, but the personal growth achieved on a boat lasts a lifetime: teamwork, courage, and overcoming fears.

Whether you're looking for racing, community sailing, or more educational sailing, the Bay Area has extensive resources. *Latitude 38* has created a one-stop resource to discover the right club for you this spring and summer. Check out a complete list of Bay Area youth sailing opportunities here: <https://www.latitude38.com/feature/san-francisco-youth-sailing/>.

— heather breaux



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YARD WORK —

Have you had more time on your hands this past year, and spent more time working on your boat? We'd usually spend our weekdays engaged in gainful employment and weekends sailing with friends. Given the upending change in both economic and social norms the past year, I've found myself working on my boat all the time and only sailing with my social bubble — which consists of my wife Quincey and our cat Panda — whenever possible. It seems the 'never-ending list' only got longer, not shorter!

We'd owned *Esprit*, our 1990 Kelly Peterson 46, for two years when good judgment told us to shelter in place last March. I'd always wanted to refinish the cockpit coaming teak, the largest varnished surfaces on deck. I knew it would take two weeks to strip the wood bare, plug old holes, and build up to 12 coats of varnish, so I figured the three-week shelter-in-place order was a perfect time to tackle the project when I shouldn't have been sailing and couldn't do much else. Well, three weeks have turned into nearly a year, allowing me to cross more projects off the list. I've replaced a whole assortment of plumbing for freshwater, gray water, black water, and diesel. Both heads are new; new rope has been given a purpose as spinnaker and preventer gear; and we bent on new sails and sewed new canvas

Ben Wells and friends enjoy the fruits of Ben's labor on board the Morris 36 'Sea Witch' in January.



COURTESY BEN WELLS



BEN WELLS



There's nothing as satisfying as before-and-after photos from a successful restoration. Left: Ben Wells' Morris 36 'Sea Witch' after eight years of neglect. Right: 'Sea Witch' after a few months of love.

covers, just to name a few.

Another significant accomplishment was replacing the whole navigation cabinet, which once held various electronics from previous decades. It's now a beautiful piece of teak with an iPad and VHF. Of course, there's always more plumbing, more varnishing, more upgrades and modifications begging for my time. And right now, I — like many others — have that time.

I thought I'd check in with a few more sailors to see if the past year has allowed them more time to sail, or more time to work on their boats. Connecting with Bay Area native Ben Wells, I learned that he'd picked up a new boat (that needed a lot of love) since racing was infrequent during the pandemic. It turns out a project was exactly what he needed. Nicki Bennett of Berkeley also bought a new-to-her boat after her access to sailing dried up. Huntington Beach native Ryan Foland became a diesel mechanic when he learned his technician had so much work that they were scheduled six months out. The 'do-it-yourself' project also allowed Ryan to get married while anchored at Catalina Island last summer. Just a little farther down the coast, we visited with the

crew on *Blossom* in Ensenada; they've been rebuilding their cockpit and painting their deck purple!

Ben Wells took on the arduous task of rescuing the 2008 Morris 36 *Sea Witch*, which had been unattended for eight years. When Ben towed the boat to List Marine, Hans List told him, "I don't even know how the boat is afloat." Ben eventually hauled out at Spaulding Marine Center in Sausalito.

Rewinding a little, Ben was getting takeout food at Pier 39 in January 2020 when he saw a boat that needed some work. Recognizing the boat wasn't difficult — Ben has ties to the Morris family in Blue Hill, Maine. He inquired about the boat in June, and was her new owner by September. "There was mold everywhere. It was pretty bad," said Ben, who owns an environmental consulting company. "A couple of my employees and I suited up in full hazmat gear and cleaned out the whole boat," he said. "Our first sail was in December."

This project was also a distraction from a life tragedy, and helped Ben through his grieving. "My 21-year-old daughter passed in April, and I was feeling a little lost. It was kind of therapeutic in that I was able to focus on something else," he said.

Cruising isn't Ben's typical mode of sailing. "It's my first cruising boat. I'm definitely a racing sailor." Ben won the 2001 11:Metre Class national championship in San Francisco. He's raced Etchells, J/105s, and SC 70s, among others. "So it's kind of strange to have

PANDEMIC EDITION

a cruising daysailer, but it's been great reconditioning her." While the boat was at Spaulding, Ben replaced the standing and running rigging, refinished the bottom, overhauled the engine, and put in a new saildrive, plus many smaller projects. "The boat has really gone through a transformation," Ben said. "The guys at Spaulding kept an eye on me. They were awesome."

Nicki Bennett can say that her 1972 Ericson 32-2 has also gone through quite a transformation. She sailed as a kid, but her interest was piqued in the past three years. When the pandemic closed all clubs and schools, Nicki thought the best way to keep learning about boats was to buy her own. "I did not name the boat, but *Sospiro* means 'spirit of the breath' in Italian, and there is this saying *sospiro di sollievo*, which means 'sigh of relief,' and that's how I felt when I bought her," she said with a chuckle. "The boat had good bones, but no galley. It was a daysailer and had no stove or sink. My friend Sonya from the Passport 42 *Gemini* said, 'You can build a galley, it's no big deal,'" Nicki said.

She spent late nights taping up different diagrams and sketches and laying out the perfect little galley. "My dad came down to help, and we ripped out everything that wasn't structurally significant." Nicki and her dad built a tiny,

charming galley with a tile backsplash, butcher-block counter, propane cooktop and a convection toaster oven.

"My Dad lives in Yakima, Washington, and is a master carpenter who builds custom houses," she said. "He lived in Hawaii in the '80s and did some work on boats, so it was kind of a renaissance for him. It was a challenge and he enjoyed it." The project took the father-daughter duo a full week working 7 a.m. to 9 p.m., while they were both living on the boat. "It was a special experience because we haven't spent a ton of time together in my adult life. It really strengthened our relationship," she said.

Nicki's relationship with *Sospiro* has also continued to grow. She replaced most of the 12v and all of the 110v wiring, replaced four chainplates, and added a dodger. "It's scary to buy a boat, but sitting around with cruising friends talking about 'the list' has given me a lot of confidence." Nicki hasn't sailed *Sospiro* as much as she'd hoped because the chainplate project took longer than expected, but was ultimately a success. While schools and clubs may be closed, sailors have rallied to support Nicki. "Having the community tell me, 'You can do it; it'll be great,' has been awesome."

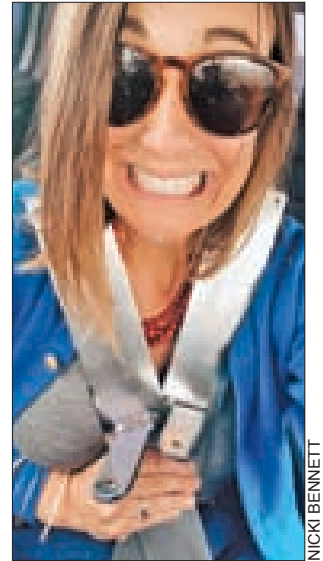
Nicki talked about replacing her 110v electrical. "I watched YouTube videos, I did all this work, and I killed myself. I was so exhausted. I asked Sonya if I should be concerned, and she said, 'Well,

the worst thing that can happen is it won't work, and you'll have to find the problem.' I turned it on, and it worked!"

Ryan Foland wears many hats. On his Twitter account (@ryanfoland), he chronicles his adventures

and misadventures on his 1977 Cal 34-3 *Bingo 2*. "I work in higher education as a full-time job, but I call it a side hustle because my passion is public speaking," he told me. "My life design is to be either sailing or speaking. Charter, hangout, speak, float, sail."

The past year has shifted Ryan's priorities a bit. "Without being able to travel to speaking engagements, I've turned to sailing my boat a lot more," he said. Ryan grew up spending summers anchored off Catalina aboard his parent's Grand Banks powerboats. "Being powerboaters, my parents always hired someone to fix things. I grew up knowing when something was wrong, you hire a mechanic.



NICKI BENNETT

From left: With some help from her father, Nicki Bennett built the perfect galley for her Ericson 32-2 'Sospiro'. Right: It's great that Nicki, in the companionway, has dock neighbors like Sonya David, on the SUP, for technical knowledge and all-around support. Inset above: You know you're a sailor and boat owner when you're excited about new chainplates. Nicki accessorizes, and takes a selfie, with some new hardware.

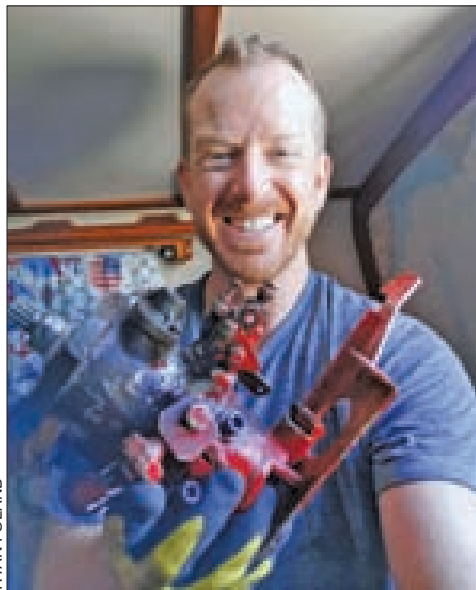


NICKI BENNETT



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YARD WORK



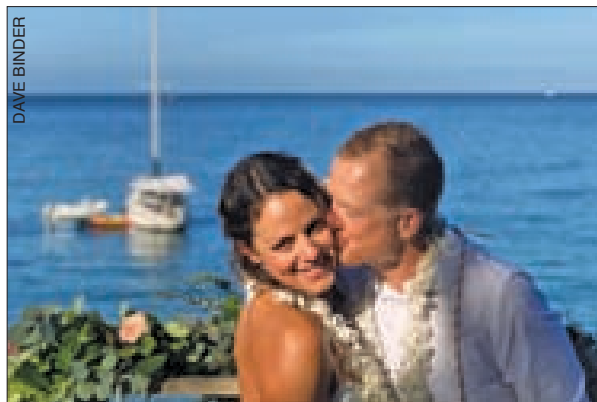
RYAN FOLAND

I've had my mechanic fix thousands of dollars of stuff." But when Ryan had an overheating issue last summer, his mechanic couldn't schedule him for *six months*. What's a sailor to do?

"We worked out a deal where he would be my tech support, and I'd watch all the YouTube videos. So we took it all apart, got it all serviced, and put it back together. We spent the summer on it," Ryan said. They needed to replace the thermostat, fuel and water pumps, and service the heat exchanger. "I have a bit of a MacGyver sense, and can make things work when I really need them to, though it might not be right or pretty. I have this bag full of all different rope sizes because, on a boat, you can fix pretty much anything with a line. Not the case with a diesel engine," Ryan laughed, adding that he went on to fine-tune his engine. "I thought the prop was too big, so I took the prop off. It turns out it's not too big; it was something else," he said.

You can find videos on Ryan's Twitter oozing positivity for his progress and newfound skills. "The metaphor of the sailboat is that it's an opportunity to learn about yourself and to connect with nature — and you can always get better," he said. "It's an activity that doesn't flatline. If you do [projects] consistently, you gain traction to learn about life, leadership, and learning."

Ryan and his fiancée of 10 years booked a huge wedding for 2020, which, like so many plans this past year, needed to be recalibrated. "We decided to elope on the boat, and the engine was key to that," he said. "We sailed to Catalina, and had friends sail their boat over to be our witnesses. We had a wedding party of five. If it weren't for me taking on this project, that wouldn't have been an option. Looking back on 2020, it was a highlight of the year."



DAVE BINDER

From left: Ryan Foland takes a triumphant selfie with his fuel pump. Right: Foland's engine repairs allowed him to escape to Catalina last summer to marry his longtime girlfriend Cyn. (That's Mr. and Mrs. Foland's Cal 34-3 'Bingo 2' in the background.)

Sarah and Charlie Danu also had to cancel big plans for 2020 and '21. The couple planned to sail their seafoam green 1974 Formosa 41 ketch *Blossom* — which has tanbark sails — to the South Pacific, but with islands closed to travel, they've made do with Southern California ports and the Channel Islands. They also made a pit stop in Ensenada for some yard work at Baja Naval. "Ensenada is a change of pace in the pandemic, switching countries even if just next door," Sarah said.

Their cockpit lockers shipped water and didn't have any positive drainage, so they've been building gutters, as well as lids that seal. They've also renewed the bottom paint, removed their headliner, painted, and pulled everything out of the boat to inventory and sort.

Typically, Charlie is a staunch do-it-yourselfer, but he's relinquished some control in Ensenada. "I do my own work because I'm really picky, and I have a hard time finding good help," Charlie said. "I like doing things on the boat because eventually, I have to fix it again. If I don't see it and put it in, I won't know how to fix it." Sarah said Charlie will fix anything, whether it's his aunt's house, the rental in Mexico, or their van. "He just likes it; it's what

he does," Sarah said. But in Ensenada, Charlie was realistic about the project's timeline and enormity. "I finally came to terms with why people make plans, draw them, and hand them to a team of people to get a house built. One person doesn't have enough time in their life to do it all; you need help at some point," Charlie said. "There is some sort of gratification that's hard to explain about boats where it's nice to do it all yourself, at least for me. But it can also be very crippling!"

Sarah shared an epiphany: "I learned that boating was learning to waste time, happily." Charlie added: "We have sails on a sailboat. We're going walking speed. There are other options, but the reason we're doing this is because we want to be happy, slowly. Boat ownership is the fastest way to go crazy."

— **mitchell andrus**

A contrast in boat ownership. From right: Sarah and Charlie Danu's Formosa 41 'Blossom' looking good in Ventura. Left: 'Blossom' spends some time on jack stands to keep up her looks.



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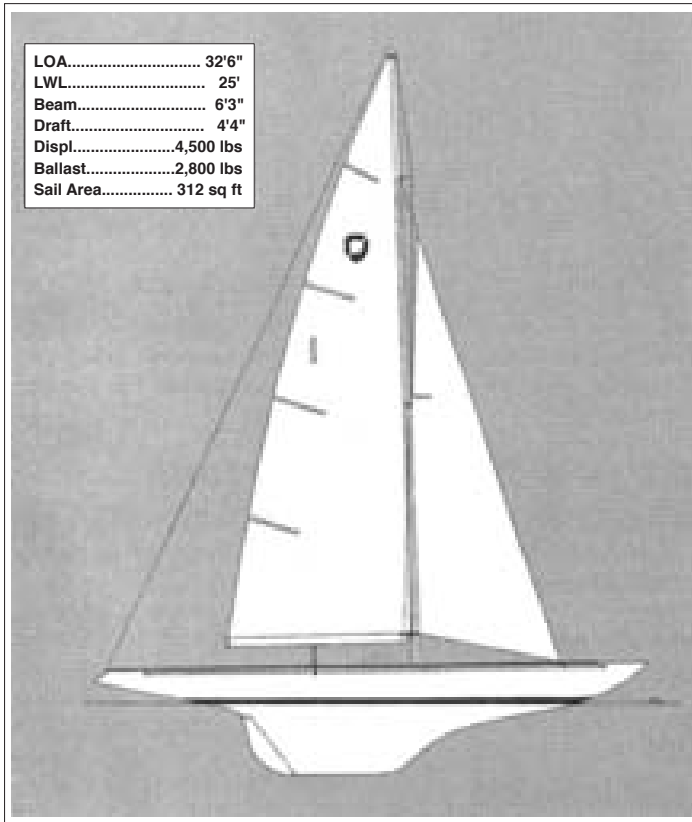
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COLUMBIA 5.5

I remember the first time I laid my eyes on a Columbia 5.5. A friend had called me over to see his new toy at Alameda Marina. Unfortunately for my friend and his Ericson yacht, there was a beautiful, Corvette-red sloop resting in the slip opposite, her bow rising from the water with the elegant arc of a calligraphic stroke. From the fresh gloss of her flush deck and teardrop-shaped hull, I could see that she was adored. "What a beautiful... Folkboat!" I exclaimed, enthralled, admiring and not entirely sure what I was looking at. While my mistake didn't come to light until much later, what was obvious then was my friend's irritation as I hovered, cooed and pointed. Yes, the debut of his burly daysailer had been completely upstaged, and by nothing less than a skinny, 32.5-ft Nordic supermodel of a boat.

This is the moment I found a desire to learn more about the Columbia 5.5 — not to mention, the origins of this one-design keelboat class. When Columbia Yachts of Costa Mesa introduced the Columbia 5.5 Meter back in 1963, it was to democratize access to the International 5.5 Meter Class. At the time, the International 5.5 Meter was an Olympic class, whose boats' custom wood construction placed them at a price point well out of reach of most competitive sailors. By mass-producing the boats using a then-new material called "fiberglass," Columbia Yachts had an opportunity to bring to market not just a more affordable 5.5 Meter boat, but one that was considerably lighter than its contemporaries.

To stay true to the design, Columbia bought a successful 5.5 Meter, *Carina*, from Alexander (Sasha) Von Wetter. *Carina* was built by Sigurd Herburn in Norway for the 1956 Olympics; her claim to fame was winning the 1958 Scandinavian Games Gold Cup. In the years that followed, she changed hands, and had remarkably made her way to the West Coast, where, by Sasha's account, "The only organized racing I could do was PHRF, and that was not what a one-design racer like myself, or a thoroughbred like *Carina* was particularly adept at."

BAADS

Columbia Yachts approached Von Wetter in regards to striking a mold for their own one-design boat, albeit with modifications made in resemblance to George O'Day's 5.5 Meter *Minotaur*. O'Day and *Minotaur* had won both a world championship and a gold medal at the 1960 Olympic Games. Columbia had initially wanted to buy this design, but according to Von Wetter, the builder and the former Olympian could not come to terms.

According to a 1966 Columbia brochure, the boats produced



ALL PHOTOS COURTESY OF COLUMBIA 5.5 CLASS EXCEPT AS NOTED

from this hybrid mold were "the most sophisticated racing yachts in this country, at less than one-half of what an 'Open 5.5' would cost." Unfortunately, the International 5.5 Meter Class banned these lighter designs (at least initially), thus extinguishing the interest from potential buyers wishing to engage in class racing. In all, fewer than 50 hulls were produced. A spin-off design, the Saber — essentially, the same hull with a raised deck, cabin and bunks for four installed — was more

prolific; between 300 and 400 were built from 1963 to 1969. But until fairly recently, the 5.5 design was all but mothballed by Columbia Yachts.

Nonetheless, a dozen or so of these precious few boats made it to the Bay Area, where, more than 50 years later, you'll still find them racing actively. (The Columbia 5.5 fleet was originally created in the Bay Area by Donald D. Durant, father of Don Durant — founder of both Club Nautique and Cruising Specialists.

BOAT OF THE MONTH — COLUMBIA 5.5

Don Sr. also introduced the Knarr to the Bay.) On the Oakland-Alameda Estuary in particular, the Columbia 5.5s have their own starts in Oakland, Encinal and Island Yacht Club races. Even with the pandemic limiting race registrations to single- and doublehanded crews, you can still expect to find six or so on the course.

To learn more about the Bay Area scene, I connected with Dominic Marchal, the San Francisco fleet captain and co-owner of *Sonic Death Monkey* (#7). Dominic is a sailmaker by trade, and, as with his Marchal Sailmakers creations, he delivers much of the driving force when it comes to the 5.5 fleet's liveliness and longevity on the Estuary. Dominic recounted how, in his years in the sailmaking trade, he got to sail a lot of boats but never really learned, or felt particularly compelled, to sail. It wasn't until fellow sailmaker Dave Hodges of Ullman Sails took him out to race in Santa Cruz that he found himself having a terrific time, in his words, "laughing around the racecourse." Sometimes they'd even laugh their way to wins.

Back in Alameda, Dominic's home since the '70s, there are also many competitive sailors who have a great time. For passionate owners like Dominic, the 5.5 was the boat that convinced them of the fun to be had in racing. One of the protagonists of the 2000s' revival of Columbia 5.5 sailing was Alan Weaver, who served as harbormaster at Alameda's Marina Village for 23 years. "The first boat I ever raced on was the Columbia 5.5, and I've been in love with them ever since," he said in a 2003 *Latitude* article. "They're graceful, stable and pretty easy — the kind of boat you can jump on after work for a quick sail." During his tenure, Weaver worked tirelessly to build up the class, bringing boats from the Stockton fleet down for the winter and warming up local buyers. In a later effort, Robert Nelson — the owner of *Maverick* — led a circa-2016 "buying raid" of the Stockton Sailing Club fleet, which added three additional boats to the Alameda flotilla: *Chaos*, *Coyote* (renamed *Slooperman*) and *Nefertiti*. Ray McMurphy and Vaughn Fisher purchased hull #1, *Javelin*, for restoration; she had idled at Vallejo YC for years. Likewise, Dominic's *Sonic Death Monkey* (formerly *Alert*) was purchased in Benicia three or four years ago, after years of very little use.

Encore — the 5.5 that sparked my fascination — had been donated to the Bay Area Association of Disabled Sailors (BAADS) by Jack Bieda, a distinguished racer who had done three Pacific Cups, and served as commodore of Berkeley Yacht Club. *Encore* appealed to the BAADS community due to some of the qualities that Alan Weaver described: graceful, stable and pretty easy to sail. The open cockpit and bench seating also lends itself to adaptive use; *Encore* was fitted with a servo-controlled joystick for the tiller, as well as a gimballed seat.

Dominic pointed out that despite their heavy, hand-laid fiberglass hulls and reputation for safety and stability, 5.5s are "flat-water" boats, and thus best suited to racing on protected waters like the Estuary. Yes, the 5.5s once frequently jostled for the line on Cityfront and Berkeley Circle courses on San Francisco Bay, and there are even stories of offshore use. Sasha Von Wetter recounts sailing *Carina* on "a slide from the west end of Catalina to Alamitos Bay on a typical summer afternoon. Carrying the oversized spinnaker in a 25-knot westerly with an enormous rolling swell provided a thrill that was truly awe-



PHOTO COURTESY OF
COLUMBIA 5.5 CLASS

inspiring." A lot of adventures can be had with these boats, but the reality is that the open cockpit without a self-bailer or bilge pump makes the design vulnerable to being swamped.

The 5.5s that have survived the rigors of time and racing use require maintenance typical of boats of this vintage. Potential buyers would be wise to inspect the bulkheads beneath the deck-stepped mast, but by Dominic's assessment, there are few to no "gotchas" that are specific to the 5.5. As far as upgrades, there are very few worthwhile avenues for building a more competitive boat; if

you have good sails and a clean bottom, your 5.5 will likely sail as well as any in the fleet. Parts are also available — masts have previously been sourced from Ballenger Spar Systems. Most valuable is the brain trust of the 5.5 fleet: people who are hungry to race — and have others join them at the start line.

For a storied and beautiful boat, the Columbia 5.5 is surprisingly affordable. Scott McCoy paid \$2,000 for *Carina* — and just needed new sails to make his bargain buy as fast as any other in the fleet. A fully spec'ed boat with a trailer and spare mast goes for about \$16,000. Most boats are somewhere in between. Dominic shares the cost of berthing and maintaining *Sonic Death Monkey* with two other co-owners, presenting an accessible route for those wishing to enter the fleet.

As far as restoring the boats goes, the sky's the limit. Dominic mentioned a fleet member who put together a boat for a sum so high that it will remain privileged information, although he did note, "You could get a pretty nice car for what he paid."

If achieving the 5.5 aesthetic is paramount, well-heeled buyers can consider this: Columbia is building 5.5s again! The modernized version — marketed as the "Carbon/Electric Classic Bay Racer" — "is in a class of its own!" Quite literally: Its modern foils keep it out of the 'traditional' 5.5 Meter class. It's also at a price point of its own. With its "vacuum resin infused carbon fiber with PVC foam core" hull, carbon-fiber rudder and 48-volt inboard electric propulsion, the Bay Racer sells factory direct for \$112,000.

This ordinary-man's fleet can attribute its popularity to the labor of love of individuals like Dominic Marchal and Alan Weaver. Without such catalysts — people who actively buy race boats and promote their fleets — there is always the danger of a design's losing its active status and its community. As it is, being on the move has been a feature of much of Dominic's life. From Sydney to the Caribbean, the sailmaker follows his trade; Southern California is slated to be his next stop.

When asked what he'd like the fleet to achieve next, Dominic said that he'd love to see someone step up in his place and organize another Nationals, after years of dormancy. Alongside that, he'd also like to see more local boats, more weekend events planned, and more race days overall. He'd like to see the fleet step up to support BAADS and the Wounded Warrior Project.

But above all, he'd like sailors to "Just get out and use the boats."

You know, that fun thing.

— ros de vries

To learn more about the 5.5s in the San Francisco Bay Area, follow the Columbia 5.5 Sailboats page on Facebook: www.facebook.com/columbia-55-sailboats-123504940241.



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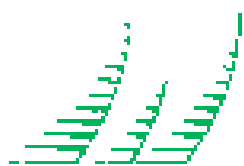


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THE OUTSIDE ROUTE —

Springtime, when flowers bloom, young hearts look for love — and tropical cruisers start thinking about what to do with their boats. For many, it's time to bid adios to mañanaland and head home



Captain Stephen 'in the office.'

before hurricane season starts on June 1. Some owners are flush enough to put boats onto trucks or specially designed ships for the trip home, but most boats do it on their own bottoms via a delightful exercise called the Baja Bash. Sometimes they're delivered by a professional captain and crew, but for many cruisers already pinching pennies, even this is too expensive and they opt to do it on their own to save money.

I'm a delivery captain based in San Di-

days or even weeks longer than you'd ever thought.

It can also be quite fun and really lovely. It can reconnect you with yourself, and reacquaint you with really sailing your boat. Especially if you do it right. Most people don't. We'll get to that in a minute.

First, for the sake of clarity, a 'traditional' Baja Bash is the leg from Cabo San Lucas, Mexico, to San Diego, USA, a run of approximately 750 miles.

There are essentially two variations on the theme. The main one, advanced by magazines, Baja guides and many other delivery skippers, is putting the pedal to the metal and motoring a mostly straight-line course against wind and wave. If you do it this way, you will definitely 'bash and crash,' put unnecessary hours and fuel usage on the engine, and possibly blow out (stretch) the leech of the mainsail by the time you make San Diego by strapping it hard to ease the rolling. Plus, if you are close to the beach, the sea is less comfortable due to wave refraction; you have to be super vigilant that you don't run over kelp, pots, other boats; or suffer any breakdown or problems with a looming rocky lee shore. When it's over, and you, the boat and every piece of clothing you own is sopping wet, you'll be another believer that it's awful.

The other option is sometimes called the 'Clipper route,' so named for the square riggers that came up the coast engineless by sailing halfway to Hawaii first. Of course, they could barely sail above a beam reach. Modern boats don't have to go that far.

Though either of these methods will get you there, and I've done multiple



No, this isn't a Baja Bash (it's a boat crossing the bar at Bahia Del Sol, El Salvador). But we thought it set the proper mood for this article — plus most Bashers are too miserable to take pictures anyway.

The first falsehood is that you must go north. The second is that you must stay near the coast.

The truth is that you can't go directly north. The coast runs mostly northwest, and the prevailing wind blows parallel or very slightly onshore. With northwest wind, you can sail only north and east, or west and south. Sailing north is impossible because, as mentioned, rocky death is immediately there, on the right, so port tack is just not an option, and starboard tack only takes you west. So go west. The added benefit is that the seas are generally more pleasant far from shore.

This is where many people's understanding falls flat. So ingrained is the idea of 'going north' and remaining within sight of land that instead of sailing, the D-sail (diesel) is used along with the vertical stabilizer (main). They pound along right into the teeth of the prevailing noserlies and, well, you know the rest.

I can tell you from experience that 75% of the time, the wind along the Baja coast is NW, 18-25. If you are pounding into it at 5 or 6 knots, you've got 25-30 knots of apparent wind on deck. And 100% of the time, the California current, like a giant conveyor belt, is dragging everything southeast by about 24 miles a day. Over a six- or seven-day passage, that's more than 150 more miles of water to get through. Not only will pounding into that be awfully uncomfortable, eating will be difficult and meaningful sleep almost impossible.

About 20% of the time, there may be light wind or even no wind the entire way. In that case, yes: Motor directly toward your destination and achieve maximum VMG. As you get north of Guadalupe, the wind usually goes light in any

*The first falsehood is that you must go north.
The second is that you must stay near the coast.*

ego. Over the past 33 years, I have traveled up and down the Baja Peninsula dozens of times, by every possible route, at all times of the year, and on just about every type of sailboat that's ever been made. And I can confirm that everything you've heard about the Bash can be true. It can be brutal. It can break boats. It can hurt people. It can be cold, wet, rough, windy and damned uncomfortable — and go on

variations of both, most people choose to 'straightline' Bash. But just because many people do it the way they've always done it, doesn't mean it's the best way. I'm here to tell you of another method that I have been using for several decades now that has worked out very well. I call it the Outside Route, a variant of the Clipper. To understand it, you first have to wrap your head around a couple of misperceptions.

A BETTER WAY TO BASH



MANATEE

case. If I can't sail at better than 3 knots, I usually fire up the noisy smoker.

About 5% of the time, you might even get a southerly wind. I have had some very fun, fast passages sailing north with a tailwind, but don't count on it. The odds are that the wind will blow against you.

Here's the Outside Route in a nutshell: When you leave Cabo, sail west. (Note that we're not targeting west here — it's simply the result of sailing close-hauled on starboard tack.) After a day or two, you will be far enough offshore to play whichever tack is favored. But at first, starboard is your only option.

Another benefit of this tactic is that once a couple of hundred miles out, I have often found myself lifted as the northwest wind becomes more north — and even sometimes northeast — and I wind up sailing parallel to the beach after all. To give you an idea of how lifted you can get, there is an outcropping of rocks called the *Alijos*, about 190 miles west of Mag Bay, that reach up through 2,000 fathoms of water to the surface. I have often passed near them on my first starboard tack out of Cabo.

Once you have some offshore working room, watch the VMG (or play the headers and lifts) to know which tack is favored.

I also keep an eye on Guadalupe Island (about 190 miles south of San Diego). If at any point it looks like I can lay Guadalupe on port tack, I've always made San Diego beyond on the same port tack.

Using this route, my average passage times are about six days to San Diego. I have often beaten boats taking the hard slog up the coast, even if they'd left a day or two ahead of me.

Here are a few more things I've learned that might help:

TIMING — When to go? As a delivery captain, this is almost never an option for me, so I don't make too much of it. That said, it's possible these days to get pretty accurate forecasts. So if you have the luxury of time, wait for a weather window of at least three to four days of moderate breeze. But don't get wrapped around the axle on this point, or try to wait out one of those no-wind or southerly-wind situations. You may run

BASH DO'S AND DON'TS

Whatever type of Bash you decide on, here are a few universal do's and don'ts.

Don't lash yourself to a schedule. You need wiggle room. You might have to wait for days or — if you have the time — weeks for a good weather window to open up.

Do like the Norwegians, who say "There's no such thing as bad weather, just bad clothes." So be sure to have excellent foul weather gear and boots and extra socks and underwear.

Don't forget to sail. It's a sailboat, not a powerboat! Motoring straight into the wind and seas — and the resulting pounding and discomfort — is what gives

a traditional Bash its bad reputation.

Do provision with easy snacks and things that don't require a lot of preparation, or prepare meals ahead of time so you can just heat and serve. Again, know your crew and try to keep them happy with food and treats they enjoy.

Do try to find the groove your boat likes. Yes, the boat is going to be on its ear for days. But if you've reefed down and are not overpowered, the boat will gallop along over the waves. As an added bonus, most boats do not require an autopilot to sail upwind. The trick is to find the sweet spot where holding the wheel stationary

keeps the course. There should be a bit of weather helm, so it requires a bit of counter-rudder to hold course. Give her just slightly less helm than she needs and lock the wheel. Without enough rudder, she will slowly come up, but as she does, the weather helm goes away and she comes back down. I have sailed with this configuration for days and days without touching the helm, going hard to weather beautifully. This method also lets the boat follow the lifts naturally as they come.

Do prepare for the worst, hope for the best, and say 'thank you' for whatever you get. Have a great trip!

THE OUTSIDE ROUTE —



JOHN RUISE

out of time. Ironically, the 'best' time, as far as mild weather or southerlies goes, is usually late fall — October/November.

PREPARATION AND ATTITUDE — Preparation is key and attitude is everything. You, your crew, and the boat must be physically and mentally prepared. The boat should be full of fuel, water, propane (if applicable) and provisions. The bottom should be clean. The engine fluids and general condition should be checked, and

How to spot a boat that's just done a Baja Bash.

plenty of spares — especially fuel filters, as well as engine oil, coolant and tranny fluid — should be aboard.

You could end up having to motor the whole way, so make sure you have at least 500 miles of range so you can make the outpost fuel stop in Turtle Bay if needed. Calculate range by multiplying your cruising-speed burn rate and speed by your quantity of fuel, i.e., 100 gallons

of fuel, burning about 1 gallon per hour = 100 hours at 5 knots = 500 miles (or four-plus days). If this bit of math reveals that you need more fuel than your tanks carry, strap extra fuel on deck in jerry cans — and be sure to bring a siphon hose (6' of 3/4" clear) or a funnel to get it into the tanks.

CREW — Don't torture those you care for unnecessarily, especially if you want them to sail with you again someday. If your current crew only enjoys pleasant daysailing and never putting the rail into the water, maybe let them sit this one out — or fly them home with the assignment to greet you on the dock as you pull in. There are usually enough enthusiastic people around the marinas to rustle up a Bash crew, especially if your schedule is flexible. Again, I reiterate attitude. Many people think that offshore sailing is defying death, but death is rare. What it really requires is the ability to embrace discomfort — or at least endure it with as positive an attitude as you can muster.

I have found the right attitude in both



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A BETTER WAY TO BASH

old and young, male and female; there's no rule beyond knowing your crew and taking care of them. I have one couple who work with me regularly. They require endless quantities of coffee and cigarettes, neither of which I enjoy, but I absolutely make sure there is plenty of both on board for them, because I really appreciate and value good watch standers with great attitudes.

SAILS — Take the genoa off the furling unit and put on the working jib, if you have one. Check your reefing system for both main and jib (jib fairlead position usually must move forward when reefing the furling headsail). If you have a removable inner forestay or solent, rig it. Check your reef gear. If you haven't run the second or third reef lines, do so.

STORING STUFF — Clear the decks and triple-secure anything that cannot be put below — you may take green water over the bow for days. Secure things inside and make ready to be on your ear. Rig the lee-cloths and avoid the anti-gravity chamber (V-berth). Make doubly sure

that the crew expects to be crashing to weather, rail down, and wet for days.

GEAR — I always like to have the Big Four aboard: radar, autopilot, roller furling, and dodger, in that order. Most race boats will not have any of those. We still go.

But with or without those things, the importance of having good foul weather gear, properly layered, is worth repeating. Don't skimp on cheapo foulies. Get the good stuff, especially for a wet, dodgerless, upwind trip (or even drysuits, which are really the way to go in that situation). Fortunately, most cruising boats have dodgers and most control lines led aft. When you rarely have to leave the comfort and safety of the cockpit, sweatpants work just fine most of the time. Bring good foulies anyway, for when you do have to venture forward. Also important are good boots (I go through boots more than anything else, because no matter the brand or price, they all become too slippery after a couple of years), and good layers. (I personally love Merino wool. It insulates extremely well and, unbelievably, doesn't

stink after multiple days.) And don't forget plenty of dry socks!

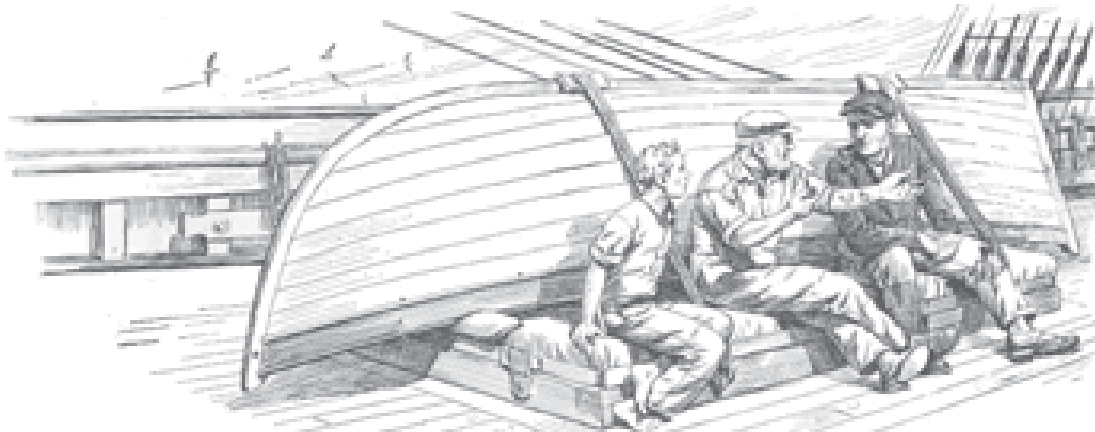
So despite what you've been told, you can sail up the coast, and it's not even all that bad. But it could be. Your choice, friends.

— **capt. stephen mann**

Stephen Mann has lived on boats since he was 12, starting with his father's old 48-ft wooden ketch Bacchus. He has since worked his way 'up through the hawse pipe' to a 500-ton Master's ticket, and has skippered many racing, cruising and classic boats — and even tall ships. He's also worked as a rigger for 25 years. His personal boat is a custom 39-footer named Tawodi, aboard which he raced solo to Hawaii in 2000, and did a 'race pace' eight-month circumnavigation via the Southern Ocean in 2008-09. These days, he's also a dedicated family man, often taking wife Jennifer and their two teenage kids along as 'default delivery crew.'

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THREE BRIDGE FIASCO —



This photo: With fewer than 125 boats in the starting area, it wasn't even half as crowded as last year's 300-plus. Below: Paul Sutcheck's Cal 20 'Slainte' was first to start and first around Blackaller Buoy.

None of us over the age of about 3 will ever forget the COVID-19 pandemic of 2020-21. With time, however, the memory of the vicissitudes of each month or even season may fade. In case you read this in the future, remember that the holiday season of 2020 and the aftermath in January '21 were the worst

times (knock wood) of the whole business. California instituted a lockdown that began on December 3 and was not lifted until January 25. In the meantime, the Singlehanded Sailing Society had to plan for America's largest sailboat race, the Three Bridge Fiasco, on January 30.

The Three Bridge normally draws more than 300 entries in singlehanded

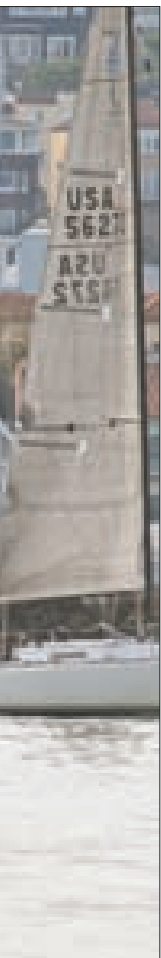
and doublehanded divisions. To maintain social distancing on the water and on shore at the startline in front of Golden Gate Yacht Club, the SSS limited the race to singlehanders only, and capped entries at 125. They reached their limit within one day of opening registration.

"Naturally, we were surprised that the 125 cap was reached within the first 24 hours or less," wrote the SSS commodore, Joe Balderrama. "It only made sense to add a waiting list of 25 from the 40-plus people who wanted on it. A lottery was decided, and I used a table of random numbers from my college stats book. With natural attrition and the conscientious members immediately notifying us of their cancellations, we were able to add all 25 by the evening of the skippers' pre-race meeting."

It's the course that puts the 'fiasco' in Three Bridge Fiasco, a 21-ish-mile pursuit race. The sailors can start in either direction, round each mark either way and in any order, and cross the finish line in front of GGYC from either direction. For weeks before the race, conversations around the docks begin, "Which way are you going to go?"

The race started on a flood, switching to a big ebb in the afternoon. The flood current at the start was so strong that a few competitors coming from the east or south had to call in to say they





ALL PHOTOS LATITUDE / CHRIS
EXCEPT AS NOTED

couldn't get to the starting line. The wind stayed light until a westerly finally filled in around 3 p.m.

Trevor Baylis, sailing the Open 8.5 trimaran *Mama Tried*, told us that he came up with two likely scenarios based on the wind modeling. "The first was that if it was going to stay from the southeast all day, then I would probably head to Blackaller first, since rounding it last would be tricky in the ebb and likely really light air under the City. The second was if the westerly was going to fill later then I'd head for Treasure Island first, mostly so I'd be drifting with the current to Red Rock. This is what happened. I dismissed going to Red Rock first because I was worried that it would be really hard to get from the rock to shallow water to get out of the flood, especially if it was light.

"From the Berkeley Pier to Red Rock was very light, and it wasn't obvious which wind would fill in when, where, or from what direction. I got little puffs from almost every direction.

"Coming off Red Rock in the light southwesterly, it seemed obvious that I'd gone the right direction for the first time, having done it wrong the previous three (four?) times I'd sailed the race." His counterclockwise course was so "right" that he finished the race first, at 3:24 p.m.

Randy Miller donated *Mama Tried* to the Skiff Sailing Foundation. "It seems Andy Costello and I will be racing it this season," mentioned Trevor.

Finishing at 3:57 p.m., the first monohull to complete the loop was Scott Sellers' J/70 *IFA*. Like all of the top finishers, he went counterclockwise.

"Based on the forecast of a light, dying southerly and a flood at the start, that was my game plan," he said.

"Going to TI early in the morning in light air is risky, but the southerly forecast gave me comfort that there would be wind there and I wouldn't get stuck on the southern tip. When it was time to start and the wind was so light and flood so strong that you couldn't even cross the startline heading west, it was an easy decision to stick with the game plan.

"I was really lucky to be in the right place at the right time. When the wind died as I was sailing from Berkeley to Red Rock, I was in the strongest remnant of flood, which helped me pass the lead Moore 24 (*Flying Circus*), and I made it to

ONLY THE LONELY



Above: With seven boats, the Alerion Express 28 class had the biggest one-design fleet. A newcomer to the class, Bruce Munro, vanquished the other half-dozen. **Below:** Memo Gidley on the Elliott 1050 'Basic Instinct' rounded Red Rock first — and stalled out there. "The wind completely shut off, so we were stuck waiting for the flood to change (1 hour and 40 minutes for me to get around Red Rock!). Eventually all the boats joined us there — and some light boats eventually got around, and then the rest of us."



THREE BRIDGE FIASCO —



Above, left: Will Paxton set an asymmetrical kite on 'Motorcycle Irene' at Yerba Buena Island. **Right:** Jason Crowson set a conventional kite on 'Light'n Up' soon thereafter. **Below:** Bill Erkelens aced the six-boat Moore 24 fleet on 'Flying Circus'.

Red Rock before the tide switched. Right as I was halfway around Red Rock on port tack, the wind shifted from southeast to west. My spinnaker blew against the rig, so I had to douse to starboard. I really wanted the kite on the port side for rounding Blackaller, but I had to get it down quickly. With the kite on the starboard side, I had to do a jibe-set at Blackaller.

"In the last mile beating from Red Rock to Blackaller, *Punk Dolphin* ground me down, and I was resigned to being the second monohull, but when I saw that *Punk Dolphin* didn't set a kite at Blackaller, I was energized. The wind was up nicely, almost to planing conditions, and a couple jibes later, I was in the lead. I turned up the music on my Bluetooth speaker and enjoyed the final run to the finish. I have sailed a lot of 3BFs, and I had never won overall before. Even if this is an asterisk year with a smaller fleet, I enjoyed the moment."

Scott had been planning on sailing the event doublehanded with his daughter. "I was disappointed that wasn't allowed, but I really enjoyed sailing the boat

singlehanded. The J/70 is a relatively easy boat to sail singlehanded as long as it isn't too windy. With the asymmetrical kite, I was also able to jibe easier than the Moore 24s and Express 27s and take advantage of wind shifts and areas of more pressure."

For self-steering, Scott rigged up two

bungee cords. He used them to center the tiller. "I could control them from lines led up each side of the boat, so I could make course adjustments while I was forward setting and dousing the kite."

Two of the Express 27 skippers, Will Paxton on *Motorcycle Irene* and Rebecca Hinden on *Bombora*, chose to try out



ONLY THE LONELY



STEPHEN BUCKINGHAM



Clockwise, from top left: Stephen Buckingham found an appropriate breakfast to take along on 'Starbuck'; George McKay's Hobie Miracle 20 gets our vote for best boat name, 'Errol the Swamp Dragon'; Pat Broderick on the Wyliecat 30 'Nancy' tried to hitch a ride with the photo boat; Tiburcio de la Carcova's 255-rated Contessa 26 'Sarah' was among the first starters.

some sails not sanctioned by their class, so they raced in Sportboat instead of one design (still keeping true to their PHRF129 rating). *Light'n Up*, racing in the Express 27 class, passed *Motorcycle* at the Bay Bridge, but *Motorcycle* later passed *Light'n Up* to finish sixth in monohulls to *Light'n Up's* eighth place.

At 4:12 p.m., the first clockwise boat crossed the finish line: Greg Nelsen on the *Azzura 310 Outsider*. He'd gone to Blackaller first, followed by Red Rock and TI.

"My goal was to get around Red Rock before the ebb set in. After dropping the spinnaker at Blackaller, I hardened up to close-hauled into the southerly and was still slightly pointed out the Golden Gate. However, with the flood I was being lifted toward the Marin Headlands. There were no boats ahead of me going through Raccoon Strait. I had to tack a few times to keep mid-channel in the flood, and then had a nice close reach with the code zero to the Red Rock parking lot."

Until the current switched over, many boats found themselves swept north of

the Richmond-San Rafael Bridge in the strong flood and weak breeze.

"When I got to Red Rock at 12, there

was only the Elliott, which went straight there from the start. We both sat swirling around behind Red Rock with the flood still pushing in. I tried several times to break free and was swept under the bridge. I fought my way through the bridge three times while the rest of the competitors slowly crawled toward Red



Trevor Baylis on the Open 8.5 trimaran 'Mama Tried' saved Blackaller for last and finished first.

LONELY THREE BRIDGE FIASCO



SLACKWATER SF



SLACKWATER SF

Rock over the next hour-plus."

Later, the pack of boats he was with at TI all apparently still had to go to Blackaller.

The race committee awarded two of the racers, Donn Guay on the Newport 30 *Zeehond*, and Philip Strause on the Santa Cruz 27 *Wolpertinger*, 30 minutes of redress for assisting a man overboard. We're interested to hear the story of that incident at the Zoom meeting for awards on February 24 (after this issue goes to press). Hopefully, we'll post it in an upcoming edition of *Latitude* at www.latitude38.com.

With 125 entries, we'd venture to guess that this was the biggest fleet of singlehanders in the country, not counting dinghies.

Just after this issue went to press, the SSS ran their second event of the 2021

'1FA's tiller bungee 'autopilot', with control lines led forward.



SCOTT SELLERS

Left: Scott Sellers' J/70 '1FA' was the first monohull to finish. Right: Greg Nelsen on the Azzura 310 'Outsider' was first to finish from the clockwise direction, and 24th monohull.

season, the Corinthian Race, on February 27. Doublehanders were welcomed back into the fold.

Registration was initially open to SSS members only and capped at 150 boats. The SSS reached that number within two days, but later reopened entry and had racked up 182 sign-ups by February 20.

The third race in the series will be Round the Rocks on March 27. See www.sfbaysss.org for more info.

— *latitude* / chris

SSS THREE BRIDGE FIASCO, 1/30

SPINNAKER PHRF ≤108 MANUAL WINCHES — 1) **Punk Dolphin**, Wylie 39, Jonathan Livingston; 2) **Raven**, C&C 115, John Kernot; 3) **Spy vs. Spy**, Express 37, Brendan Busch. (14 boats)

SPINNAKER PHRF 111-159 MW — 1) **Arcadia**, Mod. Santana 27, Gordie Nash; 2) **Rubicon III**, Contessa 33, Rodney Percival; 3) **Wahoo**, Capo 30, Ben Doolittle. (11 boats)

SPINNAKER PHRF ≥162 MW — 1) **Siento el Viento**, C&C 29-1, Ian Matthew; 2) **Byte Size**, Santana 22, Anna Alderkamp; 3) **Bluejay**, J/24, Alex Salogub. (16 boats)

SPORTBOAT MW — 1) **1FA**, J/70, Scott Sellers; 2) **Motorcycle Irene**, Express 27, Will Paxton; 3) **Aloha**,

Hobie 33, Kyle Vanderspek. (12 boats)

POWER-ASSISTED — 1) **Eight Ball**, Mod. J/100, Ben Mercer; 2) **Free**, S&S 30, Jim Carlsen. (3 boats)

NON-SPINNAKER PHRF MW — 1) **Tiki Blue**, Beneteau 423, Gary Troxel; 2) **Zenith**, Islander 36, JP Sirey; 3) **Bullet**, Express 37, Larry Baskin. (17 boats)

NON-SPINNAKER PHRF PW — 1) **Willow**, Wauquiez Centurion 40, Bob Braid; 2) **Ventana**, Beneteau 46.1, Jim Lussier; 3) **Katester**, Sabre Spirit, Byron Reeves. (4 boats)

CAL 39 and 40 MW — 1) **Green Buffalo**, Cal 40, Jim Quanci; 2) **Sea Star**, Cal 39, Bob Walden; 3) **Duende**, Cal 40, Philip Lavelle. (4 boats)

WYLIECAT 30 MW — 1) **Uno**, Brendan Meyer; 2) **Dazzler**, Tom Patterson; 3) **Salty Cat**, David Rasmussen. (5 boats)

ALERION EXPRESS 28 MW — 1) **Last Dance**, Bruce Munro; 2) **Resilience**, Michael Quinn; 3) **Frances**, Sam Turner. (7 boats)

EXPRESS 27 MW — 1) **Light'n Up**, Jason Crowson; 2) **Ergo**, Chris Gage; 3) **Wetsu**, Phil Krasner. (6 boats)

MOORE 24 MW — 1) **Flying Circus**, Bill Erkelens; 2) **Snafu**, Karl Robrock; 3) **Oxymoron**, Tom Southam. (6 boats)

MULTIHULL 0 MW — 1) **Mama Tried**, Open 8.5, Trevor Baylis; 2) **Catsass**, Viva 27, Jeremy Boyette; 3) **Errol the Swamp Dragon**, Hobie Miracle 20, George McKay. (3 boats)

MULTIHULL 1 MW — 1) **Wingit**, F-27, David Wilhite; 2) **Papillon**, F-27, Andrew Scott; 3) **Whoopee**, Corsair Dash 760, Glenn Howell. (8 boats)

OVERALL MONOHULL — 1) **1FA**; 2) **Punk Dolphin**; 3) **Raven**; 4) **Flying Circus**; 5) **Spy vs. Spy**; 6) **Motorcycle Irene**; 7) **Snafu**; 8) **Light'n Up**; 9) **Invictus**, Jeanneau SunFast 3600, Nico Popp; 10) **Aloha**. (98 boats)

OVERALL MULTIHULL — 1) **Mama Tried**; 2) **Wingit**; 3) **Papillon**. (11 boats)

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It was a very odd piece of flotsam, and it was headed right for my boat. A lost pool noodle? An advertising sign that had washed into the Bay? No, this thing was sailing, and it was steady on course.

I was watching from a cabin window, and lost sight of the thing as it came closer and sailed below my field of view. "Nothing urgent," I thought to myself, having decided that the pool noodle's bow was the only part of this toy likely to make contact.

But before I was on deck, there was a slight but sudden roll of my boat and a small jerk as the trim changed and the slack in the dock lines fetched up. Someone had stepped aboard. It was followed by several other bounces and small jolts, and many light footsteps on deck — too many for just one uninvited visitor.

I jumped up to the top step of the companionway ladder, and saw none other than Lee Helm and three young girls hopping across my foredeck, apparently

on their way to catch the miniature sailing contraption.

"Uh, like, request permission to come aboard?" Lee asked a little sheepishly, followed by an exaggerated "Sir!" and a clumsy salute. "We didn't think anyone was on board."

"Permission granted retroactively," I said, returning the salute. "For you and your boarding party."

"We just have to tack the model and send it back across the fairway," Lee explained. "It's like, not radio-controlled or anything."

"So that's your creation?" I asked, watching one of the girls lean over the outboard rail under the lifelines so she could set the boat onto the other tack and send it back out across the marina.

"My team built it," Lee explained. "It's a science project."

It turned out that the local middle school had asked the University if they could send over some grad students to help run some outdoor science activities.

Lee Helm, a graduate student in the naval architecture department, had of course volunteered on condition that she didn't have to pay any attention to any published curriculum. The school had second thoughts but eventually decided to sign her up, and she had the kids building model sailboats and learning about lift, drag, buoyancy, ballast, and course-keeping stability parameters.

"These aren't just any sailboats," she boasted. "They're made from old leftover political lawn signs."

That explained why the sails were made of cardboard and had "VOTE!" printed on both sides.

"Where on earth did this idea come from?" I asked.

"I was involved in a political campaign, helping someone get elected to the Park District Board," she answered. "I mean, it's pretty far down-ballot for sure, but important for some of our waterfront parks. And like, I thought it would be cool to have a lawn sign floating out where people walking a shoreline park trail could see it, anchored out in the Bay."

"Is that allowed?" I asked.

"Are lawn signs ever placed where they're allowed?" she answered. "Anyway it only lasted about two days. But the thing is, I put it in the water right off the dock to take a photo of it, and the thing wouldn't hold still! It was trying really hard to sail away, which is when I realized that I had built not just a floating lawn sign, but a model sailboat. After some refinements, here we are."

"Just add the pool noodle," I said. "Brilliant."

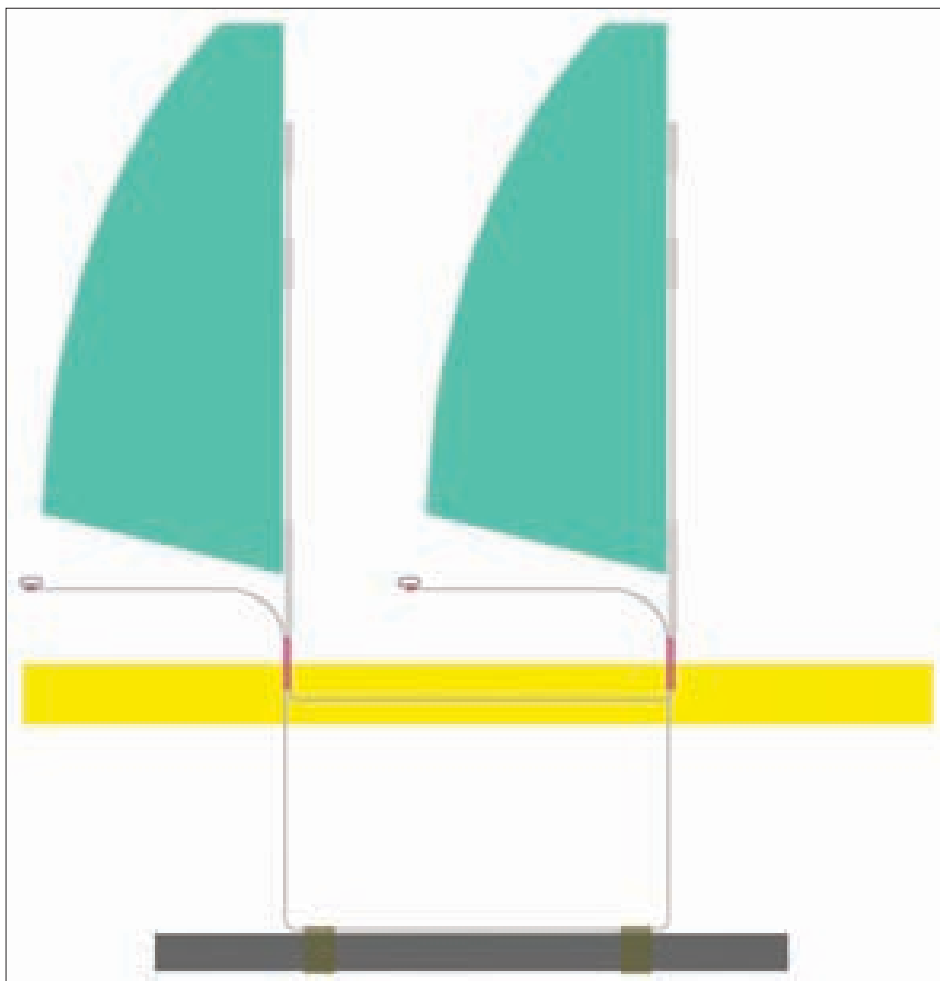
"And a piece of steel flat bar for the ballast keel," Lee added. "It's a development class. The list of allowed additional parts is very limited, but there's a very large design space for experimenting and optimizing."

Lee introduced her squad of eighth-grade girls who had built this model and several others; then the students ran off to try to beat the model to the other side of the marina fairway, where they would catch the boat and turn it around again. It wasn't sailing very fast, but it was working its way upwind very nicely.

"Why aren't you chasing it in kayaks or outriggers?" I asked, pointing over to the docks by Lee's canoe club. "Much less running around the harbor that way."

"Tell me," she sighed. "Mention water

Construction diagram for the noodle schooner.



THE ONE-HOUR NOODLE SCHOONER



ALL IMAGES MAX EBB

to a school administrator and they act like they know for sure that everyone's going to drown first time out. I mean, like, never mind they let the kids bash their heads into each other playing football. But floating on a boat in the marina with a PFD? Even for kids who are good swimmers? That's waaay too dangerous!"

I asked Lee to explain how the little schooner was put together from the lawn sign parts.

"Diabolically simple," she explained. "The wire frame is the core component. We use the ones that are 22 inches wide and have 33-inch legs, already bent into a square U shape. You need two of them, from two lawn signs. The legs of the keel and ballast frame poke up through the noodle, then bend 90 degrees aft to form the two boomkins for sheeting the two sails."

"They're not booms?" I questioned.

"No, they don't rotate with the sail, so you can't call them booms. 'Boomkin' is the right term of art, we decided. Then for the masts, we put the horizontal part of the other wire frame inside the noodle

Who needs lawn signs when you have pool noodles?

with the legs pointing up. It's best you have a large-diameter noodle with the slit for use as a pipe insulator. That's how the pool noodle was born, as a pipe insulator. But the slit is easy enough to add with a kitchen knife. Then we tape

the sails, using drinking straws — cardboard of course — for mast hoops, attached to the sail with duct tape. The two sheets lead through paper clips taped to the boomkin ends. Paper clips make great miniature snatch blocks."

"What do you do for a rudder?"

"That's the really cool part," she said. "There's no rudder, but to get the model to be stable on course relative to the apparent wind direction, we had to go to a divided rig. Which is like, perfect, 'cause there are two masts anyway."

"So how do you get it to go straight?"

"Just like on a big boat." Lee stated as if this was something I should already know. "I've never been on a boat that wouldn't steer itself to windward, as long as the rudder was locked in place and the jib was a little over-trimmed and the main was trimmed a little soft. If the boat heads up, the main luffs first and the boat straightens up a little and falls off. If it heads off the wind a little too far, the main fills more, and also the boat heels a little more, and the boat

Noodle Schooner Specifications

LOA.....	53 inches
LWL.....	53 inches
Beam.....	3.25 inches
Draft.....	16.0 inches
Sail area.....	584 sq. inches
Displacement.....	3.8 lbs.
Ballast (steel).....	2.5 lbs.
Ballast/Disp.....	66%
Disp/Length.....	19.7
SA/disp.....	26.6
Limit of positive righting arm.....	180°

the vertical legs of the keel frame, below the boomkins, onto the masts near the deck. This makes both frames into one rigid structure. You can see how the cardboard from the signs becomes

MAX EBB

comes up again. Same with the model. The mainsail is trimmed looser than the foresail. Or like, you can think of the mainsail as a big air rudder. Point is, when a dynamic system is stable, the oscillations disappear and it just goes straight."

"Lee, if this were really a schooner you could call the sail in back the mainsail, but since both sails look to be the same size, and since there's no jib, I think it's really a cat-ketch rig, and the sail in back is more properly called the mizzen."

"For sure, Max, but the kids like the word 'schooner.' I think they were assigned *Captains Courageous* on their required reading list. Then they had to compare and contrast with the movie. And like, when we add a jib you certainly can't call it a cat-ketch."

"What did you do for ballast?" I asked.

"Thirty-six-inch piece of 2-inch by one-eighth-inch flat bar," Lee answered. "About eight bucks at The Home Depot. Weighs about 2.5 pounds. It's the most expensive component on the boat, lashed to the horizontal part of the keel

frame with sail twine, or dental floss when you don't have waxed sail twine handy. Dental floss makes good sheets too, but a thicker cord holds a rolling hitch better for fast sheet adjustment. Let's see, what else is on the parts list? I already mentioned the drinking straws for mast hoops, the duct tape, and the paper clip snatch blocks. That's about it. Oh, and you need some big pliers or

"Where on earth did this idea come from?"

a wrench to bend the tops of the keel frame, where they project above the hull, to the 90° bend to form the boomkins. That's like, the only part of the process that requires a tool other than scissors to cut out the sails. Nothing else has to be cut to size. You can build one of these in about an hour!"

By this time the girls had caught the

boat on the opposite dock, and sent it back in our direction, with sheets eased to let it sail a little lower and faster.

"When they race," I asked, "are the kids allowed to shape the bow and stern to make the hulls less draggy?"

"If they want," said Lee. "But with the full 55-inch noodle, there's enough natural rocker from the weight and buoyancy distribution to keep the flat ends mostly out of the water. It's the rig and sail design where all the development happens. In the advanced class they move beyond the stiff cardboard or foam board and use soft sails. They can add jibs and staysails. Sometimes they try multi-element wings. But like, it's easy to be led astray at these low Reynolds numbers ... What works for the America's Cup boats doesn't always work at model scale."

"That's good," I said. "We don't need 50-knot models foiling around the marina, even if they do have pool noodles for hulls."

But I could tell that Lee did not entirely agree.

— max ebb

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THE RACING

*As winter enters its last month, we check on **Midwinter Series** from Tiburon to Sausalito to the Alameda-Oakland Estuary to Berkeley to Monterey. We learn about SCYC's **Practice Three Buoy Race** and head south for Del Rey YC's **Topanga Race**. Then we turn to the southeast for US Sailing's new **Open Sailing Series**.*

Bob & Esther Mott Midwinters

Tiburon Yacht Club named their midwinter race series for dedicated race committee volunteers Bob and Esther Mott. The series kicked off on December 5, then took a break on January 2 due to the COVID surge lockdown. It was back in business on the first Saturday in February, the 6th. But, alas, the wind did not open shop. Sailors in the big Slot (Golden Gate Bridge to Berkeley) and the little Slot (Golden Gate to Richmond via Raccoon Strait) had enough wind to fight the daylong ebb, but TYC's North Bay race course was well out of any decent breeze. The prevailing 'wind' (if you can call it that) whispered from the northeast. The race committee therefore called for their shortest course, a 2.5-miler that keeps close to shore and therefore in shallower water, to be sailed in reverse, with a northbound start.

The startline is permanently set up off the clubhouse in Paradise Cay, but to avoid the need for race committee volunteers to occupy the clubhouse, TYC ran the race as a pursuit and officiated from onboard one of the competing boats. No flags were employed; the start sequence was signaled via VHF radio.

The first challenge for the racers was to actually cross the startline, dead into

the 'wind' and the ebb. For some, this took well over an hour. Others retired without having started. Especially challenged were guest boats coming from Richmond, as they fought the ebb just to get to the starting area.

Finally only two competitors were left on the course to get around the first mark, Aidan Collins singlehanded the Alerion 33 *Bella*, and Mark Allen on the Ultimate 20 *Breakaway*. *Breakaway* launched her turquoise kite and *Bella* followed on white (actually black) sails only. Unfortunately, neither was able to finish the race before the 4:30 time limit.

The next regularly scheduled race will be on March 6. TYC is also considering a make-up race on March 20. For standings, see www.jibeset.net.

— latitude/chris

Chili (but Sunny) Midwinters

Sausalito YC's Chili Midwinter Race #5 provided all the midwinter race frustration, fulfillment, and fun racers wanted. Wind forecasts called for "light variable wind." Nature provided a stiff 3-knot ebb aided by runoff from recent rain and snow upstream. The ebb also carried floating obstructions, including large branches, logs and miscellaneous garbage.

Aidan Collins' Alerion 33 'Bella' and the Ultimate 20s 'Junta' and 'Breakaway' patiently claw their way through the ripping ebb to the windward mark, the ISO dolphin that marks the entrance to the Larkspur ferry channel, in Tiburon YC's midwinter race on calm, sunny, warm February 6. 'Bella' and 'Breakaway' were the only boats to make it around the first mark.

The race on Sunday, February 7, began with a postponement while the SYC race committee awaited consistent wind. The wind failed to cooperate for awhile, veering from southeast to northeast with lulls in between, finally becoming predominantly northeasterly at around 5 knots.

The race committee set a startline in the area between Little Harding and Yellow Bluff, intending to use the Sausalito #2 daymark dolphin as the windward mark and the Harding Rock buoy as the leeward end. Division A, Large Spinnakers, got away, sailing for Yellow Bluff and hoping for counter-current to boost them toward Richardson Bay and the dolphin with the big red "2" on top. And then the wind died. And the starting mark began to drag, headed for the Golden Gate Bridge. And the race committee postponed things.

They reset the mark. A fairly consistent 5- to 6-knot northeasterly reappeared, and then the mark began to drag again. While racers sailed around in the first solid wind of the afternoon, the race committee struggled to get the mark set. When the mark was set the wind tapered off again.

However, the race committee persevered and managed to get everyone started. Again, most competitors opted for Yellow Bluff and possible relief from the now-raging ebb. A few smarter sailors opted for the slog over toward Belvedere's Peninsula Point. In the meantime Division A boats that had managed to round #2 sailed back through the later starters on their way to Harding Rock.

The wind clocked from the northeast





JENNIFER MCKENNA

Ron Young's IOD 'Youngster' and Rich Korman's Moore 24 'JR' in Sausalito YC's light-air Chili Midwinter on February 7.

around to southwest and back. And died. And 'blew' less than 2 knots.

Along the Sausalito peninsula, spinnakers blossomed, collapsed, were replaced by white sails, went back up, and were jibed, as spinnaker crews practiced their skills. Mainsails were held out, jibed, and jibed again. As the now-combined Small Spinnaker and Non-Spinnaker fleets closed in on daymark #2 from the direction of the Sausalito sewer plant, they observed those few boats that went the other way reap the benefits of a building westerly, rounding the dolphin as the others awaited their turn for wind.

That westerly arrived just in time for clumps of boats to reach #2 at the same time, button-hooking around the dolphin to port, back into the boats farther back approaching for their rounding.

After that rounding, Harding Rock was 2 miles ahead on what was supposed to be a run but turned into a close reach transitioning to a broad reach. Crews misjudging the ebb at Harding paid the price of 'swimming' upstream to make the port rounding. Everyone button-hooked back into the train of boats reaching the mark.

The final leg back to the finish line went quickly, aided by an 11-knot-plus west wind and continuing ebb. The large spinnaker boats, along with those boats that went right instead of left after their starts, were long gone by the time everyone else finished. At least one 'go-right' boat finished 20 minutes ahead of second place in its division. Others finished 5-10 minutes ahead.

There was no gathering at SYC following the race, but the crews of five boats from Clipper Basin 3 that berth near one other gathered for a masked, socially distanced race recap. Everyone, whether they did well — the finishes ranged from a division first to a division DFL — agreed it was a great February day and one of the best midwinter races in recent memory.

The final SYC Chili Midwinter race is scheduled for March 7. For standings, see www.sausalitoyachtclub.org.

— pat broderick

OYC Sunday Brunch Series

Oakland YC's Sunday Brunch got started on February 7. While COVID put us into a holding pattern, causing us to cancel our January races, we were all that more eager to get back racing once we were in the COVID Purple Tier.

The Purple Tier supports racing as an outdoor activity, and the YRA/USCG guidelines support singlehanders and doublehanders, and allow two separate households for the doublehanders, thereby expanding the skippers' pool for a second person as crew.

OYC's Sunday Brunch Series commenced with doublehanded fleets. With the support of a few singlehanders in the mix, we had 30 boats signed up and 25 on the line.

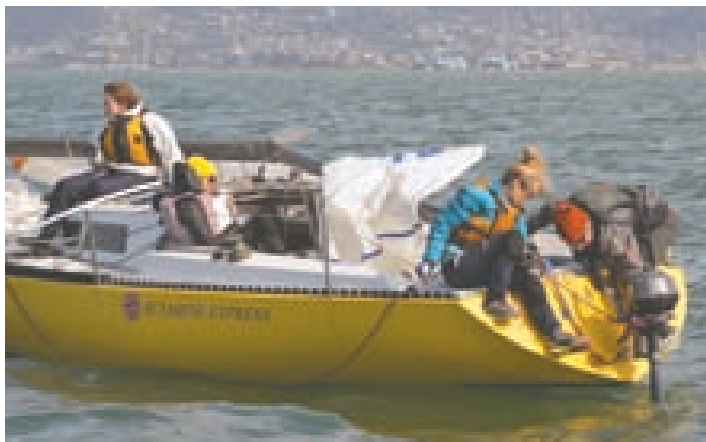
What a great sight to see, as the boats positioned for their starts! Although the

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February's racing stories included:

- Prada Cup Semifinals and Finals
- Vendée Globe • Updates from the YRA
- Purple Tier a Green Light for Some (Adjusted) Regattas
- Updates from *Latitude's* Racing Desk
- No 2020 US Sailing Rolex Awards
- Hall of Fame Nominations Open
 - Preview of March Races and the Prada Cup Finals, and more.

THE RACING



GLEN GARFEIN

wind was predicted to be light, we saw 6-8 knots steady, which gave the racers good breeze.

All six fleets — Non-Spinnaker, PHRF 168, PHRF 189, Columbia 5.5, Spinnaker and Multihull — were off on time. Albeit a bit crowded at a couple of marks, skippers maneuvered skillfully, some changing positions, and focused on sailing to the next mark.

The total course was just over 5 miles. Racers completed the first half of the course in less than an hour, a decision point for the race committee to finish the race or keep racing through the second half of the course. The sun was out, and with the steady breeze the decision was a simple one: Keep racing.

All competitors finished racing by just after 3 p.m. and possibly caught some of the Super Bowl.

The series continued on February 21. The next races will be on March 7 and 21.

See www.oaklandyachtclub.net for more info, and www.jibeset.net for standings.

— *debby ratto*

Fourth Berkeley Midwinter Weekend

"February 13-14 was the weekend of the fourth of four races of the 2020-2021 BYC Midwinters," reports BYC's Bobbi Tosse. "Again we were blessed with agreeable weather. It seems the weather gods have taken pity on us. No gales. No

After rounding the windward mark in the Berkeley Midwinters on Saturday, February 13, the family-sailed SC27 'Sunshine Express' suffered a mishap.

freezing rains.

"On Saturday, there were 27 starters (including 13 doublehanded Express 27s) in six divisions. With sunshine and WNW winds of 12-16 knots, the fleet was sent out on a full 8-mile double windward/leeward course.

"It was not perfect for all contenders, however. At the first rounding of the top mark, the mast of *Sunshine Express*, Ben Tallarigo's Santa Cruz 27, decided to go horizontal. No one was physically hurt, and the crew managed to get themselves and the various boat parts back to port."

"A lower shroud broke, causing the mast to buckle to leeward," explains Ben Tallarigo. "The rigging was six years old. I'll be replacing standing rigging every five years minimum from here on.

"My wife, Joanne, and daughters, Sophia, 23, and Juliana, 14, did a great job! They stayed calm and immediately began hauling in the sails, etc. Having the support boat there so quickly really helped us feel comfortable in the situation. Within about an hour, we had our motor on."

They returned on their own power to Richmond YC, where they began derigging and removing hardware from the mast.

"By Sunday, we had word of a possible replacement. Monday we got confirmation from Buzz Ballenger of an SC27

mast he has almost ready."

They had been worried it might take months to get a replacement and affect their ability to race the spring series in Tahoe. (The family lives in the Tahoe area.) "To quote a buddy of mine I was skiing with on Friday, 'If money can fix it, it isn't really a problem.' We are all OK. Needless to say we had a memorable experience that couldn't have gone any better."

Bobbi Tosse reports that 28 contestants showed up on Sunday to be greeted by weather conditions completely different than the day before.

"We were presented with gray skies, a very light south wind, and a hint of maybe rain?" she said. "There was also the threat of a rowdy westerly coming sometime in the afternoon.

"We opted to start on time with crossed fingers. The breeze stayed light long enough that the original 8-mile course was shortened to 5 miles, and all were able to finish. We did see the westerly start to appear, amazingly, at almost the exact time that the National Weather Service predicted!

"This was the last weekend of the series. But we are not quite done! Who is the fastest of both days' first-place winners? Who is the fastest of both days' second- and third-place boats? Who will be honored on the perpetual Kirt Brooks



trophy? There are trophies to distribute. How to hand out trophies when no parties are allowed?

"All answers will be determined on February 28 in the annual Midwinter Winner's Race. The race will determine the overall winners, and the mark-set boat will have the trophies." BYC will have an award for everyone invited to the February 28 race.

— latitude / chris

SATURDAY BYC MIDWINTERS (4r, 1t)

HOUSEHOLD/CREWED PHRF <87 — 1) **'io**, Antrim 27c, Buzz Blackett, 2 points; 2) **Mintaka 4**, Farr 38, Gerry Brown, 4; 3) **Family Hour**, Henderson 30, Bilafer family, 6. (6 boats)

HOUSEHOLD/CREWED PHRF 87-132 — 1) **Sea Star**, Cal 39, Bob Walden, 4 points; 2) **Joy Ride**, Express 34, Cindy Evans, 4; 3) **Salty Cat**, Wyliecat 30, David Rasmussen, 8. (7 boats)

HOUSEHOLD/CREWED ≥132 — 1) **Phantom**, J/24, John Gulliford, 2 points; 2) **Chesapeake**, Merit 25, James Fair, 3) **Sunshine Express**, SC27, Ben Tallarigo, 8. (6 boats)

DOUBLEHANDED — 1) **Harey Legs**, Wylie Wabbit, Erik Menzel, 5 points; 2) **Lickety Split**, SC27, Rick Raduziner, 6; 3) **Kwazy**, Wylie Wabbit, Colin Moore, 8. (8 boats)

EXPRESS 27 DH — 1) **Motorcycle Irene**, Will Paxton, 4 points; 2) **Peaches**, John Rivlin, 4; 3) **Dianne**, Steven Katzman, 9. (12 boats)

SINGLEHANDED — 1) **Slainte**, Cal 20, Paul Sutcheck, 4 points. (1 boat)

SUNDAY BYC MIDWINTERS, 2/14 (4r, 1t)

HOUSEHOLD/CREWED <171 — 1) **Fidget**,

DRYC's Topanga race on February 6, clockwise from top right: PHRF A start; the J/70 'Groundhog Day' leads their division off the starting line; 'Andiamo' won PHRF A; the Cal 2-24 'Grand Illusion' crosses the finish line to win the Cruising B division.

J/80, Tim Stapleton, 2 points; 2) **Joy Ride**, 5; 3) **Frogflips**, J/24, Richard Stockdale, 9. (3 boats)

HOUSEHOLD/CREWED ≥171 — 1) **Antares**, Islander 30 MkII, Larry Telford, 2 points; 2) **Strange Magic**, Islander Bahama 30, Mark Werder, 4; 3) **Evenstar**, Ranger 23, Gregory Towers, 6. (3 boats)

DOUBLEHANDED — 1) **Lickety Split**, 3 points; 2) **Fugu**, Wilderness 30, Chris Case, 6. (2 boats)

ALERION EXPRESS 28 DH — 1) **Hana Hou**, Bill Erkelens, 4 points; 2) **Zenaida**, Fred Paxton, 4; 3) **Frances**, Sam Turner, 9. (6 boats)

EXPRESS 27 DH — 1) **Dianne**, 4 points; 2) **Eagle**, Ross Groelz, 9; 3) **Wetsu**, Phil Krasner, 10. (9 boats)

SINGLEHANDED — 1) **Slainte**, 4 points; 2) **Surprise!**, Alerion 38, Bob Johnston, 6; 3) **Stink Eye**, Laser 28, Jonathan Gutoff, 7. (8 boats)

Full results at www.jibeset.net

Single/Doublehanded Race at DRYC

On Saturday, February 6, most of the country was digging out from under the latest snowstorm, pre-ordering pizzas and snacks for Sunday's big game, and looking forward (or not) to the latest information on the pending impeachment trial.

In Southern California, Del Rey YC put on their second race of the 2021 season. The annual winter and spring William Berger/William Stein Series had

been put on hold.

Relaxed COVID rules, with more widespread wearing of masks, social distancing, and improved availability of vaccines, permitted a somewhat abbreviated version of the Berger/Stein Series: No more than two are permitted per boat (if there's a third, this person can only sit; no sail adjusting or steering permitted) and all aboard must live under the same roof.

SoCal-area racers responded to this limited protocol by entering 53 boats.

Temps were in the upper 60s warming to 70s, and it was a beautiful, classic chamber-of-commerce day on Santa Monica Bay. No smog, light wind and small seas ruled the day. It was almost worth the weather tax.

The race committee sent the fleet to Topanga and back, the short 13.1-mile course.

Andiamo, John McEntire's Flying Tiger 10, saved her time over **Marie**, a Nelson Marek 55 skippered by Marie Rogers. **Andiamo** sailed the course in just under three hours in PHRF A.

Longtime Marina del Rey skipper Gerry Sobel came away with Cruising B honors in his Cal 2-24 **Grand Illusion**.

See results at www.dryc.org/racing.
— andy kopetzky

THE RACING



GREG MIRFIELD



FRANK VAN DIGGELEN

Three Buoy Fiasco practice race in Santa Cruz on February 13. Left: Alex Mirfield (age 10) at the helm of the SC27 'Good Timin'. Right: Ryan Schuyler at the helm of the winning boat, the SC27 'Hanalei'.

Perry Cup Midwinters

Monterey Peninsula YC scheduled the Mercury fleet for a series of midwinter races on the first Saturday of the month, November-February, 2020-2021. But the club was only able to host the first day of racing, on November 7.

"Although there are some hopeful trends on the COVID scene, Monterey County remains in the Purple Tier, as it was when we canceled in December," advised MPYC's Jack McAleer on January 31, announcing the cancellation of February 7's races. "With new virus variants appearing, social distancing is as important as ever, and we are doubtful that adequate distancing can be achieved."

Jack told us, "By virtue of his win in November, Randy Smith took both the Perry Cup and the 2020 Travel Trophy." We reported on Randy's win of the C. Paxton Davis Travel Trophy in the December 2020 issue of *Latitude 38*.

— *latitude / chris*

MPYC PERRY CUP MIDWINTERS, 11/7 (3r, 0t)

MERCURY — 1) **Fast Break**, Randy Smith, 5 points; 2) **Stars**, Jim Bradley, 8; 3) **Tsunami**, Bill Worden, 12. (13 boats)

Three Buoy Fiasco Practice Race

Five SC27s joined six Moore 24s for the (unofficial) Three Buoy Fiasco race in Santa Cruz on February 13.

The Three Buoy Fiasco pays homage to the original Three Bridge Fiasco and incorporates many of the same elements, with slight alterations.

"Due to growing concerns about the shoaled Santa Cruz harbor entrance at low tide, small craft warnings, and a northerly that would make short-tacking the narrow harbor entrance challenging, SCYC postponed the race," explained Sydnie Moore of the Moore 24 *Nobody's Girl*. The official race will be held on March 13.

"Undaunted by these setbacks and challenges, and without a race committee, JV Gilmour volunteered his family's boat and convinced his friends to be the People's Race Committee for the Practice Three Buoy Race," continued Sydnie.

Point Richmond-based JV Gilmour said, "I was packing my boat up in the Bay the day the race was canceled. I drove my boat down before I found out. I reached out to everyone planning to race and said I would bring my motorboat out with an RC crew to hold the intended race regardless. We may have only lost a few boats that were planning to race. Our community lost too many races last year, and I was not going to accept this one getting skipped. I'm very happy to see everyone got to race."

"Miraculously, the Santa Cruz Harbor made tremendous dredging progress just before the race," said Sydnie. "Now the unofficial race could take place against all odds and was quickly embraced by the sailors."

"Everyone racing had moments of glory and shame, with the leads often changing. Scott Nelson and Karen Loutzenheizer on the Moore 24 *Lowly Worm 2.0* looked golden on the right, until they

fell into an unforgiving hole. Just what a Fiasco is all about.

"I was as surprised as anyone to be the first Moore and second boat to round all three marks with tactician friend Aaron Sturm. JV on *Less Is Moore*, #27, and Chris Watts on *WattsMoore*, #104, were able to catch the wind shift and out-sail me on the last leg to finish first and second."

"After I set the starting line and the RC boat in place, I jumped back on my Moore without my watch, or my GPS to find the marks," recounts JV. "I heard the one-minute gun and started counting down from 60. I got an OK start, then came a large transition in the wind with several lead changes just to get out of it. The inside boats came out ahead."

"The group I was with didn't have GPSs either. A group of us sailed past the mark and had to turn around. I was last around the weather mark and decided to look for the most wind in the hope that speed would help me get back in the race."

"By the second mark it was clear that this worked. Only one Moore, *Nobody's Girl*, and one SC27, *Hanalei*, were ahead of me at this point. By the next mark I lost another SC27, *Kasatka*, and another Moore, *WattsMoore*, in a wind shift. I saw how I was passed and took as much leverage to the right where I was passed as I could. This was just enough to catch the Moores. I was the first Moore 24 and third boat to finish. Then it was time to clean up the race committee boat."

"The unofficial backup event had a bootleg/rebel/pirate feel from the get-go," said Frank van Diggelen, who sailed on the winning boat, the Santa Cruz



RegattaPRO Winter One Design action on Saturday, February 13. Left: The crew on David Britt's J/88 'Split Water' are well masked-up. Right: The J/105 division attracted 20 entries. Tim Russell's 'Ne*Ne's leads in this photo, and leads in the standings. The series will conclude on March 13.

27 Hanalei. "Add a splash of fiasco and strong winds, and it made for a great day on Monterey Bay.

"Boats rounded the first windward mark from different directions, providing just enough fiasco for the event to live up to its name," notes Frank.

"The SC27 fleet took turns at getting it right. *Mistress Quickly* (Evan Diola, Ritchie King) nailed it up the first beat. *Kasatka* ran away with the long downwind leg. And then the fleet had to stitch together the shifting northwester, which showed up in alternating bands of offshore westerly and inshore northerly. *Hanalei* had the right combo of wind and sails at the end to take a close finish ahead of *Kasatka* and *Chiarata*."

"A rainy morning turned into a nice sunny day and brought great weather with it," reports SC27 national fleet president Rachel Cherry. "The start was pretty even with many boats full speed at the start, everyone pointing straight at the windward mark off the startline. About halfway there, the northerly transitioned into a westerly and gave many boats the opportunity to reset in the mini-shutdown. The boats on the right ended up gaining, as they were the first to reach the westerly and find the infamous waverider buoy.

"The scientists were gracious enough to let us use their research buoy as one of our marks providing we respected a clear radius near it. The mark was a bit hard to find, as no prior race had ever gone to this buoy. The nature of the race allowed for roundings in either direction, which made for a fiasco in itself. The usefulness of a GPS and correct locations could not be underestimated.

"The boats choosing the outside path staying in the westerly extended over the other boats. There was some great downwind surfing and even a few crashes. By the leeward mark, the northerly really

came on. There were multiple lead changes throughout the race, and the finishes were tight between the majority of entries.

"These doublehanded events sure do make you wish you had more hands. It also makes you grateful for whom you choose to double with, the one you blame the change to the #1 on, and enjoy getting a painfully close second place with."

"Don't be in front when you don't know where you're going!" wrote Evan Diola of *Mistress Quickly*. Evan said that he would have been first around the weather mark, but, "We didn't have the right coordinates and overshot it by 100 yards. We rounded at literally the same time in opposite directions as *Hanelei*, but I had to give way to them as they were on starboard.

"We passed them right away, and we were the first boat with the kite up, but again we didn't have the right coordinates, so we let everyone pass us in different fashions, not knowing who to follow. We probably sailed an extra two miles of racecourse."

"Everyone agreed it was the best racing day of 2021, surfing down waves in beautiful Monterey Bay," concluded Sydney. "We hope to attract more entries on March 13 for the Official Three Buoy Fiasco, since it will be a Moore 24 Roadmaster event."

See www.scyc.org for info on the official Three Buoy Fiasco.

— latitude / chris

UNOFFICIAL THREE BUOY FIASCO, 2/13

SANTA CRUZ 27 — 1) **Hanalei**, Ryan Schuyler/Frank van Diggelen; 2) **Kasatka**, Rachel Cherry/Mark Voropayev; 3) **Chiarita**, Rancy Clee/Patrick Barry. (5 boats)

MOORE 24 — 1) **Less Is Moore**, JV Gilmour/Mike Radziejowski; 2) **WattsMoore**, Chris Watts/Matt Lezin; 3) **Nobody's Girl**, Sydney Moore/Aaron Sturm. (6 boats)

February Races at CYC

Corinthian YC ran a "relaxed pursuit race with just your household or a few households to the extent permitted by Marin's current COVID rules" on a vaguely heart-shaped course of around 10 miles on February 13. It was a prelude, or tune-up, to the following weekend's Midwinters Series.

The Midwinters on February 20-21 were just a skosh too late for us to cover for this issue, as February is a short month with an early deadline. The CYC Midwinters will conclude on March 20-21.

— latitude / chris

CYC VALENTINE'S PURSUIT REGATTA, 2/13

1) **Flying Circus**, Moore 24, Bill Erkelens; 2) **Dark Star**, Hobie 33, Matt Krogstad; 3) **Moonlight**, Express 27, Jim Gibbs. (14 boats)
Full results at www.cyc.org

US Open Sailing Series

Culminating on Super Bowl Sunday just 25 miles from that supreme sports competition, the new US Open Sailing Series already has three regattas in the books.

Lauderdale YC hosted the first event, for Lasers, Radials and 4.7s on January 15-18. As noted in our February issue, Charlie Buckingham of Newport Harbor YC took third in Lasers.

US Sailing Center Miami welcomed 49er, 49erFX, Nacra 17, iQFoil, 470 and RS:X sailors on January 21-24. Nevin Snow of San Diego and Dane Wilson of Ojai won the 49er class by 7 points. Snow and Wilson won 9 of 11 races. Ian Barrows (St. Thomas, USVI) and Hans Henken of Coronado in SoCal finished second overall and won the final race of the regatta.

In the competitive 49erFX fleet, Lucy Wilmot of Orinda and Erika Reineke placed second after Stephan Baker and Nicholas Hardy.

Ravi Parent and Point Richmond's David Liebenberg placed second in the

THE RACING SHEET

Nacra 17, with Riley Gibbs (Long Beach) and Anna Weis in third.

Clearwater Community Sailing Center on Tampa Bay wrapped up the Florida tour on February 4-7. Super Bowl Sunday was a big-wind, big-wave, big-wet kind of day. Sailors and kites ripped along in 14-16 knots with gusts in the mid-20s. Bay Area sailors have plenty of practice in that kind of stuff.

Foiling kiter Kai Calder of Alameda posted a pair of wins to take the lead



Erica Reineke (left) and Lucy Wilmot in Miami at the second event in the US Open Sailing Series.

entering the final race. But Evan Hefernan of Santa Barbara was able to put enough kites between him and Calder to win the regatta.

Daniela Moroz of Lafayette, the only female competitor in the fleet, finished the regatta in sixth overall. She placed second in the last race and posted nine

top-five results.

The series will resume in California during the summer season, with racing at San Diego YC on June 11-13, in Long Beach on July 9-11, and on San Francisco Bay August 13-15.

See www.ussailing.org.

— latitude / chris



Evan Hefernan of Santa Barbara.

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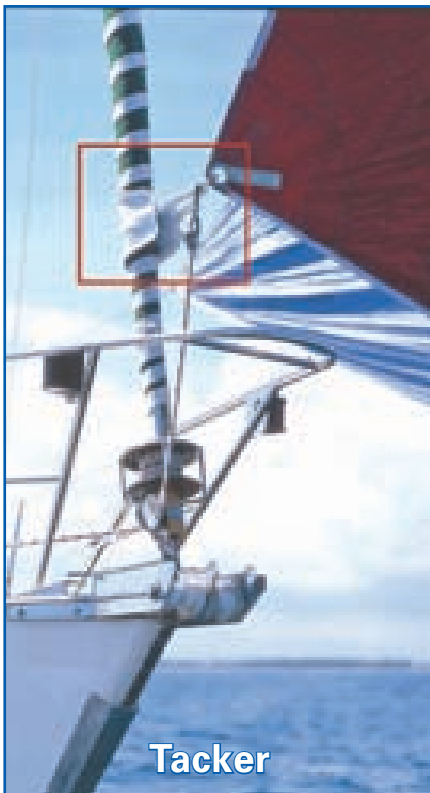


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WORLD

*This month we hear from Ryan Foland, who shares memorable moments aboard the 'Mooch' during a **Croatian** charter adventure.*

Invited on the Trip of a Lifetime

My wife Cyn and I sat anchored at Big Geiger Cove, Catalina Island, off Southern California's coast. We were in the cockpit of *Bingo*, our 1977 Cal 34, visiting with our good friends Dave Binder and Daniele Newerth, whom we were sponsoring to be members of the Blue Water Cruising Club. Dave asked, "Do you guys have any plans in July?" With a smile, I said, "It depends." Dave told us that he and Daniele were joining another couple on a bareboat charter in Croatia, and they needed a third couple to fill out the boat. Cyn and I looked at each other and instantly had the same thought. We had always wanted to charter in international waters, and here was our chance to do it. "We are in!" I said.

We flew into Split and met up with Grayson, Lara, Dave, and Daniele at a small, swanky hotel. We oriented ourselves with the Roman ruins of Diocletian's Palace and the hotel rooftop pool and bar, as we prepared for our bareboat adventure. From the pool, I marveled at the megayachts dotting the panoramic views of the Adriatic Sea and anticipated sailing to a handful of the 718 Croatian islands over the coming week.

Meeting the Moocher

Chartering with Sunsail out of Marina Agana, we taxied from Split to take ownership of *Moocher*, our floating home for the week. We completed our orientation of the North and South Dalmatian Island chains and did a full boat checkout with Franco from Sunsail. Learning that most small towns we

Cyn, Lara, and Daniele enjoying the good life in Vis Harbor.



RYAN FOLAND

would visit had markets, we kept our provisions light.

Franco explained that *Moocher* was a true reflection of its name since it was a boat that is "a giver." We looked at each other, knowing the definition of the word "moocher." Then he told us the owner named it after his ex-wife. We all laughed and shared the definition of "moocher" with him, and instantly fell in love with *Moocher*, dubbed "the Mooch." She was a Jeanneau 47, equipped with a fridge, freezer, solar panels, sound system, Wi-Fi, AC (that we never used), and three staterooms.

We left the dock around 6:30 p.m. on Friday and sailed to Krknjaš Veli, a small island near Marina Agana, for our first night's anchorage. We approached from the east, entering Blue Lagoon from the south, and anchored among 20 or so boats. We swam a bit before turning in.

We woke on our first day at sea, swam and had breakfast, and then set sail for Maslinica. We motored up in the dinghy and went ashore for our first excursion. The town was very quaint, the water impossibly clear. We decided to have lunch on the boat, so we walked the horseshoe shoreline, had a quick swim, and bought some food, including our first jar of truffles.

Dinner in Paradise

We sailed along the south coast of Šolta Island, and after checking out the Google reviews of a small restaurant called Lonely Paradise on an otherwise untouched bay, we settled on anchoring there for our second night. Tatinja Bay is shaped like two ears, and we stayed in the western ear, away from the moorings near the restaurant. We emailed the restaurant to see if they had a mooring for us, but they were full. We learned that many restaurants around the Dalmatian Islands offer a free mooring or dock tie overnight, but we never took advantage of this on our trip. We set a bow anchor and tied our stern line to a rock on the shore. Once again, we found ourselves in postcard-worthy waters swimming, snorkeling, and cliff jumping.

We had a dinner reservation for 7:30 p.m. and all six of us



Spread: 'Moocher' in Tatinja Bay, Šolta, with Ryan, Cyn, Dave, Daniele and Lara aboard. Inset: The gang snags a selfie after hiking to Vela Spila on Korčula Island.

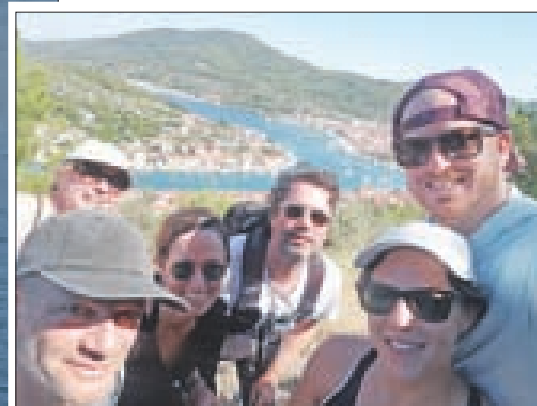
SPREAD: GRAYSON FISHER; INSET: RYAN FOLAND

piled into the dinghy, which we named the *Mini Mooch*. We were fixated on the cove's coastline looking for evidence of Lonely Paradise, and first found the dock. As I left the dinghy, I saw the sun set over the far side of the cove, the rich orange and red blended together. As I blinked hard, I could still see the brightness of the sun burnt into my eyes. I pointed to the horizon and everyone turned to look. We all had a moment, then headed up the hill for one of the most memorable nights and meals. Boaters flocked to the restaurant and the energy was high. We took shots with a group of Austrians, ate, drank, and were merry. After dinner, we went back to the boat for nightcaps and swimming.

A Devastating Lesson Learned

The next morning, a little hungover from the house-made wine, Cyn and I decided that we would go for a snorkel

OF CHARTERING



Beam Reaching to Beach Bumming

After a nice walk around Vis, we weighed anchor around noon and decided to check out Stiniva as a possible stopping point before heading to another bay to anchor. The winds were strong from the start and we voted to round Vis Island to the north, which meant beating upwind. We tacked a few times, heeling and sipping our Aperol spritzes, doing our best not to spill. By the time we could round the northwest point of Vis Island near the end of Komiza Bay, the wind was in the high teens. The wind reached 30 knots at times, and with the apparent wind letting us sail a beam reach, we hit 9.4 knots. The *Mooch* and her 26,455 pounds kept launching forward, splitting the surprisingly flat Adriatic Sea like a hot knife into a block of fresh Croatian butter. Here we were, six friends, four days into our bareboat charter, 8,000 miles from home, having the time of our lives.

Then, as if to burst our bubble, a storm threatened to spoil our fun as the sky turned gray, but the storm front passed us to the east, and by the time we were entering Vis Bay, the skies were clearing.

Beaming from our record-breaking time around Vis, we made it to our destination of Stiniva Bay, another must-see beach that was a massive

Dave, Ryan, and Grayson also in Vis Harbor.

before everyone else got up. The waters were clear as the rooftop pool from five days prior, and as we sat on the swim step, we smiled and took it all in. Cyn nudged herself off and into the water first, and before I could follow, she popped up frantically gasping for air, trying to say something to me. "The cross, the cross, it broke off!" As soon as I understood what she'd said, I took a massive breath and torpedoed straight down.

She was referring to her grandma's cross. Before the trip, we talked about whether to bring it with us, because it was irreplaceable. We both know not to bring anything on a boat that we aren't willing to lose overboard, but we made an exception. Grandma always wanted to travel, yet couldn't. We decided to bring Grandma's cross so she could travel with us in spirit. I kept diving the 20 feet to the rocky floor, over and over with no luck. Soon, the rest of the

crew woke up, jumped in, and joined in the search. I even borrowed scuba gear from a megayacht, but no one could find it. The cross lay deep between a pile of rocks 20 feet below the crystal-clear waters off Lonely Paradise. It was devastating, but there couldn't have been a more perfect place to leave the cross.

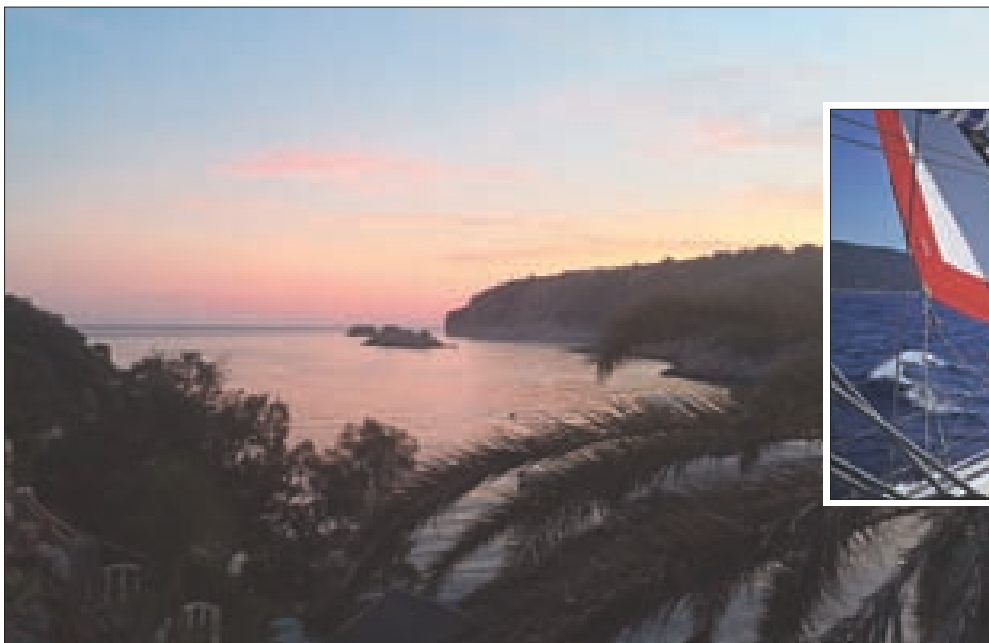
After recording our coordinates, untying our stern line from the cliff, and pulling in the bow anchor, we decided to follow the lead of our Austrian friends and head to Vis Island. Cyn and I had a good cry as Šolta faded away with the reality of Grandma's cross setting in. We learned the most valuable lesson from the entire trip that day. It's one that we won't ever forget, nor should you. Material things can and will be misplaced but special memories remain forever.

CYN MCKEE FOLAND



WORLD OF CHARTERING

ALL PHOTOS RYAN FOLAND



Left: Sunset in Tatinja Cove from Lonely Paradise. Above: Charter boats can turn it on. Sailing around Vis Island with GPS showing our record speed of 9.4 knots.

cave thousands of years ago. To our surprise, the bay was larger than we'd thought and had about eight mooring balls, all taken when we arrived. But as luck would have it and thanks to Daniele's keen eye, a mooring opened up for us closest to the smaller bay and in the most prime position to enjoy the dramatic landscape. The mooring was, as all moorings we encountered, tied only to the bow. We followed the lead of some boats next to us and tied a stern line to the rocks to keep straight and snuggle up to the cliffs. We swam and drank as the sun set once again. Dave and Grayson cooked gnocchi in truffles, and spaghetti and meatballs, for dinner. Daniele and Lara made a great salad.

We woke in Stiniva and decided to hike uphill to get a better look at the bay and surroundings. It was a steep and somewhat challenging hike, but worth it for the view. We cooled off on shore with a swim and a beer from a cute, shabby hut on the rocky beach and watched as our little corner of paradise turned into a crazy, tourist-infested wonder — dozens of tour boats arrived from the sea, and hikers appeared in our view. Feeling cramped, we set sail to Korčula Island.

Cave Crusading to Barhopping

We picked up a mooring, and the next day hiked to a 10,000-year-old limestone cave called Vela Spila, one of the country's richest archaeological sites, known for early human habitation



Group cheers partying with mojitos and Aperol Spritz in Hvar.

since the Stone Age. It was a humbling moment to stand there in awe of civilization. Then with a feast that included community plates and blue lobsters, we painted the small town red.

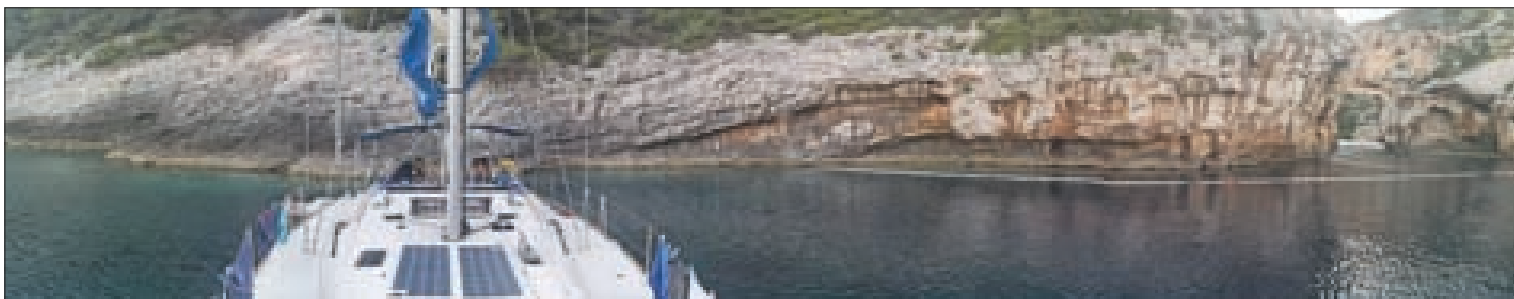
Our final stop was Hvar, an island known for notorious parties. With the slips full, we opted to anchor along the coast, in the clear sightline of the terracotta stone houses, 13th century walls, a hilltop fortress, and plenty of beachside bars. We grabbed our dry bags and swam ashore, where we drank our fair share of margaritas and ate more than one bucket of fries. The scene was energetic and eclectic with bass-filled music, skimpy bathing suits, adults on floaties, and did I mention the margaritas?

A little rough around the edges the next morning, we struggled on our way to visit the fortress, Fortica, then set sail for Marina Agana where it all had begun. We ate our remaining food in a big smorgasbord meal, and did our best to polish off the remaining provisions of rum while recounting all the memorable moments on the *Mooch*.

Our Croatian adventure had all the elements you'd expect from a charter of a lifetime. I can still picture the cascading coastlines, friendly villages, cobblestone streets, the *Mooch* at anchor, and all the memories made with friends. I will be back, I guarantee it. Next time I hope to see you there!

— ryan foland

The 'Mooch' moored in Stiniva Bay, Vis Island, with Stiniva's limestone beach seen on right side.



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CHANGES

With reports this month from **Migration**, eschewing a planned Pacific crossing for another year in the Sea of Cortez; Joe and Lynn's 'accidental' Ha-Ha on **Cayenne**; **Rightmeow**'s review of three years cruising the Med; **Walk On**'s frigid-but-fun winter cruising Alaska; and a tasty medley of **Cruise Notes**.

Migration — Cross 46 Tri Alene D. Rice and Bruce Balan No Plans — Only Intentions Long Beach

If we'd known our decision to turn back to Mexico instead of sailing on to the Marquesas in May 2019 would result



Bruce and Alene are on their second 'big' cruise. Their first was a 12-year, 50,000-mile Pacific Rim circumnavigation from 2005-2017.

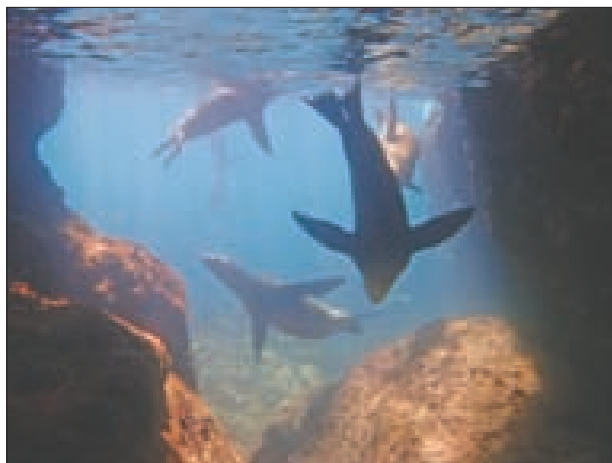
Two and a half years ago, we were so enchanted by the giant mantas, dolphins, sharks, and whales at the Islas Revillagigedos (often called the Socorros), we decided to spend another season in Mexico so we could revisit North America's largest marine preserve.

We returned to the Revillas in February 2020. That second magical month of diving whooshed by faster than we'd expected and March found us in Banderas Bay provisioning for the Pacific crossing. Returning to French Polynesia has been our goal since our 2014 Thailand refit. This time, we told ourselves, we wouldn't turn back.

But the world had different plans.

Besides that we're still in Mexico, one

"We spent more time with sea lions and fish than with people," says Alene.



in not getting back to French Polynesia for two — probably three — years, we might have chosen differently.

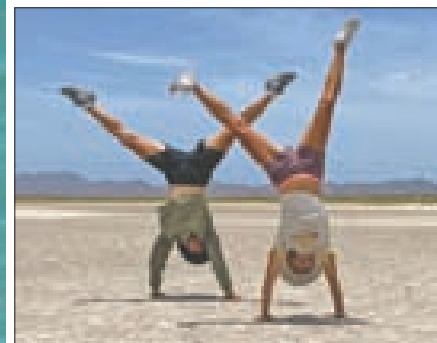
of the biggest changes to our lives on account of the pandemic — and a huge surprise — was having a guest aboard for more than four months. Our friend Ruby arrived in Puerto Vallarta for a 10-day visit on her way to a paid boat delivery in Samoa. She'd just sold her house and was planning to buy a cruising boat. In the course of that 10 days, everything changed. No delivery. No travel. Lock-downs. We invited her to stay aboard *Migration* until things settled down; surely things would get easier in a month or so.

We bopped around, exploring every indent of the south coast of Banderas Bay, made three trips out to the always-fascinating Isla Isabel, and checked out the unexplored Tres Marias. Spent a lot of time in the water, Ruby honing her newly acquired free-diving skills. Ate fresh fish. Stayed away from towns.

Besides the occasional provisioning run and a trip to immigration to renew our tourist visas — for a brief period Mexico kindly allowed renewals without leaving the country — we kept almost entirely to ourselves. Bruce and I have sailed together for 15 years and have never had visitors for more than two weeks, so we were both surprised that having three people aboard was a lot of fun. But then Ruby was the perfect guest: considerate, enthusiastic, and eager to learn everything about sailing *Migration*. Games were more fun with three players; another cook aboard added variety to our cuisine, and Ruby bakes a mean chocolate cake ... life was good!

As it became clear the pandemic would continue, we abandoned hopes of a late crossing to French Polynesia and headed north to the Sea of Cortez. Our late arrival there in June turned out to be advantageous, as we missed a lot of the drama that the spring deluge of cruising boats brought into the Sea, along with the attendant panicky social media posts and rumors.

Though it was wonderful having Ruby aboard, in July it was time to reclaim our home. Ruby left from La Paz for other adventures — she's currently sailing in the Tuamotus, and still looking for her cruising boat. We provisioned and



headed to the (relative) hurricane safety of the northern Sea of Cortez.

We apologize for making this another "the Sea is awesome" story, but the truth is, the Sea is awesome! Ask any circumnavigator who's visited the Gulf of California and they will tell you it is one of the most unique and beautiful places in the world.

As we headed north and the pandemic wore on, we sometimes felt guilty for enjoying ourselves so much. When we sent emails to family and friends about our life, we worried that the attached photos of gorgeous vistas, beautiful sunsets, and wildlife above and below the water would just make the lockdowns harder. But they asked for more, telling us our messages were an appreciated reminder

IN LATITUDES

It felt like stepping back into the Sea of Cortez of a hundred years ago.

Even now, we feel a bit guilty saying we had one of the most incredible summers of our lives.

So what's next? To paraphrase the



The three amigos y amigas (l to r): Bruce, Ruby and Alene.

words of a fellow cruiser: "We no longer have plans; only intentions." As soon as we finish our boatyard work in La Paz, we'll return to the Revillagigedos for more diving, then sail to PV to reprovision. Depending on the state of the world, we'll head to French Polynesia, stay in Mexico another season, or sail to Hawaii, then Alaska.

All good choices. How can we complain for even a moment? During the decades when we prepared to go cruising, it never crossed our minds that this lifestyle would offer us a safe haven in a world we never imagined. Every day we feel so fortunate. Living aboard continually reminds us that, in spite of the chaos that nature can create in the man-made world, the absolute beauty of the sea and the life it holds continues. Remembering and embracing that world is good for the soul.

— Alene and Bruce 1/31/21

Triumph — Cabot 36 cutter and Cayenne — Passport 40 Joseph DiMatteo and Lynn Smith An Accidental Ha-Ha Point San Pablo

Lynn and I had considered doing the 2020 Baja Ha-Ha aboard *Triumph*. Lynn had done two of them before (2000 and 2005), but it would have been my first

'Triumph', shown here in Stillwater Cove, sat out the season in Ensenada while her owners headed south.



TRIUMPH

ALL PHOTOS MIGRATION



Above: Alene makes friends with a 'juvenile' whale shark. Left bottom: It's easy to look like a strongman with the pumice rocks of Islas Encantadas. Middle: Climbing to the top of Isla Miramar was more challenging than it looked. Top: Alene and Ruby were driven to cartwheels of happiness at Isla San Francisco. Inset: The well-traveled 'Migration' has certainly lived up to her name.

of the world "out there."

Though we formed a 'bubble' with a couple of other boats for several weeks — and enjoyed the socializing and camaraderie — we spent most of our time alone, seeking out remote or uncharted anchorages. We spent more hours with sea lions and fish than with people. Having no mobile signal (and therefore no internet) in most of the northern Sea was, as always, liberating and refreshing. We are happy in each other's company and felt lucky to have considerable distance from the stresses of the world. Too often we see the soul-crushing results of minute-by-

minute news addiction.

After a couple of weeks in Bahía de los Angeles swimming with whale sharks, we sailed as far north as Gonzaga Bay and the Islas Encantadas — we had both areas nearly all to ourselves. On our way south, we stopped at the rarely visited Isla San Pedro Martir — a guano-covered rock with towering cliffs. Thousands of birds whirled through the glorious sunsets, and we played each day in the sea caves with friendly, frisky sea lions.

CHANGES

— although I have done many trips up and down the coast. When the official version of the rally was canceled due to



Cheers! Lynn and Joseph toast the happy surprises of the cruising life.

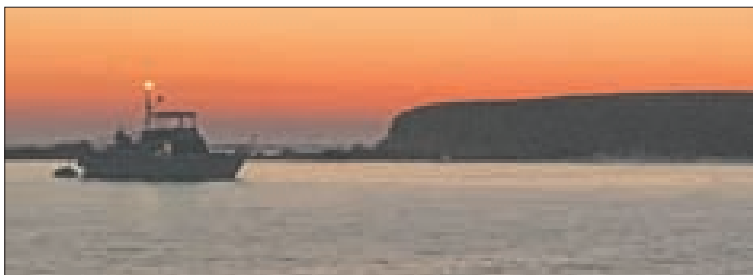
COVID-19, we also considered entering the smaller, 'unofficial' Nada Ha-Ha that popped up in its place.

In the end though, we decided to 'keep it local,' harbor-hopping down the California coast in late summer and early fall. By early November, we'd made it to Ensenada, where the boat is now. The new plan was to get some boat projects done before we headed home for the winter (as commuter cruisers, we need to be in the Bay Area late January to April every year), then return in the spring for the next new plan: a Hawaii-PNW passage this coming May.

We thought we were done cruising for the year. Then fate opened another door: While taking a walk in downtown Ensenada, we ran into our old friend Gary King.

The last time we'd seen Gary, in June in the Bay Area, he said he was planning on going cruising "in a few years." But he told us he had gotten so frustrated with the COVID situation that he decided to start cruising *this* year. One thing led to another and after a few beers we decided to accompany him and his 'crew' — five Buddha statues — to Cabo San Lucas on

Sunset in Forney Cove on Santa Cruz Island during 'Triumph's' trip south last fall.



his lovely Passport 40 *Cayenne*.

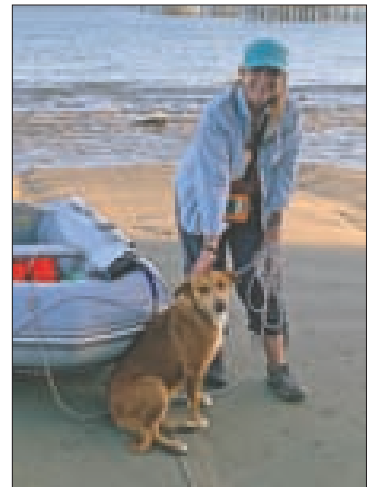
So, with some modified plans on both sides, and a lot more provisioning, we left Marina Coral on Monday, December 7, and headed straight into — southern-lies? After beating our way south for three days, we ended up at Turtle Bay, where we got fuel and a few more supplies. It was great to walk around the little town — I had stopped here before during deliveries, but never went ashore. We were even "adopted" by a local dog that we nicknamed Rosie, who stuck faithfully with us the whole time and kept other dogs away.

Fortunately, the more normal prevailing wind pattern filled in and we had a lot of great downwind sailing after leaving Turtle Bay. We anchored overnight at Bahia Asuncion and Punta Abrejos, and particularly liked the anchorage and the small town at Asuncion. It was easy to beach the dinghy, and just a short walk to the few small stores in this very clean and friendly town.

From there we made the 135-mile run to Bahia Santa Maria. As Ha-Ha'ers know, BSM has no town or facilities for private boats, but it is a picturesque anchorage and bay. There are several fish camps at the north end of the bay that are worth the time to visit as part of a hike to the mangrove lagoons and the dunes on the Pacific side. The local fishermen came by every day to sell us lobster. And I mean every day. After awhile, we were all getting a little overloaded: lobster for breakfast, lunch and dinner — guess there are worse fates. But when the *pangas* showed up, we didn't have the heart to say no.

After three days, we made the short hop south to Bahia Magdalena, better known as Mag Bay, where we anchored just off the beach at Puerta Magdalena. The small village there was a delight. Our guidebook said we should check in with the port captain, but we were unable to raise him on the radio. Since it was just a few days before Christmas, we assumed he was gone for the holidays.

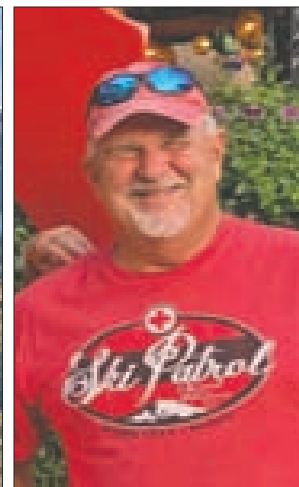
Our first time ashore, we were met by a sweet young girl who gave us a handful of shells. We were able to shop for a few food items, but this is certainly not a spot for provisioning. The next evening, we had dinner at the one and only restaurant in town. The Mira Mar is a classic palapa eatery and the menu was lobster (what else?), shrimp, and fish — with no substitutions. We enjoyed our



interactions with Jose, the owner, despite our limited Spanish and his limited English. Laughter and food are universal.

After a wonderful stay, it was time to think about moving on to our final stop: Cabo San Lucas. But we decided to stay for another day at Punta Belcher, on the way back toward the mouth of Mag Bay. It is the site of a former whale-processing plant and a loading site for local minerals, with the remains of both industries still evident. It is now the location of a seasonal fish camp. The beach was a great place for shell hunting, and Gary and I came away with some great finds. More leftover lobster for dinner that night, and an early turn-in as we planned to weigh anchor at 4 a.m. in order to arrive mid-morning the following day in Cabo.

We enjoyed a fairly consistent 10 to 20



Above: 'Cayenne' in Cabo. Top left: Lynn with Rosie. Center: 'Cayenne's galley Buddha contemplates what's for dinner. Top right: Puerto Magdalena. Far right: 'Shanghai' Gary.

knots of wind for the run south, which brought us in sight of Cabo Falso about sunrise. Gary had arranged a slip in advance, so once we rounded the corner, we were able to slide right in and enjoy breakfast and a beer. I don't often drink at 9 a.m., but when I do, it is usually in Mexico.

Given it was December 24 and we had arrived on a boat decked out in all red canvas, with bags of sails strapped to the deck, smoking cigars and drinking beer, we looked a bit like Bad Santa and his delinquent elves. We had a great time for the next several days enjoying the hectic Cabo scene, which always reminds me of Las Vegas by the Sea. That said, after the

splendid, carefree cruise down the coast, pulling into Cabo also brought back the realities of 2020. The pandemic was far from our thoughts when we were offshore or anchored in some remote spot. But even in Cabo, the countless closed businesses and challenges of meeting friends was a different experience from what we'd had in the past.

Soon enough, it was time to get back to our own boat and for Gary to head on to

La Paz. It is always good to spend time on other cruisers' boats since you always come away with an idea or two that might work on your own boat.

With a nod to *Cayenne's* portly 'crew,' the first Buddha is reported to have said, "Health is the greatest gift, contentment the greatest wealth, faithfulness the best relationship." We were blessed with all three. Here is to a better 2021 for us all.

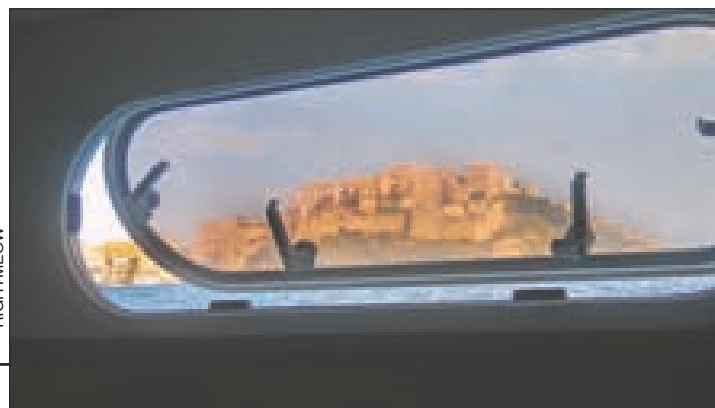
— Joseph 1/31/21

**Rightmeow — Catana 471
Virginia Duncan and Todd Eversole
The Med — One Season at a Time
Tacoma**

After more than a dozen years cruising the West Coast on a Catalina 36 and Passport 40 (including doing a Ha-Ha on a friend's boat), Virginia and Todd acquired their Catana 47 Rightmeow from the factory in France in 2016. Since 2017, they have been dedicating their summers to exploring different parts of the Mediterranean.

There is a tangible sense of history when you're on a boat passing by the remains of a citadel, or having an anchorage to yourself under ancient fortifications. These sights and the history they represent are found all around the

The Citadel of Calvi in Corsica was built in the 12th century to repel invaders. Today it welcomes visitors.



ALL PHOTOS TRIUMPH

RIGHTMEOW

CHANGES

Mediterranean, and really are one of the main attractions for cruising here. Others include warm, clear water; tranquil to vigorous sailing conditions; and access to multiple countries with their people and unique cultures. Here are a few highlights



Virginia and Todd enjoy being 'Med students' as they explore the Sea one summer at a time.

from our last three seasons in the Med.

In 2017, after enjoying the popular Porquerolles, a group of islands close to Toulon, France, we left the anchorage at oh-dark-hundred and enjoyed several hours of great sailing to the rugged island of Corsica. It was an auspicious moment when we passed under the massive citadel walls that had withstood the ravages of time and man for centuries. It evoked a feeling that our lives were very transient and insignificant. Then we rounded the bend into the bay and into the incongruity of superyachts, jet skis, kiteboards, tour boats, hotels and beach clubs. Welcome to the Med!

In the Mediterranean there are so many destinations in close proximity, you can change your plans as needed and still be very happy. Two years ago we were transiting the Strait of Messina en route to Montenegro for the winter. It was very exciting passing by Charybdis and Scylla from Homer's *Odyssey* fame. (The

From the observatory at Maritimo, Todd and Virginia watched gusts blast their boat (at left).



entertaining translations for these were "the sucker-down" and "the render.") After transiting, we changed our minds and turned right instead of left. We ended up wintering the boat in Marina di Ragusa, Sicily, which had a wonderful cruising community. The change of plans also meant we needed an alternative to Montenegro for the VAT reset, and that's how we ended up in Yasmine Hammamet in Tunisia during the 2018 'Medicane,' which was both a safe and an interesting place to be!

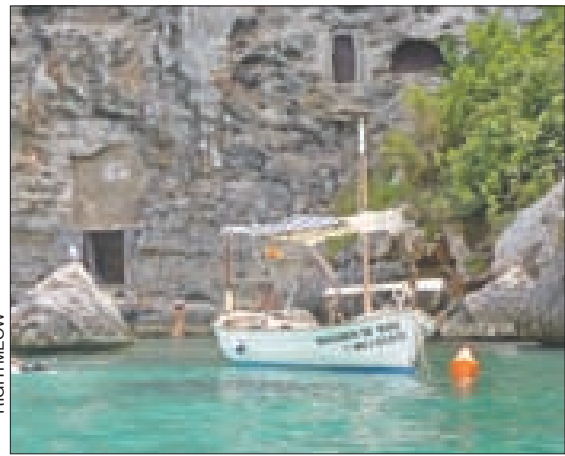
The Balearic Islands off the coast of Spain have a real 'summer vacation' vibe, and although we didn't make it to Ibiza, where the party is said to be nonstop, we did get into the flow of *tapas* and dinner after 10:30 p.m. on Mallorca and Menorca. In the Balearics, fun-filled sunny days abound, and there is easy enjoyment to be had in the pretty coves that indent the coastline. Sea caves are prolific, so there's lots to explore, and Menorca is a handy jumping-off point for Sardinia.

Southern Sardinia is a gem. The northern part of the island gets lots of kudos for the gorgeous anchorages, but we enjoyed the more remote — but still gorgeous and much less congested — southern anchorages found around Cagliari and Villasimius. Anchored off the ancient ruins of the amphitheater at Nora during a lunar eclipse was the icing on the cake ... or cocoa on the tiramisu, maybe?

The Egadi Islands weren't previously on our radar, and they aren't as frequented as the Aeolian Islands. We crossed from Sardinia on an overnight passage to Maritimo, the outermost Egadi island, catching a nice tuna on the way. (We seem to average one good-sized fish a season here.) The bay was very deep and rocky, so we took advantage of a mooring buoy.

We thoroughly enjoyed the unexpected isolation of the bay, which was overlooked by an old fort that had been repurposed as an observatory. There were steps up to the fort, where you could take in the view on the windward side and watch the wind gusts strafe the leeward side, where the boat was moored.

By mid-2019, we had made it to Greece. For a cruising boat, Greece is especially enjoyable, with mixed and varied island chains and a lot of coast on the mainland offering anchorages near and far in all directions. It was magical arriving in the Sounion anchorage on the Attica coast, under the Temple of Poseidon, a must-do for mariners. For sure we raised a glass



and tipped a little overboard for the Greek god of the sea.

The little town of Galaxidhi in the Gulf of Patras after the Rion bridge was relaxed to the point of being sleepy, and a lovely place with friendly locals. The anchorage was large, sandy, and deserted, and Delphi was a short rental car trip away. Situated high in the mountains, the ruins of Delphi with its temples, amphitheaters, and stadium, were a feat of perseverance and engineering. The museum is well worth the visit too, and not just for the shade it provides!

The Ionian and Aegean waters of Greece provide many opportunities for anchoring with stern lines ashore. It's a skill you learn quickly, and it allows access for more boats than free-anchoring would. Abelike Bay on Meganisi is one of the spots where you might see upward of 15 boats stern-tied. Other places we

IN LATITUDES



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RIGHTMEOW



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Above: Yachts stern-tied to shore in Fiscardo Bay, Cefalonia. **Top left:** The caves of Menorca have been used for everything from living quarters to catacombs over the centuries. **Center:** The rock at Monemvasia looks like a mini-Gibraltar. **Right:** 'Rightmeow' at Koroni in the Peloponnese.

enjoyed in the Ionian were Gaios on Paxos, Sivota-Mourtos on the mainland, and a sweet little cove on Cephalonia. Our preferred technique for stern-tying involves deploying a swimmer with floating lines to lasso a couple of boulders.

We sailed through the Gulf of Corinth, and onward to the entrance of the Corinth Canal. Juggling for position in the 'waiting room' while monitoring the slowly building breeze was part of the experience. Once we were into the cut, we were surprised by a group of enthusiastic kids that yelled down to us, "This is for you!" before flinging themselves into the water as we passed by. After exiting the Canal, we made a circular cruise through the Cyclades. To us, Ios is the quintessential Greek island, with its whitewashed

buildings and contrasting blue doors and window sills. Sifnos was another surprise with amazing water and a great local coffee roastery ashore.

Returning from our loop through the Cyclades, Monemvasia was the first stop on the long finger traveling east to west around the Peloponnese. It shows up as a Gibraltaresque islet, with access from the Laconia coast via a causeway and bridge. The old town, split into lower and upper sections, has

enjoyed 14 centuries of continuous occupation. Anchoring is very limited and we were relieved to find space on the quay, where we were greeted by two cavorting turtles. We got going early the next morning, and hiked up the stone steps with headlamps on, timing our arrival at the top to witness sunrise. Just awesome!

We hauled the boat out at the end of 2019 at Aktio Boatyard in Preveza, where she spent the winter of 2019-20 on the hard. Last September, we returned to the boat for an abbreviated cruising season in the northern Ionian Sea, and on up to Porto Montenegro for the winter of 2021. That's where we are now, catching up on the maintenance.

We should probably add a few notes on the other aspects of cruising in the Mediterranean. It's a very windy place with named winds that will plague your cruising plans, like the Tramontane, Libeccio, Mistral, Meltemi, Ponente, Bora, and Sirocco, to name some of the well-known ones. Between June and September you will be competing with many other cruisers for space at the town quay and anchorages. Occasionally you will even deploy your fenders while at anchor, but it all seems to work out. So while we frequently recall those calm anchorages far from civilization that we enjoyed in the Sea of Cortez and other parts of Mexico, we haven't had our fill of the Mediterranean yet!

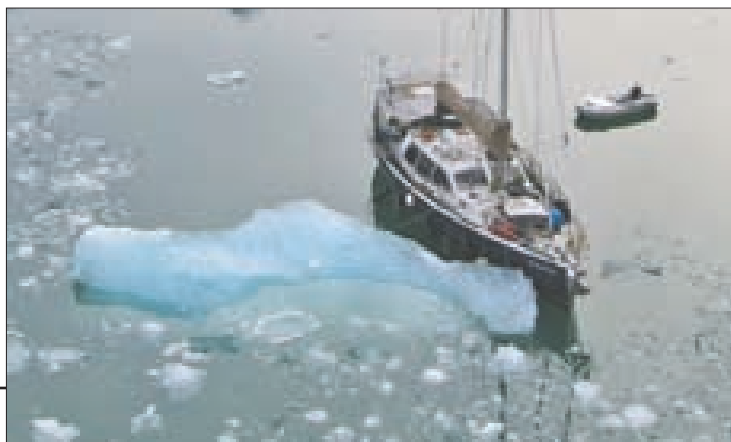
— Virginia 1/21/21
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Walk On — DeVilliers 43 cutter Chad and Carolyn Carvey '20-21 Alaska Winter Cruise Sausalito

Following our recent 'Covid Summer in BC' — wherein we had the coastal islands almost all to ourselves — we pretty much have the same thing here, wintering in Alaska!

While the pandemic is not the only

'Walk On' stopping off. Who needs a lunch hook when you have bergie bits?

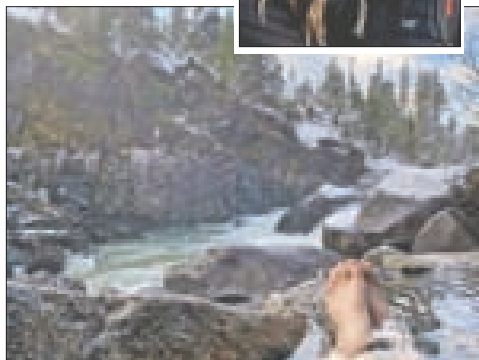


WALK ON

CHANGES

reason that there aren't many sailboats cruising the 49th state during the winter, we didn't think it would be this empty: We have not seen a single other sailboat while exploring anchorage after pristine anchorage! (Maybe it's the need to maintain a keen weather watch and dodge many storms.)

So far, Petersburg, Alaska, has been the perfect 'homeport' for us as we explore this winter wonderland. The rates are microscopic compared to our native California; the harbor and townspeople are warm and inviting; and there is plenty to do and see. Petersburg is also close to incredible sights like the Le Conte glacier — and only a two-ish-day voyage to Baranof Island and one of our recent favorite spots: Warm Springs Bay. We



Kicking back at Warm Springs Bay on Baranof Island. (Be sure to bring slip-on crampons or cleats — the icy walkways are super-slippery!) Inset: Carolyn and Chad.

PHOTOS WALK ON

recently returned to Petersburg after a month of voyaging, and nearly two full weeks — including Christmas and New Year's Eve — were spent in/around Warm Springs. There is something so magical about watching the snow gently fall as you soak in 103-degree hot baths. (There is a little bath house with three big tubs, but we prefer the natural stone pools about a quarter mile up the trail.)

When I say that the 75-mile trek from Petersburg to Warm Springs is 'two-day-ish,' I mean that winter cruising in Alaska will get you into serious trouble if you are on a tight schedule! We would not recommend winter cruising here unless you are able to wait for decent weather windows. On our trip from Warm Springs back to

Petersburg in early January, we anchored in Portage Bay for three nights with 50- to 60-kt winds howling around us. Nothing to do but bake bread, watch Netflix, and talk to clients. (Early in the pandemic, we figured out a way to run our business remotely.) Another reason we will always have emotional memories of our time in Warm Springs is that it was the spot where Jib, our 15-year-old Wheaten Terrier cruising dog, finally passed away and — with approval from the two local folks who lived there — we gave him a proper 'Viking funeral' at sea!

As we wait to see how the pandemic impacts our 2021-22 cruising plans (we are open to staying an extra year exploring Alaska, if the South Pacific stays closed into 2022), we encourage other cruisers to enjoy the wilderness side of the cruising life.

— Chad 2/1/21

Cruise Notes

- One of the more amazing pandemic tales we heard last year was that of the Korupp-Daubney family: Kia, John and kids Braca and Ayla — of the New

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'Marathoners' Kia and John of 'Atea' (with kids Braca and Ayla) in the Canaries.

Zealand-based 49-ft Ganley steel cutter **Atea**. Finding themselves in South Africa last spring as country after country started closing due to COVID-19 (and with winter winds starting to blow in Cape Town), Kia and John made the decision to head north — waaaay north. The story of their nonstop, 52-day, 5,900-mile sail to the Azores appeared in the December '20 *Changes*.

Since then, and as borders opened

up and/or restrictions eased, they have been on the move again. After a month in the Azores, they departed for Portugal in August, then spent two months sailing down the coast from Portimao. In October, they headed for the Canaries, where they spent another six weeks. From there, it was over to Gambia (recouping at least some of the original pre-COVID plan for stops on Africa's west coast). They spent Christmas and New Year's 'upriver' there, before a 19-day passage to Antigua.

They arrived in English Harbour in early February and are currently enjoying Antigua and the surrounding islands. They will continue cruising in 2021 with plans to head through Panama mid-year.

Kia says that by continuing to move, they've been able to avoid serious restrictions or lockdowns (other than their initial two-month lockdown in South Africa). "Before changing countries, we rely on Noonsite (www.noonsite.com) and word of mouth. We were tested on entry into the Azores, but since then, we've had the ease of entry with either a temperature test or sea time counting for our entry into the Caribbean, so no quarantine.

We've planned well — and have been very lucky."

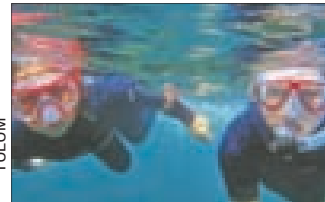
• "After bouncing between Airbnbs in La Paz while **Tulum V** got 'the works'

(new rigging, new chain-plates, bottom paint and some new cushions),

it was time to head out on our southern crossing toward Bahía de Banderas," writes

Chad French of the SoCal-based Aleutian 51 ketch he shares with wife Michelle and cruising kids Kellyn and Teagen. "We stopped at Isla Isabel just behind the monas for some amazing snorkeling, as well as exploration of the desolate volcanic island teeming with iguanas, frigates, and bluefooted boobies."

The family received a warm cruisers' welcome into Bahía Tenacatita, where they spent both Christmas and New Year's. Traveling with fellow kid boats and Baja Ha-ha 2019 alumni *Kyrie* and *Descanso*,



Kellyn and Teagen of 'Tulum V' explore the Sea.



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CHANGES

"the kids enjoyed bonfires, the famed river cruise, great beach time — and we rang in 2021 with a bay full of fireworks."

A highlight of the season so far was the little cove at Ensenada Carrizal, "where the snorkeling was excellent and the whale experience was just breathtaking," writes Chad. "Hours of whales surfacing as close as 100 feet off our bow while at anchor, watching a baby humpback excitedly breach just within the cove, and listening to a peaceful whale song echoing through our hull are experiences we won't soon forget."

As this issue comes out, *Tulum* will be heading slowly north with plans to spend another hurricane season in the Sea of Cortez. "While we continue to avoid larger groups of people due to the ongoing COVID-19 threats, it sure is nice to cruise with friends again!"

• Don and Jeri Gehringer of the Yuma, Arizona-based DH 50 catamaran **Mañana** (they're the ones who caught and released the big marlin during the Nada Ha-Ha) checked in from Puerto Escondido to let us know the winds were light, the stores and restaurants are



EXIT STRATEGY

Tom and Kim of 'Exit Strategy' are easing the strain of pandemic isolation by designing a new house back home in Victoria.

open, the whale-watching just so-so, and — despite the pandemic — life is good!

"Most people are wearing masks and when we go into any establishment our temperature is taken and we are given a squirt of hand sanitizer. The marina staff have been very helpful with all of this.


"We're heading back home later this week to get our vaccinations, then coming back to Loreto to enjoy the beautiful weather, and hopefully see some whales!"

• Every time we mention the impending completion of the circumnavigation of Kim Maclean and Tom Christensen of the Victoria-based Wauquiez PS40 **Exit Strategy** it suddenly becomes not-so-impending again. Having departed their

Canadian homeport in 2011 and made it most of the way around — the boat is currently in Grenada — their travels were interrupted this time when COVID-19 shut down their Windward Islands sailing season last spring. They put the boat in storage and flew home to Canada. "We feel fortunate that our family has been spared by the virus so far, and are able to distract ourselves from the pandemic blues by designing a new house," says Kim. "*Exit Strategy* waits patiently for our eventual return once the pandemic is behind us!"


• The answer my friend ... While the focus of *Changes in Latitudes* is on Bay Area and West Coast cruisers, we'll end this month with a nod to Anna and Tom of the Pearson 28 **Blowing In the Wind**, which they live aboard with four young children. Originally from the Chicago area, the young couple have lived aboard for three years (in and around East Coast harbors, or so it appears). After 1,700 miles of cruising, they recently removed the engine — and have made that area aft into living quarters for two of the kids. They chronicle their story on YouTube.


— *latitude/jr*



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23 FT MONTGOMERY 1984. Lyle Hess design, seaworthy rare sloop. LOA 23', LWL 21'10", beam 8', draft 2'8". Lapstrake hull, dual-axle trailer, 8hp outboard recently overhauled. Lots of sails. Good headroom. Various improvements. Down-sized to smaller boat. \$9,500. Phoenix, AZ. (602) 938-0711 or aakcar@msn.com.



20 FT HARBOR 20 2006. Fantastic day-sailer. Like new and in excellent condition. Self-tending jib. Lazy jacks and tons of accessories. New: anchor, battery, solar panel, cockpit cushions, dodger, cockpit cover, jib cover. Sails in great condition, added second reef point to main; roller furling jib, life jackets, Tohatsu 6 hp, Has new Pacific galvanized trailer, previously stored in warehouse now in the water with new bottom paint. Extra-long cockpit facilitates social distancing up to 2 people. \$23,500. Sausalito. (510) 224-0049 or mike@thecanvasworks.com.

14 FT RS QUEST 2019. Complete boat. All rigging, Main and jib. One year old. Sailed twice at Shoreline Lake, and one week at Scotts Flat Reservoir (fresh water). Like-new condition. EZ Loader medium boat trailer includes spare tire, carrier, jack, and mast stand. RS Quest deck cover (mast up). Solid mast float. Outboard motor mount. Pictures upon request. Cash or PayPal only. \$9,500. San Jose. (408) 497-8856 or nine04man@mac.com, <http://tinyurl.com/32zkr1f3>.



24 FT BLACKWATCH 24 1981. Patterned after 19th-century English Channel mail packets, this fiberglass cutter is very sea-kindly, extremely well built and equipped, and in very good condition. She's a full-keel and displaces 2300 lbs., powered by 212 sq.ft. of sail area and 6 hp Tohatsu outboard when needed. LWL = 17'4". Draft = 2'. Bronze fittings, mahogany brightwork. \$8,500. Alameda. (408) 442-4253 or patrickpillsbury@gmail.com.



24 FT FLICKA 20 1980. New mahogany and oak bowsprit 2019. New bottom paint and zincs 2020. Yanmar YSM8 low hrs, serviced 2020. New halyards 2019. 110 Dacron genoa, 105 high-clew'd tanbark genoa. Partial-battened main. All sails good condition \$15,000. Stockton Sailing Club. Contact (209) 787-0230 or twrecz@gmail.com.



22 FT MACGREGOR 1973. MacGregor sailboat and trailer. Sleeps 3. Large battery, electric motor, speed and depth instrument, life jackets, inflatable dinghy (never used), new winches, anchor and chain, Porta-Potti. Trailer has new tires, lights, and wiring. Crank-down center-board (not a fixed keel). Clear title; up-to-date registration. \$2,499. Springville, CA. (559) 462-9097, (559) 568-8450 or scrose2@gmail.com.



24 FT J/24 1980. US 1897 boat and trailer. Good sails and good club racer, many extras. Heavy-duty 2-axle trailer/go anywhere. Fully race-ready. Asking \$5,000 without trailer, with trailer \$6,500/obo. \$6,500. Valley Springs. (209) 772-9695 or bonnielopezunr@gmail.com.



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18 FT HOBIE CAT 1984. Hobie 18 in good condition upgraded with lots of racing gear. Sails are in excellent condition. \$200. Milpitas, CA. (408) 627-5432 or James.Douglass@analog.com.



25 FT SCHOCK HARBOR 25 2007. Self-tacking jib w/roller furling, lazy jacks for mainsail, inboard engine (Yamaha 2-cylinder electric start), electric bilge pump, head compartment, sleeping bunks, sink, insulated icebox, good storage. Performance hull shape, roomy cockpit. Call Bruce for more info at 831-768-8482. \$37,500. Moss Landing Harbor, CA. (831) 768-8482 or barbandbruce@att.net.

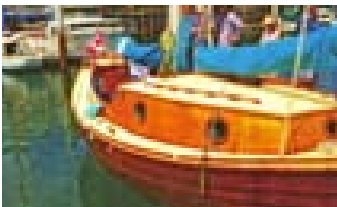
25 FT CAL 25 1979. Classic pocket cruiser. Reliable Yanmar diesel, low hrs. New jib and mainsail, roomy salon, table seats five. Standing headroom. Any true sailor knows the Cal 25 is a much-loved and valued boat. \$4,000. Paradise Cay, Tiburon. (530) 885-2103 or (530) 305-2171 or Joanjimroach@gmail.com.



30 FT NONSUCH ULTRA 1988. Perfectly maintained cruiser with an exclusive one sail is handled easily and comfortably. It is powered by an MD4 35hp Universal diesel with a V-drive and with a perfect 1779 hrs to it. Mechanisms include: autopilot, a main halyard electric power winch, power anchor windlass and spare sail. Bottom painted in 2018, last diver's maintenance on 9/5/20. Spacious cabin will comfortably sleep five. All cushions, including bed, have recently been beautifully reupholstered. Additional amenities include shower and bathroom, significant storage space, plenty of 120-volt outlets and outfitted galley. This perfect cruiser has never been chartered and has sailed only around the SF Bay Area. \$52,000. Email rosari.balogh@gmail.com.

25 – 28 FEET

28-FT SLOOP, 1972. 28-ft sailboat made by Cheoy Lee, with 18hp Yanmar diesel. New bottom paint, 10ft Avon tender with 8hp OB. Please call. Ask for Ralf. \$18,000. (707) 965-2051.



27-FT ST. PIERRE DORY, 1990. Beautiful gaff-rigged schooner with Yanmar diesel, built in Nova Scotia. Featured in Wooden Boat Magazine August 2016. Please email or call for more information. \$29,000. Oceanside Harbor Slip D31. (619) 994-3528 or kjwilson8806@aol.com.

25 FT OLSON 25 1986. Good condition hull and topsides with Pineapple main and roller-reef jib. Safety lines. Spinnaker gear and sail. Self-tailing jib winches, marine radio, stereo system, instruments, stove, sink, toilet. 2014 Tohatsu 6hp long-shaft outboard with 2.5gal fuel tank. Mainsail cover, full boat winter cover. Berthed San Francisco Marina (Gashouse Cove), legal berth transfer. \$15,500. San Francisco E. Marina. (415) 810-1030 or lcorash@cerus.com.



28 FT CATALINA 1992. So much character. Classic sailboat look, super-clean, well maintained. Easy doublehanded sailing with great S.F. Bay sailing performance. All lines led aft. Recent bottom job. Freshly varnished. List of improvements and photos available upon request. \$24,500. Pt Richmond. (925) 980-8891 or dmrasch@comcast.net.



28 FT ESSE 850 2005. Esse 850 day-sailer/day racer. Two full suits high-quality sails, trailer. Inboard Yanmar diesel with saildrive. Hull painted light blue metallic Alexseal. Teak cockpit sole. Boat can be raced with 3, daysailed with 6. This would be an ideal boat for Lake Tahoe. \$40,000. Sausalito, CA. (650) 619-0966 or Tom@thompsonhutton.com.

29 – 31 FEET



31 FT VAN DE STADT BLACK SOO 1968. ULDB 'Starbuck' 27.5 LWL 4500lbs. Symmetrical and asymmetrical spinnakers. New Tohatsu 3.5. X5 and ST2000 autopilots. Plotter w/AIS. E-rudder. Solar. 95AH Lithium battery. Double-axle trailer. \$7,500. (415) 647-7387 or buckingham@sonic.net.



29 FT CAL 2-29+ ELECTRIC ENGINE 1976. Quiet, Eco-friendly Tesla of SF Bay! Massive battery bank. All-new electric wiring. Sleeps 6. Easom carbon fiber bowsprit for asymmetrical spinnaker. Very clean, new head. Well-loved family boat. Tremendous value/ low price. Motivated seller. \$21,750. San Francisco. Email lew_143@hotmail.com.



28 FT WYLIE 28 1976. We're sad to sell our Wylie 28, a wonderful, compact, and economical sailboat. Mexico and SoCal vet. Many upgrades - Wyliecat 30 rudder, Hood Vectran main and jib, radar, and more. Yanmar 1GM10 runs great. Recent haulout. \$9,000. Sausalito. (860) 558-7888 or cogganbd@gmail.com.



25 FT WOOD NORDIC FOLKBOAT 1949. I will give my "Woody" cruising rigged Folkboat to serious amateur or pro -boatwright who can demonstrate commitment to restoring the hull planking. I have maintained boat for 30 years and sail the boat regularly. Serious inquiries only by email, and I can send more information. m.wilson@nute-engr.com. Richmond. Email m.wilson@nute-engr.com.

30 FT WYLIECAT 30 1995. After many years of sailing adventures on the Bay and from Mexico to Canada, 'Uno' is looking for a new 50% partner. Well equipped and maintained and until this year always dry sailed. Yanmar sail drive and new bottom. Always competitive and easy to sail shorthanded or with crew. Ideal solution to social-distance sailing! \$35,000. Alameda. (510) 504-3409 or bmeyer_co@sonic.net.



30 FT KNARR 1962. Knarr 117 project needs love, new slip and caretaker with deep pockets. Aluminum mast in great shape. Boat MUST leave harbor; please have a new home available before inquiring. \$2,000. San Francisco. (415) 573-7030 or absolutejordan@yahoo.com.

30 FT TARTAN 1971. Solid racer/cruiser. PHRF 180, sails better than rating. Bottom painted 11/2019. Fuel system replaced 6/2020: tank/gauge/mech pump/hoses. Radiator-cooled low hr engine runs great! Carburetor rebuilt 2/2021. Newer mainsail/roller-furling jib, 3 spinnakers/spinnaker pole. Memory foam V-berth mattress. \$10,500. Redwood City. (818) 404-0075 or dolfan1284@gmail.com.



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30 FT NEWPORT 30 MK III 1984. A very well maintained 1984 Capital Yachts Newport 30 Mk III; a spacious, fast sloop beautifully upgraded for comfortable cruising or competitive racing. Many sails, all in good condition, all lines led aft, much more. A perfect Bay boat: fast, stiff, easily singlehanded. Everything in very good condition and well-cared-for. Pictures and equipment list available. Open to reasonable negotiation. \$19,000. Vallejo. (925) 580-1499 or daven30ww@gmail.com.



32 FT COLUMBIA 5.5 METER . 'Top Gun'. Dry sailed! Custom trailer and gear. Race-ready. \$3,000 additional, you get all the extra gear including original mast, spreaders, wood boom. Plus a long list of valuable 5.5 Meter-related gear. Call Jim. \$13,000. Stockton Sailing Club. (209) 482-0180 or jscodd13@gmail.com.



33 FT RANGER 1975. Looking for an ideal Bay sailer or coastal cruiser? 'Moonshine' is your boat! New bottom paint and many upgrades in May 2020. Perkins 30hp diesel makes her very reliable under power. Sturdy mainsail, two great furling jibs, Harken furling and all lines led aft make her a joy under sail. New cushions, water system, refrigerator, electric head and so much more. So many upgrades above and below decks. She is better than new! \$22,222. Richmond, CA. (925) 597-0441, <https://tinyurl.com/1wpduu8o>.



37 FT TARTAN 37, 1982. Trek is a highly modified cruise-ready ocean sailing machine. She was customized and had a major refit 2010, including a new vinyl ester bottom, Awlgrip paint on the hull and deck. First 6 feet solid glass and G10 plate at chainplates and jib track. Raymarine Axiom navigation electronics. Nexus wind instruments. Full Victron electrical system, inverter and solar controls using four panels. Hard dodger, running backs and inner forestay. 8 bags of sails and two spinnaker poles. Monitor windvane, Comnav hydraulic pilot and two Raymarine wheel pilots. \$80,000. Seattle WA. (206) 817-3189 or mike@s3maritime.com.

32 – 35 FEET



33 FT INTERNATIONAL ONE DESIGN 1938. Well maintained IOD. Built in Norway in 1938, brought to S.F. in 1958. This boat needs some cosmetics but is race-ready. You won't find a drier wooden IOD in S.F. Bay. \$5,000. Tiburon, CA. (415) 250-7854 or pzupan@gmail.com.

35 FT SANTANA 35, 1979. Fully equipped for racing or cruising. Blue hull white deck. 6 sails in fair to good condition. Includes Avon inflatable with 5hp Mercury outboard. Recent survey value \$23,000. \$15,000. Newport Beach. (949) 220-9225 or (714) 936-4304.

33 FT TARTAN 10 REDUCED 1979. PRICE REDUCED. She sails like an angel. See craigslist for more photos and description under "Tartan 10." Everything works. Kevlar mainsail. Engine 16hp 2GM20f. Interior totally redone. 3 jibs. 70%, 100%, 140% and spinnaker. This is a race boat ready to compete. \$7,900. Coyote Point Marina. (650) 269-5707 or Cynthiabronte@gmail.com.

34 FT PETERSON 1977. Offers a wonderful mix of classic beauty, sailing ability and accommodations. This racer/cruiser was configured for distance cruising; she is well known for her performance and high-quality build. \$27,500. Sausalito, CA. (415) 332-4810 or lat38-121@magewind.com, <https://tinyurl.com/yxmb57k3>.

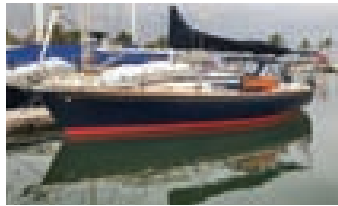


32 FT CONTESSA 1988. Rare opportunity on West Coast. A legendary boat renowned for being seaworthy enough for offshore voyages in extreme weather conditions, performs well in races. A Contessa 32 sailed by a relatively inexperienced crew was the smallest boat to finish the infamous '79 Fastnet Race that took the lives of 15 sailors. In 1984, John Kretschmer sailed a Contessa 32 from N.Y. to S.F., rounding Cape Horn against prevailing winds and current. In 2018/19 Pierre Huglo finished a nonstop, round-the-world race in a Contessa 32 in 221 days. The smallest boat in the race and first one home. Bristol condition, Extensive electronics, Loaded. Wonderful sailing boat. \$69,000. Channel Island Harbor, Oxnard, CA. (818) 430-7379 or jimnoonan123@gmail.com.



35 FT CHALLENGER 1974. Great coastal cruising boat and liveaboard. 6ft 2in headroom. Many upgrades including newer mainsail, boom and AGM batteries. Electrical system updated approx. eight years ago with Blue Seas System. Garmin GPS chartplotter. 16-mile radar. Boat last hauled and bottom painted June 2019. \$22,500. Alameda, CA. (925) 577-0239 or ghall4135@gmail.com.

36 – 39 FEET



36-FT SABRE, 1994. Possible delivery or relocation. This is not your average 362, it was extensively upgraded in 2017. The professionally installed upgrades include: hydraulic autopilot, new MFD chartplotter and gauges, radar, solar panels, LED lights, anchor, inverter/charger, expanded battery capacity, NEMA 2000 backbone, LED TV, satellite email/text/weather, and VHF/AIS. Call/email for full details and pictures request. \$119,000. San Carlos, MX. (805) 320-5600 or robker2@comcast.net.



36 FT SAMSON C-PETREL 1984. Traditional ferrocement cutter-rig sailboat. Veteran of 3 South Pacific cruises. Ready to cruise. Hank-on sails, 12V system, Yanmar diesel 40hp, ice box, solar panels, Monitor, SSB, 2 dinghies, radar, GPS. \$17,500. Vallejo Yacht Club. (916) 704-0298 or penelopecdj@yahoo.com.

39-FT FREYA, 'CANDIDE', 1978. 'Candide' is a Hawaii and Mexico vet. Yanmar diesel, ProFurl, Monitor windvane, IC-710 SSB, new Spectra watermaker, etc. \$49,000. Brisbane. (650) 728-9528 or (650) 773-3834 or hogancanoes@aol.com.



39 FT ERICSON 39 FLUSH DECK 1972. Classic cruiser/racer with Isuzu 240 diesel, Furuno radar, (8) self-tailing winches, roller furling, new holding tanks, new rigging. Wind, speed, and autopilot instruments. Needs upholstery work. Great value. Call Bill. \$20,000. Richmond, CA. (707) 225-5696 or bill.borgen5151@gmail.com.

36 FT CASCADE 36 1977. Cascade 36 ketch-rigged sailboat, Hull #14. This was originally a kit boat built in Oregon and finished in San Leandro. She sails very well but needs extensive work, as she has been sadly neglected for the last several years. She has three roller-furling jibs, a main, and a mizzen sail. There is a large inventory of accessories and spare parts. For details contact Glen. \$10,000. San Leandro Marina. (541) 274-9268 or glenr99@gmail.com.

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37 FT ROBERT PERRY VALIANT ES-PRIT 1981. If you're looking for a day-sailer, this is not your boat. 'Wild Goose' is an experienced ocean cruiser, with Monitor windvane, solar, wind gen, auto-pilot, watermaker, etc. She has crossed the Atlantic and spent seasons in Mexico. She's fast and stout, with a beautifully rounded stern. I bought 'Wild Goose' in 2018 for a new book project retracing the Steinbeck/Ricketts 1940 Baja expedition. I paid \$40,000 and spent another \$70,000 on upgrades, including new upholstery, new interior varnish, life raft, standing rigging, satellite phone, dodger, various electronics, and a new paint job. I need the boat this winter for research and writing but will be ready to part with her, reluctantly, in spring 2021. \$60,000. Gueymas/Loreto/La Paz. (360) 378-7517 or jonwhite@rockisland.com.



36 FT ISLANDER 36 - FREEPORT - PLAN B 1978. Rare - B Plan with Pullman berth - Hull #44. This Islander 36 is a well-rounded liveaboard sailboat with impressive cruising capabilities. Very comfortable for sailing, dock life & liveaboard. Outfitted for singlehanded sailing - perfect for the serenity of sailing the San Francisco Bay! Well loved and diligently maintained, many upgrades, low engine hrs, 2nd owner, all service records. \$60,000. Coyote Point - San Mateo. (831) 578-1506 or mrgz76@gmail.com.



37 FT CUSTOM CREALOCK 37 1994. This impressive world ww continues to be in demand by serious sailors looking for a high-quality bluewater cruiser. The boat can easily be handled alone or by a small crew. Makes a great liveaboard. Inquire for photos and equipment list. It is a custom-fitted Cruising Consultants Crealock 37. It has the same hull as, but is not manufactured by, Pacific Seacraft. There have only been 16 of these amazing cruisers made. The custom-made Crealock 37s are valued between about 50K-90K. Selling for \$35K since it needs some minor cosmetic repair work (finish / trim work, etc.) Have no time to do the work nor time to use the boat. Serious inquiries only. \$35,000. Monterey, CA. Email cher_d1@yahoo.com.

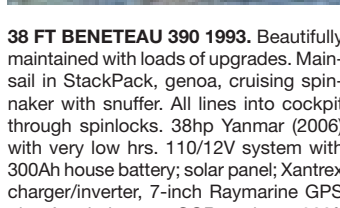


39 FT CAVALIER 39 1986. New Zealand-built ocean cruiser with tiller. Well maintained, one owner. Monitor windvane, Simrad autopilot, Furuno radar and GPS, 120 furling genoa, spinnaker with sock, 55hp Isuzu diesel, unique interior, freezer and refrigeration, new Dickinson Caribbean cook stove. \$85,000. Anacortes, WA. (510) 421-1768 or rahostler@hotmail.com.

40 - 50 FEET



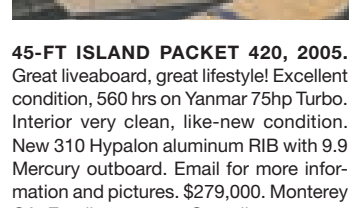
37 FT EXPRESS 37 1985. Express 37, ready to race! Survey available on request. For more information and more photos, visit Sailing Anarchy website. \$49,500. Long Beach, CA. (310) 904-9177 or dmonk@usc.edu, <https://tinyurl.com/y7suk4he>.



38 FT BENETEAU 390 1993. Beautifully maintained with loads of upgrades. Mainsail in StackPack, genoa, cruising spinnaker with snuffer. All lines into cockpit through spinlocks. 38hp Yanmar (2006) with very low hrs. 110/12V system with 300Ah house battery; solar panel; Xantrex charger/inverter, 7-inch Raymarine GPS plus Autohelm, two CQR anchors, 200ft of chain and electric windlass. 10ft Achilles inflatable with 5hp two-stroke Honda outboard. Gorgeous teak and mahogany interior with custom-built saloon table. Bottom paint, new zincs, and thru-hull 2018. Gallery of pictures of 'Twende' on website. \$72,000. Brickyard Cove, Richmond. (916) 956-3302 or justin@ecoconsult.biz, tinyurl.com/y9hom3yc.



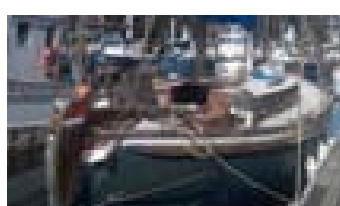
39 FT WYLIE 39 2000. Very fast, comfortable cruiser/racer. Includes full galley with gimballed stove/oven, sink, refrigerator, head with shower and sink, BBQ. 4 sails: main, 2 jibs, spinnaker. Dinghy w/motor. Sail over 20 knots, motor over 7 knots. Very comfy, sleeps 6. \$15,000. Alameda CA. (510) 846-2087 or cuttime@live.com.



45-FT ISLAND PACKET 420, 2005. Great liveaboard, great lifestyle! Excellent condition, 560 hrs on Yanmar 75hp Turbo. Interior very clean, like-new condition. New 310 Hypalon aluminum RIB with 9.9 Mercury outboard. Email for more information and pictures. \$279,000. Monterey CA. Email terry.tmora@gmail.com.



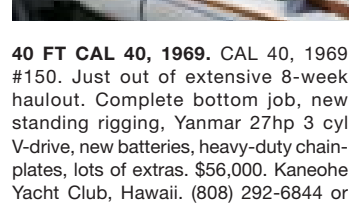
38 FT 1969 HARDIN SEA WOLF KETCH 38 1969. 'Natasha' has cruised the world. Old-growth teak, Sitka spruce masts, kauri spreaders, newly broken-in engine. Westerbeke diesel 450hrs, 135gal fuel, 120gal water, generator, watermaker, SSB/Ham radio, Monitor windvane, SPARES. \$60,000. Berkeley, CA. (415) 855-1983 or natasha1353@gmail.com.



38 FT INGRID 38 CRUISER '79. Ingrid 38 in ferro-cement; bluewater cruiser, cutter rig, aluminum spars. New standing rigging (2017), 55hp Westerbeke diesel, working sails, tiller Autohelm, Aries vane steering, tools and spare parts, lite on electronics. Text for more information. \$12,000. Noyo Hbr, D-13 Ft Bragg, CA. (907) 602-3523 or cliffw@att.net.



37 FT IRWIN 37 1980. Irwin 37 center cockpit. Set up for cruising and singlehanded sailing. Monitor wind vane, watermaker, All cruising electronics, Radar, SSB radio etc Perkins 408 6,000 hrs. 90 gal water/fuel. Sailor@europe.com \$37,000. Alameda. (510) 414-9333 or sailor@europe.com.



40 FT CAL 40, 1969. CAL 40, 1969 #150. Just out of extensive 8-week haulout. Complete bottom job, new standing rigging, Yanmar 27hp 3 cyl V-drive, new batteries, heavy-duty chainplates, lots of extras. \$56,000. Kaneohe Yacht Club, Hawaii. (808) 292-6844 or gvan@hawaii.rr.com.

43 FT HUNTER LEGEND 1995. 'Dos Leos' is a 2011 Baja Ha-Ha veteran. Includes a new 10-ft Aquapro RIB dinghy and new 5hp Yamaha outboard. Well cared for and well equipped for cruising. \$70,000. Mazatlan Marina, MX. (830) 431-1965 or rpcart007@yahoo.com, <http://www.hunter-legend.com>.



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51 & OVER



42 FT WESTSAIL 1976. Factory-finished. The opportunity of a lifetime. This classic sailboat I recently inherited, but I do not sail. Therefore I am selling it for half price. Visit the website for details under boat name 'Mana.' \$55,000. Langkawi, Malaysia. (808) 989-7674 or sjaaloaha@hotmail.com, <https://tinyurl.com/6ypsuhd>.

50 FT HUDSON FORCE 50 1978. Center cockpit, Lehman 80, aft queen with windows, good condition. \$90,000. Berkeley. Email Tcparfitt@yahoo.com.

42-FT TAYANA VANCOUVER CC, 1984. Ideal, comfortable, safe, perfect couple's bluewater cruiser. Easy to handle but roomy. Newer range/oven/microwave and refrigeration. Perkins 4-236, genset. Like-new full-battened mainsail, roller furler, hard fiberglass bimini and dodger. Full specifications and photos available. \$92,900. San Carlos, Sonora, Mexico. (520) 955-4154 or nautpegleg@gmail.com.



46 FT KELLY PETERSON 46 1982. New standing and running rigging 3 years ago. Long list of rework and maintenance readying for extended voyage. New 600' of chain, lifelines, dodger and house canvas. The list goes on! \$152,000. Ventura, CA. (805) 459-1909 or woodeneye53@yahoo.com.



47 FT CHEOY LEE OFFSHORE 1973. Renovated and upgraded over the past 5 years. Low hrs on Perkins 4-108, rebuilt transmission '20, new sails '20, Garhauer davits '20. Extensive list can be provided with last survey and photos. We were the third owner when we purchased in 2000. \$79,000. Oxnard, CA. (818) 667-0895 or wildbluecrew@yahoo.com.

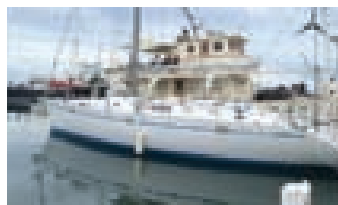
46 FT HYLAS 1999. Beautiful blue hull 1999 Hylas 46, German Frers-designed, well cared for and much enjoyed. Upgrades include bow thruster. Originally owned by Kyle Jackney (founder of Hylas Yachts), 'Kaian' is sold as is, where is. Call Rob. \$250,000. Long Beach, CA. (415) 821-9525 or Eticket0@aol.com.



40 FT PASSPORT 1983. World-capable cruiser. Ready to take you cruising. Cutter-rigged. Oversized rigging and 2 large extra cockpit winches. Large sail inventory, VHF, Icom HF, GPS, Aries windvane, Dickinson heater, Autohelm autopilot, Furuno radar, 40hp Yanmar engine. 3 burner stove/oven, refridge/freezer, Spectra watermaker. 2018, power train refurbished at \$20K cost. If buyer broker is involved, selling price is \$145K. \$130,000. Orcas Island, WA. (360) 632-8896 or svlansend@yahoo.com.

41 FT CHEOY LEE OFFSHORE 41 1978. Renovation in process: New D2-55F Volvo/transmission to be installed, new thru-hulls, bottom paint, wiring, refurbished teak deck/caulking, nonskid, removed and sealed storm window, deck hatches, engine bilge stripped/painted. \$35,000. Ventura. (805) 795-0143 or emijr2017@icloud.com.

46 FT KELLY PETERSON 1983. Magnificently maintained. Pristine classic world-renowned cruising vessel. Re-powered 100hp turbo Yanmar engine 1,400hrs. New rigging, new refrigeration, new upholstery. New solar, davits, Northern Lights generator, watermaker, cruising spinnaker, and much more. \$149,000. Long Beach, CA. (949) 632-1289 or speyerof@gmail.com.

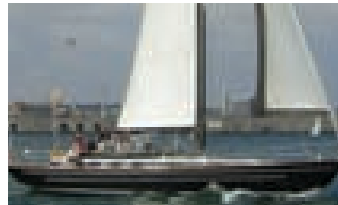


50 FT BENETEAU M500 1990. Meticulously cared for, upgraded for true cruising lifestyle. Customized forward stateroom; master's suite includes a walk-around queen-size bed, customized shower; 2 aft queen staterooms with heads; crew quarters forward; large cockpit and large galley. Electronics include 2 chartplotters, radar, sat phone, SSB; liferaft, EPIRB, autopilot; new rigging; new bottom paint. Sailed around the world. Mainsail, gennaker, jib; boom vang; autoprop; twin helms; cockpit shower. \$160,000. Ensenada, Mexico. (818) 209-2678 or cynthiamodders@gmail.com.

42 FT CATALINA 1990. Proven Bay and offshore vessel that handles heavy air that we get all summer long. Continual upgrades over the years. Plenty of extras included. Great for weekends on the water. More at website. \$70,000. San Francisco. (775) 298-1699 or garubale@yahoo.com, <https://tinyurl.com/2zzue86o>.



42 FT PETERSON 1982/2006. Refitted and refabricated to sport an open transom, dual helms by Dencho Marine. This is a one-of-a-kind custom high-performance sailor's sailboat and set up to be singlehanded. Can be used inshore but is offshore-capable. Located in Ventura, CA. Photos and equipment list on request. \$82,000. Ventura, CA. (805) 218-8204 or kimingham10@gmail.com.



48 FT CT 48 1981. CT 48 center-cockpit cruiser, 1981: Perkins 65hp, 3 cabins, 2 heads, new running rigging, bottom paint, upholstery and interior carpet in 2021, spacious teak interior, very comfortable. Call Chris. \$64,000. Coronado Yacht Club. (619) 762-0079 or sneefang@aol.com.



40 FT CUSTOM 40 VAN DE STADT 1986. SSS Transpac vet now a racer/cruiser. New main. New Volvo diesel. New Jabscos head. 300W solar with new wiring. 20# Rocna with 240 ft high-test chain. Spinnaker and gear. Bimini, fridge, BBQ, 3-burner stove w/oven. \$30,000. Puerto Vallarta. (510) 520-0779 or Knicksparnt@gmail.com.



41 FT JEANNEAU VOYAGER 12.5 1990 FRENCH-BUILT. Pier 39 slip lease may be included for VERY low price. 3 cabins: 2 aft doubles, main cabin forward. 2 heads, refrigerator, Force 10 stove. 50hp Perkins. Great cockpit. 2020 bottom paint. Mast furling. Brokers say \$70k. Owner will accept first offer over \$55,000 before listing at end of March. See Pier 39.com for slip details. Include slip for 1/2 the lowest 40 listed. (Mo. fee \$392 + utilities) FYI - we've been at the marina for 8 yrs. Love the life. Parking deal included. Call for our experiences and details. \$55,000 Pier 39 (415) 846-5551 mark_brunelle@yahoo.com

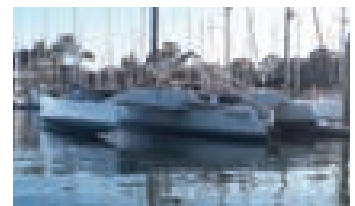


57 FT RELIANCE KETCH 1990. Fresh Yamaha diesel, new sails, and roller furling. Located Spud Point Marina, Bodega Bay, CA. South Pacific vet. Contact William. \$100,000. Bodega Bay CA. (707) 890-7530.



51 FT ENDEAVOUR 1990. Two state-rooms, crew double Pullman. Hardtop full encl transom. Arch/davits w/motor lift. Available 1 March. Shallow draft wing keel, Schaefer roller furler, Autoprop, PSS dripless, Raymarine equipmt. Icom 602 VHF, 4x120W solar panels, 2 cntrls, 4x4D AGMs. Yanmar 66T, twin Raycor. Dual Danfoss fridge/freezer. Spectra watermaker, Avon RIB. Delivery available. Serious buyers only \$135,000. Puerto Vallarta. (720) 243-1540 or christopher.p.brawand@gmail.com.

MULTIHULLS



40 FT LOCK CROWTHER BUCCANEER 40 TRIMARAN 1977. Sail or race the day away or cruise to Hawaii. This fast world cruiser, designed by internationally renowned Lock Crowther, is stable, responsive and solid. Custom Airex FRP construction means less maintenance. Freshly painted Awlgrip topsides, Petit Kiwi-Grip nonskid deck paint and Petit Trinidad Pro antifoul bottom paint complete this fine vessel's refurbishment. The simple but comfortable galley, salon and head will keep you and your crew comfortable. A queen-size berth, two side berths and the aft cabin sleep six. Full list of refurbishments available upon request. Recent boat survey and fully insured. This Buccaneer 40 tri is one of Crowther's most notable designs and a rare find. \$45,900. San Francisco Bay. (831) 332-9041 or mfrances61@gmail.com.



40 FT NORMAN CROSS TRIMARAN CUSTOM 1978. This is a Norman Cross 40 trimaran that has been heavily modified. This trimaran has a sugar scoop and steps to the water. Aft hatch was created from scratch allowing entry and exit into the aft cabin. All the systems of the boat are modern and functional. Brand-new Engle fridge, Yanmar diesel runs great. Superbly stable and functional trimaran. Large cockpit and flat decking make for a massive deck plan. All offers considered! \$69,000. Honolulu, HI. (415) 272-7890 or jaynebrody@gmail.com.



40 FT HARRIS TRIMARAN 1994. Off-shore performance cruiser. Sleeps 6 in V berth, aft queen, and two wing berths. Tiller and reliable Yanmar 3GM30F. A few deck areas need attention and rigging is clean but original. \$38,000. Seattle. (206) 612-4623 or zklaja@gmail.com.



46 FT RUDY CHOY/CSK 1960. 'Lani Kai' is a classic Rudy Choy/CSK from the '60s. Complete restoration undertaken over the past 20 years. Includes: twin saildrive engs (in aft amas), new mast and all rigging, new rudders and centerboards, Simrad autopilot, new Force 10 propane stove, new built-in icebox. Great liveaboard. \$45,000. San Diego. (619) 548-0367 or LaniKaiSDYC@gmail.com.



36 FT MACGREGOR 1977. Fast fun cat. 'Cats Knot'. Newer Mercury outboard, trailer included, can be disassembled and transported on trailer. Alameda Marina Village Gate 10A. Transferable berth \$435/mo See more on Craigslist, "catamaran". \$15,000. Alameda. Contact 510-502-3543 or kentdillon@aol.com.



55 FT TRIMARAN, HORSTMAN-INSPIRED 1989. MUST SELL! Majestic comfortable liveaboard, 62' LOA X 27' W. New-ish sails: Norseman System main; furling genoa. Dinghy/outboard. 800W solar, Outback VFX2812. 15kW Westerbeke generator. Needs motor. Refrigerator, large freezer. Watermaker. 2 kayaks, Brownie's Hookah, fishing equipment. 3 heads, sleeps 6+. Custom SS lifeline, large brass portholes in V-berth, teak table in large covered cockpit. Custom deck box. Includes 20-ft Novurania Equator 600 w/trailer in dry dock. \$80,000. Panama City, Panama. (775) 350-4935 or (775) 782-7035 or bssevers@msn.com.



38 FT GINISTY CUSTOM CATAMARAN 1993. Built in Sausalito and well maintained. Rotating wing mast, Yamaha 9.9, two cabins, spacious interior. Need to sell or find partner to enjoy and maintain her. \$100,000. Bay Area. (415) 505-8564 or sandee@sailapparition.com.



48 FT CROSS 2006. Ocean passagemaker. Prefer partnership \$24k, consider 1/3 at \$18k, with buyout. East Coast/Bahamas, rtw possibility? Fifty miles from the Erie Canal. Currently on eBay, also YouTube under Breezeway 48ft Cross trimaran, 'Sulis.' 60hp diesel, epoxy, cold molded, 5 berths. Will need several hatches replaced. Stored indoors. Excellent diver, kiteboard platform. Wife's illness doesn't allow me full-time access. \$44,000. 1000 Islands, Ontario. (775) 722-5677 or multihuler@aol.com.



35 FT ENDEAVOUR VICTORY 35 2001. 2001 Endeavour Victory Catamaran. Just spent 2 years getting her ready and my wife won't step foot on her! Ready to go anywhere. She is beautiful and already in the Sea of Cortez! And a pleasure to sail. A complete listing can be found at website. You can also email me with any questions. \$143,000. La Paz Baja Sur Mexico. (239) 440-0193 or garyswenson@hotmail.com, http://www.lapazcruisersupply.com.

POWER HOUSEBOATS



30 FT OWENS/CONCORD 2007. Fiberglass hull, deck, cabin, swim platform. Complete restoration in 2007/8. New Yanmar 6cyl 265hp 520hr. Equipped for extended cruising Sea of Cortez. Fuel 125gal one tank. Fresh water 55gal, two tanks. Two bunks in bow, bedding. Complete galley, elec. head. West Marine 9-ft dinghy, 3.5hp 4-stroke outboard. Twin axle galvanized trailer. In La Paz, BCS, maintained by Marina staff/owner. US registry. \$44,000. Marina de La Paz. Contact 011-52 (612) 125-2112 or (619) 870-6742 or mary@marinalapaz.com.



19 FT ARIMA SR 19 1997. It has a 2014 Evinrude E115DSL motor, as well as a trolling motor. The boat has two fish boxes on deck and seats five. There is a clean cuddy cabin that sleeps two. Portable toilet. Single-axle trailer. Hydraulic jack. Fishfinder and radar. T-top with canvas. Great boat for fishing but also versatile enough to take the family to the lake for tubing. Cleaned and rinsed after each use. \$18,500. El Cerrito CA. Email sheryls813@gmail.com.

CLUBS MEMBERSHIPS

CLUB NAUTIQUE. Passagemaker membership for sale at premier sailing club on SF Bay. Includes training through Offshore Passagemaking. Normally \$4500. \$3,500. Email bncn0221@gmail.com.

CREW

OFFSHORE INSTRUCTION. John and Amanda Neal provide documented ocean passagemaking instruction aboard 'Mahina Tiare III', their Hallberg-Rassy 46, drawing on their combined 732,000 miles and 87 years experience. (360) 378-6131 or john@mahina.com, http://www.mahina.com.

ADVENTURE SAILING. Join us for an ocean passage in 2021. (707) 953-0434 or andy@sailingbiz.com, http://www.sailingbiz.com.

SOUTH PACIFIC TROPICS ADVENTURE?. Seeking 1-2 crew for 2021 Baja Ha-Ha & Pacific Puddle Jump to join me in comfortable & seaworthy Cabo Rico 34 sailboat. For details visit website. Email cbatson3@gmail.com, http://tropics2021.com.

SOUTH PACIFIC VOYAGE. 57' ketch 'Rufavo' looking for two adventurers for a two-year voyage through the South Pacific., Crew. Bodega Bay CA. (707) 890-7530 or johtoguy@live.com.

CLASSIC BOATS



35-FT WARNER YAWL, 1939. Low hrs Yanmar diesel. NEW! worm drive steering, SS fuel tanks, solar panels, air head, Simrad plotter and more. Completed extensive boatyard overhaul. Master Mariner race winner, Transpac vet. \$11,000. Owl Harbor. (206) 384-1175 or sagieber@gmail.com.

BUSINESS OPPORTUNITIES

SAILING CHARTER BUSINESS. Turnkey business with nine years' positive cash flow. Gulfstar 50 sailboat with USCG 24-passenger COI. Proven moneymaker. Prime Oakland location. \$245,000. Terms available to qualified buyer. Call or email Kirk. \$245,000. Oakland, CA. (650) 492-0681 or captkirk@sfbaysail.com, http://sfbaysail.com.

BERTHS SLIPS

REDWOOD CITY MARINA - SLIPS AVAILABLE. Slips 30'-75' at great rates! Amenities: parking, bathrooms, laundry, pump-out. Guest berths also available. Call for availability. 451 Seaport Court, Redwood City, CA 94063. (650) 306-4150 or twagner@redwoodcityport.com, http://www.redwoodcityport.com/marina.



50 FT SLIP + COMMERCIAL PERMIT + BOAT - HAWAII. Rare opportunity to own a 50ft slip in Hawaii's newest marina, Kawaihae Harbor on the beautiful Kohala Coast on the Big Island of Hawaii. Permit can be used for fishing (as is currently), or diving, snorkeling, marine animal watches (humpback whales!), sunset tours, weddings, or any other creative commercial adventure on the water you might dream of! Email for more information and a detailed PDF. Kawaihae South Harbor, HI. Email kazoo@shanachie.org.

GEAR

SAILOMAT 601 WINDVANE. Sailomat 601 self-steering windvane. Good condition. Worked when removed from boat. Text or call me (Joe) for photos or information. \$999. Monterey, CA. (831) 200-5799 or jfaxon@awsolutions.us.

NEW VOLVO D2-55F WITH TRANI. The real deal. New 55hp Volvo D2-55F with new MS25L-AA 2.27 transmission. Bought it for my sailboat but it won't fit without major engine bilge modification. \$12,800, OBO. Ventura. Email emijr2017@icloud.com.

JOB OPPORTUNITIES



EXPERIENCED YACHT BROKER / SALESPERSON NEEDED. Rubicon Yachts is seeking a professional yacht broker/salesperson for its new Alameda, CA office. Yacht sales experience required, must be a self-starter, membership in CYBA is a plus. Contact owner/broker Mark Miner. Alameda, CA. Email mark@rubiconyachts.com, <http://rubiconyachts.com>.



LICENSED CAPTAIN WANTED. Wanted: Licensed Captain with towing endorsement for TowBoatUS./Vessel Assist on the San Francisco Bay and Delta. Preferred if you live by SF waterfront, Alameda or Bethel Island areas. (925) 382-4422 or philpdelano@gmail.com, <http://vesselassistsanfrancisco.com>.

JOIN OUR TEAM OF INSTRUCTORS! Spinnaker Sailing in Redwood City is looking for ASA-certified sailing instructors to teach out of our Redwood City Marina location. Part-time, flexible schedules, midweek and/or weekends. Please contact Rich or Bob by phone or email. Redwood City Marina. (650) 363-1390 or office@spinnakersailing.com, <http://www.spinnakersailing.com>.

OFFICE MANAGER WANTED. We are a highly regarded and friendly sailboat rigging shop looking for an office bookkeeper/assistant to join the team. We have been doing business for 25+ years as a local shop in the Bay Area. The job is a mix of office manager, receptionist and bookkeeper. You will be greeting customers, taking phone calls, and answering emails. Duties as an office manager include client organization, managing our vendors, taking notes by dictation, invoicing, taking client payments, and payroll. As a bookkeeper, you will manage the business accounts in QuickBooks and oversee the budget. We are looking for someone who can do all of the above tasks with a knowledge of QuickBooks. Contact Tom Relyea., Job Opportunities. Email southbeachriggers@gmail.com.

SAILBOAT RIGGER WANTED. Sailboat rigger wanted. Tired of the rain and snow? Come work in sunny Sausalito, California. Friendly, highly regarded shop with 25+ years' experience. Experience and splicing skills a plus. Compensation based on experience. Free parking, waterfront location. Contact Tom. (415) 331-3400 or southbeachriggers@gmail.com.

INSTRUCTORS WANTED. Join the captains at Club Nautique and start teaching US Sailing's most comprehensive curriculum of sail and power courses, both offshore and inshore, in the nation. We have openings now for USCG-licensed captains who exhibit exceptional communication and boating skills, and the willingness to train and work in a professional environment. Full-time and part-time positions available. (510) 865-4700 X313 or schooldirector@clubnautique.net, <http://www.clubnautique.net>.

SAILING INSTRUCTORS, SKIPPER. Now hiring sailors! \$20-\$25 DOQ. Sail our new Andrews 21s & Santa Cruz 27s. Midweek/weekend work available. Our great location and wonderful staff make us one of the top ASA sailing schools. Email resumé/call today. South Beach Harbor, SF. (415) 543-7333 or staff@spinnaker-sailing.com, <http://tinyurl.com/2r348wud>.

HALF MOON BAY YACHT CLUB SEEKS YOUTH SAILING PROGRAM MANAGER. HMBYC is seeking a full-time Youth Sailing Camp Program Manager/Lead Instructor for summer season. This position will be full-time (8-5 pm, M-F) for 9 weeks, beginning June 1 - August 6, 2021. In addition, there is a part-time opportunity to develop a winter weekend program. Position entails: Manage oversight and scheduling of all youth sailing instructors, lead as senior on-the-water instructor, curriculum review and development, liaison with parents, chief safety lead for all sailing camp activities, including enforcing COVID protocols for camp. Position requirements: Certified US Sailing or ASA Sailing Instructor preferred, previous experience required. Contact Karen Allanson for more information. Half Moon Bay, CA. (650) 728-2120 or Karen: rearcommadore@hmbyc.org, <http://www.hmbyc.org>.

JOBS WANTED

PRIVATE TRAINING. Is your new yacht still more than a handful? Perhaps I can help. I have a USCG 1600 ton sail license since 1979. Private lessons onboard your boat can make a difference. Contact Jim. Aloha. Bay Area. (831) 251-4656 or caphomer@hotmail.com, <http://ponocharters.com>.

MISCELLANEOUS

HUGE FIRE SALE. Double-spreader tapered mast with three halyards, 4 Bariat winches, 4 North sails, all the standing and running rigging, and all hardware for 26ft - 28ft boats. \$6,000. Los Banos, cal. (209) 704-4982 or cblair1015@yahoo.com.

TORQUEEDO ELECTRIC PROPULSION. New Torqueedo system at discount! TQ's Twin Deep Blue 50kW HVIB Electric Propulsion (BMW batteries). Never opened/installed, factory warranty provided, generators not included, Contact Charlie for pricing and specs., Upon Request. SF North Bay Area. (707) 492-3272 or charlie@adventurecat.com.

NON PROFIT

DONATE YOUR BOAT. The Bay Area Association of Disabled Sailors strives to make sailing accessible to people with disabilities. BAADS is always on the lookout for donated boats to support its mission. Help an all-volunteer organization while receiving a charitable tax deduction. (415) 532-9831 or boatdonations@baads.org.

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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. (415) 269-5165 or puntamitabeachfrontcondos@gmail.com.

PARTNERSHIPS

LOOKING TO JOIN A PARTNERSHIP. Our beloved Beneteau 350 partnership is dissolving after more than 10 glorious years. One, maybe two partners are looking to join another fabulous sailing vessel. Here is our wish list: Length: 34-40 feet. Age of boat: Minimum 10 years old. Sausalito preferred. Rigging: Amenable to single- or doublehanding. Use: Daysailing, local ocean races, Farallon Patrol, Hawaii?? Equity or non-equity OK. (415) 244-8050 or harmon@shragge.com.

CO-OWN 41 FT BENETEAU IN SF MARINA, WEST HARBOR, GOLDEN GATE VIEWS FROM SLIP. Meticulously maintained 41-ft Beneteau sailboat located off Marina Blvd, by Gate 13. 2 cabins, 2 heads. Looking for a 50% owner who wants to get out on the Bay and sail, believes in the importance of investing in maintenance, and appreciates the amazing location of West Harbor. One-time fee for 50% of the boat plus monthly costs. \$65,000. SF Marina, West Harbor, Marina Blvd, Gate 13. (415) 244-5422 or cmtozzi@gmail.com.

DEHLER 34 FT 1986. Racer/cruiser, tiller, sound shape. Docked right next to the Giants' Oracle Park. \$175-300/month + annual maintenance (\$500-1000) depending on the flexible schedule option. Parking included. Stable no-equity partnership. Text/Call Val. (650) 670-5300. South Beach Harbor. (650) 670-5300 or valtaft@gmail.com.



FOR THE LOVE OF SAILING. 1972 Cal 29 called 'Librium.' Purchased it a couple of years ago. Is a project boat, Atomic 4 has been removed, currently using an outboard (sucks in swells, but I don't care). The boat is currently in Fort Bragg, but I miss Bodega Bay (entrance to the Pacific is easier there). I like the SF Bay too, for visits, learned to sail there; prefer a quick access to the swells. As the facilitator of my purchase said, it's got good bones. Thought about selling, but ... So I'm considering a partnership, to wean myself. Project? Some interior paint and removal of deterioration. Slow? Yeah, took me eight years to get my other boat painted; busy sailing. \$998, Negotiable. Fort Bragg. (530) 596-3054 or jblundquistgis@gmail.com.

LOOKING FOR POWER BOAT. I'm looking for a power boat to use as a short-term office for the next few months. If you have an underutilized boat and would like to rent it out for a \$400/month for daytime use at the dock, let's talk. Marin County. (415) 987-0330 or marin.edward2021@outlook.com.

31 FT COLUMBIA-PAYNE DESIGN 1978. One-quarter equity partnership. Well maintained. Diesel; roller-furled jib; tiller; 6 berths. Seeking experienced sailor who knows Bay and shares responsibility. Monthly \$180. Occasional capital calls; haul out every 2-3 years. No dogs. \$2,500. Clipper - Sausalito. Contact Pat (707) 338-2164 or April (415) 412-1484.

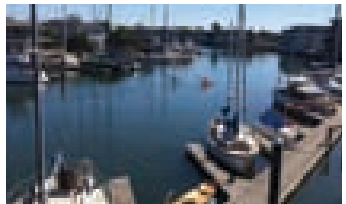
SOUTH BEACH – EQUITY PARTNERSHIP. 1/2 equity partnership in a well maintained 30-ft. S2 9.2 located at South Beach Marina. New sails and Lewmar self-tailing winches added in 2015, re-powered in 2005, bottom job completed approximately 1 year ago. Control lines led to the cockpit making for easy single-handed or crewed sailing. \$12,000 (obo) for half ownership, then approximately \$350/month for recurring expenses and maintenance. Contact via email preferred. \$12,000, OBO. South Beach Marina. (415) 657-6669 or pamanddave@cocca.ca.

SUBLET AVAILABLE. Friendly waterfront canvas shop has appx. 425 sq ft semi-private space available for sublet. Sunny Sausalito location. Share bath and kitchen. No live-ins or woodwork. Perfect for light industrial/office use. (415) 332-2509 or saintarbutck@sonic.net.



BUILD, LAUNCH YOUR DREAM BOAT IN PORT HADLOCK, WA. Live. Work. Play! A boat builder's paradise. Live in the 2,020 sq ft Craftsman home. Work in, and lease out, the 9,308 sq ft work spaces next door; many beautiful wooden boats, fine woodworking and marvelous paintings have been created here. Play on the sandy beach, launch your kayak, and watch the water, sea life and birds. Close to Port Townsend, shopping, banks, library, the Ajax Cafe and the Northwest School of Wooden Boatbuilding. A rare opportunity to live and work on 200 feet of waterfront. \$1,500,000. Port Hadlock, Washington. (415) 828-1947 or danielledignan@gmail.com, https://tinyurl.com/1ici9I9q.

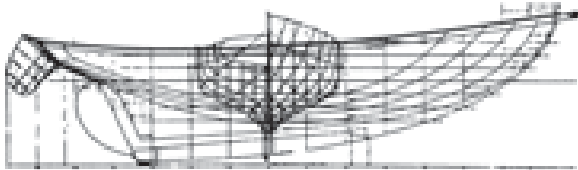
FOR SALE OR RENT



FOR SALE: CONDO ON THE WATER. Live on the water without the maintenance. A hidden gem of a property on the dock on the San Rafael Canal, the heart of Marin County. Quiet, unobstructed views. Walk to Whole Foods, Trader Joe's and restaurants, Friday night art walk and the famous weekly farmer's market. A large master bedroom, office/bedroom, 2 full baths, W/D, gas/wood fireplace, 2 decks, stainless appliances in kitchen. Gated, 21 units 75% owner occupied, parking, Low HOA fees. https://youtu.be/XTSNngPjJQY \$699,000. San Rafael. (415) 290-6662 or monaskylerrealstate@gmail.com, https://tinyurl.com/y5h6dbyf.

TRYING TO LOCATE

JAMES MCDOWELL. Trying to get your advice on one of the boats you previously owned. Thanks a lot for your time. (650) 714-7777 or saylor44@gmail.com, http://tinyurl.com/3z23tbf.



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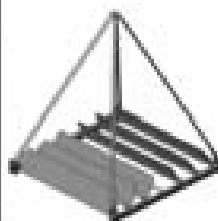
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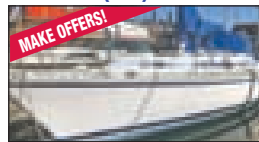
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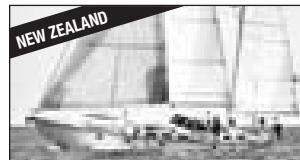
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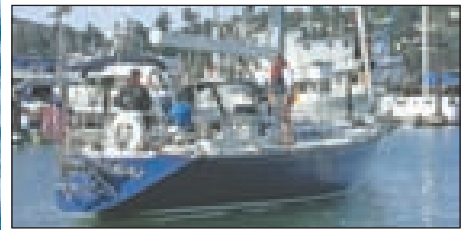
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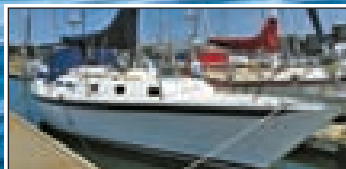
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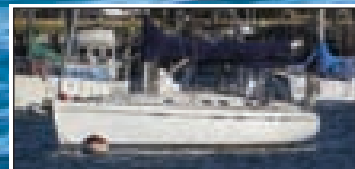
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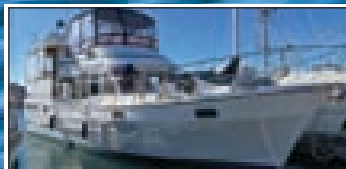
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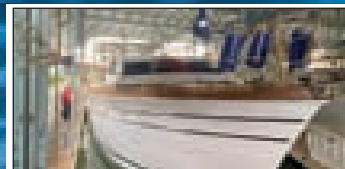
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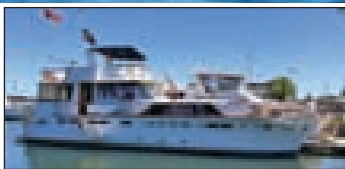
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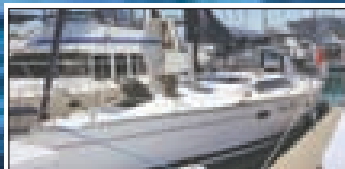
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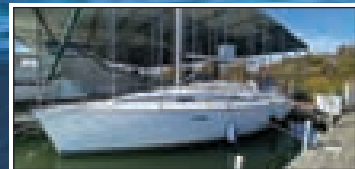
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