



Latitude 38

VOLUME 541 July 2022

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Crissy Field — the Kite Scene
Max Ebb: The Stars Compel***

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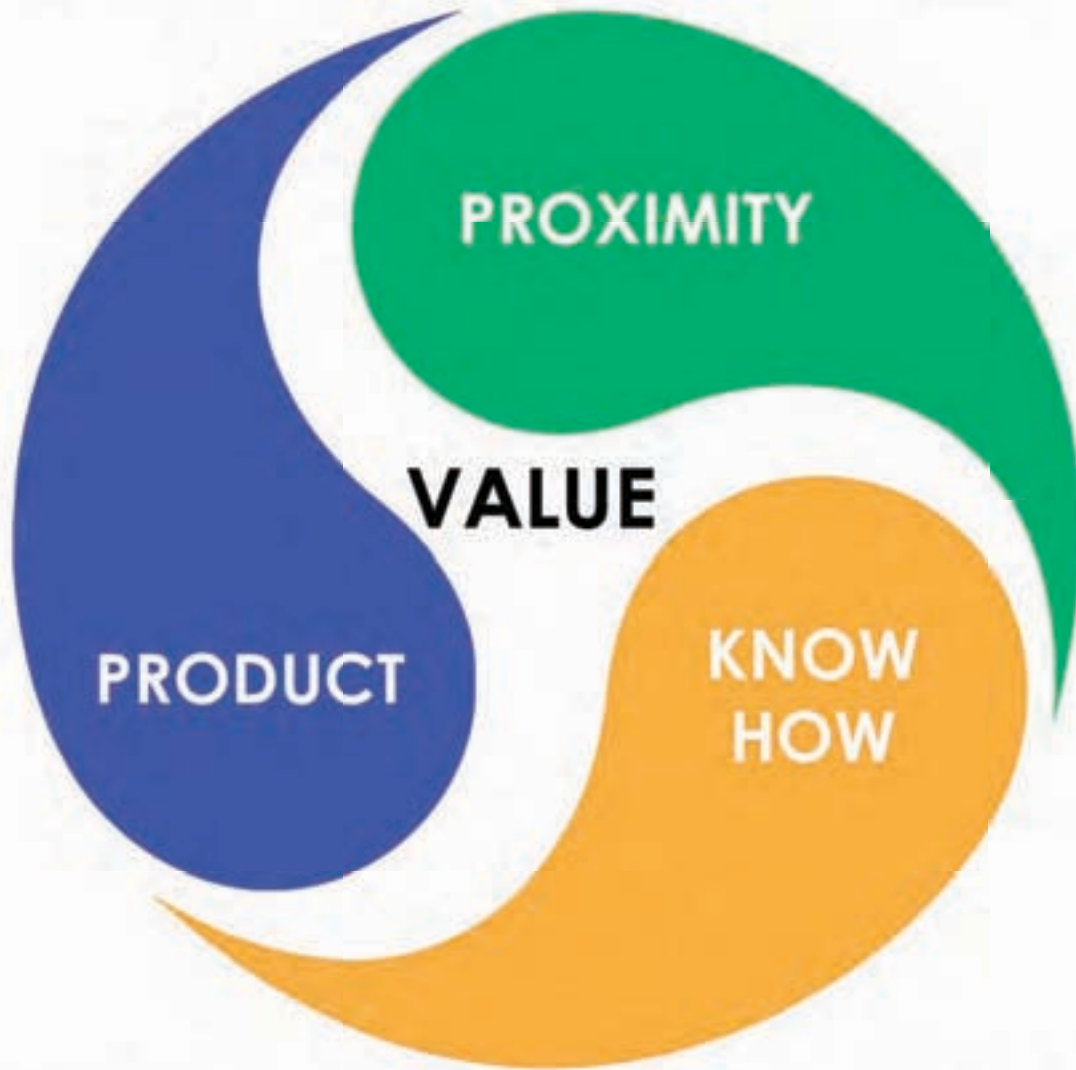
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CONTENTS

subscriptions	6
calendar	10
letters	20
loose lips	47
sightings	48
pacific cup preview	58
master mariners regatta	62
crissy field — the kite scene	68
max ebb: the stars compel	72
racing sheet	76
changes in latitudes	86
classy classifieds	96
advertisers index	104
brokerage	106

Cover: A busy 2022 racing season has created a competitive year of close-quarters sailing.

Credit: Martha Blanchfield

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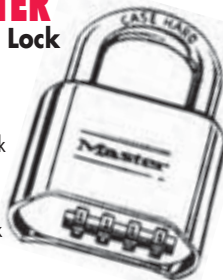
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Latitude 38

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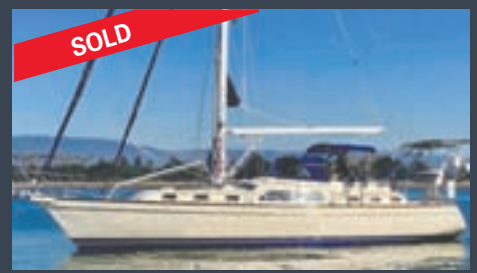




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CALENDAR

Non-Race

July 3 — Barron Hilton's Independence Day Fireworks, Mandeville Tip, San Joaquin River, dusk. This year preceded by a Patriots Jet Team air show at 5 p.m.

July 3-31 — Keelboat Sailing, South Beach Harbor, San Francisco, noon-5 p.m. Sundays, weather permitting; RSVP in advance. Free. BAADS, www.baads.org/sailing.

July 4 — Independence Day.

July 4 — 4th of July Picnic & Fireworks Viewing, San Diego Maritime Museum, 7 p.m. No-host bar, picnic fare available for purchase. \$20. Info, www.sdmartime.org.

July 6-27 — Wednesday Yachting Luncheon, via YouTube, noon. StFYC, www.stfyc.com.

July 11-14 — Wind Clinic for Lasers and Optis, Cascade Locks, OR. CGRA, www.cgra.org.

July 13 — Full Buck Moon on a Wednesday.

July 15 — C420 Heavy Air Clinic, Cascade Locks, OR. CGRA, www.cgra.org.

July 22-24 — Potter Yachters Monterey Bay Sail. Info, www.potter-yachters.org.

July 23 — Runabouts on the River, Stockton SC, 9 a.m.-3 p.m. Antique & classic boat show, vendors, arts & crafts, BBQ lunch & drinks for sale. Benefits Hospice of San Joaquin. Free. SSC, www.stocktonsc.org.

July 31 — Open House/Introductory Sail, Berkeley, 1-3 p.m. Guests must show proof of COVID vaccination. Free. Cal Sailing Club, www.cal-sailing.org.

Aug. 2-4 — Laser Clinic, Cascade Locks, OR. CGRA, www.cgra.org.

Aug. 5-7 — Potter Yachters Half Moon Bay Sail. Info, www.potter-yachters.org.

Aug. 6 — Maritime Day, Galilee Harbor, Sausalito, 8 a.m.-6 p.m. Live music, art, food, wooden boat building, dinghy dash, historic vessels, free boat rides, marine flea market, raffle. Free. Info, galieeharbor@gmail.com or (415) 332-8444.

Aug. 6 — Taste of the Delta, Village West Marina & Resort, Stockton, 1-4 p.m. Benefits California Delta Chambers. \$45-\$50. Info, www.californiadelta.org.

Aug. 6 — Sail Benicia. BenYC, www.beniciayachtclub.org.

Aug. 12-13 — Concours d'Elegance Wooden Boat Show, Obexer's, Homewood. Tahoe YC, www.laketahoekoncours.com.

Racing

July 2 — Brothers & Sisters Race. TYC, www.tyc.org.

July 2 — 4th of July Regatta, Long Beach. ABYC, www.abyc.org.

July 2 — Stars & Stripes. CPYC, www.cpyc.com.

July 2 — Purissima Regatta. HMBYC, www.hmbyc.org.

July 3 — Firecracker Regatta, Santa Cruz to Monterey. SCYC, www.scyc.org.

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

July 6 — LongPac Race starts. SSS, www.sfbaysss.org.

July 8-9 — Trans-Tahoe Regatta. Buoy races Friday; long-distance race Saturday. Tahoe YC, www.tahoeyc.com.

July 9 — OYRA Half Moon Bay Race. YRA, www.yra.org.

July 9 — Hart Nunes for Mercurys. SFYC, www.sfyc.org.

July 9 — Midnight Moonlight Maritime Marathon pursuit race. SFYC, www.sfyc.org.

July 9 — Twin Island. SYC, www.sausalitoyachtclub.org.

July 9 — Santana 22 Team/Match Races. SCYC, www.scyc.org.

July 9, Aug. 6 — Cal Cup Windsurfers Series. BYC, www.berkeleyyc.org.

July 9, Aug. 6 — North Bay Series. VYC, www.jibeset.net.

July 9, Aug. 13 — South Bay Interclub Series. Info,



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www.jibeset.net.

July 9, Aug. 13 — Singlehanded/Doublehanded Races. BenYC, www.beniciayachtclub.org.

July 9, Aug. 13 — Intraclub Races #2 & #3. RYC, www.richmondyc.org.

July 9-10 — High Sierra Regatta Centerboard Weekend on Huntington Lake. FYC, www.fresnoyachtclub.org.

July 9-10 — Founding Fathers Regatta on the San Joaquin River. SSC, www.stocktonsc.org.

July 10 — LMSC Mayor's Cup, Lake Merritt, Oakland. Denis, (707) 338-6955.

July 10, Aug. 14 — Sunday BBQ Pursuit Races. SBYC, www.southbeachyachtclub.org.

July 11-15 — Snipe Nationals. SDYC, www.sdy.org.

July 15 — Gorge Blowout. CGRA, www.cgra.org.

July 15-17 — West Marine US Open Sailing Series in Long Beach. US Sailing, <https://raceoffice.usopen.ussailing.org>.

July 16 — Westpoint Regatta. YRA, www.yra.org.

July 16 — Jack & Jill Race. SSC, www.stocktonsc.org.

July 16 — Light House Race (evening). BenYC, www.beniciayachtclub.org.

July 16 — Centerboard Regatta on Folsom Lake. FLYC, www.flyc.org.

July 16, Aug. 13 — H.O. Lind Series. TYC, www.tyc.org.

July 16-17 — BAYS High School Summer Regatta. EYC, www.encinal.org.

July 16-17 — Multihull Regatta. SCYC, www.scyc.org.

July 16-17 — Wind Regatta, Cascade Locks, OR. CGRA, www.cgra.org.

July 16-17 — J/105 & J/88 Invitational Regatta. SYC, www.sausalitoyachtclub.org.

July 16-17 — High Sierra Regatta Keelboat Weekend on Huntington Lake. FYC, www.fresnoyachtclub.org.

July 17 — Funnette Race. SLTWYC, www.sltwyc.com.

July 17 — Baxter-Judson Series Race. PresYC, www.presidiyachtclub.org.

July 17, 31 — Summer Series 4-5-6 & 7-8-9. FSC, www.fremontsailingclub.org.

July 20-24 — Leiter Cup Girls' Singlehanded Nationals. California YC, www.calyachtclub.com.

July 21-24 — ILCA Masters NAs. SCYC, www.scyc.org.

July 22 — Dutch Shoe Marathon. SDYC, www.sdy.org.

July 23 — OYRA Jr. Waterhouse. YRA, www.yra.org.

July 23 — Plastic Classic for '60s-'97-vintage fiberglass sailboats. BVBC, www.bvbc.org.

July 23 — Long Distance #2. SSC, www.stocktonsc.org.

July 23 — LLYC Commodore's Regatta, San Rafael. Mathew, (415) 235-8187, fleetcaptain@lochlomondyachtclub.com.

July 23 — San Francisco Pelican races in Stockton. Fleet 1, www.sfpelicanfleet1.com.

July 23 — Mitchell/Ross Regatta. SFYC, www.sfy.org.

July 23, Aug. 13 — Summer Series, Redwood City. SeqYC, www.sequoiayc.org.

July 23-24 — SF Classic & UN Challenge. StFYC, www.stfy.org.

July 23-24 — Santana 22 Nationals, Monterey. MPYC, www.mpyc.org.

July 23-24 — Mercury Huntington Lake Regatta. Info, www.mercury-sail.com.

July 25-30 — Governor's Cup International Youth Match Racing. Balboa YC, www.govcupracing.com.

July 29-30 — Santa Barbara to King Harbor Race. Santa Barbara YC, www.sbyc.org//sb-kh.

July 29-31 — Melges 24 PNW Championship, Cascade Locks, OR. CGRA, www.cgra.org.



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CALENDAR

July 30 — Encinal Regatta. YRA, www.yra.org.

July 30 — Take the Tiller women's regatta. HMBYC, www.hmbyc.org.

July 30 — Long Distance #2. SSC, www.stocktonsc.org.

July 30 — Gar Woods Race. Tahoe YC, www.tahoeyc.com.

July 30 — McNish Classic, Oxnard. Pacific Corinthian YC, www.pciyc.org.

July 30-31 — C-GOD Regatta/ILCA District 22 Championship, Cascade Locks, OR. CGRA, www.cgra.org.

July 30-31 — BAYS Summer #3. SFYC, www.sfyyc.org.

July 31 — Estuary Extravaganza. EYC/OYC/IYC, www.encinal.org.

July 31 — Jack Reacher Race & Raft-up. BAMA, www.sfbama.org.

July 31 — Big Brothers Big Sisters. SCYC, www.scyc.org.

July 31 — Howard Stevens. SLTWYC, www.sltwyc.com.

Aug. 5-7 — Skamania Coves Invitational, Cascade Locks, OR. CGRA, www.cgra.org.

Aug. 6 — OYRA RC's Choice #2. YRA, www.yra.org.

Aug. 6 — Race around Treasure Island and back to Brisbane. Sierra Point YC, www.spyc.clubexpress.com.

Aug. 6 — Double Damned, Cascade Locks to the Dalles, OR. HRYC, www.regattanetwork.com/event/23823.

Aug. 6 — Kay & Dave Few Regatta. CPYC, www.cpyc.com.

Aug. 6 — Singlehanded Regatta on Folsom Lake. FLYC, www.flyc.org.

Aug. 6 — 50th Shaw Island Classic. San Juan Island YC, www.sjiyc.com.

Aug. 6-7 — Summer Keel. SFYC, www.sfyyc.org.

Aug. 6-7 — Women on the Water/Woman at the Helm, Marina del Rey. Info, www.wsasmb.org/wow-wah.

Aug. 6-7 — Santanarama for Santana 22s in Pebble Beach. Stillwater YC, www.sycpb.org.

Aug. 7 — Shorthanded Sunday #4. YRA, www.yra.org.

Aug. 7 — Doublehanded Races. SLTWYC, www.sltwyc.com.

Aug. 9 — Cup Boat Regatta. FLYC, www.flyc.org.

Aug. 11-14 — Mercury Nationals, Coronado YC, San Diego. Info, www.mercury-sail.com.

Aug. 12 — Chase the Moon Race (a Friday evening). BenYC, www.beniciayachtclub.org.

Aug. 12-14 — US Open Sailing Series on S.F. Bay. US Sailing, <https://raceoffice.usopen.ussailing.org>.

Aug. 12-14 — Coronado 15 NAs. HMBYC, www.hmbyc.org.

Aug. 13 — Summer Series #3. YRA, www.yra.org.

Aug. 13 — Classic Boat Invitational Series #3. SYC, www.sausalitoyachtclub.org.

Aug. 13 — Delta Dinghy Ditch Run, Rio Vista to West Sacramento. LWSC, www.lwsailing.org.

Aug. 13-14 — Laser NorCals. SCYC, www.scyc.org.

Aug. 13-14 — Overnight Race, Stockton-Antioch-Stockton. SSC, www.stocktonsc.org.

Aug. 14 — Gracie & George. EYC, www.encinal.org.

Aug. 14 — Fall 1-2-3. FSC, www.fremontsailingclub.org.

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BALLENA BAY YC — Friday Night Grillers: 7/1, 7/15, 7/29, 8/12, 8/26, 9/9, 9/23. Gary, (510) 865-2511, www.bbyc.org.

BAY VIEW BOAT CLUB — Monday Night Madness. Fall: 7/25, 8/8, 8/22, 9/5, 9/19. BVBC, www.bvbc.org.

BENICIA YC — Every Thursday night through 9/29. Dan, (707) 319-5706, www.beniciayachtclub.org.

BERKELEY YC — Every Friday night through 9/23. Mark, (214) 801-7387, www.berkeleyyc.org.

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CLUB AT WESTPOINT — Friday Night Fun Series: 7/1, 7/22, 8/5, 8/19, 9/10. Larry, lrmayne@gmail.com or www.theclubatwestpoint.com/friday-fun-series-2022.

CORINTHIAN YC — Every Friday night through 9/2. CYC, (415) 435-4771, www.cyc.org.

COYOTE POINT YC — Sunset Sails, every Wednesday through 10/12. CPYC, (650) 773-6414, www.cpyc.com.

ENCINAL YC — Twilight Series, Fridays. Summer: 7/15, 7/29, 8/12, 8/26, 9/9. Chris, (650) 224-3677, www.encinal.org.

GOLDEN GATE YC — Fridays: 7/1, 7/15, 7/29, 8/12, 8/26. GGYC, www.ggyc.org.

ISLAND YC — Summer Island Nights: 7/8, 7/22, 8/5, 8/19, 9/2. Info, (510) 529-8227, www.iyc.org.

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

LAKE WASHINGTON SC — Every Thursday night through 10/27. Info, www.lwsailing.org.

LAKE YOSEMITE SA — Every Thursday night through 9/8. Info, www.lakeyosemitesailing.org.

LOCH LOMOND YC — Every Thursday through Sept. except Friday races on 7/15, 8/12. Matthew, (415) 235-8187 or fleetcaptain@lochlomondyachtclub.com.

OAKLAND YACHT CLUB — Sweet 16, every Wednesday 7/6-8/24. Info, www.oaklandyachtclub.net.

RICHMOND YC — Every Wednesday night through 9/28. Info, www.richmondyc.org.

ST. FRANCIS YC — Summer J/22 Series every Wednesday in July. Knarr, Folkboat & IOD classes, Wednesday nights: 8/3, 8/10, 8/17, 8/24. Thursday Night Kites: 7/7, 7/21, 8/4, 8/18, 9/1. Windsurf Course, Friday nights: 7/15, 8/12. Wing & Windsurf Slalom, Friday nights: 7/1, 7/29, 9/2. Info, www.stfyc.com.

SANTA CRUZ YC — Every Tuesday through 10/25 & Wednesday through 11/2. SCYC, www.scyc.org.

SAUSALITO YACHT CLUB — Summer Sunset Series, Tuesday nights: 7/19, 8/2, 8/16, 8/30. Dan, (415) 577-5602 or www.sausalitoyachtclub.org.

SEQUOIA YC — Sunset Series every Wednesday night through 10/5. Info, www.sequoiayc.org.

SIERRA POINT YC — Every Tuesday night through 8/30. Info, <https://spyc.clubexpress.com>.

SOUTH BEACH YC — Friday nights: 7/15, 7/22, 7/29, 8/5, 8/19, 8/26. Info, www.southbeachyachtclub.org.

SOUTH LAKE TAHOE WINDJAMMERS YC — Every Wednesday night through 10/5. Steve, sdkatzman@yahoo.com or www.sltwyc.com.

SPINNAKER SAILING OF REDWOOD CITY — Every Wednesday night through 9/7. Info, www.jibeset.net.

STOCKTON SC — Every Wednesday night through 8/31. SSC, (209) 951-5600, www.stocktonsc.org.

TAHOE YC — Laser Spring Series, every Monday through 8/29. Keelboats, every Wednesday through 8/31. Dan, (530) 583-9111, www.tahoeyc.com.

TIBURON YC — Paradise Pursuit Racing, every Thursday night through 9/1. Mariellen, (415) 606-2675 or www.tyc.org.

TREASURE ISLAND SC — Vanguard 15 fleet racing, every Thursday night through 9/8. V15 team racing, every Tuesday night through 11/1. V15 Fleet 53, www.vanguard15.org.

VALLEJO YC — Every Wednesday night through 9/28. Mark, (916) 835-2613 or www.vyc.org.

In the Tropics

July 1-3 — Tahiti-Moorea Sailing Rendez-vous. Info,

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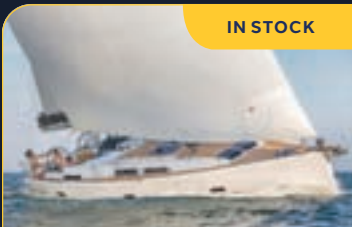


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CALENDAR

www.tahiti-moorea-sailing-rdv.com.

July 4, 5, 7, 8 — Pacific Cup starts. San Francisco to Kaneohe, Oahu. Info, <https://pacificcup.org>.

July 4, 6 — Vic-Maui Race starts. Victoria, BC, to Lahaina, Maui. Info, www.vicmaui.org.

Oct. 31-Nov. 12 — 28th Baja Ha-Ha Cruising Rally from San Diego to Cabo San Lucas. Info, www.baja-haha.com.

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

July Weekend Tides

Predictions for Station 9414290, San Francisco (Golden Gate)

date/day	time/ht. HIGH	time/ht. LOW	time/ht. HIGH	time/ht. LOW
7/02Sat	0120/5.7	0820/-0.5	1553/4.6	2021/3.2
7/03Sun	0200/5.4	0856/-0.3	1627/4.7	2114/3.1
7/04Mon	0244/5.0	0933/0.0	1701/4.9	2214/2.9
	LOW	HIGH	LOW	HIGH
7/09Sat	0227/0.5	0914/3.9	1336/2.5	2016/6.4
7/10Sun	0320/-0.3	1030/4.2	1434/2.9	2103/6.8
	HIGH	LOW	HIGH	LOW
7/16Sat	0125/6.7	0813/-1.2	1525/5.3	2023/2.5
7/17Sun	0220/6.1	0859/-0.7	1608/5.5	2130/2.3
	LOW	HIGH	LOW	HIGH
7/23Sat	0305/0.4	1010/4.1	1417/3.0	2031/6.0
7/24Sun	0352/0.1	1107/4.4	1512/3.3	2114/6.1
	HIGH	LOW	HIGH	LOW
7/30Sat	0029/6.0	0719/-0.4	1432/4.9	1914/2.9
7/31Sun	0107/5.8	0749/-0.2	1500/5.0	1955/2.7

July Weekend Currents

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

date/day	slack	max	slack	max
7/02Sat	0012/1.9F	0306	0612/1.8E	
	1006	1342/2.3F	1742	1942/0.9E
	2200			
7/03Sun		0054/1.7F	0348	0700/1.7E
	1030	1406/2.3F	1812	2018/0.9E
	2248			
7/04Mon		0142/1.6F	0430	0742/1.5E
	1054	1436/2.3F	1842	2054/1.0E
	2342			
7/09Sat	0400	0718/1.6F	1054	1242/0.7E
	1500	1842/2.3F	2148	
7/10Sun		0036/1.9E	0500	0830/2.1F
	1200	1348/0.8E	1606	1936/2.4F
	2236			
7/16Sat	0254	0600/2.5E	0954	1318/3.2F
	1654	1912/1.4E	2154	
7/17Sun		0048/2.4F	0348	0648/2.2E
	1036	1400/3.1F	1736	1954/1.4E
	2248			
7/23Sat		0012/1.3E	0436	0800/2.0F
	1118	1318/0.7E	1530	1848/1.9F
	2206			
7/24Sun		0100/1.4E	0524	0854/2.3F
	1218	1424/0.8E	1636	1942/1.9F
	2254			
7/30Sat	0212	0512/2.0E	0900	1224/2.6F
	1612	1818/1.1E	2054	2348/2.1F
7/31Sun	0248	0548/1.9E	0924	1248/2.6F
	1636	1848/1.2E	2130	

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

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LETTERS

↑↓ WHERE CAN YOU GO CRUISING IN THE BAY AREA AND NORTHERN CALIFORNIA?

If by "cruising" one means traveling to a destination and staying one or more days, there are plenty of places to cruise inside the Bay that don't include the Delta (Pittsburg and beyond): China Camp, Paradise Cove, Belvedere Cove, Aquatic Park, Clipper Cove, Angel Island, just to name a few places. We've cruised often, staying several nights on anchor or mooring, without leaving our beloved Bay. These cruising destinations sometimes included shore excursions via dinghy or dock to sites, restaurants and wineries.

Erik D. Jones
Aventura, Island Packet 370
Alameda

Erik was commenting on the May 13 'Lectronic Latitude: Where Can You Go Cruising in Northern California? This 'Lectronic helped us to put together a destinations feature for the June issue. Check it out at www.latitude38.com/issues/june-2022/#70.

↑↓ MY FAVORITE SPOTS INSIDE THE BAY

We've been sailing the Bay for the last 15 years on a few different boats, and a common issue I see in cruising California is the distinct lack of dinghy docks and shore access. If you've cruised the East Coast — be it Florida, the Chesapeake, Long Island, Rhode Island or New England — you'll find multiple public docks to tie your dinghy to. This access makes cruising much more interesting when you can easily get ashore to explore, eat, and spend money. Where are our dinghy docks? Anyway, some Bay cruising destinations:

Oakland Estuary: We are based at Marina Village in Alameda, and do spend a bit of time wandering around the Estuary by dinghy. Jack London Square has two public docks, as well as numerous dining, shopping and drinking options. There are also customer docks at Pasta Pelican, Brotzeit and maybe Quinn's Lighthouse. Will there be a public landing at Brooklyn Basin?



Jack London Square is a fun, happening slice of waterfront on the Oakland Estuary. As a bonus, the inland waters of the East Bay have the most moderate, Southern California-like weather on S.F. Bay.

Aquatic Park: Totally underutilized! I think some sailors believe that they can only anchor under sail, which is false. Sailboats can enter using their auxiliary, which is preferred by the Park due to the challenging currents.

We've spent a number of nights there enjoying what the City has to offer and the amazing views of the Ghirardelli Square and the Golden Gate Bridge in the evening. From what I have experienced, the holding is quite good, but, like most places in the Bay, you'll need to be prepared for swinging at tide changes, and wind and currents competing.



The World Awaits

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LETTERS

I know of folks who have wrapped their rodes around underwater appendages. We have always beached our dinghy and locked it to a piling on the Dolphin Club pier. I've heard rumors that you can tie your dinghy to the Hyde Street Pier.

Richardson Bay: Everyone knows Sausalito and the anchor-outs, but there is still plenty of room on the south side of Richardson Bay for an overnighter. Most of the bay is a bit shallow for a keelboat, so I prefer to anchor out near the yacht club and ferry landing. You'll still have pretty easy access to the dinghy docks, though last time I was there, I did fear for my RIB a bit.

Schoonmaker Point Marina: This is a great weekend getaway for families during the warmer parts of summer. You can dock inside or outside the Schoonmaker lagoon with direct access to Schoonmaker Beach. My kids love swimming and kayaking in the protected space and playing on the beach. It's about a 10-minute walk to downtown Sausalito, which has a huge variety of restaurants, or explore the 'locals' street', Caledonia, with places like Smitty's, Sushi Ran and everything in between.

Martinez: I think this town is overlooked because of Benicia across the strait, but Martinez is a worthwhile stop for the night as you are heading to or returning from the Delta. From the marina, you can walk about 15 minutes to downtown, which is super-cute. Shopping, dining and drinking options are abundant.

Angel Island: Not much to say beyond what has been covered. Are there any updates on depths in the mooring field?

I always come in with at least a foot or two above mean-low water and skirt the back buoys and the shore. More insights here would probably be helpful for readers.



That's right, it's Martinez, California. Thanks, Ryan Cheff, for suggesting this random and thoroughly charming town in the northeastern, industrial corner of San Francisco Bay that you've probably never heard of, unless you've been there. Martinez's public marina is a little oasis jutting out into the Bay.

Ryan Cheff
 Halcyon, Jeanneau 49DS
 Oakland

Ryan — Regarding where those Northern California dinghy docks are, we have no idea. How is it that, in a megapolis as wealthy (and expensive!) as the Bay Area, there is such poor or nonexistent boating infrastructure? Is it a lack of demand? Is it a lack of lobbying on behalf of boaters? After years of bemoaning the state of affairs, we hope to have some solid answers to these questions in the next few months. Stay tuned. As for Angel Island — we hear that it's still silted in and very shallow. No word yet on when it might be dredged.

↑↓ THE PERCEPTION IS THAT THERE'S NOT MUCH CRUISING AROUND THE BAY AREA

It's nonsense that the perception is there are no places to go cruising in Northern California.



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Revolve has designed and developed a unique, full-size rollable boat hook that stows into a space not much bigger than a coffee cup. The Revolve boat hook uses next-generation rollable composite technology to be easily rolled up for storage and quickly unrolled for use. By minimizing the space it takes up means that it can also be easily carried on craft unsuitable for conventional boathooks, including tenders, dinghies, even jet skis. Lightweight, robust, and compact, the Revolve boat hook is genuinely revolutionary.



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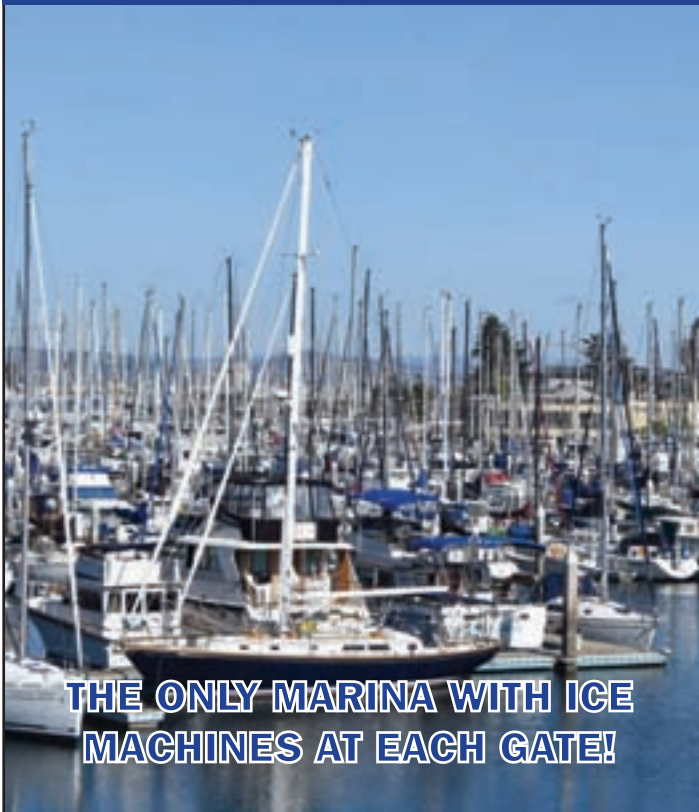
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LETTERS

You can go to Half Moon Bay, then Santa Cruz, then Monterey — all of these can be done in daylight with no overnight sail required. There are places to tie up or anchor at each location, as well as beautiful coastline and plenty of things to see and do.

Dan Knox
Luna Sea, Islander 36
San Francisco

Dan — Maybe the perception that there isn't much cruising in the Bay Area gets lumped in with the idea that there's not much harbor hopping to be done while transiting the Northern California coast, which is somewhat true. We were surprised, and delighted, to list almost a dozen destinations within that daysail of the Central Bay you mentioned.

If someone was harbor-hopping north, there is Fort Bragg, and Humboldt and Crescent City. But some of these northern Northern California harbors are edged with famously sketchy bars, and all of the West Coast is famous for its bad, upwind-if-you're-going-north weather.

"I've never had any desire to head north from San Francisco beyond Bodega Bay," said avid NorCal cruiser Beau Vrolyk of the schooner Mayan. "The coast of Northern California, Oregon and Washington is one of the ugliest trips I know of."

True, it's no easy trek north on the Pacific, but cruising in the Pacific Northwest, and on to Alaska, are surely once-in-life destinations that will reward sailors for their efforts.

⇕ PREMIER CRUISING GROUNDS

It's 'uphill', but the Pacific NW/BC is one of the premier cruising grounds in the world — and I've been to many. Just remember, Washington has a bounty on Cali transplants.

Michael Scott



SONOMA COUNTY REGIONAL PARKS

Rounding out our little travel brochure of Bay Area cruising destinations is Spud Point Marina in Bodega Bay. All of those fishing boats bode well for a good meal upon arrival.

⇕ THE PRICE OF SAILING

In terms of ticket pricing for sports events: It is ridiculous. In terms of sailboat ownership: priceless.

Michael Bender
Seascope, Ericson 32-3/Osprey, SC40
Bay Area

The following thread of comments is from the June 3 'Lectronic Latitude: The Price of Sailing Compared to the Golden State Warriors NBA Finals. Latitude 38 would like to congratulate the Warriors on their championship 2021/22 season. It was a fun, hard-fought year. We look forward to seeing the Dubs' Klay Thompsen on the Bay aboard his boat this summer.

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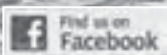
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— PETE MCGONAGLE



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64 Frers	1978	\$275,000	42 Passport	1981	\$129,000
55 Tayana	1988	\$325,000	40 Ellis Custom	1990	INQUIRE
53 Gorbon PH	2008	INQUIRE	36 C&C 110	2005	179,000CAD
50 Bestway	1986	\$129,000	36 Sabre 362	1998	\$149,000
46 Dream Boat	1928	\$175,000	36 Pearson 362	1986	INQUIRE
46 Swan	1978	\$175,000	35 Brewer Cutter	2005	\$229,000
46 Ker	2006	\$249,000	34 Nordic Tug	2021	\$495,000
46 Cal 2-46	1976	\$160,000	33 Beneteau First 10R	2007	\$89,000
45 Allures 45.9	2022	€770,000	32 Nordic Tug	1993	\$139,500
42 Outremer	2008	INQUIRE	30 Henderson	1997	\$29,000
42 Sabre 425	1995	229,000CAD	27 Ranger Tug	2020	INQUIRE
42 Hinckley Sou'wester	1984	\$198,000	24 BostonWhaler Vantage	2021	\$199,000
42 Passport	1980	\$150,000			

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LETTERS



NATHANIEL BEILBY

What price can you put on moments like this one at Ayala Cove, on Angel Island, as seen in 2018 from the Columbia Challenger 'Esprit'? The 24-ft boat had been sold to 'Latitude' editor Tim Henry in 2017 for \$1, and there was much discussion in these pages about the "emotional accounting" of boat ownership, especially upon 'Esprit's sale in 2020. "Now that I no longer have a boat, what I miss most is the freedom to go anywhere on the Bay anytime I want," Tim said. "This is totally cliché, but I mean it sincerely: That feeling was truly priceless."

↑↓ ADDING INSULT TO HIGH-PRICED INJURY

And the Warriors lost!

Bud Kerner
Cat's Meow, West Wight Potter 19
Bay Area

Bud was referring to the Warriors' Game 1 loss against the Boston Celtics. How much do you have to pay to guarantee a win for your team?

↑↓ A C-NOTE IN SLIP FEES

Great angle. I pay \$100/month, and have about \$200 in maintenance, after the initial costs of doing some fiberglass core repair on my J/24.

Brandon Mercer
Tenacious Cuttlefish, J/24
Richmond

↑↓ MONEY VS. DEDICATION

You can also crew for only a small investment. I quit a \$10/hour job in 1995 to sail from Berkeley to Papeete. I was a member of Cal Sailing Club at the time, and didn't even have to pay the minimal \$45 per three months at that time, because I gave 10 hours of lessons instead. It's not so much about money as it is the dedication to sailing.

Jeff Hoffman
Berkeley

↑↓ LOVE VS. MONEY

Love sailing but can't afford it.

J.J. Lasne

J.J. — With respect, you're not trying hard enough.

Barry Demak

↑↓ WHERE YOU WANT TO SPEND MONEY VS. DESIRE

All depends on where you want to spend your life's adventure and money.

Geri Conser

↑↓ OVERHEAD VS. EVERYTHING ELSE

Much of the cost is in overhead: moorage, insurance and maintenance.

Michael Scott
His Second Letter this *Letters*



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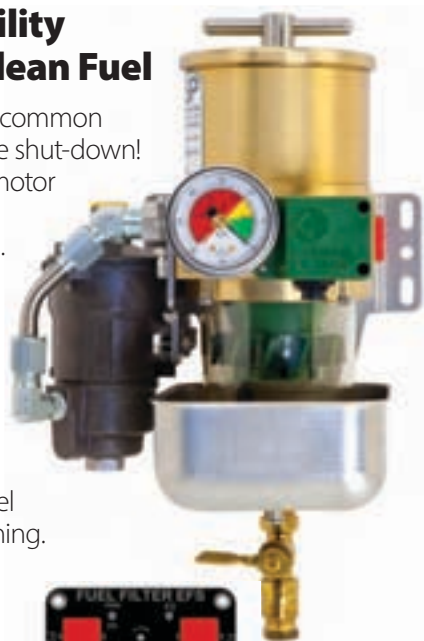
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LETTERS

⇅ EUROPE VS. THE US

Slip fees in the US are insane.

Here in the Netherlands, I pay about 1,300 euros for the entire summer season from April 1 to November 1 for a 28-ft boat docked an hour north of Amsterdam in a beautiful, picturesque town built during the Dutch Golden Age (the 17th century). Winter is another 800 euros, including craning in and out and pressure cleaning.

People often ask, "Wow, you must be well-off," and my answer is always, "Not at all!" My boat cost me as much as a decent car per year — 22,000 to buy it, five new sails, new engine and three new rudder blades. It's a solid Swedish boat with a teak-wood interior from 1984. I think how many days my daughter and I are on the boat per year (50-60), and compare that to holiday homes or hotel prices.

I always think it's cheaper than camping, but sailing is a lot more fun!

Christian Lochner
The Netherlands

⇅ USING IT VS. NOT = THE SAME AMOUNT OF MONEY

My 24-ft sloop costs me *only* \$400 each month for the slip and hull cleaning alone — use it or not.

Better use it! I race at least weekly.

Gerald Sobel
Grand Dillusion, Cal 24
Bay Area

⇅ FREE VS. WHAT IT ACTUALLY COSTS

There's a saying: Nothing is more expensive than a cheap [or 'free'] boat. Many people underestimate the costs of repairing and maintaining older boats. You see it in every marina — old, neglected boats that never go anywhere.

Rich Hajduczek

⇅ IT WAS GOOD TO BE IN THE GREAT VALLEJO RACE

It was good to be back to a somewhat normal [Great Vallejo] race this year.

Saturday was difficult, trying to find the right sail for the changing wind directions, and we had a few good surfs in the wind waves closer to the river. Sunday was near-perfect, and the grinders loved not having to short-tack up to Pinole. I felt a little bit sorry for the fleet that got caught with a tanker and tugs coming at them at the finish.

Greg Clausen, crew
Siento el Viento, C&C 29-1
Tiburon

Greg — Ironically, the requirement to take the green #3 buoy to port near the finish on Sunday (part of the effort to keep sailboats away from the Richmond Long Wharf) fun-



NATHANIEL BEILBY

Aboard 'Esprit' on San Pablo Bay, St. Patrick's Day, 2018. As long as we're dipping our toes into that cheesy, pull-at-the-heartstrings cliché, we'll share the full quote as spoken by the pirate captain who has been in the news lately: "Wherever we want to go, we'll go. That's what a [sailboat] is, you know. It's not just a keel and a hull and a deck and sails, that's what a boat needs. But what a boat is, and what [a sailboat] really is... is freedom."

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LETTERS

neled boats right into the path of that oncoming ship and its tugs. Glad you sailed, and I agree that Sunday was as near-perfect as we could have wished for.

↑↓ **WE CAME ALL THE WAY FROM HAWAII TO RACE TO VALLEJO**

Sitting at my desk here at the Lahaina YC, and feeling so happy we came out to do the race! It was our first race on our O40, and I was stoked with the welcome. We had two from Maui, one from Cal Maritime Academy (via Oahu) and my 88-year-old sailing mentor/uncle. *Mahalo!*

Ian Ponting
 Flite, Olson 40
 Lahaina, HI

↑↓ **SOME LOVE FOR PELL MELL?**

I hope and presume that you will feature *Pell Mell* and crew in a near-future issue of *Latitude 38*. This smallish 27-ft boat, all the way from Seattle for California Offshore Race Week, beat all the big boys while racing all three sections of the race. I was fortunate to be a part of that team while transporting their trailer for each race down the coast: S.F. Bay (Encinal YC) to Monterey (Monterey Peninsula YC), Monterey to Santa Barbara (Santa Barbara YC) and S.B. to San Diego (SDYC).



LATITUDE / CHRIS

The beautifully restored and wonderfully unique 'Pell Mell' winds up for her start in the Coastal Cup.

Alex Simanis and crew kicked some serious booty!

Cliff Hunter
 Portland, OR

Pell Mell, a one-of-a-kind plywood/cold-molded Point Bonita 27, seriously rocked California Offshore Race Week while having a seriously good time. We featured some photos and a teaser report in 'Lectronic Latitude on June 6, but you'll find more in this very issue, in Racing Sheet on pages 76-77.

↑↓ **DOING THE DELTA DOO DAH**

Thanks for a fabo talk/lecture and open session on the Delta Doo Dah — just what I needed. I learned tons from Craig and Ann Perez, and I'm happy to have won the Taste of the Delta tickets.

You guys were spot-on. Looking forward to Doo Dah-ing it and glad to have met you and all the nice folk/sailors. I now have the 'local knowledge' to do most if not all of my gunkholing solo. See you in a slough,

Ken Frank
 Wave Organ, Hunter 28
 Sausalito

↑↓ **STUMBLING ONTO THE DOO DAH**

I happened upon your Delta Doo Dah in the April/May issue of *BoatUS* magazine and had to say hello. I'm glad to explore your website, as upon doing so, I discovered the



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LETTERS

Good Jibes podcast. Can't wait to tune in!

Cheers to wherever the wind blows from here all Doo Dah day! (Puns aplenty.)

Brittney Schering

↑↓ THE BIRDS AND THE BEARS



Many thanks to *Latitude 38* for celebrating the 100th birthday of the Bird class on the May cover. It's exciting to be the cover girl.

The picture is of *Curlew*, Bird #2, the oldest, built in 1922. This picture is from 2012 when she was only 90 and I was the owner. She is now in the hands of the S.F. Maritime Museum, and raced in the 2022 Master Mariners Regatta at 100 years of age. Thanks for the memories.

Bill Claussen

Current owner of *Cuckoo*, Bird #16
Richmond

↑↓ BEARING WITH IT, TAKING A CHANCE, AND FINALLY GETTING OUT ON THE WATER

I have wonderful memories of *Chance*, Bear #47. From around '72 to '74, I served as crew aboard her numerous times. She was then owned by Jens Hansen, whom I worked for at Barient building winches. I had a blast crewing for Jens aboard *Chance*. It is wonderful that you've brought her back to life.

Beau Vrolyk
Schooner *Mayan*
Santa Cruz

Beau was commenting on the May 23 'LL: KC Crowell Relaunches Chance, Bear Boat #47. Crowell's Chance was also featured in the May issue's Sightings.



ALEJANDRO DORAZIO

After writing about her restoration of 'Chance', KC Crowell finally took the Bear Boat for a shakedown sail in late May.

Hi Beau — Thanks so much for the comment, and for being a part of this boat's history. The winches on this boat mostly seem to be Barient prototypes of Jens' design — they are one of the many incredible things about *Chance*!

KC Crowell

↑↓ BRINGING BACK BRILLIANT BEAR MEMORIES

Your story in the May issue, *Give a Bear a Chance*, really shook me up. It opened the flood gates.

My uncle and father built Bear Boat #25 *Nanook* in my uncle's garage in the Richmond District, and launched her in 1944. When I looked in the Bear register, she was listed as missing. I contacted the head of the Bear Boat Association, Russell Katz, and also Chris Ogilvie for help to find *Nanook*.

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LETTERS

They were very helpful, but we came to dead ends. I know it's been missing a long time, but I thought I would try, at least, to give her a final known resting place.

Thanks to *Latitude 38* and all you do for sailing. Your take on problems on and off the Bay are always so right on.

Geoff Capell

Readers — If you happen to know anything about Nanook, please drop us a line at editorial@latitude38.com.

↑↓ THE ANIMAL THEME CONTINUES . . .

Tom Wylie here — Thank you for another nice article that I'll bet your readers appreciate, following up on the boat *Animal Farm*. I'm sure, of course, that I liked it for other reasons.



I'm guessing that the two ladies who own *Animal Farm* would love some drawings of the boat, and I'd be totally happy to mail them a nice rolled-up tube with which they could do whatever they wanted. The copies almost look like ink drawings these days.

Again, good job with the consistency seen in *Latitude* with stories about people doing interesting things. I hope it's been really well received.

Tom Wylie

The Tom Wylie-designed 'Animal Farm' was recently restored to its former glory.

Tom Wylie, who designed *Animal Farm*, was commenting on the May issue's Sightings: Scott's Dream for *Animal Farm*. Check it out at www.latitude38.com/issues/may-2022/#52

↑↓ RON HOLLAND KEEPS IT RON HOLLAND

Encountering problems with the keel of my Ron Holland-design yacht, I desperately inquired to his bureau, by email, hoping to get some of the plans that we are lacking. I got an immediate answer from him! I'm so very impressed by Ron. Great designer and architect, and great person!

Svenja

Svenja was commenting on the June 4, 2021, LL: Ron Holland Keeps Sailing Because He Keeps It Simple.

↑↓ THE NAMING GAME

I was in the Coast Guard in the '60s, and in boot camp we learned to shake out the kinks in all sorts of lines. The boatswain's mates always yelled at us to shake out all those "a\$\$holes."

The first time I heard the term was in the sixth week of boot camp, when we were learning lifeboat drills. The boat falls had to run free or the lifeboat wouldn't lower into the water evenly. "A\$\$holes" was the common nomenclature for kinks in the line.

So, how did they become "Blackallers" (but in a



There was apparently some unflattering etymology between legendary Bay Area sailor Tom Blackaller and Dennis Conner.

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LETTERS



WIKIPEDIA

respectful way)? Turns out, they are called "Blackallers" because it was Tom who invented the term. But why did Tom name "a\$\$holes" after himself? Turns out he didn't. When Tom coined the phrase, he called them "Connors." I really don't know when the Connors turned into Blackallers. Maybe Max Ebb is too young to know the answer to that.

I am too old.

In terms of hardware won, Dennis Conner's résumé is a little more robust than Blackaller's.

Alan Shirek
Imua, Santana 22
Sausalito

↑↓ A WORD FROM THE DESCENDANT OF A SAILING LEGEND

I agree that the *Flying Cloud* and the story of her navigator, Eleanor Creesy, would make a wonderful movie. But I do not know how to get that idea to movie producers. I have contacted the Massachusetts Film Bureau without any luck.

I am a direct descendant of Eleanor Creesy and would like her story told to the public.

David Creesy

David was commenting on the March 8, 2021 'Lectonic: The Navigating Mastery of Flying Cloud's Eleanor Creesy.

↑↓ BAY AREA-BASED J/125 RUFLESS MAKES A CAMEO IN THE NEW TOP GUN SEQUEL. BUT TOM CRUISE DID MAKE A GOOD EXAMPLE, ACCORDING TO SOME.

The *Top Gun Maverick* sailing scene was exciting to watch. However, it would have been even better with Tom Cruise wearing his lifejacket outside his T-shirt, and Jennifer Connelly wearing a tethered lifejacket and parka at the helm. The Baylink ferry in the scene marked the location as San Francisco Bay being cast as a windy version of San Diego Harbor.

Captain Curt Taras



US NAVY

↑↓ THAT'S RIGHT! I AM DANGEROUS

Couldn't they at least wear inflatable PFDs? I guess when you have a chase boat and helicopter filming, you can probably do without.

Peter Kacandes
Menlo Park

As long as we're about to go on what some might see as a Nanny-State, liberal diatribe, we thought we'd share this meme, made by the US Navy, rebooting a famous shot of Bernie Sanders. The meme's caption reads: "Waiting for 'Top Gun 2' to come out like... #FlyNavy." We would love to share a picture of Rufus Sjoberg's J/125 'Rufless' — which finished first in April's Great Vallejo Race — with Tom Cruise and Jennifer Connelly aboard, sans lifejackets, but we worried that certain movie studios might object via an army of lawyers.

Captain Curt —

A parka, too? What color would have gone best with Jennifer Connelly's famously stunning eyes? As long as we're doing a wish list of the things we'd hoped to see in Top Gun 2, we couldn't help but notice that neither Tom Cruise nor Connelly wore helmets while riding on motorcycles.

Speaking of situations or items that are potentially dangerous and put people's lives at risk, it seems like the guns and

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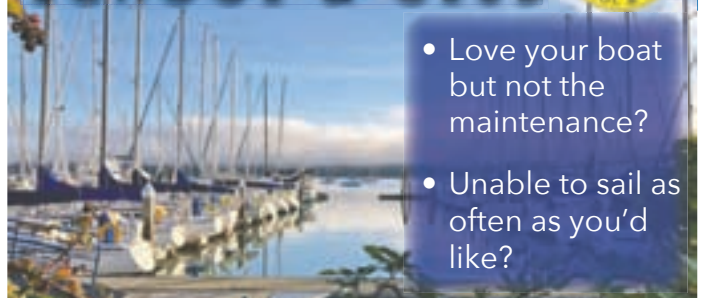
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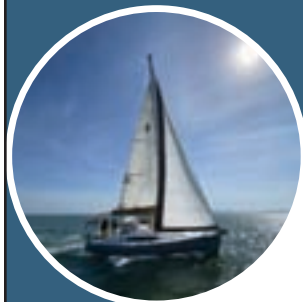
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LETTERS

missiles on the fighter jets are probably the most lethal thing on screen. And as long as we're on this thread, it would have been nice to see a military-industrial complex with just a slightly smaller budget — say an 8% cut?

But hey, let's not get too carried away trying to inflict our values on a fun, kick-ass summer popcorn movie.

↑↓ AS LONG AS WE'RE HAVING THE BAY STAND IN FOR OTHER BODIES OF WATER...

I think we should feature Ericson 32-3s in a (very) slow-speed chase scene across the Slot and pretend we are in Monaco or the Cape of Good Hope.

Michael Bender

His second letter this *Letters*

Readers — The sailing scene in the new Top Gun is supposed to be somewhere in San Diego, and was originally shot off Point Loma in typical lovely and placid SoCal conditions. But Tom Cruise, who famously feels the need for speed, apparently said, "This isn't fast enough," so the scene was reshot on San Francisco Bay. The filmmakers took care to avoid landmarks like the Golden Gate Bridge

↑↓ TRAVELER UP!

Very interesting that the mainsail traveler is all the way to windward to avoid the mainsheet blocking Tom [Cruise] delivering his lines.

Jorge Morales

Mystere, Swan 42

Dana Point

↑↓ SIMILARITIES TO AN INFAMOUS, IGNOMINIOUS SAILING MOVIE?

Hardly *All Is Lost*, but a bit cringy nonetheless.

Timothy B. McCormick

Walnut Creek

Tim — That movie was supposed to have a different name. Apparently the marketing people got confused when they heard the director shout "All is lost!" after viewing the first cut of the movie.

David Weil

Long Beach

↑↓ AN OPINION FIRMLY IN THE MINORITY

Weird that 94% of commenters derided the sailing aspects of the movie. Wow! I've spent the last hour searching for specifics. Other than the lack of a radio beacon — none. Methinks, sailors are in huge denial.

Jim Mulchinock

Jim was commenting on the July 30, 2021 'Lectronic Latitude: All Is Lost Is All but Universally Despised by Sailors. Jim — Wethinks you are the only person to defend the film on its sailing laurels, but we admire your dissenting opinion!

↑↓ BREACHING HUMPBACK WHALE LANDS ON BOAT

A bit of anthropomorphism is demonstrated in the article. First there was: "The large mammal leapt in the air to perform one of its characteristic acrobatic jumps," *Mexico News Daily* reported.

Then the article stated: "Authorities said the whale 'felt harassed' when the boat got too close."

How the heck do the 'authorities' know how the whale felt? Whales in the Sea of Cortez are famous for swimming

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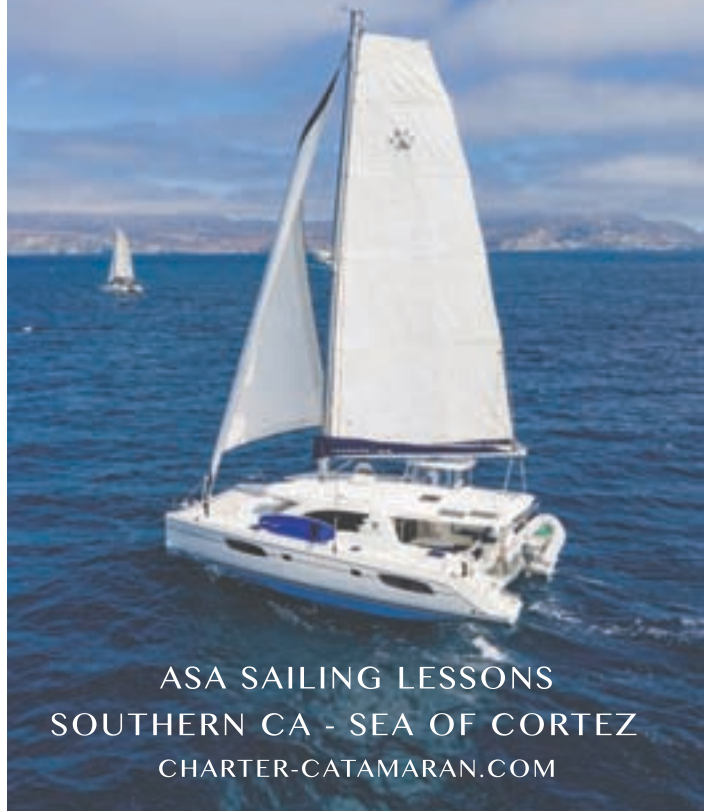


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LETTERS

up to boats and interacting with sailors.

Ron Harben

Boats should not be allowed that close. It's borderline harassment.

Snowie Skewes

Ron and Snowie were commenting on the May 18 'LL with the same name as this letter. Snowie, we agree with Ron: Whales in Mexico are famous for seeking out/interacting with humans on boats. Ron, we can't really speak for whoever said that the whale "felt harassed," but if whales are famous for hanging out with humans, then maybe they're easier to read than any of us might think.

CALIFORNIA BOATER CARD



↑↓ IS THE BOATER CARD STILL A THING? YES IT IS

No USSA Safety at Sea Certificate is accepted as an alternative test for the California Boater Card. Only USSA's powerboat certificates qualify. BoatUS has a free course and test, but all the others I looked at online cost money. Now California has my \$10 fee, but I don't have a card.

Patrick Broderick
Nancy, Wyliecat 30
Sausalito

As of January 2022, persons 45 years old and younger are required to have the card; by 2025, everyone will need it. Has anyone ever been asked to show their card to authorities, especially the Cost Guard?

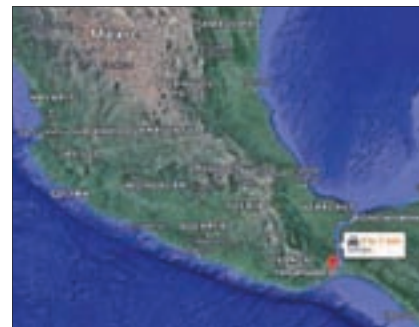
↑↓ A SCARCITY OF REAL ISSUES TO NAVIGATE?

This Tehuantepec Isthmus Rail Corridor is problematic from an economic, environmental and human rights perspective. [DJT is commenting on the January 25, 2021, *Lectronic: Mexico's Tehuantepec Isthmus Rail Corridor: A Chance to Ship Your Boat Across Mexico?*]

Indigenous people of the territory are being forced off of their land to accommodate this project. It is based on extraction and promises to mess up an environmentally sensitive region. Importantly, any project of this scale is prone to corruption in Mexico.

Hopefully it never happens. And if getting a boat from one ocean to another is a problem, then perhaps there is a scarcity of real issues to navigate.

DJT



GOOGLE MAPS

The Mexican government is working on a project to rehabilitate about 190 miles of railway line as well as expand two ports — Salina Cruz in Oaxaca, on the Pacific side, and Coatzacoalcos in Veracruz, on the Gulf of Mexico.

↑↓ PACIFIC ISLAND OF ALAMEDA FEATURES SAILING

Latitude is very correct to note the impact on boating services and waterfront jobs that the (city council-approved) massive development of million-dollar condos has caused in Alameda. This extreme expansion of housing on the island has also ignored the fact that we are an island. Absolutely no effort has been made to improve road access onto and

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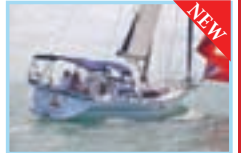
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LETTERS

off of the island so the new homeowners can drive somewhere that offers jobs that pay enough to pay these mortgages.

In fact, the opposite has happened. Several of the main access routes on the island have been reduced from four lanes to two lanes. The lost two lanes have been changed to extremely wide bike lanes that are almost always empty. I often am completely alone when I ride my bicycle on the new bike lane on Clement Street.

But they have closed traffic lanes so that imaginary bicyclists could ride four abreast. A stopped UPS van will totally stop commuter traffic in one direction. Evidently, the central location of City Hall prevents the observation of the waterfront and traffic situation that has been created.

Steve Grogan Alameda

Steve was commenting on the February 28 'Lectronic Latitude with the same name as this letter.

PACIFIC ISLAND OF ALAMEDA FEATURES SAILING

Our city council continues to ignore the residents and boating community by authorizing more and more development, but not including any waterfront usage that includes boating. Sadly, the marina that was Alameda Marina is slated to be left on its own, probably to fall apart as time goes on. Looks like the proposed 60-space dry storage for trailerable boats is not gonna happen as promised either. The new buildings going up, which are huge and completely block access to the water, will not allow any room for a dry storage yard. Sad that the city let the developer destroy the last bastion of the waterfront that served the pleasure boat community in Alameda.

Ryan Schofield Owner, Ryan's Marine Alameda

SUNKEN BOATS IN ENCINAL BASIN

My partner and I live very near Encinal Basin and have our boat at Fortman. Matt rides his bike past the basin every day on his way to work. The basin is a favorite spot for the vagabond/anchor-out boats because it is a protected safe anchorage. The anchor-outers tie their boats to the docks and climb onto shore, which clearly proves to be a fatal



The Pacific island of Alameda — on the left and separated from the city of Oakland by an estuary renowned for magnificent sailing — epitomizes the struggles of Bay Area municipalities trying to balance development with working and recreational waterfronts, to say nothing of dealing with worsening traffic congestion.

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In April, several boats sank in the Encinal Basin on the Oakland Estuary.

JULIA SMITH

LETTERS



JULIA SMITH

Another sunken sailboat on the Alameda side of the Estuary.

mistake as the boats seem to get roughed up and sink.

We have made multiple calls to both the Alameda Police Department and to the Coast Guard (who are literally across the Estuary) — they do a drive-by, but do nothing to stop these boats from sinking. I feel as if it is such a great shame to let them sink; God only knows what is in them when they go (fuel, waste, etc.). I find it shocking and disappointing that no one seems to care about

this or take any action to stop the use of Encinal Basin as an anchorage.

Julia Smith
Alameda

Julia — There are two important factors surrounding the current laissez-faire attitude concerning anchor-outs in the Estuary. First: There was, actually, regular enforcement of anchor-outs and removal of vessels until last summer via the Oakland Police Department's Marine Patrol Unit, which is basically one person patrolling the entire Estuary and Port of Oakland. (The Alameda Police Department said they don't have the personnel to staff a marine unit.) Two boat owners sued the OPD and last year received a \$280,000 settlement. (One source told us that both boats were derelict vessels being used for storage.)

That settlement seems to have affected OPD's enforcement, and several anchor-outs on the Estuary told us last year that OPD is now completely "hands off." We reached out to the Oakland Police Department dozens of times about how last year's settlement has affected their approach, but they have not responded publicly, so there's a wait-and-see atmosphere regarding boats. (There are also several lawsuits in the works against the Richardson Bay Regional Agency, but the director of the RBRA told us that they're not concerned with any precedent that might be set as a result of the suits.)

Second: The Coast Guard has no jurisdiction over anchor-outs anywhere in the Bay, which is a surprise to most people, including us. Regarding anchor-outs on the Estuary, a Coast Guard officer told us, "We don't have the authority or the jurisdiction to remove those vessels, unless there's a pollution nexus, or unless there is an anchored vessel obstructing navigation in a channel. We are very limited in what we can spend our money on. There's a misconception that if it's on the water, it's the Coast Guard's responsibility."

↑↓ AN AMERICAN-FLAGGED BOAT WAS DENIED ENTRY INTO AMERICAN SAMOA, AND FOUNDERED ON A REEF

The American Samoa harbormaster and other authorities should be investigated for bad seamanship at the least. Why couldn't the boat be sent to quarantine?

Larry J. Oliverius

Shame on the American Samoa Port Authority! They put lives and treasure in peril. A thorough investigation should be called for.

Ken Brinkley
Portland, OR

These comments revolve around the May 16 'Lectronic

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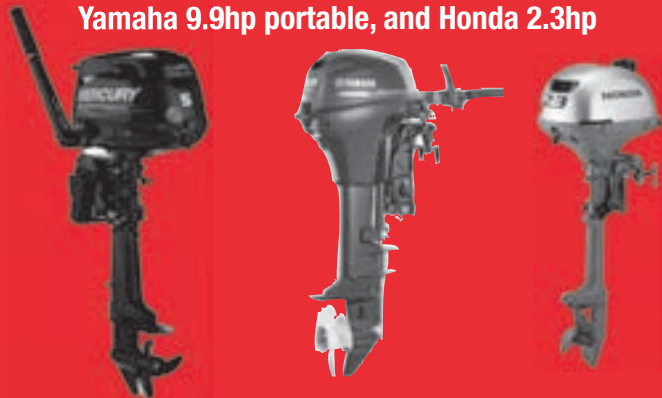
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LETTERS



FRANCISCO GALVEZ

Latitude: The Loss of the Pearson Vanguard Volunteer in American Samoa, as well as the following social media threads.

Esteban Galvez and his brother tried to enter Pago Pago Harbor in ear-

The Pearson Vanguard 'Volunteer' on the reef outside Pago Pago Harbor, American Samoa, in May.

ly May on their 1967 Pearson Vanguard Volunteer, but were denied entry. After staying offshore for nine hours, they tried to re-enter at night, but were escorted back out to sea by harbor authorities. "After that, we tried to escape from the current and the coral reef several times but eventually, out of diesel and energy, our minds fell under extreme fatigue. We drifted back and crashed against the coral reef."

↑↓ COULDN'T THEY HAVE GONE TO QUARANTINE?

This is a travesty. I'd encourage the Galvez brothers to contact their congressman and senators' offices. Not only should cleanup costs be left to the local government, but perhaps they are due some restitution. At a minimum they should have been allowed to tie up to the quarantine buoy while the local worthless bureaucrats sorted things out.

Dave Benjamin

Exit Strategy, Amel Maramu
Alameda

↑↓ ALL YOU NEED TO SAY

Bureaucrats. That is all you need to say.

OK, they didn't call 72 hours in advance. That is no excuse not to see the bigger picture and help keep them and their vessel safe. But bureaucrats don't see the bigger picture, they just blindly follow the rule book.

Dave

↑↓ ASLEEP AT THE WHEEL?

Falling asleep could be considered (eventually, and at the right moment) a kind of poor driving. Trying to reach a safe port after 20 days sailing is what any sailor would have tried to do. If they made it safely to port, it means they did it well.

Anibal Vickacka

↑↓ THE HONOR AND DIGNITY OF GOOD SEAMANSHIP

I don't see it as someone asking for help for an unfortunate accident, I see it as two individuals who had the luxury of leaving everything behind to go sailing now asking to be bailed out instead of assuming the consequences for their poor decisions. To ask other people to pay for that is not fair when there are so many people struggling in this world. Just look at the other GoFundMe campaigns for worthy causes, and then look at these two privileged individuals who ignored the rules and then made some bad calls.

That's poor seamanship. Lessons should be learned and consequences should be faced by them and them alone; they shouldn't be bailed out by the community. Shame on them for begging and taking advantage of other people's generosity. What happened to honor and dignity in good seamanship?

Jose Miguel Castello
Carthago, Beneteau 423
San Francisco

↑↓ LESSONS TO BE LEARNED?

Did these guys contact the American Samoan

LETTERS

government before setting sail from French Polynesia? Or did they read a posted rule change and then send it? I had to take boats right past Am Sam during COVID, made contact with the authorities, and decided not to stop there. This seems as if a lot of really poor judgment calls were made, including not standing offshore at night, away from danger.

Sucks for their loss, but hopefully others can learn from mistakes made. They should have gone to Fiji, which has been open to cruisers since July 2020.

@captainron_official

↑↓ **KENICHI HORIE, 83, HAS SUCCESSFULLY SAILED FROM SAN FRANCISCO TO JAPAN, ALONE**

Kenichi Horie, you make life a little better.

Since learning about your first journey while visiting San Francisco's Maritime Museum in 1990, I have been a big admirer. It was my privilege to be able to see you sail out of the Golden Gate on March 26. In fact, I have framed in my office the *Mercury News* photo from that day of you, me and my good friend sailing our three boats together under the Golden Gate Bridge. And now, I'm so happy to read of your success. Amazing! Well done!

Ted Crocker

Hummingbird, Pacific Seacraft Dana 24
Berkeley



SUNTORY MERMAID

You might just be able to make out Kenichi Horie, who's just a little southwest of the middle of the crowd that gathered to welcome him in Nishinomiya, Japan, in early June. Horie crossed the Pacific in his 19-ft boat in 70 days.

↑↓ **A TOAST TO MY INSPIRATION**

About the time Kenichi Horie first sailed his plywood 19-ft sailboat from Japan to S.F., I got my first sailboat, a Santana 22 that I named *Dancing Duck*. I forced myself to learn to sail by leaving the outboard on the old, rotting dock east of Government Island on the Oakland Estuary. From then on, it was one adventure after another.

With my second boat four years later, a Cal 2-30 named *Different Drummer*, my wife and I sailed down the coast, eventually to southern Mexico and up into the Sea of Cortez, before coming back to the Bay. I now look back to the five rust-bucket Atomic 4 engines I bought for a song for *Different Drummer* that often did not want to work, forcing me to sail without an engine into and out of Berkeley Marina for half the 27 years I had her. Day or middle of night, I sailed into Ayala Cove, full of moored boats, and secured a mooring.

So now as I drift into my golden years, I eagerly thrive on stories of Jeanne Socrates, Webb Chiles and Kenichi Horie, now the oldest person to sail solo across the Pacific. It really



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 STEERING THE DREAM

LETTERS

stirs up my blood as I prepare my fourth sailboat, a C&C 38 MkII, *Anahuac* (a Nahuatl word for "close to the water") for a longtime dream to solo to the Western Galapagos, Ogasawara Islands and Japan.

I've been keeping a log of *Suntory Mermaid III* since she departed S.F. in March, as well as NOAA Pacific Surface Analysis, Global Infrared Satellite Pacific Analysis, and then charting a *Mermaid III's* route via a copy of Windy Pacific forecast.

A toast to my inspiration, Kenichi Hoarie!

Xavier Raya de Zarate
Anahuac, C&C 38 MkII
 Bay Area

↑↓ KENICHI'S BOAT?

A big shout to Kenichi Horie for a lifetime of amazing sailing. Does anyone at *L38* know who designed and built the boat he sailed on his most recent trip to Japan? I'm considering having a small offshore cruiser custom built.

Wally Geer

Wally — *Suntory Mermaid III* was designed by the son of the designer of Kenichi's first Mermaid, which is now memorialized at the S.F. Maritime Museum. For more information, go to www.furuno.com/special/jp/horie-challenge.

↑↓ WE MET KENICHI IN SOCAL IN THE '60S

It was great to hear that Kenichi had made it home safely after a difficult passage. After completing his first crossing to San Francisco in 1962, Kenichi traveled down the California coast. When he came to Balboa Yacht Club, he wanted to go sailing, so Mary Karyl and I took him out in our Thistle.

John Thorn



JOHN THORN

↑↓ KUDOS, KENICHI

Congratulations to Kenichi! I am in awe of your skill and fortitude in accomplishing this epic journey.

Kenichi Horie, as seen in Newport Beach in 1962, is flanked by Mary Karyl, left, and John Thorn.

Maggie McCann

↑↓ WATER WATER EVERYWHERE

When asked what he was going to do, after arriving, he said he wanted to take a bath! After 70 days at sea, who wants to see water?

Lee

Have a story, thought, adventure or comment? 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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LOOSE LIPS

Can you imagine walking out to your pool for a swim and finding a largish sailboat moored to your pool ladder? It seems many readers thought it a good idea for cleaning the bottom or keeping it free of growth. "Gotta kill those barnacles." — Geoff Capell. "My bottom-cleaning guy insists on working in clean water, but this is getting ridiculous." — Tim Henry. And we love Scott Henry's idea — "So I needed a guest cottage, and the boat was just sitting on the hard..." Below are the winner and the next top ten ... "Very, very funny, kids ... Now, please put it back!" — Charles Sanford.



INSTAGRAM/@DENIZKILIC1355

The winner: "Gilligan!" — David Shannon.

"No, you dumbass ... I said I wanted to pool our money for a boat!!!" — AB Foos.

"I told you not to feed that boat; now she'll never leave!" — Daniel Casey.

"Whoever you are, please, please don't use the head." — David Hume.

"I wanted to practice setting my spinnaker without anyone watching." — Paul Dines.

"The slip fees were getting out of hand." — @thestokedfolk.

"OK, Bob, I will admit you solved the long commute to the marina problem, but what about the 'Where will we cruise?' question?" — Jeff Thayer.

"Did you order something through the Amazon Drone delivery service?" — Paul Hedberg.

"The owner is selling her 'as is, where is,' but don't worry, the Dutch are crackerjack when it comes to building canals ..." — Randy.

"I can explain ..." — @michaellaguardia.

"Herbert! Couldn't you just get an air mat or pool noodle like everyone else?!" — Peter B.

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hawaii or bust

It must have been wanderlust that caused ancient folks to pause at the seashore, gaze at the horizon and wonder, "What's out there?"

Even though now we can just ask Alexa or Siri, the same wanderlust affects many sailors. They yearn to step off into that big blue pool, and maybe kick some ass along the way!

On the West Coast seashore, the racing sailor has four options.

In even-numbered years, you can compete in either the Pacific Cup from San Francisco to Kaneohe or, if you prefer a more northern challenge, the Victoria to Maui Race. In the odd-numbered years, there's the legendary Transpac from Los Angeles to Honolulu, or the Singlehanded Transpacific Yacht Race from San Francisco to Kauai.

When I first set sail in the 1982 Vic-Maui race, we had a sextant, an HP 41C calculator, a radio direction finder and a worried navigator.

Now vessels carry enough techno gadgetry that folks back home can remind these crews to brush their teeth or take in a reef.

The races now require a thorough safety inspection and certain certifications for first aid and safety at sea. I think it's likely we'll be wearing helmets and have chips embedded in our skulls someday — but I digress.

At 2,308 miles, Vic-Maui is the longest race. It requires a beat out the Strait of Juan de Fuca, then a good understanding of the Pacific High pressure system that develops between Cape Flattery and the Sandwich Isles each year. The old "go south till the butter melts, then turn right" doesn't work anymore. There's a big, flat drift spot in the middle of the High, so you want to avoid that without sailing too many extra miles.

At 2,225 miles, the Transpac is second in length. Most folks don't realize that L.A. is below Butte, Montana, not Seattle. Get a globe, neighbor — Mercator projections make kids think Greenland should be a continent.

Transpac is more of an old-fashioned drag race than any of the others. Blue skies and puffy clouds right from the start. The monohull record is just over five days!

As with each of these races, each yacht is assigned a host sponsor in Hawaii. These range from epic to fantastic parties as each sponsor does something to upstage the last party. High school bands, hula troupes, you name it — oh, and mai tais. There is always an exception, but the welcome in Honolulu with Diamond Head as a backdrop is certainly memorable. Although I seem to have forgotten ... oh, never mind.

The Singlehanded Transpacific Race is the outlier. It's been around since 1978, and it's the only race where you earn something you can actually use: the legendary belt buckle. Plus you're likely going to need the buckle as you cruise into Hanalei Bay because — ask anybody who has done it — it's gonna take a piece out of you. The General, Captain Roper, has completed this race 13 times! There's another fella who simply crosses the finish line, sheets in and heads home. Is this race a 'bug light for weirdos'? Yeah, maybe so.

If you're in a hurry, the Pac Cap has the shortest course, 2,070 miles, and — bonus — it's happening right now! Alas, you will be forced to the water's edge again as most of these vessels have been preparing for a year or more.

The Pac Cup combines the best of Vic-Maui in course planning, the navigator's challenge, and pure, unbridled downwind boat speed. It's advertised as the "Fun Race to Hawaii," and who doesn't like fun?

None of these races would happen without those folks who bring the boat home, and that can be fun too. Although, I hear tell, traveling first class in an aluminum tube at 30,000 feet ain't bad either. Shipping a vessel home, especially if she fits on a trailer, is another option. Each race organizer goes to great lengths to coordinate with freight forwarders to share expenses of shipping delivery gear over to make the trip home a little more comfortable.

Probably those same folks in ancient times who grabbed the nearest log, hollowed it out, and stepped aboard with family, friends and some snacks found what sailors are discovering even today — it's not the destination, it's the journey.

continued on outside column of next sightings page

a fog-free summer

Fog-free weekends in June? Is this normal? The 22nd annual Summer Sailstice was held on Saturday, June 18, the weekend before the actual solstice on Tuesday, June 21. For San Francisco Bay sailors, it was one of the best in recent memories — a warm-breeze, fog-free day to kick off the summer of sailing. You'd be hard-pressed to find a better sailing day in June on San Francisco Bay.

We're never sure what the weather is supposed to be doing these days, but we do know that when we're sailing in a T-shirt and shorts all day under clear blue skies in a warm 12- to 15-knot breeze on S.F. Bay,



SPINDRIFT V



SHARON GREEN / ULTIMATE SAILING

sailstice celebration

we like it. So did many others.

Racing on Summer Sailstice weekend was active, with the nine-club Lipton Cup, the YRA Summer Series and the StFYC Opti Heavy Weather Regatta. San Francisco YC hosted their own club race, and BAMA's Doublehanded Farallones race looped around the 'Devil's Teeth'.

Summer Sailstice wasn't only on San Francisco Bay. Sailors around the globe, from Japan, Hawaii, Ireland, Mallorca, Alexandria (Egypt), the Marquesas, Colombia, Mexico, British Columbia, Guatemala and more joined us for the longest Satur-

continued in middle column of next sightings page

hawaii or bust — continued

The nights pulling wire for electronics, packing the food just so. Preparing a fun box of goodies for the halfway party. Meeting like-minded folks at a pre-race education seminar and, of course, the folks on your own canoe. Hawaii or bust.

So stop wondering what it's like out there and remember what Warren Miller said: "If you don't do it this year, you'll be one year older when you do."

Good luck to all competitors this year.

— *andy schwenk*

Captain Andy Schwenk is a busy Bay Area marine surveyor, rig inspector and delivery skipper. Sailing the Pacific Cup in his Express 37, Spindrift V, Andy will make his 55th trip across the Eastern Pacific whale pasture. He hopes not to be premature at the start — and maybe catch a fish!

For a preview of this month's Pacific Cup, turn to page 58.

Top left: Before the 2021 Transpac start, left to right, Andrew Redfern, Conrad Holbrook, Lisa Wilson, Andy Schwenk, Eric Ochs. Bottom left: Spindrift V at the start of the 2021 Transpac. This page: The 'Spindrift V' crew celebrates the halfway to Hawaii party.



SPINDRIFT V

slog of the mahina

We found her sitting on a trailer, knee-deep in weeds, in a gravel pit on Lopez Island. Having responded to a Craigslist ad for a sailboat trailer we needed for a recently completed sailing dinghy, we found one that would work — the only condition being we had to take the boat that occupied it. When we saw that the boat was, in fact, the famed Albin Vega 27 *Mahina*, we agreed it was a condition we could live with and towed her home that day.

We are a couple of baby boomers living on Shaw Island, one of the San Juan Islands in Washington. It is a stunningly beautiful and somewhat serene existence, but amenities are sacrificed. One must become fairly organized to live in a place where there are no gas stations, stores or commercial enterprises of any kind. It's not for everyone.

Bringing her home involved convincing the ferry to let us board with the trailer in tow, chain-sawing a log off the access road, and chasing a runaway boat after she was unhooked from the trailer. An energetic day for two 68-year-young new boat owners, Jeff and Deb.

We began with less than nothing: a sad shell of fiberglass caked with decades of wear and tear, abuse, neglect and ugly reminders of a hard life. The bulkheads were all missing, along with everything else. No engine, electronic gadgetry or any other piece of equipment. We bailed the stale water standing in the bilge, and began scraping, scrubbing, power-washing and sanding at layers of indescribable gunk. We removed every piece of hardware, nut, bolt, cleat, chock, stanchion, hatch cover, mast and rigging. And then we filled the scars, dents, gouges; shaped, glued and taped; then primed and painted her first coat of bottom paint. Using a laser transit level, we determined the waterline and taped off the boot stripe.

Jeff is an accomplished boatbuilder and has many boat restorations under his belt. He is also a home builder and a sailor. With years of experience and a well-equipped shop located on the ground floor of our living space, our spontaneous decision to take on such a project was not exactly frivolous, but our work was cut out for us. Our transition every morning for the past year has been to walk downstairs after coffee and greet *Mahina* to continue the daily grind. The countless trips up and down the 26 stairs in between help to keep us in shape.

Here's a fun thing. Everyone should try this before taking on such a project: While trying to stand on an enclosed and steeply curved and slippery surface, with nothing to hold onto (and not nearly enough headroom to stand upright), try to employ some heavy power tool that commands focus and physical strength, without slipping or falling down completely. For hours on end. Then repeat. Fun for the whole family!

That being said, we would applaud anyone with the desire, patience, energy and skill (or willingness to learn) to engage in such a project. The rewards are huge, and the satisfaction that comes from creating something with one's own hands cannot be overrated.

These are just a few of the changes Jeff has made so far: new cockpit hatches with improved hinge placement, reshaping and strengthening the "garage" over the companionway hatch. He built a dedicated compass compartment and a hatched compartment under the countertop to hold the convertible refrigerator to run off the battery. In the cockpit area, he molded an "eyebrow" into the house bulkhead that will keep rainwater off the engine panel beneath it. And he built a shelf around the V-berth for storage and strength. The countertop, fashioned in maple, looks fantastic.

We've made trips to Port Townsend and Bellingham for lumber, parts and supplies, and have found a few things along the way, such as a vintage winch in an antique store that will be installed on the bow as an anchor windlass.

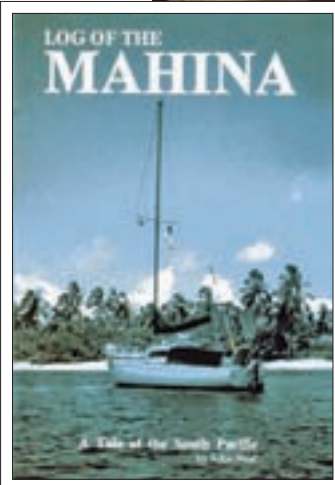
Our idea of a finished *Mahina* may be slightly different. As a seasoned sailor and boatbuilder, Jeff sees a traditionally built, structurally improved, solidly dependable boat that's fun to sail. Deb has visions of a

continued on outside column of next sightings page

summer sailstice

day closest to the summer solstice. So now, with the passing of Summer Sailstice and the solstice, summer sailing has officially started. The Delta Doo Dah is underway, the Pacific Cup starts July 4-8, and people are planning for the Baja Ha-Ha in the fall. Kids are out of school, and 'big kids' are out Friday night racing.

Summer Sailstice was created in 2001 as an opportunity to get the whole world sailing on the weekend closest to the summer solstice — a possible remedy for idle boats in the marina and inspiration for everyone to connect while demonstrating what sailing offers us all and the world. In a time-challenged world, it aims to be one more spark to ignite sailing activity on the Bay.



— continued

This year's sail on San Francisco Bay was spectacular. We hope you managed to join thousands of other sailors and were able to #raiseyoursails for Summer Sailstice 2022. If not, enjoy this summer of sailing anyway, and put June 24, 2023, on your calendar for Summer Sailstice next year.

— john



LATITUDE / JOHN

mahina — continued

midcentury classic look (think '55 T-Bird), retro with a hint of frivolous, upholstered in colors of navy and aqua with bright curtains in a print with VW Bugs and surfboards and shiny chrome fixtures. Somehow, we hope both versions will meld together to complete our bluewater escape pod into the ultimate island boat.

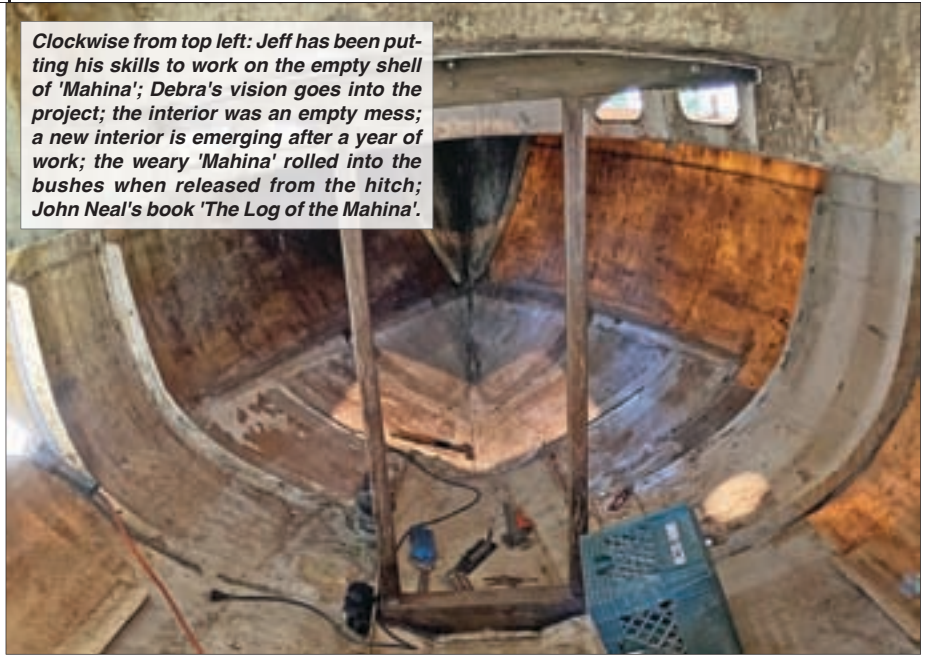
Mahina was built in 1969, the year we both turned 16. We were vaguely aware at the time of the voyage John Neal made in his (and our) early 20s. What better way to recapture that time of the past before life happened and we all became, by default, responsible adults? At this time in our lives, it gives us both meaningful focus, positivity and a project we can work on together. The anticipation of being able to sail her someday soon keeps us inspired and hopeful. And when the day comes when we are no longer able to be dreamers or sailors, at least the grandkids will have a very cool boat to sail and care for. As well as a constant and playful reminder of Grandpa Jeff.

Thank you, *Mahina*.

— debra taylor



Clockwise from top left: Jeff has been putting his skills to work on the empty shell of 'Mahina'; Debra's vision goes into the project; the interior was an empty mess; a new interior is emerging after a year of work; the weary 'Mahina' rolled into the bushes when released from the hitch; John Neal's book 'The Log of the Mahina'.



ALL PHOTOS DEBRA TAYLOR

kenichi horie's latest feat

On June 4, 2022, Kenichi Horie, the 83-year-old sailor with more unique sailing records than we could possibly dream up, became the oldest person to sail singlehanded, nonstop, across the Pacific. Kenichi cast off his dock lines from San Francisco Yacht Club on March 26 and, with an escort of well-wishers and supporters, made his way out the Gate toward his homeport, Shin Nishinomiya Yacht Harbor, Japan.

Upon reaching his final goal, the Kii Suido Strait, Kenichi settled in to wait for sunrise, at which time he would be towed to the docks. He wrote in his log, "I'm tired." Not surprising, considering the octogenarian had just sailed more than 4,500 miles over 70 days.

Kenichi arrived in San Francisco, much the same way he recently left, aboard a 19-ft engineless sailboat, *Mermaid*, 60 years ago. On that occasion, he left Japan with no money, no passport, and no idea of his welcome in the USA. Fortunately, the 23-year-old Kenichi was given a 30-day visa and a key to the city of San Francisco.

Since that first intrepid voyage in 1962, Kenichi has completed two solo circumnavigations, sailed aboard a solar-powered boat from Hawaii to Japan, set the record for sailing across the Pacific aboard the smallest boat (9-ft 18-in), pedaled his way from Hawaii to Okinawa, crossed the Pacific from Ecuador to Tokyo aboard a solar boat made from recycled aluminum cans, and more.

In 2002, Kenichi recreated his original 1962 crossing from Nishinomiya to San Francisco, again solo on a 19-ft boat. This time he spent 67 days on a boat made from whiskey barrels, its mast made from recycled aluminum cans, and sails spun from reprocessed plastic bottles.

While the record-setting sailor doesn't consider himself an activist, Kenichi tries to demonstrate the viability of the circular economy based upon reusing, repairing, refurbishing and recycling. Upon the completion of his most recent Pacific crossing, which may not be his last, we asked Kenichi what he now thought about the circular economy and its effect on the ocean.

"There used to be oil from fishing boats, and I didn't think much about it because that's just how it was back then, but I didn't see much of it this time. I didn't sense that the ocean is polluted. With the spotlight on the environment over the years, sailors have probably made efforts to keep it clean," he wrote.

The newest edition of *Mermaid*, the 19-ft *Suntory Mermaid III*, while still without an engine, did have some modern conveniences. "The technology alone put it on another level," Kenichi said, "and it was comfortable. It's got weight to it, so it's stable, and, more than anything, it's sturdy. There's not a single scratch on it from this trip."

That said, he did admit that his next boat could be improved. "Water was stored under the cockpit, so it was hard to get to, and hard to see how much was left. If the storage is going to be under the cockpit, it might have been more efficient to just put a water tank there."

Kenichi said the new *Mermaid* fit him perfectly, and he doesn't believe his food stocks made a lot of difference to his boat. "I'm 83 years old," he wrote, "so I don't eat as much as people think. It was mostly water, bananas, rice, curry and Calorie Mates [nutrition bars], so it didn't make much of a difference." The main difference was that as his food was consumed, there was more room in the previously packed boat. He still had a lot of water and wrote, "Water is the lifeline, so better to be safe than sorry."

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delta doo dah 14

Delta Doo Dah 14 continues the tradition of summer-long DIY cruising while offering opportunities for fleet members to gather, meet one another, and exchange stories and tips.

The next such opportunity will be coming up on Saturday, July 30, at Owl Harbor Marina on Sevenmile Slough, along the Delta Loop in Isleton. Owl Harbor invites Delta Doo Dah fleet members to join the marina's tenants for a Roaring Day in the Delta. (Really, can we please get the 'Roaring 20s' started already?)

The afternoon's activities will begin with a Dinghy Poker Run. From 2 to 4:30 p.m. you'll be invited to 'Make Your Mark'. A complimentary buffet dinner will be offered at 5 p.m., followed by a games night. You're encouraged to dress in your favorite



COURTESY KENICHI HORIE



LATITUDE / JOHN

summer events

Roaring 20s attire!

Slips at the unique and desirable destination do book up, especially in the larger size ranges. "Reservations are required in advance to secure a spot," advises harbor-master Devery Stockon, "since we are still getting summer visitors who are securing slips." Roaring Day on the Delta is open to those with boats in slips only, and party RSVPs are required. Call the marina office at (916) 777-6055 to request a slip as soon as possible, and RSVP for the party by July 10 to jenny@owlharbor.com.

The next Delta Doo Dah opportunity on the itinerary will come on Saturday, August 13. Not far from Owl Harbor, Delta Bay Marina will again host our sailors for a day of activities. We're still in the early planning

continued in middle column of next sightings page

kenichi horie — continued

Despite his many years' experience and insistence on sailing without an engine, Kenichi admits to concern that the lack of a motor could be his undoing. As he crossed the Kuroshio Current, which he considered the most difficult part of the journey, he worried that he would be pushed off course. "It was a battle. There was the stress of having to carefully read the tide and wind, and the anxiety about possibly not being able to get back on course."

But he did get through, and once on the other side, his journey was reaching its end. In his final log entry on June 5, Kenichi wrote, "I was able to return safely without any major deviation from the original plan."

Will the solo sailor get back on the water to make another crossing, or demonstrate another type of circular-economy-inspired boat? We can only imagine yes, as when asked what he likes about sailing, he replied, "I like the whole thing from end to end. I like not using gas or oil. I like planning the voyage from the beginning to pushing off and then arriving at my destination." He says each episode left him with "more experience and faith" that he could survive each of his subsequent adventures. But would he pedal across the Pacific again? That's a definite "No."

— monica



Top left: Kenichi the rock star. Bottom left: 'Suntory Mermaid III' departed SFYC on March 26. This photo: sailing out past the Marin Headlands. Inset left: Kenichi upon arrival at the dock in Japan.

SIGHTINGS

reshaping the sailing community

Ros de Vries grew up in Sydney, Australia, spending her summers hanging off the high side of her godfather's 30-ft boat as they sailed beneath the Sydney Harbour Bridge. Now, many years later, Ros is taking her enthusiasm, energy and focus on sailing to her role as Island Yacht Club's 2022 commodore.

From grass roots to high-performance sailing, Ros was inspired by Australia's community-focused culture to support people getting out on the water. Together with her husband Nathan de Vries, Ros has been living in the US for more than 10 years. Earlier this year, she and Nathan took a trip back to Australia and were reminded of their sailing roots as they spent a summer Down Under.

The fun of sailing aboard her godfather's boat is indicative of the general attitude toward sailing that Ros grew up with. "For children growing up in Australia, there are a lot fewer barriers to getting out on the water," Ros explained. With life revolving around the waters as it does for many Australians, it was natural for her and her sister to start dinghy lessons at an early age. Sailing turned into a family affair most weekends when they

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delta doo dah 14

stages for this one, but the tentative agenda looks like this:

August 13:

- 11 a.m.-2 p.m.: BBQ lunch prepared by Peninsula Yacht Club.
- 1 p.m.: Delta history talk by Commodore Bill Wells of the California Delta Chambers.
- 2 p.m.: Harbormaster talk by Delta Bay's own harbormaster, Eric Chiu.
- 3 p.m.: Things to Know Before You Go talk by veteran cruisers and authors Pat and Carole McIntosh. Their talk may be of special interest to Delta Doo Dah sailors contemplating the Baja Ha-Ha — and vice versa!
- All day: Demos on clean boating, including solar boats.



MONIQUE SELVESTER



ISLAND YC



LATITUDE / NICKI

— continued

August 14:

- 10 a.m.-3 p.m.: Sunday Market.

Delta Bay Marina, located on the Delta Loop just off the San Joaquin River, will offer free berthing for official Delta Doo Dah entries from Friday, August 12, through Monday, August 15. You'll make your reservation online using a gift code; we'll email the pertinent reservation information to our fleet. Delta Bay can accommodate up to 20 guest boats from the Doo Dah. Visitors are also welcome to arrive by car.

Registration for the Delta Doo Dah is still free. Sign up on our swanky new web page at www.latitude38.com/delta-doo-dah. As we get closer to the event dates, we'll email more information to our fleet members.

— chris

Clockwise from left: Inclusion means teaching anyone to sail, and Ros can do it; Ros and the IYC crew during the club's Change of Watch meeting; Ros was a youth Sabot sailor in Sydney, Australia; Ros and Nathan sail on the Estuary aboard their Santa Cruz 27 'Medusa'.

COURTESY ROS DE VRIES

sailing community — continued

packed their Sabot on top of their van to haul it to the local club.

Ros took a hiatus from sailing during her busy young-adult years — studying at University, getting married, and starting a career. The second chapter of her sailing journey didn't begin until she woke up inspired one sunny San Francisco morning. After taking Basic Keelboat lessons at Treasure Island Sailing Center, Ros's life changed course. "I was hooked! I got a real sense of positivity and empowerment just from learning how to sail a keelboat." Shortly after, you could find her walking the docks with a six-pack of beer at South Beach Yacht Club during Friday night races, ambitiously ready to crew.

It wasn't until COVID struck and crewing options became minimal that Ros and Nathan decided to purchase their own boat. In previous months of sailing with the fleet, they were slowly falling in love with the Santa Cruz 27. At the end of May 2020, they purchased *Medusa*. "Having the boat and owning it together has allowed us to be more experimental, trying any roles we like and building our own crew."

Ros has devoted time volunteering with various sailing programs in the community, including the Bay Area Association of Disabled Sailors (BAADS), Blue Water Foundation and Alameda Community Sailing Center. With a professional background in marketing and web design, she was a fundamental part of the digital transition of the 2020 Women's Sailing Seminar. As a regular contributor to *Latitude 38*, Ros also enjoys utilizing her videography and photography skills for a few sailing organizations. "I love capturing these moments where people are doing something that is so much bigger than themselves, and sailing is very much that," she added.

When she discovered Island YC, Ros was enticed by the Small Boat Program that provided members access to a Santana 22, *Island Girl*. Ros found that IYC much resembled the welcoming environment that she'd experienced within her sailing community back home. She and Nathan joined the club in 2018, and Ros became publications chair in 2019.

Often known as "the little club that could," the volunteer-run club has continued to overcome obstacles through the hearts and labor of a small group of individuals. With Omicron looming, it was apparent to Ros that they were not out of the woods yet. For the club to survive, it was going to be vital to have a large digital presence.

After the loss of their clubhouse in 2020, and while struggling with the effects of the new pandemic, dues were reduced to \$50 per year to maintain and encourage membership. Now, with club membership up, Ros is motivated to keep fees low to cultivate an infrastructure for affordability and accessibility.

Ros has big plans for 2022 and is motivated to bring to life inclusion through community engagement, envisioning the removal of nepotism from the yacht club culture and creating transparency. Club members are now invited to join monthly board meetings. "Everyone can be a part of the decision-making process and can make decisions on where the member money is going," she said.

IYC was a racing club from its inception. Ros is enthusiastic about reinforcing that tradition. Her motto is, "If you're not racing, you're not sailing!"

"I want to bring that zero chill to IYC in a big way. I want to talk about how we can do races that are not just ambitious but great for the community."

With events still underway, post-race award dinners are being held at the club's makeshift clubhouse, the friendly Boathouse Tavern in Alameda, where the new owners have welcomed the club with open arms. Sharing space with the public has resulted in the club's gaining even more traction and popularity in an atmosphere where everyone is invited to join the party.

As many of the next-generation sailors have done, Ros has leaned on the support of many great local mentors along the way. She plans to carry the torch by creating opportunities for newcomers to get onto the water and have a safe space for learning. "The reason sailing exists and has such presence in the Bay Area is that the community is very strong."

— monique selvester

SIGHTINGS

the evolving market of marine insurance

There is little question that insurance for boats has become more expensive, and harder to acquire, over the past several years. Over the past several decades, the marine insurance market has actually struggled to find a sustainable business model. After years of what might have been "artificially low" rates, insurance policies today are likely to be far more expensive, and might come with a lengthening list of stipulations and restrictions — which have always existed, but which seem to be getting more stringent — from the insurance carrier.

While the market has tried to redefine itself, the weather has turned ugly. Once-a-century storms are now once-in-a decade events. With an estimated 100,000-plus vessels lost over the last three-plus years, the insurance market has, understandably, become increasingly cautious to cover "very dynamic risk profiles that are difficult to write the risk on," otherwise known as sailboats. Some have described the bluewater-cruising insurance industry as "nervous," and having "less appetite" for risk.

What's been your evolving experience with boat insurance? Has it become more expensive, or more tedious? Is it harder to find for older boats?

continued on outside column of next sightings page

stolen sailboat sculls

On May 4, Royal Canadian Mounted Police and US Coast Guard personnel were conducting patrols in a USCG vessel when they encountered a 26-ft white and blue, older-model fiberglass production sailboat near the marine border west of Stuart Island. The occupants were sculling and said that they had run out of fuel. While police engaged with the crew, the sailboat and Coast Guard vessel drifted into US waters and a shipping lane. The boat was now a hazard to ships moving through the area, and assistance was offered to tow the crew to a US port, but they decided to return to Canadian waters by sail power.

Neither man was the registered owner of the sailboat, but it had not been reported stolen. Police records showed one of the



MARION VAN DER POL



JARED PECHAN

Whatever you do, don't show this spread to a marine insurance agent. (To be fair, no sailor wants to see this kind of carnage.) Clockwise from top left: Bahia de Los Angeles, about 300 miles north of La Paz, in the wake of Tropical Storm Newton in 2016; Hurricane Irma is probably still sending shockwaves through the insurance market. Jared Pechan's Leopard 46, left, survived the Category 5 storm in the British Virgin Islands in 2017; more destruction in the BVI caused by Irma; a catamaran in an unnatural position at the famed Pusser's Landing on Tortola; Hurricane Marie slammed into the Caribbean just two weeks after Irma, wreaking havoc in St. Martin; there is, of course, danger outside of extreme weather: a boat fire in Sausalito in 2010; a fire on a Richardson Bay anchor-out in 2020.



LATTITUDE / JOHN



LATTITUDE ARCHIVES

into canadian custody

men to be wanted in British Columbia on outstanding warrants for his arrest.

Upon their return to Canadian waters, the patrol crew boarded the sailboat and arrested the wanted man. The second man was allowed to sail on while police continued to attempt to locate the owner.

Investigators later learned from the registered owner that the vessel had been stolen from its mooring in Cadboro Bay. The rightful owner had by then filed a police report.

The following day, a BC RCMP Shiprider crew located the sailboat sailing eastward, south of Pender Island. Police arrested the man at the helm and recovered stolen tools and an inflatable, as well as the sailboat.

— chris



JARED PECHAN



CHARLES TOBIAS



CNNVR

marine insurance — continued

Anecdotally speaking, several people have told us that they've struggled to get insurance. At least two boats, one a Cal 40, has withdrawn from this year's Pacific Cup because the owner could not find coverage. (The Pac Cup does not require boats to be insured, and for years, cruisers have set sail without any insurance, or just liability coverage. But a growing number of marinas around the world are requiring varying degrees of insurance in order to get a slip, or even a mooring ball.)

We've heard echoes from other owners who have said they cannot find insurance for their older boats, though it's certainly not the rule. The owner of a 1980 Santa Cruz 50 said that their old broker had become increasingly "persnickety"; when the carrier found out that the boat had been sailing offshore, they cancelled the policy. According to one sailing forum, a racing boat might be insured against fire, theft, and collisions in the harbor, but once the boat sails over the horizon, the insurance may be null.

The Santa Cruz owner was able to find a new policy, but the carrier wanted them to install radar as a condition for insuring the boat. (The new policy costs \$4,000 more.) This is not uncommon: Boats are surveyed by insurance agents when considering coverage, and there can be any number of equipment requirements for a policy. The Santa Cruz 50 owner told us also that some insurance carriers had looked at the boat's crew roster, checking for experience.

How much of a factor is experience when considering insurance? Without a universal licensing system for offshore sailing, it's not clear how carriers evaluate the bona fides of potential clients.

YouTube sailing phonemes *Gone with the Wynns* said that when they first went cruising, they had little experience, and expected to pay exorbitant rates their first few years, with the expectation that as they sailed more, their insurance would get cheaper. "Lies, all lies," wrote Nikki Wynn, who said that when she asked brokers why insurance had become so expensive, they told her: The number of options for offshore insurers were narrowing. After losses during recent hurricanes, underwriters cut down on writing new business that involved long passage-making to remote places. "If the vessel has a claim, it is hard to find a haul-out, get work done, adjustors, survey, etc."

Let's not forget those larger market factors that have been in play.

Following the financial crisis in 2008, "Insurance companies clamored for business, driving premium prices down, and providing policies of varying degrees of coverage, quality and security," reported *Motor Boat & Yachting*, which interviewed several marine insurance providers in 2020; the providers said that rates had been "unsustainable" for years. In 2017, a record hurricane year, "the Lloyds yacht insurance sector, a benchmark for the sector as a whole, said claims exceeded premiums by between 180 and 300%. Attritional claims and larger losses were also affecting the market."

Despite a poor business model, "premiums didn't increase for a long time, so the market is just now catching up." One insurance agent, whose objectivity we can only wonder about, said, "These recent increases aren't merely justified; they're essential. Quite a lot of insurers moved out of the market because they made no money." For the cherry on top: The Insurance Premium Tax doubled recently, further driving up rates.

There are some positive developments, as well, according to *Motor Boat & Yachting*: "Over the last couple of years, online quoting has improved. Customers can quickly get boat insurance quotes themselves, rather than waiting a couple of days. [Said one insurance agent:] 'We're a long way from price-comparison websites dominating the boat insurance market as they do in motor insurance, but this transition puts power in the hands of customers to shop around and get a policy priced for what they need. Remember that boat insurers don't necessarily share the same view of risk!'"

Pricing online might be a good option for small, simple boats on inland waters, but when covering a bluewater boat, an insurance agent can provide invaluable insight on the intricacies of more complicated policies.

That's our summary, but we're hoping that you can help fill in some details with your experience. Please write us at editorial@latitude38.com.

— tim henry

PACIFIC CUP 2022 PREVIEW —

After the unprecedented cancellation of the race two years ago, the Pacific Cup is back in 2022. Mirroring a trend seen around the world, a pent-up desire to get outside and go sailing helped to push pre-registrations to an all-time record for this year's race. As of this writing — and after no shortage of pre-race attrition — 66 boats were registered to make the 2,070-mile journey from San Francisco to Kaneohe Bay, Oahu. Beginning on Monday, July 4, this huge and diverse fleet of boats ranging from the requisite Moore 24 to a duo of Volvo 70s will set sail for Hawaii. The 21st edition of the Pacific Cup promises to be a brilliant race and an even better party.

"This is likely to be the biggest Pacific Cup ever," explains Pacific Cup Yacht Club Commodore Jim Quanci. "The last time that we had a capacity race was in 2000, but we only finished 57 boats or something like that. My guess is that this will be the biggest number of boats that has ever shown up to Kaneohe Yacht Club. I think a lot of us have felt caged up for the last two years, and it's time to go out and go sailing and go to some post-race parties where there might be a few people — it's been too long. There are clearly some interesting boats. *Pyewacket* is going all out. We also see a huge fleet of doublehanders, which is great."

Among the first boats to sail into Kaneohe this summer will almost surely be Roy P. Disney's turboed Volvo 70 *Pyewacket 70*. Disney and his world-class crew have been on a tear since getting their new-to-them Volvo 70 from Down

Under, where she was Queensland-based and known as *Black Jack*. Turboed-out with a much bigger rig, a longer keel and a much longer sprit than on a stock Volvo 70, Disney's new boat has often proven to be quicker than current record holder *Rio100*. Should *Pyewacket 70* get the right conditions, she could have a realistic shot at breaking *Rio100's* existing course record of 5 days, 2 hours and 41 minutes, set in 2016.

Almost as fast as *Pyewacket 70*, the late entry of David and Peter Askew's Volvo 70 *Wizard* promises to offer good competition. While theoretically just a tick slower than Disney's boat over the water, *Wizard* has always hit above her weight. Since winning the Volvo Ocean Race as *Groupama 4*, the boat has gone on to win the Rolex Sydney Hobart overall, Fastnet overall, Bermuda overall and a Transatlantic overall. Will this legendary globe-trotting 70-footer add a Pacific Cup win to her résumé?

The Pacific Northwest contingent of boats in this year's race comprises an impressive one-quarter of the fleet, yet makes up the lion's share of what will likely be the premier division. Both of the race's TP52s, *Shadow* and *Mist*, come from the Northwest, as does the R/P 55 *Zvi*. Fast carbon racing boats in this size range tend to do very well on handicap in ocean races like a Pac Cup or a Transpac, and it shouldn't be a surprise if one of these 50-somethings from the Northwest ends up on top of the podium. *Zvi's* owner Alan Lubner has put together a solid campaign and team that have incorporated top Volvo Ocean Race

ALL PHOTOS LATITUDE / CHRIS

talent and a meticulously prepared and optimized boat.

Many California sailors and readers will likely recognize Peter McCarthy's *Shadow II*. Originally known as *Rosebud*, the early-generation TP52 is now based in Vancouver and has continually been optimized and updated, including a newer Bieker-design rudder. *Shadow II* should be well sailed, and the relatively narrow TP could prove to be slipperly-quick if conditions are on the lighter side. Seattle's Stevan Johnson has made the impressive jump from a Farr 39 to a TP52, and could prove to be an interesting wild card.

Also back for Pac Cup is Michael Schoendorf's Paul Bieker-designed Riptide 41 *Blue*. An extremely fast boat that is well funded and thoroughly optimized, *Blue* sails with top-tier talent on board, including Olympic gold medalist Jonathan McKee, fresh from the Race

"It's time to go sailing and go to some post-race parties where there might be a few people."

to Alaska win, and his R2AK crewmate Alyosha Strum-Palerm. *Blue* is always a contender to win any race that she enters, especially if the tradewind breeze is up in the long downwind portion of the race and the boat can live on the step.

David Raney's Wylie 70 *Rage* — the former race record holder — is back from Portland. UK Sails sailmaker Stu Dahlgren returns with his Santa Cruz 70 *Westerly*. The immaculately prepared Canadian sled has benefited from a huge multi-year refit that has included a new cockpit, winches, rig and more.

Behind the ultra-fast boats that often sail with professionals on board, the overall winner of the race could likely come from the people's end of the fleet. With a huge number of small and fast boats in the doublehanded starts, there is undoubtedly going to be some very close racing. Should the earlier starters get the best weather conditions, we could very well see a doublehanded entry claim overall victory. This feat was last accomplished in 2016 by Mark English and Ian Rogers on the Moore 24 *Mas!*

Three Moore 24s should provide very

Shawn Ivie's Express 37 'Limitless', seen here at the start of the Coastal Cup in Monterey on Memorial Day, will be among SoCal boats sailing the Pacific Cup this month.



FULFILLING A PENT-UP DESIRE

good competition this year. Kelly Gregory and Patrick Haesloop are in with the Moore 24 *Puffin*. Erica Mattson Siegel's Moore 24 *Accelerando* has been fully tricked out and beautifully prepared for this year's race, and Siegel will be sailing with none other than her supremely experienced stepfather Robin Jeffers, a highly sought-after helmsman.

Perennial contenders Bill and Melinda Erkelens are now sailing the Moore 24 *Foamy* after years of success on the Donovan 30 *Wolfpack*. Should the race get Moore 24 conditions, exactly no one would be surprised to see Bill and Melinda walk away with a division or overall win.

The Erkelens' old steed, the legendary Donovan 30 *Wolfpack*, will be piloted to Hawaii by her highly experienced new owner, Andrew Hamilton, and co-skipper Steve Kleha, a lifelong sailor and Pac Cup veteran.

Marc-Andrea Klimaschewski's beautifully restored and optimized hard-chined Dogpatch 26 *Moonshine* has won this race multiple times before (again, with the Erkelens) and will sail with very good talent on board, including co-skipper David Rogers, a Transpac-winning navigator. Buzz Blackett's new custom carbon-fiber Antrim 27C named 'io has proven very competitive and tough to beat. In limited outings, the boat has claimed some pretty big races overall and has been very well prepared and

Carliane Johnson, seen here at Nawiliwili Yacht Club following the 2018 Singlehanded Transpacific Race, will cross the Pacific this time with an all-female crew of six aboard her Freedom 38 'Kynntana'.



Rodney Pimentel's 'Azure', seen here preparing to start the Coastal Cup, is one of two Alameda-based Cal 40s signed up.

thoroughly optimized under the watchful eye of designer and co-skipper Jim Antrim.

The 38-ft Alerion Express *Surprise!*, owned by multi-time Singlehanded Transpacific Yacht Race veteran Bob Johnston, is sailing with fellow SHTP vet David Morris aboard — a sneaky-fast boat with a sneaky-fast skipper and crew.

Multi-time doublehanded race veterans Christina and Justin Wolfe are back from Orcas Island, Washington, with a new boat in the J/111 *Raku*. The experienced husband/wife duo could prove to be a powerhouse in manageable conditions. Another interesting boat could be Ken Machtley and Stephanie Arnold's J/99 *Dash*, also hailing from Orcas Island.

Erwan Menard's Richmond-based Pogo 30 *Eskoriñ* has been active in the workup to this year's Pac Cup. The hot new purpose-built shorthanded boat should be both fast and stable on the way to Hawaii.

Well-known Bay Area-based boat builder and sailor Rufus Sjoberg is back, but for the first time in a Pac Cup with his now-famous J/125 *Rufless*. Featured in the recent *Top Gun* sequel with Tom Cruise, *Rufless* will sail with a characteristically talented crew that includes Skip McCormack as navigator. They'll get to compare pace with Shawn Dougherty and Jason Andrews' J/125 *Hamachi* from Seattle, which should

prove to be a good benchmark — that team won the Transpac overall in 2019. The third R2AK-winning crewmate, Matt Pistay, will race aboard *Hamachi*.

Race stalwart Zachery Anderson will be back for 2022, but this time with his J/125 *Velvet Hammer*, which finished second overall in the 2019 Transpac, just behind *Hamachi*. J/125s have a well-earned reputation as being 'unicorn' boats that can hit above their weight in a variety of conditions, and all three of these J/125s could easily win their division and walk away with the overall if they get their conditions, win the weather lottery, and start on the best day.

J/125s and Moore 24s aren't the only boats to bring some one-design competition to this year's Pacific Cup. Three Islander 36s are registered. They could prove to be a wild card if the early starters win the weather lotto and conditions are light enough that fast boats can't surf away.

Two Express 37s are entered this year, including Andy Schwenk's Richmond-based Express 37 *Spindrift V* and Shawn Ivie's San Pedro-based *Limitless*. After a disappointing year in 2018, when the team had to turn back due to a steering issue, Ivie has recruited some top talent from around the country and could prove to be a serious threat in this race. There's also a couple of J/105s, two Cal 40s, two 1D35s and two Express 27s that will provide plenty of interesting boat-on-boat match-racing battles.

PACIFIC CUP 2022 PREVIEW

2022 PACIFIC CUP ENTRIES

Yacht	Type	Skipper	Homeport
FULLY CREWED			
Alternate Reality	Express 27	Darrell Jensen	Seattle, WA
Athena	Beneteau First 45	David Ryan	Santa Cruz
Azure	Cal 40	Rodney Pimentel	Alameda
Blue	Riptide 41	Michael Schoendorf	Milwaukee, WI
Cali	Islander 36	Kerry Scott	Vallejo
Cassiopeia	Islander 36	Kit Wiegman	Alameda
Chance	Centurion 42	Mark Lowry	San Francisco
City Lights	SC52	Aaron Wangenheim	San Francisco
Concussion	Olson 30	Nick Schmidt	San Francisco
Dogma	Olson 40	Mike Little	San Francisco
Double Espresso	Express 34	Jason Lauer	Santa Cruz
Duende	Cal 40	Giuseppe Lavelle	Alameda
Escape Artist	J/105	Dana Sibilla	Portland, OR
Free Bowl of Soup	J/105	Eric Hopper/Douglas Schenk	Portland, OR
Freja	Aerodyne 43	Jonathan Cruise	Seattle, WA
Freyja	Cal 35 MkII	George Scott	San Francisco
Galatea	Islander 35	David Herring	Minneapolis, MN
Hamachi	J/125	Jason Andrews	Seattle, WA
Hokulani	J/120	Tracy Rogers	Redwood City
J/World's Cazan	DK46	David Gates	San Diego
J/World's Hula Girl	SC50	Wayne Zittel	San Francisco
Kahoots	Andrews 33	Greg Mitchell	San Francisco
Kahuna	1D35	Bob Stephenson/John Higham	Kaneohe Bay, HI
Kynntana	Freedom 38	Carliane Johnson	Montara
Limitless	Express 37	Shawn Ivie	Los Angeles
Lodos	J/111	Tolga Cizik	Seattle, WA
Mako	Sydney 38	Jason Vannice	Olympia, WA
Mist	TP52	Stevan Johnson	Shilshole Bay, WA
Pearl	Synergy 1000	Eric Thomas	Duluth, MN
Perplexity	Express 37	John Wilkerson	Port Madison, WA
Pyewacket 70	Volvo 70	Roy Disney	San Diego
Rage	Wylie 70	David Raney	Portland, OR
Rägeboge	Hallberg-Rassy 38	Heinz Baumann	Basel, Switzerland
Rufless	J/125	Rufus Sjoberg	Richmond
Sacagawea	Jeanneau 349	Ryan Floyd	San Francisco
Shadow II	TP52	Peter McCarthy	West Vancouver, BC
Spindrift V	Express 37	Andy Schwenk	San Francisco
Such Fast	1D35	David Garman	Seattle, WA
Surprise	Schumacher 46	Bob Hinden	Alameda
The Boss	J/35	Chad Stenwich	Brownsville, WA
Total Eclipse	Kalik 40	Roger Wise	Alameda
Velvet Hammer	J/125	Zachery Anderson	San Francisco
Vera Cruz	Beneteau First 40	Michael Johnson	San Francisco
Westerly	SC70	Stuart Dahlgren	Victoria, BC
WildCard	SC37	Nick Grebe	Benicia
Wizard	Volvo Open 70	Peter Askew	Wilmington, MA
Zvi	R/P 55	Alan Lubner	Mercer Island, WA
DOUBLEHANDED			
Accelerando	Moore 24	Erica Mattson Siegel/Robin Jeffers	Richmond
Blue Moon	Sun Odyssey 52.2	Russ Johnson/Janell Clark	San Francisco
CruzSea Baby	Beneteau 10R	Amanda & Brian Turner	Santa Cruz
Dash	J/99	Stephanie Arnold/Ken Machtley	Orcas Island, WA
Eskoriñ	Pogo 30	Fred Bouju/Erwan Menard	Richmond
Foamy	Moore 24	Bill & Melinda Erkelens	Richmond
Hang 20	Express 27	Lori Tewksbury/Catherine Meyer	Richmond
'io	Antrim 27C	Buzz Blackett/Jim Antrim	Richmond
Moonshine	Dogpatch 26	M. Klimaschewski/D. Rogers	Seattle, WA
Puffin	Moore 24	Kelly Gregory/Patrick Haesloop	Sausalito
Raku	J/111	Christina & Justin Wolfe	Orcas Island, WA
Surprise!	Express 38-1	Robert Johnston/David Morris	San Francisco
Twelve-Winded Sky	Hanse 342	Mark Jordan/Randy Leasure	San Francisco
Wolfpack	Donovan 30	Andrew Hamilton/Steve Kleha	Richmond
Yeti	Express 27	Adam Mazurkiewicz/Ron Snetsinger	Richmond
CRUISER			
Circe	Freedom 40/40	Tony Bourque	Richmond
Hullabaloo	Catalina 425	Michael Armstrong	San Francisco
Loki	X-49	John Sancho/Rudi Boekamp	San Francisco
Solis	Hans Christian	Darshaun Nadeau	Fort Bragg

The huge and diverse fleet of boats includes at least one example of many popular West Coast classics, including a Santa Cruz 50, Santa Cruz 52, Olson 40, Olson 30, Express 34 and more. There's also a number of sporty Beneteaus and other production cruisers that could prove to be very competitive. David Ryan's Beneteau First 45 *Athena* is sailing with Ashley Perrin and Gilles Combrisson as watch captains and should be well sailed. Brian Turner's Beneteau First 10R *CruzSea Baby* will sail doublehanded. Michael Johnson's Beneteau First 40 *Vera Cruz* is back for another Pac Cup and includes Michael's wife Vera and daughter Kira.

'Pyewacket 70' could have a shot at breaking 'Rio100's' course record.

Carliane Johnson's Freedom 38 *Kynntana* will sail with an all-female crew. Russ Johnson and Janell Clark are back for the Pac Cup with their beautiful blue Jeanneau 52.2 *Blue Moon*, but they've left their crew on the dock this time and will go doublehanded. Bob and Maryann Hinden's Schumacher 46 *Surprise* has an impressively deep crew of Bay Area ringers aboard, including daughter Rebecca, who will handle navigational duties. Both boats named *Surprise* could prove to be exactly that should they get their conditions and start on the right day. Bob Stephenson's Kaneohe, Oahu-based 1D35 *Kahuna* has been sailing well in Oahu and placed second in their division in the Spinnaker Cup.

With nearly 70 boats still planning to take to the start the week of July 4-8, stay tuned to *Latitude 38* for more updates before, during and after the race. Also, make sure to check the race's website at www.pacificcup.org, their Facebook page and their Instagram account, @paccuprace, for more information and for how to follow along. For the first time in the history of the race, the Pacific Cup's media team is planning to broadcast the starts and finishes of the race live on their social media pages and/or YouTube channel.

With a huge, interesting fleet of boats and a few hundred sailors who have spent too much time in isolation and can't wait to go for a good sail and have a few mai tais afterward, the 2022 Pac Cup should prove to be worth the wait.

— ronnie simpson



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THE MASTER MARINERS REGATTA —

Michael and Louise Zolezzi's 1937 8-Meter sloop 'Yucca' (she of the thoroughly modern carbon sails) started at 12:40, and Bert and Sisi Damner's Concordia yawl 'Encore' started at 12:50.

ALL PHOTOS LATITUDE / CHRIS EXCEPT AS NOTED



WITH THE WIND IN OUR HAIR

The morning of Saturday, May 28, started on the Sausalito waterfront, the territory of our earliest wanderings. We felt right at home strolling down the wooden boardwalk, a duffel slung over one shoulder and a camera over the other. We climbed aboard the gaff-rigged steel schooner *Freda B* and greeted fellow passenger Aldred Chipman, who had retired as owner of Starbuck Canvas in January. (Aldred says he's still doing canvas work part-time in San Francisco.) The rest of the sailors aboard the tall ship were regular crewmembers. Keeping the crew and the charter business safe from the Omicron surge, *Freda B* left the dock

with only eight souls aboard.

Before long we would feel the salty breeze in our hair. Flags and pennants whipped in the wind. Fog and sunshine competed for dominance of the skies. A down jacket and high freeboard were enough to protect us from the typical San Francisco Bay spring wind and waves. The current was flooding, keeping the latter under control.

Heavy boats need a good, stiff breeze to get up to speed. Running the Master Mariners Regatta in late May virtually guarantees the hoped-for conditions. This year's race was no exception. *Freda B* had arrived at the starting area with



THE MASTER MARINERS REGATTA —



LYON OMOHUNDRO

'Freda B's crew hoists her sails (left); she's an 80-ft coastal schooner available for crewed charters.

time to spare, and Captain Paul Dines spun a few circles to kill time — a good warm-up for the relatively small crew.

The Master Mariners Regatta uses a reverse-handicap start, with groups crossing the line every five minutes from noon to 1 p.m. The Bears and Birds, two one-design classes designed and built for San Francisco Bay in the first half

of the 20th century, went off first. The brigantine *Matthew Turner*, in the Parade class, started last.

Freda B sailed alone in the Big Schooner division. Her intended competition, Call of the Sea's stays'l schooner *Seaward*, didn't race. There were other no-shows as well, some due to the

COVID going around.

Race officer Jeff Zarwell and his crew of volunteers aboard Sausalito Yacht Club's signal boat *Mercury* presided over the reaching start in front of the St. Francis YC. Once everyone was off and running, the *Mercury* crew weighed anchor and moved to the east side of Treasure Island for the finish.

Clockwise from top left: 'Freda B' flew her sponsor flags, prize pennants and participation swallowtails; practicing with the slingshot for a possible potato-throw in lieu of a mark rounding, which proved unnecessary; Team 'Freda B', left to right: Shannon, Aldred, Capt. Paul, Reno, Justin, Sydney and Travis.



WITH THE WIND IN OUR HAIR



BOTH PHOTOS LYON OMOHUNDRO

Greetings from the seasoned sailors on the 1949 32-ft Winslow gaff sloop 'Black Witch' (left) and the young folks on Hans List's 1940 36-ft Hanna ketch 'Sequestor'.

Different divisions sail different courses. *Freda B* sailed to the Little Harding green can, a Yellow Bluff temporary mark, the red-and-green Blossom Rock buoy southeast of Alcatraz, the Southampton Shoal platform, and onward to the finish north of the new span of the Bay Bridge. For the short beat from Little Harding to Yellow Bluff, Captain Dines flew the iron genny, the

ship's only use of her engine allowance in the race. That Saturday was a busy one for ship traffic. On the leg from Yellow Bluff to Blossom Rock, *Freda B* had to duck an outbound container ship.

We started with a reef in the mainsail, but eventually shook that out and hit

10 knots of boatspeed. The wind in the Slot kept the pressure on, and *Matthew Turner* hit 10.5 knots. A few light spots in the lee of land masses slowed the romp to a more stately pace.

The crew of *Freda B* opted not to join the parade down the Estuary to the raft-up and party at Encinal YC in Alameda

Clockwise from top left: the four-boat Farallon Clipper start; all's well aboard 'Encore'; Tim Maloney's Bear division-winning 'Magic' and Allen Gross's 1889 32-ft Burgess cutter 'Folly' round Blossom Rock; Terry Klaus's gaff-rigged 1924 65-ft Herreshoff schooner 'Brigadoon' crosses the finish line.



LYON OMOHUNDRO

CHRIS RAY / WWW.CRAYVPCOM



MASTER MARINERS REGATTA

— again with pandemic prudence in mind. The gathering did not achieve pre-2020 mass, but was enjoyable and convivial nonetheless, with a tiki bar by the pool, a Dixieland jazz band on the deck, and a BBQ dinner outdoors.

— **latitude**/chris

MMBA MASTER MARINERS REGATTA, SYC, 5/28

BIG SCHOONER — 1) **Freda B**, Lynx Perpetual Trophy, 1991 80-ft LOA gaff-rigged topsail schooner, Paul Dines & Marina O'Neil. (1 boat)

GAFF 1 — 1) **Brigadoon**, Biliken Perpetual Trophy, 1924 65-ft Herreshoff schooner, Terry Klaus. (2 boats)

GAFF 2 — 1) **Sequestor**, 1940 36-ft Hanna ketch, Hans List; 2) **Briar Rose**, 1939 32-ft Hanna ketch, Ian Powell; 3) **Sea Quest**, 1961 36-ft Angelman Sea Witch ketch, Steven Carlson. (5 boats)

GAFF 3 — 1) **Sea Lover**, Kermit Parker Perpetual Trophy, 1957 36-ft Angelman/Davies ketch, Chris Jannini. (1 boat)

MARCONI 1 — 1) **Kay of Göteborg**, 1978



Outdoor dining on the lawn at Encinal YC followed the regatta.

S&S 52 yawl, Neil & Ellen Gibbs; 2) **Yucca**, Dead Eye Perpetual Trophy, 1937 8-Meter, Michael & Louise Zolezzi; 3) **Water Witch**, 1928 50-ft Stone cutter, John & Gena Egelston. (7 boats)

MARCONI 2 — 1) **Lydia**, 1956 40-ft Schock cutter, Laura & James Emmit Clark-Moore; 2) **Encore**, Aloha Perpetual Trophy, 1966 39-ft

Concordia yawl, Bert & Sisi Danner; 3) **Nautigal**, 1938 Spaulding 38, Robby Robinson. (5 boats)

MARCONI 3 — 1) **Folly**, Homeward Bound Perpetual Trophy, 1889 32-ft Burgess cutter, Allen Gross; 2) **Vectis**, 1929 36-ft Wolacot sloop, Louis & Sara Nickles. (2 boats)

MARCONI 4 — 1) **Cybelle**, Lyle Galloway Perpetual Trophy, 1958 26-ft Pacific Flyer sloop, William Turnbull; 2) **Kaze**, 1951 23-ft Okamoto sloop, Elizabeth Roso-Diaz. (2 boats)

OCEAN 2 — 1) **Credit**, Farallon Clipper Perpetual Trophy, 1952 Farallon Clipper, Bill Belmont; 2) **Mistress II**, 1955 Farallon Clipper, Richard vonEhrenkrook; 3) **Ouesant**, 1957 Farallon Clipper, Jennifer Hinkel. (5 boats)

BEAR — 1) **Magic**, Gerry O'Grady Perpetual Trophy, 1961, Tim Maloney; 2) **Velerosa**, 1976, Hans Hansen. (2 boats)

BIRD — 1) **Cuckoo**, J. Everett Hansen Perpetual Trophy, 1925, Bill Claussen; 2) **Curlew**, 1922, John Muir. (2 boats)

Full results at www.sfmastermariners.org

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CRISSY FIELD —

Sailboats sail, and foilers foil, but wingers go out and play. Those flying kites have the ultimate playground from the beach launch at Crissy Field.

"Steady wind, ocean swell, one of the most storied breaks on the planet; it's just a crazy place to be with all that going on," says Geoff Headington, an avid winger from Tiburon. "Consequently, you have a bunch of 50-year-old men who can think of nothing else but the sport, their kids, and their god."

Headington is no newcomer to the scene, charting 19 years of kiteboarding and 20 years of windsurfing before discovering wing foiling in 2019. "My dad and I were a sailing family; we had sailboats and Sunfish back East. I was doing a little bit of dinghy racing right as windsurfing was just starting to happen. Sailing was my heavy-wind sport. But I got into windsurfing right away in Connecticut. I moved to California in 1999, and as soon as I saw kiting out here, it became my light-wind sport," explains Headington. "But wing foiling just became my all-wind sport."

"Morgan, when would you say we first saw winging?" Headington asks his 15-year-old son. Morgan eagerly chimes in: 2019. It was just before the pandemic that they saw the wing foilers out at Crissy. "We tried it out that summer when we borrowed a board, and realized right away that this was going to be good."

With the combination of hydro-foil and power source from the wind, you have increased safety, increased access, and decreased barriers to entry. From a safety perspective, a winger can completely de-power — so even when you're able to use the power of the water and the power of the wave to propel you, you can also completely ditch your power source. With a kite, launching, landing, and kiting become complicated quickly with yards of lines and a continuously lofted sail overhead.

Crissy Field has long been a mecca for wind sports, notably kitesurfing and windsurfing. There are waves wrapping around Fort Point under the south tower of the Golden Gate Bridge, swells at the north tower, and of course, the infamous center span, known to these fearless flyers as the Himalayas. "When it's ebbing and blowing 25 knots, the waves are double overhead — not necessarily breaking, but huge! When you're on a wing in those swells, you can really do a lot. I thought it would be fun to go back and forth, and there's so much more to it that opens up."

At Crissy, you can get waves right on the beach from the south tower. And all the boat traffic, like container ships, ferry boats, tourist boats, and even little sailboats, will attract wings like butterflies to their wakes.

"Some of the wingers at Crissy are fishing boat connoisseurs; they will chase down certain boats more than others, and they know all the names. They have the tanker and container ship schedules on their phones that show where the boats are, and blast the group text, 'incoming at 2:30, see you at the beach at 2!'" laughs Headington. "I don't know that there's anywhere else in the world that is anything quite like that."



GEOFF HEADINGTON

Morgan Headington gets the air needed for tricks.

Headington and his son Morgan head out as a team, learning the sport together. Headington picked it up first in 2019, with Morgan following about a year later. They stick together, keeping an eye out for each other's safety and getting the best action shots of tricks. Though Morgan is about a year behind his dad, he's pretty confident about the new sport he picked up over the past two years of the COVID-19 pandemic. "Well, I think I'm on a whole 'nother level than my dad. He was teaching me at the start, but I've surpassed his ability in freestyle, maybe not racing but probably similar in wave riding," jokes Morgan, ribbing his trusted wingman. "It probably makes him feel pretty bad, but you know there's only so much a 50-year-old can do!" The two laugh pretty hard at Morgan's roasting, but father Headington reflects further about the

Under 20 Crowd.

"That group of kids, we call 'em the Grom Squad. They're all about doing tricks, less into the wave-riding thing," says Headington, referring to a generational difference between old guard wingers and the younger players. Short for grommet, grom refers to a little surfer kid. "The kids are just not as obsessed with wave riding as the dads are. They're obsessed with getting bigger spins and the freestyle tricks. For me, I'm in between those two. I'm more freestyle jump focused."

Another father-son duo, Michael and Henry Vare, 13, also discovered the sport down at Crissy right around the same time. Headington said, "From teaching Morgan, I have a fairly refined teaching strategy, and have taught a bunch of people including Michael and Henry and Alan Prussia and his son Dillon, too. Both Morgan and I are helping out with the wing-foiling program at St. Francis Yacht Club."

It's a small world, with the major players coming from decades of wind sport experience and bringing their kids into the next wave of wing foiling on San Francisco Bay. The only thing that keeps these kids off the water, besides low wind, is their studies — AP testing is the only thing that could keep Morgan away, he laughs.

Friends with Morgan, Henry explains that wing foiling is sometimes hard to explain. Between competitions, gear sponsorships, and playing freestyle around the Bay, he's still a normal kid who has to explain missing school days. "Sometimes I have to explain to my teachers, 'why did I miss school?' And I just say, I had a sailing race. It's really hard to describe this sport to a not-even surfer," says Henry. Though he started out as a kid on

Henry Vare drops the wing as he shifts into wave-riding mode.



MICHAEL VARE

THE KITE SCENE

MICHAEL VARE



Henry Vare gets air in the prime winging zone off Crissy Field.

Optimists and moved to faster boats, he's fully embraced the new sport. "I'm a wing foiler!"

By Henry's count, there are almost 30-40 core guys on a daily basis who show up to Crissy to wing, kite, or windsurf. "I've introduced myself slowly to all the guys and I basically know everyone here. Since we started, we have been very accepted in the community," says Henry. He likes foiling at Crissy because of the community; many of his friends are there. But being one of the youngest in the group, he gets his own role. "I turned into the guinea pig. I'd get set and go out and be like a sign — 'If he's out, we're going out!'" laughs Henry. Together on the beach last month, it was so foggy you couldn't see the bridge

and the wind was too low for much action. "Today is a guinea pig day!" he jokes.

But his dad Michael chimes in — they learned to wing together, forced to give up club Opti sailing by the lockdown of the pandemic. "All sports were shut down and everyone was remote learning. We started with the Headingtons. His son and ours sailed together on the Opti team. By the time we could sail again, we had moved on to foiling," explains Vare. "We came to Crissy every day. The big thing Henry started by the end of May was the windfoil slalom. Winging was pretty new and there'd be 10-15 guys out wing foiling. But Henry was so excited to get out there, he'd get out before everyone else. He stuck to his own in the beginning."

It's a progression, to transition from dinghy sailing to wing foiling. First, you work on handling the wing, then the foil, the most foreign part of the gear. Later, you learn to use the wing to get up on the foil. But together, they mastered the sport.

There are many other father-son pairs out on the water — and, for the most part, it's a fun way to build community and diversity at Crissy Field.

"Dads teaching sons, it gets emotional," says Alan Prussia, who also sails at Crissy with his son Dillon, 14. Prussia has been windsurfing since the '90s, and racing — hook, line, and sinker, he was

Left: Racing off of Crissy Field has taken on a new dimension as wing foiling has grown. Right: The scene at Crissy Field on a Friday evening or Saturday is reminiscent of the base of a ski area as people gear up to hit the slopes.

LEFT: CHRIS RAY; RIGHT: LATITUDE / JOHN



CRISSY FIELD — THE KITE SCENE

GEOFF HEADINGTON



It's not all tricks. Both Henry and Morgan are active in the new StFYC wing foiling race series.

addicted for years. But in 2008, his twins were born and he stopped, actually taking 14 years off to focus on family. Until the day he saw wing foiling and had to investigate. "I said, 'I gotta try that!' But, it's really hard when you're 60 years old and learning a new sport," says Prussia. "It's all about reaction time, but I'm picking it up slowly. It's truly like flying — once you're on foil, everything accelerates and it's so smooth."

Given the intensity of the environment, it's a true test of grit, discipline, and love for the wind and waves. The community looks out for each other, and has the young wingers' health in mind. Henry wears an impact vest for practicing tricks and pushing his limits with freestyle, and everyone is wearing helmets and radios. "When it comes to safety, it's kind of an IQ thing," said Prussia. The dads express how important communication is, and

have clearly delineated boundaries for when their sons are out flying solo. The common thread is making a game plan, running through emergency strategies, and identifying where the real risks are. "The last thing you want, in a windy-wavy situation, is your foil to come at you after a crash, as it could easily flip over and tomahawk you in the head," he says about worst-case scenarios. "It's less about danger while riding and more about danger post-crash."

This is one of the reasons winging is exploding relative to kiting. With kiting, there's a lot of complexity to the gear, and there are many things that can go wrong. Winging is simple, accessible, and it works well in really bad conditions. With the intensity of the wind in an ebb tide, some summer days are just asking for a "kitemare." As sailing clubs start offering wing foiling lessons and the technology continues to specialize, wing foiling has established itself on the wind sports scene. It's easy to see why: Wings make all winds good winds.

— heather breaux

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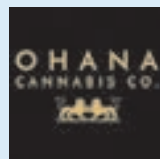
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I haven't brought a sextant on an ocean race in years, thinking that a handheld GPS or three, and a bag of extra alkalines, was all the backup any boat needed. But my skipper felt differently, citing seemingly far-fetched scenarios involving hostile satellite killers, ground-based hackers, electromagnetic pulse attacks, and even coronal mass ejections from the sun. But my sextant is a heavy old thing, and does not belong on a racing sailboat.

I recalled Lee Helm's formula for the effect of extra weight on finish time, if the weight of the boat, the waterline length and the distance of the race are known. It's based on a revised "hull speed" formula for light-displacement hulls, from Dave Gerr's book about propellers:

$$V = 1.24 * LWL^{1.433} / \text{Disp}^{0.322}$$

Our sailing displacement was going to average about 13,000 pounds, waterline 31 feet, and the race distance 2,070 miles. After a little arithmetic, I determined that each pound of added weight would cost us 20 seconds at the finish line. Now, I love my old sextant, and my aging eyes love its 7x50 scope. But in the box it weighs 9 pounds.

"It will cost us three minutes at the finish line," I emailed the skipper, with a cc: to Lee Helm so she could confirm my numbers. "Are you sure you want to carry all that extra weight?"

"I've had closer finishes than that," he replied. "Let's go plastic on the sextant."

"Roger," I typed back. "Plastic it is."

But which plastic sextant to buy? Jake van Heeckeren navigated back-to-back Transpac wins in the '70s using nothing more than a plain old Davis Mark 3. And he said he threw away the box to save even more weight. But with my aging eyes, I'd need reading glasses and a magnifying glass to get anything out of that vernier scale, not to mention that there's no telescope. So it's a micrometer model for me. There are two choices: the Davis Mark 15 or the Mark 25. I ordered the top-of-the-line Mark 25, and brought it to the next race prep seminar to show it off.

I was surprised to see Lee Helm sitting behind the registration desk at the entrance to the event.

"When a last-minute crew spot opens up," she explained, "they, like, always ask the volunteers first!"

"Good strategy," I said, "the odds are in your favor."

"Show me your new toy," Lee said when she noticed the sextant box.

I popped open the plastic box, but Lee was not at all positive about it.

"Oh no!" she exclaimed disapprovingly. "You got, like, the one with the beam converger. Check out the Burch book, *How To Use Plastic Sextants*. He

makes a good case against this model, favoring the Mark 15 with the conventional split mirror. Burch says the full-field mirror 'makes the easy shots easier but the hard shots harder.' Also makes index error checks more difficult, and that's, like, a big deal with plastic because: thermal expansion."

"Now you tell me," I mumbled. "I'm aware of the index error thing, so I thought the 25's gray plastic would be less affected by sunlight heating it up than the black plastic the 15 is made of."

"All is not lost," the next person in line at the registration table assured me. "For about \$20 you can buy the parts kit with new replacement mirrors. Swap out the full-field mirror for the half-silvered mirror, like in the 15, and you still have the lighter-color plastic. Best of both worlds."

"But that cheap plastic telescope with the plastic lenses," said the next person in the check-in line, which had now come to a standstill. "I have rather bad astigmatism, and even my good eye sees multiple images, the strongest extra image offset by about a third of a degree. So I have trouble getting within 10 miles with that Davis scope. The solution was to retrofit a better scope. After a few tries, the one I like is a 7-to-21 zoom, so at full zoom that 20-mile double image error is reduced by a factor of 21, and I can consistently get lines of position

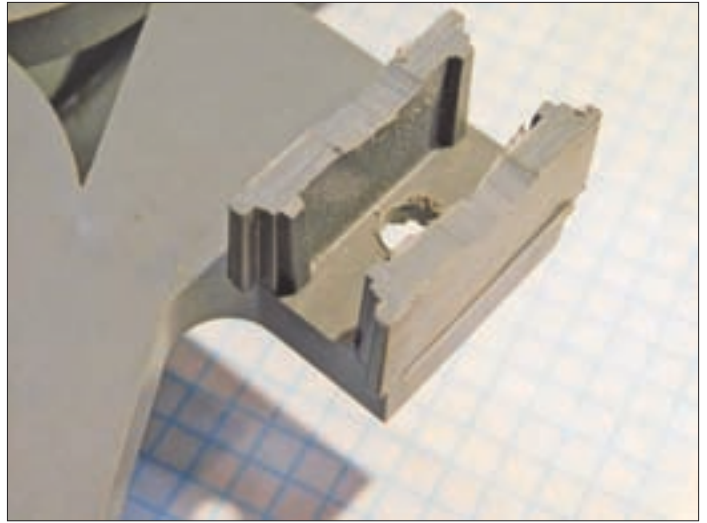
HOW TO UPGRADE YOUR DAVIS PLASTIC SEXTANT

- 1) Swap out the plastic telescope for one with better optics and much more magnification, especially if your vision is poor. This one zooms from 7 to 21 power. It has a ¼"-20 threaded socket for a tripod mount, so it's easy to attach after some simple surgery to the sextant with a hacksaw and file. Install with threaded rod that fits the tripod mount on the scope, a spacer or fender washer, and a wing nut for quick removal and attachment. See: www.amazon.com/dp/B015MSDA60
- 2) Add a rubber eye cup to keep the telescope eyepiece the correct distance from your eye. You'll want to press the instrument against your face to keep it steady. See: www.amazon.com/dp/B07PNX5FCG
- 3) If you have a Mark 25, you'll probably want to replace the Mark 25's full-field "beam converger" mirror with the more basic split mirror for the Mark 15, for easier index error checks and other advantages. Davis sells a parts kit for the Mark 15, with replacement mirrors and assorted hardware. Also a fix for an older used instrument with tarnished mirrors. See: www.davisinstruments.com/collections/marine-1/products/index-horizon-mirror-springs-screwsnuts-for-mark-15-sextant
- 4) The box is flimsy and not even watertight. Throw it away and pick up a Sistema "Klip It" 5-liter food storage box (model 1850). It's a perfect fit for the Davis Mark 15 or 25 sextant. Available from many outlets.

THE STARS COMPEL



Cut off the clips that hold the standard plastic telescope.



Use a half-round file to carve concave seats to keep the new scope aligned.



You'll need a few inches of $\frac{1}{4}$ " x 20 threaded rod, a $\frac{1}{4}$ " wing nut and a spacer or large fender washer.



The upgraded Mark 25. The full-field beam converger mirror is replaced with the more conventional split mirror.



The Sistema "Klip It" 5-liter model 1850, a food storage receptacle, is a much better box.

MORE USEFUL INFORMATION

- The David Burch book, *How To Use Plastic Sextants*:
→ www.amazon.com/How-Use-Plastic-Sextants-Applications/dp/0914025244/ref=tmm_pap_swatch_0
- Best sight reduction software:
→ www.friendsofthevigilance.org.uk/Astron/Astron.html#tblHomePage
- General Accounting Office report on the need for alternatives to GPS:
→ www.gao.gov/products/gao-21-320sp

MAX EBB

within one or two miles. Pretty amazing for an old guy with my vision problems, if I say so myself."

"That's like, really awesome for a Davis," Lee acknowledged.

"There are some other tricks," he added. "Always approach from the same side; that is, bring the sun down instead of up or down, so the backlash is always in the same direction. And most importantly, as you say, check the index error early and often."

When the fourth person in line impatiently cleared her throat, Lee quickly finished my sign-in, handed me my name tag, and got the line moving again. But the pundits were not done with me — there was more advice about using a 21-power scope on a plastic sextant as we helped ourselves to coffee and croissants.

"Never search for the sun in high power," one advised. "With the shades up you can really damage your eyes when you find it, so take the scope off to get the approximate angle first.

That's also the easy way to find a star. Then refine it at seven power, then zoom in to 21 for the final reading. The field of view at high power

"Pretty amazing for an old guy with my vision problems, if I say so myself."

is only about one degree, so the sun takes up fully half the field. But it looks big and clear, with a nice sharp edge you can bring down to a nice sharp horizon, compared to the image in that three-power toy."

Later in the morning, Lee joined us at our table during the first breakout session.

"My other sextant is an old Tamaya with a 7x50 scope," I felt compelled to add. "But it's too heavy for this race. It was a great score on eBay a few years ago, from a shipwrecker in India."

"Yes, I've been stalking eBay also for a good buy. But the prices have gone way up," said Lee.

"The problem," said added, "is that sometime around, like, the mid-'90s, ships were no longer required to carry sextants, and a lot of these ships are now old enough to be scrapped. So the supply of barely-used sextants from the wreckers is drying up."

"Also the rumblings from the Department of Defense," added the navigator with the bad eyes, "about non-public navigation systems, using different satellites or possibly ground-based, for military backup to GPS. I've seen some of the RFPs."

"You think maybe they know something we don't?" I suggested.

— max ebb



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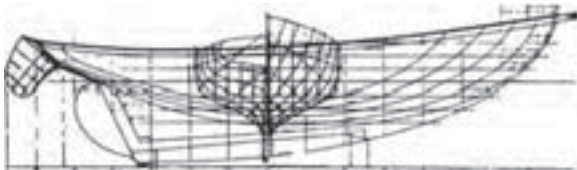
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THE RACING

This month we cover California Offshore Race Week, the Delta Ditch Run, the Belvedere Classic & Great S.F. Schooner Race, the Express 27 Nationals, the OYRA Farallones, the Lipton Cup, YRA's Summer #1, the Mercury Spring Series, DRYC's Cat Harbor and Return Race, and the ILCA 6 Masters Worlds. Box Scores and a couple of Race Notes add to the abundance.

California Offshore Race Week

Your intrepid racing editor caught up with California Offshore Race Week at Monterey Peninsula Yacht Club after the finish of the Spinnaker Cup on Sunday, May 29. "The course record was not threatened this year," remarked Jeff Kise, MPYC's vice commodore. That was due to very light air for a good chunk of the race between San Francisco and Monterey.

Dave MacEwen, skipper of the Rogers 46 *Lucky Duck*, said that the fleet had good wind until Mile Rock. Because there was so much south in the wind, they sailed on jibs after turning the corner. *Lucky Duck* would go into the beach, get headed, and tack back out. "Saw Pacifica, Montara, Half Moon Bay. We've never been that close. The wind

He added that the A fleet start was the most exciting, dinghy-like start. "The 1D35's sprit was over early but the bow was not. It doesn't get any more perfect than that."

The overall winner of the Spinnaker Cup, the one-off *Pell Mell*, came all the way from Seattle to do a California tour. Alex Simanis, Elishia Van Luven and Joe Wilderman sailed the Spinnaker Cup. They're buddies with the new owners of a similar boat, the Dogpatch 26 *Moonshine*, which moved to Seattle from RYC.

Dave Sutter designed *Pell Mell* and built her in 1981-1990. A friend of Alex's in Poulsbo owned her for 20 years. Alex bought her in the summer of 2019 and put a lot of work into restoring her, splashing her in 2021. She's plywood above the waterline and cold-molded

hour but fell back after the jibe." *Azure* had 30-knot gusts for the last couple of hours and rounded up a few times. They finished on white sails, having doused the kite for the last five minutes of the race. "Doing 10 knots in a mooring field at night?"

Cam Tuttle, crewing on the Archambault *Mirthmaker*, reports that they hit a whale at 10:30 p.m. — then the whale hit them back. They had fortunately just doused the 1.5-oz. kite, preparing to switch to the fractional. They still hit 14.4 knots downwind with the jib and reefed main. "It was that fresh." They had a diver check the boat on Sunday in Monterey.

The last boat to finish, the Swan *Free*, broke their steering at 11 p.m. on Saturday night: The cable ripped out. They finished on the tiller.

The Coastal Cup skippers' meeting followed the Spinnaker Cup awards. Gale-force winds were forecast. Brent Draney asked the crowd if they preferred a Tuesday start to the scheduled Monday start, but, following some discussion, the start proceeded as scheduled. A few boats chose to delay until Tuesday, but the big conditions set the stage for an overall win by Jack Jennings' SC70 *Pied Piper*. Jennings followed that up with a win at the Star North Americans on June 13-18 at Annapolis YC.

Lucky Duck lost her mast in a 36-knot gust; the rig fell over the bow. The crew brought the boat safely into San Simeon Cove, then Morro Bay the next morning.

Pell Mell went on to win the third stage of CORW, the SoCal 300 from Santa Barbara to San Diego, claiming overall victory, then trailered to Richmond YC for the Delta Ditch Run to wrap up their California adventure.

— latitude / chris

BOB BETANCOURT



At San Diego YC following the SoCal 300, 'Pell Mell's crew, left to right: Ben Towerey, skipper Alex Simanis, Elishia Van Loven and Joe Wilderman. They won CORW overall.

died at Half Moon Bay, and we limped along on zephyrs." Some crews went way offshore to find breeze. At 9:40 p.m., the wind filled from the north for *Lucky Duck*. "The boats behind got the breeze first, and the fleet compressed." Dave thinks this is why the small, fast, well-sailed boats caught up and corrected out for the overall win.

Brent Draney, vice commodore of Encinal YC, agreed: "No wind in the middle; wind on the edges. Light boats love that."

below. Her hull distribution is similar to a Moore 24, but she's 27 feet.

Pell Mell finished the Spinnaker Cup at 3:10 a.m., only 1:40 later than the Santa Cruz 70 *Pied Piper*. The wind glassed off after their finish.

Jim Vickers sailed aboard *Azure*, the EYC-based Cal 40. "Each Cal 40 had the lead at one point. *Redhead* jibed earlier and pulled ahead," he reports. "*Azure* overstood the jibe. *Duende* had been three boatlengths behind for an

SPINNAKER CUP, EYC/MPYC, 5/28-29

PHRF-A — 1) *Lucky Duck*, Rogers 46, Dave MacEwen; 2) *Pied Piper*, SC70, Jack Jennings; 3) *Vitesse*, R/P 52, Thomas Furlong. (5 boats)

PHRF-D — 1) *Surprise*, Schumacher 46, Robert Hinden, 13; 2) *Arsenal*, J/125, Andrew Picel, 14; 3) *Adrenalin*, SC50, Mark Howe. (5 boats)

PHRF-E — 1) *Skeleton Key*, J/111, Peter Wagner; 2) *Kahuna*, 1D35, Bob Stephenson; 3) *Zoom*, J/111, Brian Ganz. (7 boats)

PHRF-F — 1) *Werewolf*, Olson 30, Jeff Mulvihill; 2) *Limitless*, Express 37, Shawn Ivie; 3) *LocaMotion*, Express 37, Mark Chaffey/Heidi Hall. (5 boats)



The beautiful, interesting and unique 27-footer 'Pell Mell' at the start of the Coastal Cup to Santa Barbara in Monterey on Memorial Day.

PHRF-G — 1) **Redhead**, Cal 40, Walter Smith; 2) **Azure**, Cal 40, Rodney Pimentel; 3) **Duende**, Cal 40, Philip Lavelle. (3 boats)

PHRF-H — 1) **Pell Mell**, Point Bonita 27, Alex Simanis; 2) **Moonshine**, Dogpatch 26, Marc-Andrea Klimaschewski. (2 boats)

COASTAL CUP, EYC/MPYC/SANTA BARBARA YC, 5/30-31

ORR-A — 1) **Pied Piper**; 2) **Vitesse**; 3) **Artemis**, Botin 65, Raymond Paul. (4 boats)

ORR-C — 1) **Arsenal**. (2 boats)

ORR-D — 1) **Azure**; 2) **Pell Mell**; 3) **Redhead**. (5 boats)

SOCAL 300, 6/2-4

ORR-A — 1) **Fast Exit II**, Ker 51, John Raymond; 2) **Bribon**, TP52, Mark Surber. (4 boats)

ORR B — 1) **Pied Piper**. (4 boats)

ORR-C — 1) **Nereid**, J/125, Standish Fleming; 2) **Arsenal**; 3) **TooLoco**, Riptide 35, Lawrence Andrews. (5 boats)

ORR-D — 1) **Pell Mell**; 2) **Creative**, J/111, Ed

Sanford; 3) **White Cloud**, Farr 39, Paul Grossman. (5 boats)

ORR-E — 1) **Azure**; 2) **Juno**, Express 37, Dan Merino. (3 boats)

ORR-EZ — 1) **Scarlet Fever**, Jeanneau Sun Odyssey 509, Paul Hofer. (2 boats)

CORW OVERALL

ORR-A — 1) **Vitesse**; 2) **Fast Exit II**; 3) **Artemis**. (3 boats)

ORR-B — 1) **Arsenal**; 2) **Pied Piper**; 3) **Lucky Duck**. (3 boats)

ORR-C — 1) **Pell Mell**; 2) **Azure**. (5 boats)

Full results at www.offshoreraceweek.com

Delta Ditch Run

Although the course records didn't fall on June 11, they may have trembled nervously. We've seen more than just one mast fall in some Ditch Runs, and (even) bigger winds, but this year's race from Richmond to Stockton was remarkable for the speed of covering the 65-mile distance.

A nice southwesterly and a powerful flood swept the 100 or so boats over the startline north of the Richmond-San Rafael Bridge and carried them through San Pablo Bay, where the breeze softened but never died. We saw no sagging spinnakers. Once in Carquinez Strait approaching Benicia, the side-blasters started their tricks and the race got, well, tricky. Another key takeaway: The jibe-o-meter would languish idly for more of the race than usual.

"There were long stretches of the

course (all of San Pablo Bay, Antioch to Mark 19, portions on the San Joaquin River, etc.) where we were reaching straight to the next waypoint," explains Harrison Turner of the San Francisco-based J/70 *IFA*. "On those stretches, we didn't have to jibe but were still able to be in a fast planing mode. This mode is where the J/70 shines. It does not have to sail angles as hot as some other similarly rigged boats to stay planing.

"We also did a good portion of the river by just jibing the main and going wing on wing with the kite. Instead of 70- to 80-degree jibe turns, it was 20-30 degrees and sailing a good VMG."

Thus an asymmetrical design was able to win the downwind race overall. "Our team has been together for some time, and our boat handling was superb all day long, allowing us to push hard through the finish." Co-owner Scott Sellers and Mike Nunes sailed *IFA* with Harrison.

"Just about every time that I have raced in the DDR, a Melges 24 or Moore 24 has won overall," added Scott Sellers. "They are tough to beat in that race because the Melges 24 planes earlier and faster than a J/70, and a Moore 24 can sail fast almost straight downwind. Where we really won the race was in San Pablo Bay. We started with the other J/70s and the Melges 24s and got in front of them all early off the starting line. When the wind got light in San

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June's racing stories included:

- Newport Bermuda • Camellia Cup
- Women's Yacht Racing Near and Far
- Race to Alaska • SailGP Chicago
- Vendée Arctique • Opti Heavy Weather
- More CORW, S.F. Schooner Regatta, OYRA Farallones, and Delta Ditch Run
- Previews of July Races, WOW-WAH, and more.

THE RACING

LATITUDE / CHRIS



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HANK COLBERG

SLACKWATER SF

Pablo Bay, we got to the breeze line first and extended. The lead Melges 24s didn't pass us until about 15 miles into the race. Thus, they only had 50 miles to stretch on us but owed us handicap for the full 65 miles. I think the early starters and faster boats like us and the Melges had an advantage over the later-starting Moores this year because we had stronger flood currents and finished with stronger breeze than the Moores, which weren't able to correct out over us.

"Also notable is that Harrison and Mike made their Delta Ditch debuts. Not bad for their first try!"

"We didn't make any major mistakes and kept the boat moving fast," commented Mike Nunes, citing execution as a key factor in their victory. "Harrison and Scott are top of the game. Scott really likes the long-distance stuff — he also took home the 2021 Mackinac Cup."

A boat with the potential to deal death from behind instead "took a meeting with the Face O'God" at 6 p.m. Richard vonEhrenkrook's well-sailed Cal 20 *Can O'Whoopass* limped into Stockton Sailing Club with their mast no longer pointing at the sky. "We were living in 8-10 knots of SOG against a new ebb as we crossed over the tip of Venice Island, about 5.5 miles from the finish, when we were hit by a series of 35-knot gusts emanating from the large windward bay. We had only about 200 yards to get to a fall-off

Scenes from the Delta Ditch Run, clockwise from top left: Pat Brown's Moore 24 'Wiki Wiki' wipes out in New York Slough; the mainsail on the Melges 20 'Flygfisk' had an unfortunate encounter with a daymark; as seen from Windmill Cove in the still-windy home stretch, the J/70 '1FA' smoked the race; Harrison Turner of '1FA' accepted the goodies at Sunday's awards ceremony.

point at the green stanchion, and, in retrospect, should have blown the kite and gained it bareheaded, but the pole got wild and started whacking the headstay before I could get to the guy." The pole took out the headstay and the mast snapped.

"Forensics the next morning showed absolutely no damage to any wire, turnbuckle, swage, padeye or pin connector, so I can only guess that I didn't have enough backstay on to keep the mast tip back and prevent the mast from inverting. (I had a good amount of backstay, but apparently not enough.)

"My crew, Charlie Edwards and Michael Simon, did an amazing job of securing the lower mast upright, allowing me to claw out of a nasty lee shore on the bottom third of the main. They both suggested we finish the last leg under jury rig, and there was enough wind to do so, but we all agreed the prudent thing to do was to fire up the motor.

"I also want to thank Chris Shepard of SSC for helping us get to port when the tank went dry 600 yards from the marina."

At the awards ceremony on Sunday morning, SSC introduced a new per-

petual trophy in memory of John Walker, who co-founded the Delta Ditch Run in 1991 with RYC's Frank Dukat. The trophy goes to the top finisher from SSC. The first year, Johnny's wife Debbie beat him in a J/22, *Bad Dog*. This year the trophy goes to Marcos McGee and his Wylie Wabbit *Just a Hare*.

— latitude / chris

SSC/RYC DELTA DITCH RUN, 6/11

HEAVY 1 — 1) **Marrakesh**, Express 34, Craig Perez; 2) **Kuda Wuda**, SR33, Craig Page; 3) **Formula One**, J/35, David Van Dyke. (5 boats)

HEAVY 2 — 1) **Arcadia**, Mod. Santana 27, Gordie Nash; 2) **Duende**, Cal 40, Philip Lavelle; 3) **Green Buffalo**, Cal 40, Jim Quanci. (5 boats)

HEAVY 3 — 1) **Sketch**, Olson 25, David Gruver/John Collins; 2) **Little Wing**, J/24, Robin Van Vliet; 3) **Genesis**, Beneteau 305, Andrew Bongiorno/Ben Brydon. (4 boats)

LIGHT 1 — 1) **MiniMax**, Melges 20, Lance Kim; 2) **Aloha**, Hobie 33, Eliza Richartz/Kyle Vanderspek; 3) **Nice Rack**, Martin 243, Zhenya Kirushkin-Stepanoff. (8 boats)

LIGHT 2 — 1) **Just a Hare**, Wylie Wabbit, Marcos McGee/Drake Jensen; 2) **Nellybelle**, 24-ft sloop, Alan Wirtanen; 3) **Pell Mell**, Point Bonita 27, Alex Simanis. (7 boats)

SC27 — 1) **Kasatka**, Mark & Andrei Vo-



ropayev; 2) **Rio**, Soeren Brinkmann; 3) **Gotcha**, John Hovdal. (5 boats)

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

MELGES 24 — 1) **Brio**, Manfred Schmiedl; 2) **FencedN.com**, Geoff McFarland; 3) **Rock Steady**, Blake Hoffmann/Chay McIntosh. (5 boats)

MOORE 24 — 1) **Flying Circus**, Pete Spaulding; 2) **Lowly Worm 2.0**, Scott Nelson; 3) **Penguin**, Matt Dini; 4) **Firefly**, Joel Turmel/Chris Weis. (18 boats)

J70 — 1) **1FA**, Scott Sellers/Harrison Turner; 2) **Kangaroo Jockey**, Peter Cameron; 3) **Spirit**, Andy Dippel. (5 boats)

BAMA MULTIHULL — 1) **Bottle Rocket**, Seacart 30, David Schumann; 2) **Mama Tried**, Melvin 8.5M, Katie Love; 3) **Bird of Prey**, F-27, Glen Murray. (5 boats)

TEXEL MULTIHULL — 1) **No Name**, Hobie 20, Jacob Sailer; 2) **Last Minute**, Hobie 18, Dylan Cotter; 3) **Rini Bikini**, Hobie Miracle, Daniel Glasner. (3 boats)

CRUISE 1 — 1) **Rubicon III**, Contessa 33, Rod Percival; 2) **Sir Leansalot**, Hunter 40, Tom Lueck; 3) **Syncoption**, Sabre 36, Michele Logan. (5 boats)

CRUISE 2 — 1) **Sir Nigel**, Cal 22, Aidan & Spencer Thompson; 2) **Good Way II**, Freedom 35, Thomas Johnson; 3) **June Bug**, Hunter 34, Rick McMahon. (7 boats)

MONOHULL OVERALL — 1) **1FA**; 2) **Flying Circus**; 3) **Brio**.

Full results at www.stocktonsc.org

Scenes from the rowdy Belvedere Classic/Schooner Race, clockwise from top left: the junk-rigged 'Jakatan' plows ahead; the 'Cuckoo' Bird riding a bucking bronco of a wave; the P-Class cutter 'Water Witch'; a little jibe-talking on 'Sequestor'. For more classic-yacht eye candy, see pages 62-66.

Belvedere Classic & Great S.F. Schooner Race

Tucked within a sheltered cove of Belvedere sits San Francisco YC, host of the Belvedere Classic Regatta and Great San Francisco Schooner Race. June 11 dockside was genial, and conditions were calm and warm as competitors suited up. With a dense thicket of morning fog creeping over the Golden Gate Bridge, pre-race timing runs saw more than a few vessels getting a kick right off the bat. Over the day winds built and became squirrely, and dockside drip-dry became a sure thing.

In the Schooner division, five registered, three competed, and two were scored. The downwind run from Yellow Bluff to Blossom Rock showed *Jakatan*, *Seaward* and *Gold Star* taking it in stride, with level decks through wavy waters. Courtesy of our seasonal routine, swells were building from growing ebb and high winds.

En route to the south end of Alcatraz for the tack-and-turn were *Water Witch* and *Kay of Göteborg*, within hailing distance of each another. Reaching a view of the Golden Gate Bridge, vessels entered 18-plus-knot breeze. *Kay's* Neil Gibbs shares: "A steady breeze over 20 knots is

Kay's sweet spot. We need plenty of wind to get her going; she weighs more than 60,000 pounds and is under-canvased for her displacement. *Kay* loves sailing on San Francisco Bay, and the Belvedere Classic was a terrific regatta for us."

A newer competitor to S.F. Bay, Gibbs purchased the boat and trucked her north from San Diego in 2018. *Kay* has rebuilt masts, a replaced engine and more. "It took two years to get her sailing again, with two more to get most of her functionality back and majority of the varnish restored."

A late-afternoon run to the frontside of Alcatraz gave E-ticket rides to *Neja* and *Cuckoo*, next to enter the region. Tacking and trimming, *Neja's* crew of four weathered the waves at a steep heel. Moments later *Cuckoo's* mates plunged westward.

"Heading back to Alcatraz from YRA 8, the wind picked up and the ebb increased," reports Bill Claussen, *Cuckoo's* skipper. "We turned, then hit huge chop and swells, plus big wind — Bird Boat weather, but very wet. I went over one [wave] and submarined through the next. That was the biggest-ever wave over the Bird. A huge wall of water knocked me off the rail, driving me onto the floor of the

THE RACING

ALL PHOTOS THIS PAGE IRA.POTEKHINA



cockpit. The next one was very quick, a smaller submarine. We quickly slacked and drove off to get out of the swell pattern and head over the face of Alcatraz."

The Bird has low freeboard and is heavy and very powerful. "Around Alcatraz was big and overpowering. One for the stories."

Also sailing was the 132-ft brigantine *Matthew Turner*, built in Sausalito and launched in 2017.

— martha blanchfield

SFYC GREAT S.F. SCHOONER RACE, 6/11

SCHOONER — 1) **Jakatan**, 40-ft Jespersen, Jeff Hawkins; 2) **Seaward**, 82-ft stays'l schooner, Alan Olson. (3 boats)

CLASSIC — 1) **Cuckoo**, Bird, Bill Claussen; 2) **Neja**, Dasher 32, Jim Borger; 3) **Kay of Göteborg**, 52-ft S&S yawl, Neil Gibbs. (9 boats)

Full results at www.sfyc.org

Express 27 Nationals at Richmond

On May 20-22, John and Michael Rivlin's *Peaches* won the Express 27 Nationals on a tie-breaker over Julia and Will Paxton's *Motorcycle Irene*.

Give or take a few tactical blunders, any one of four boats could have won the series. On Day 1, the race committee tried to sneak one in. It didn't quite work as intended. The course was set for a light northerly. A late-filling westerly saw the fleet doing a runny-reach downwind leg. The fleet didn't just round the

The quite wild Express 27 Nationals hosted by RYC, clockwise from top left: a start; 'Dianne' and 'Bombora'; 'Public Enemy', 'Tequila Mockingbird' and 'Abigail Morgan'; the victorious crew of 'Peaches', left to right: Michael Deady, tactician, John Rivlin, foredeck, Michael Rivlin, helmsman, Zach Shapiro, trimmer, and Helen Lord, pit.

leeward mark, they had to circle it. Once on the port-tack weather leg, the lead boats had to thread through multiple oncoming starboard tackers. *Motorcycle Irene* took a first, then placed second in the long-distance race.

On Day 2, Greg Felton's *Under the Radar* was unstoppable, with two bullets on a 20-plus-knot day. The afternoon winds were so blustery that almost half the fleet elected to call it a day before a scheduled third race. The RC then made a command decision: Abandon — everybody go home.

At the start of an only-slightly-more moderate Day 3, *Peaches* was tied for third with Dave Wick's *Hot Sheet*. Broken lifelines saw two crewmen taking a dip off Alcatraz, which knocked out one contender. In the early race, those aforementioned tactical goofs were made in a spectacular fashion on the leg to the finish. *Peaches* got the big pickle dish.

— chris / latitude

EXPRESS 27 NATIONALS, RYC, 5/20-22 (7r, 0t)

DIV. 1 — 1) **Peaches**, John & Michael Rivlin, StFYC 18; 2) **Motorcycle Irene**, Julia Paxton, RYC, 18; 3) **Under the Radar**, Greg Felton, SFYC, 23. (15 boats)

Full results at www.richmondyc.org

OYRA Farallones

Thirty boats signed up for this year's OYRA Farallones Race, with 24 crossing the StFYC start line and 15 finishing the annual 56-mile loop around SE Farallon Island. Along with most other boats, Andy Newell's *Santana 35 Ahi* sailed a southerly course to the island with a starboard rounding. Staying south avoided the wind hole that developed near Point Bonita and extended well past the Lightship on the north side of the course. The day's early southwesterly wind, although light, provided a port tack all the way to the island once clear of Lands End.

Ahi fetched the stinky rocks in one long port tack after exiting Lands End, jibed at the island, and enjoyed a long white-sail reach back to the finish. *Ahi* arrived at the island at about 4:30 and finished at 9:40, the last monohull to cross the line, for an 11:45-hour race. The other PHRO 3 boats either dropped out or failed to show up. Newell called it "a pretty easy day for the crew."

PHRO 1, the race's largest division, was a different story. Eleven boats



Evan McDonald. (4 boats)
Full results at
www.jibeset.net

PICYA Lipton Cup

Sir Thomas Lipton called in a favor for Mother Nature for this year's Lipton Cup. The weather was superb, and we could not have asked for a more gracious yacht clubs than Corinthian and St. Francis to host the events this year and assist the Pacific Inter-

Club Yacht Association in making this a regatta to remember.

Those familiar with the Lipton Cup understand that it underwent a huge transformation with the new format beginning in 2018. The three-day event begins with up to 10 yacht clubs from around PICYA getting comfortable on their charter boats. This year and in years past, clubs have chartered the J/22 fleet from StFYC; next year it is believed that the boats will be changing to a different one-design class.

This year, we had sailors representing Corinthian, Richmond, Encinal, San Francisco, Berkeley, Inverness, Sausalito, South Beach and St. Francis YCs. These sailors come from all kinds of sailing experience, from having never raced before to little experience on the size of boat that was being used.

On Friday, June 17, the crews competed in multiple races while making their way from StFYC over to CYC in the Admiral's Cup. Melinda Erkelens of RYC walked away Friday with a battle scar or two. As the racing came to a close on Friday night, the crew of SFYC were pretty jazzed to learn that they'd taken the day's win, followed by RYC and SBYC.

Saturday morning coffee coincided with boats stuck in the mud and needing assistance to get out of the harbor from race committee, mark boats and safety boats. Once out and about on the Bay, the racers took part in a five-race series that counted double. Hawkeye King, a new member from BYC, reports that his team had a steep learning curve — none of them had ever sailed on a J/22 before. The wind was shifty, and they had to quickly adapt and change their ballast on the boat throughout the day.

When the racing was done, sailors came back to CYC for live music from Keep on Truckin' on the lower deck, the awards and a liar's dice tournament. CYC, the home club, won the tournament, and some are thinking the players

crossed the start line; nine finished the race. Stephen Lewis's Newland 36 *Pegasus* finished first, trouncing Mark Dowdy's Synergy 1000 *Sapphire* by almost 15 minutes on corrected time. Lewis's strategy was to "be on the south side of the course, expecting a southerly wind shift and building pressure from the south." This was the strategy for most PHRO-1 boats. *Pegasus* experienced "lots of wind shifts to confuse things as we worked our way past Mile Rocks." Once out on the ocean, *Pegasus* joined the pack going south until near the port-tack layline, then arrived at the island in one port tack before a starboard rounding. After the jibe they "quickly dropped the chute because we couldn't fetch Workforce Tower," and "thought it would be best to stay south for more pressure." Staying south paid off; several boats sat in the wind hole outside Point Bonita, allowing *Pegasus* to catch up and become the first monohull to finish at 19:48:21.

PHRO-2 was lightly attended, with only four boats starting and two finishing. Memo Gidley's Elliott 1050 *Basic Instinct* took a close 1.5-minute corrected win over Brian Turner's Beneteau 10R *CruzSea Baby*. Both boats took around 10 hours and 20 minutes to sail the race.

Gidley reported that *Instinct's* crew agreed that the "great thing about conditions on Saturday was that the wind never shut off completely — as long as we stayed away from the north hole." *Basic Instinct* close-reached both legs in mostly 6- to 8-knot wind. Gidley commented on a "very exciting finish, as the wind tested us in its direction close to the Golden Gate Bridge," but added that the crew had some naps along the way!

Brian Turner reported finding a lane to the south in flat seas and a 5- to 7-knot southerly. They arrived at the stinky rocks about 3 p.m., briefly hoisted the spinnaker, rounding to starboard, then set up a white headsail for the reach back. *CruzSea Baby* stayed out of the current and hugged China Beach on the way in. Brian was happy to report that "the South Tower Demon was on vacation and we had a nice run to the finish."

All four registered multihulls started,

RYC racers Mike Quinn, Christine Dubuc, Bart Hackworth and Simon Winer celebrate their Lipton Cup victory with a cold one.

with three finishing. David Schumann's Seacart 30 *Bottle Rocket*, the overall fastest boat for the day, completed the race in eight hours and change for first place among the multis. Second was Richard Waltonsmith's Explorer 44 *Round Midnight*, correcting out almost two hours behind.

Waltonsmith reported that "*Bottle Rocket* shot by us at the start, but we managed to keep them in view for a few hours going out. The south wind allowed *Round Midnight* to stay with its plan for "an anticlockwise rounding of the islands, which were clearly in view from 20 miles out." They averaged 7 knots on the way out and up to 10-12 knots for the first miles on the way back, a speed that dropped into single digits. The crew debated about "heading down south with a jib and then flying the kite," but finally found enough wind near Point Bonita to fly the asymmetrical. "The best part, by far, was Karen Kiesel's chocolate chip cookies."

Every skipper reported a comfortable day for the boat and for the crew with lots of down time for the spinnaker squad.

We'll have coverage of BAMA's Doublehanded Farallones in the next issue.

— pat broderick

OYRA FARALLONES, 6/4

PHRO 1 — 1) *Pegasus*, Newland 36, Stephen Lewis; 2) *Sapphire*, Synergy 1000, Mark Dowdy; 3) *Lodos*, J/111, Tolga Cezik. (11 boats)

PHRO 2 — 1) *Basic Instinct*, Elliott 1050, Memo Gidley; 2) *CruzSea Baby*, Beneteau 10R, Brian Turner. (4 boats)

PHRO 3 — 1) *Ahi*, Santana 35, Andy Newell. (4 boats)

SHS — 1) No finishers. (1 boat)

MULTIHULL — 1) *Bottle Rocket*, Seacart 30, David Schumann; 2) *Round Midnight*, Explorer 44, Richard Waltonsmith; 3) *Greyhound*, F-22,

THE RACING

knew which dice were lucky.

As the sun set over Belvedere on Saturday, the crew from RYC was pretty stoked to learn that they'd taken the day's win, followed by SFYC and CYC.

During the daily awards, Winston Bumpus, Lipton Cup regatta chair and staff commodore of PICYA, introduced Bobbi Campbell, commodore of the Pacific Coast Yachting Association, from Vancouver YC. Bobbi came down to honor late RYC member Dick Loomis with the Charles A. Langlais Trophy for his exceptional, outstanding and meritorious service to the sport of yachting. As Russ Silvestri of the StFYC Lipton Cup committee said, "Dick did not light a fire under the Bay Area clubs to do the Lipton Cup. He created a bonfire of enthusiasm that impacted everyone."

On Sunday, the racers did the Bay tour, which started off CYC and made its way to StFYC. The wind was more consistent than on the prior days. This is where home court advantage is key, and StFYC was able to hold off Richmond by almost three minutes. Inverness inched out a third for the day.

As all good sailors know, one race does not make or break a regatta, it is about being consistent. When kids are learning to race, their instructors remind them that two second places are better than a first and a third. Overall scores were based on which team was the most consistent.

— jillian humphreys



TBPHOTOGRAPHY

Bobbi Campbell, commodore of PCYA, presents Jeff and Kelly Loomis with the Charles A. Langlais Trophy in honor of their dad, Dick.

PICYA LIPTON CUP, CYC, 6/17-19

J/22 — 1) Richmond YC, 6 points; 2) San Francisco YC, 11; 3) Corinthian YC, 15. (9 boats)
Full results at www.cyc.org

YRA Summer #1

Golf has Pebble Beach. Hiking has Yosemite. Sailboat racing has the San Francisco Cityfront, arguably the greatest sailboat race course in the world, set between the Golden Gate Bridge and Fort Mason.

May 21 did not disappoint. Sunshine, flat water and big breeze were on offer for the two-race day. The first race was a single sausage, starting at Golden Gate YC, then to Blackaller Buoy, Fort Mason and finish. The second race was the same course but twice around. Of course, the wind speed between races only increased into the 20s.

Despite the increase in wind velocity, the results in the Olson 25 fleet were the

same in both races. Hats off to David Gruver and *Sketch*. They shone like a star and dominated the fleet with two bullets.

Summer Series #2, sailed in the Southampton racing area, followed on June 18. See www.yra.org.
— nick ancel

Mercury Spring Series at Encinal YC

The culmination of four spring Saturdays of racing, a total of 19 races, came to an end with a very light-wind day in the Alameda Estuary. Saturday, June 4, saw winds of less than 5 knots with times of no wind at all. However, the PRO, Aaron Lee, was able to set up some short courses that gave the fleet a chance to race, and an opportunity for everyone to feel the thrill of victory and the agony of defeat.

Both the Alameda and Oakland sides of the Estuary had their moments of glory, but as is always the case, the team that played the wind shifts and stuck with their choices came out on top. That was John Ravizza with crew Chris Boome. Their scores for the day were two firsts and two seconds, giving them a win for the day and a win overall for the series.

It should be noted that Chris Boome was the first alternate replacement crew for John's son Michael Mario, who was the crew for the first 15 races of the

ABYC FINN NATIONALS, 5/20-22 (9r, 0t)

1) Erik Lidecis, ABYC/BCYC, 17 points; 2) Craig Monk, Grandmaster, Royal NZ Yacht Squadron, 24; 3) Anatolii Nosar, ABYC, 32; 4) Peter Sangmeister, Youth, ABYC/LBYC, 43; 5) Darrell Peck, Grandmaster, CGRA, 56. (35 boats)

Full results at www.abyc.org

SSS SINGLEHANDED FARALLONES, 5/21

OVERALL MONOHULL — 1) **Werewolf**, Olson 30, Jeff Mulvihill; 2) **Nina**, Olson 29, Robert MacDonald; 3) **Jamani**, J/120, Sean Mulvihill; 4) **Osprey**, Jeanneau 349, Todd Arnold. (16 boats)

Full results at www.jibeset.net

SFYC J/105 REGATTA, 6/4-5 (5r, 0t)

1) **Arbitrage**, Bruce Stone/Nicole Breault, 12 points; 2) **Ne*Ne**, Tim Russell, 14; 3) **Maverick**, Ian Charles 20; 4) **Blackhawk**, Ryan Simmons, 31; 5) **Peaches**, John & Michael Rivlin, 32. (23 boats)

Full results at www.sfyc.org

GCYC GO FOR THE GOLD, 6/4-5

OPEN KEEL — 1) Torston Kanegsberg, Ultimate 20; 2) Olaf Bleck, Viper 640; 3) Dave Russo,

BOX SCORES

Hunter 260.

OPEN CENTERBOARD — 1) Steve Mehl, Sunfish; 2) Steve Galeria, Lido 14; 3) Chris Morris, Sunfish.

LASER — 1) Marcel Sloan; 2) David Wyllie; 3) Emilio Castelli.

Full results at www.gcyc.net

StFYC OPTI HEAVY WEATHER SLALOM, 6/17

1) Miles Gordon; 2) Mark Xu; 3) Cooper Keeves. (39 boats)

StFYC OPTI HEAVY WEATHER REGATTA 6/18-19 (6r 1t)

1) Cooper Keeves, 12 points; 2) Mark Xu, 14; 3) Baruch Saffer, 16; 4) Beckett Kern, 22; 5) Miles Gordon, 29. (44 boats)

Full results at www.stfyc.com

US OPEN SAILING SERIES SAN DIEGO, 6/17-19 (10r, 1t)

SNIPE — 1) Mary Baker/Diana Waterbury, MBYC, 10 points; 2) Rick Arneson/Gus Wirth,

SDYC, 13; 3) Peter Busch/Cam Spriggs, SDYC, 15. (5 boats)

470 — 1) Kyra Phelan/Dylan Murphy, HPC/StFYC, 9 points; 2) Brooke Schmelz/Josh Goldberg, HPC, 19; 3) Samantha Hemans/Alex Van Kerckhove, HPC/StFYC, 25. (3 boats)

29ER — 1) Ian & Noah Nyenhuis, SDYC, 14 points; 2) Sammie Gardner/Alice Schmid, SDYC, 30; 3) Miles & Jake Julien, 2Niner, 34. (13 boats)

FINN — 1) Eric Lidecis, BCYC/ABYC, 12 points; 2) Anatolii Nosar, ABYC, 20; 3) Rob Coutts, MBYC, 21. (13 boats)

ILCA 7 — 1) Leo Boucher, SSA/AYC, 13 points; 2) Nicholas Sessions, SFYC/North Flathead YC/USODP, 17; 3) Benjamin Smith, ODP/CYC-NC, 26. (8 boats)

ILCA 6 — 1) Robby Meek, SSA/Lauderdale YC, 20 points; 2) Peter Barnard, Chicago YC/Lauderdale YC, 26; 3) Katharine Doble, Lauderdale YC/California YC, 43; 4) Thomas Kraak, California YC, 51; 5) Oliver Stokke, SBYSF/Santa Barbara YC, 68. (45 boats)

ILCA 4 — 1) Gilda Dondona, Cannes YC, 9 points; 2) Max Brameld, SFYC, 17; 3) Landon Stahl, BYC, 26. (3 boats)

Full results at www.ussailing.org

ANDY KOPEZKY



series. Although tied for the lead at the start of the day, Jim Bradley with crew Kathy Bradley slipped to second place in the series, holding off Randy Smith with crew Radar by just one point.

It was good to see longtime Estuary sailors Paul Mueller and Mike Bilafer have their best Saturday of the series, scoring a second in the very light first race of the day.

— jim bradley

MERCURY SPRING SERIES, EYC (19r, 0t)

1) **Fortran**, John & Mike Ravizza, 34 points; 2) **Stars**, Jim & Kathy Bradley, 40; 3) **Fast Break**, Randy Smith/Greg Felton, 41. (13 boats)

Full results at www.encinal.org

Cat Harbor Layover

Back in the 1700s it was determined that having bananas aboard a boat was a harbinger of bad luck: Spiders (some venomous) came from boats laden with bananas, fish didn't like the smell, ethylene gas from bananas caused other fruit to rot — you get the picture. Sunday, June 12, the curse of the banana reared its yellow head once again.

In the 2022 Del Rey YC Cat Harbor and Return Race, the June 11 start was delayed 5 minutes, but 31 out of 38 boats finished at Catalina Harbor, with breezes holding up around 8 knots rather than dying at the harbor entrance.

Temps stayed warm until after 8:30 p.m. on shore, and the club hospitality committee put on their usual exceptional party, with a DJ, free margaritas, free beer and sodas, and access to the BBQ grills and shore transportation. It's a bring-your-own-food-apalooza, and there is generally enough to feed the US Navy with some left over.

The race committee was ensconced in the lap of luxury once again in last year's 53-ft powerboat. Returning to the 'mothership' Saturday night, the crew was treated to flying fish under multi-colored illumination. Few have seen these amazing critters under water; most of us have been hit by them flying over the deck at night — they are nocturnal. They chased one another around and kept us spellbound for a while.

The committee boat featured tri-tip, BBQ chicken, lots of bear claws for breakfast, homemade lattes and... a banana, brought on board by a nameless crew.

Cat Harbor Return Race start off Eagle Rock on Santa Catalina Island.

It didn't make itself known until the committee boat tried to leave Sunday morning, and we saw that the banana-yellow weighted sand line had wrapped the starboard prop. \$240 later, Cat Harbor diver Nick Lee donned scuba gear and cut the line, freeing the prop with no damage. Additional funds were paid because the line was cut, but, pedal to the metal, we still made it to the noon Eagle Rock start area on time and anchored at the 110-ft-deep shelf with minutes to spare. The line was less crowded (wider) than in previous years, and, with a decent breeze, all boats started without incident.

Phil Friedman's 86-ft *Sapphire Knight* was the sole PHRF AA boat, and they strutted their stuff throughout the series. Daniel Murphy's J/125 *Javelin* took overall PHRF A honors; Mark Stratton and *Lugano* won PHRF B; longtime J/80 racer Curt Johnson and *Avet* took PHRF C. Cruising Class A and B were won by Chris Gorog's *Spirit of California* and Kathy St. Amant sailing *Rascal*, respectively.

— andy kopetzky



A flying fish swims through the lights of a race committee powerboat anchored at Cat Harbor.

DRYC BERGER-STEIN SERIES (5r, 1t)

OVERALL — 1) **Javelin**, J/125, Daniel Mur-

phy, 10 points; 2) **Lugano**, Beneteau 40.7, Mark Stratton, 21; 3) **Zephyr**, J/109, Jack Mayer, 39; 4) **DoubleDown**, J/92, Brian Kerr, 42; 5) **Avet**, J/80, Curt Johnson, 46. (47 boats)

Full results at www.dryc.org/racing

ILCA 6 Masters Worlds

This spring, Vallarta YC in Mexico hosted several Laser cham-

pionships, ending with the ILCA 6 Masters Worlds on June 9-17. (The ILCA 6 class is the dinghy formerly called the Radial.) Many sailors from Northern California participated. Among them was Chris 'Boomer' Boome in the Legends Division. The Masters are divided into age categories, Legends being 75+.

"Bill Symes is still the gold standard in the Legend fleet," reports Boomer. "He had to drop out of a race he was leading early in the week because of dehydration. On the last day, we were tied and he had all the tiebreakers, so it gave me a one-race opportunity to sneak out a win.

"The pressure was on to try to get a better start and then build a lead that I could hold onto for his furious finishes. I got a great start in the middle of the line and was pretty amped-up for the beat.

"I didn't even look back for Bill on the last run, just tried to stay in clear wind and water and work the boat as much as possible." Jon Andron, another S.F. sailor, won that last race, with Boomer second and Bill Symes third, resulting in a world championship for Boomer.

— latitude / chris

Race Notes

Mater Dei High School of Santa Ana won the 2022 **ISSA Dinghy Nationals** for the Mallory Trophy on June 4-5. Morgan Pinckney and Vera Allen won the A division; Reade Decker and Sophia Mulvania won the B division. Mission Bay YC in San Diego hosted 20 teams sailing 20 races in CFJs. See <https://scores.hssailing.org>.

Some California-flavored teams tasted success at **New York YC's 168th Annual Regatta** on June 10-12. In ORC-B, So-Cal crews went 1-2, with David Team's TP52 *Vesper* in first and Victor Wild's Botin 52 *Fox* in second. The Bay Area's Matt Brooks posted a perfect score in Classics 2 with the S&S 52 *Dorade*. See <https://nyyc.org/168th-annual-regatta>.

— latitude / chris

BAJA HA-HA XXVIII FLEET

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Over 3,000 boats and 10,000 sailors have done a Ha-Ha. Most participants are long-time sailors but first-timers to Mexico. Fleets are also sprinkled with repeat offenders. Several skippers have done 10 or more.

Less than a week after registration opened this year, the number of paid entries was closing on 100. Visit www.baja-haha.com to see the current entries.

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

The goal of every Ha-Ha is for everyone to have a great time sailing and meeting other cruisers while making a safe passage down the coast of Baja. If you have a boat and a hunger for adventure, think about signing up for this year's 28th running. Visit www.baja-haha.com.

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Sign up for our Crew List and attend the fall crew list party: September 1 at Spaulding Marine Center, Sausalito.



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IMPORTANT DATES

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

September 1, 6-9 p.m. – *Latitude 38's* Fall Crew List Party and Baja Ha-Ha Reunion, Spaulding Marine Center, Sausalito.

October 29, 5 - 7 pm Saturday – Andy Turpin with the Pacific Puddle Jump will put on a presentation at West Marine with information on the 2023 Puddle Jump.

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

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

October 30, 1 p.m. – The Annual Ha-Ha Halloween Costume Party and BBQ. West Marine, 1250 Rosecrans.

October 31, 1 p.m. Monday – Baja Ha-Ha Kick-Off Parade.

October 1, 11 a.m. Monday – Start of Leg One for all boats off Coronado Road

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

November 4, Evening: Restaurant hopping, such as it is, in Turtle Bay

November 4, 1 p.m. Friday – Famous Turtle Bay Beach Picnic Party until sundown

November 5, 9 a.m. Saturday – Start of Leg Two to Bahia Santa Maria.

November 7, Monday – Bahia Santa Maria Day; a layday for relaxing and exploring.

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

November 10, 8 p.m. Thursday – Dance Party at Squid Roe.

November 11, noon. Friday – Cabo San Lucas Beach Party

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

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

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CHANGES

With reports this month on **Absolute's** first season in Mexico; **Volare's** luck in finding a great pickup crew; the pleasures and pains of **Salacia's** new owners as they headed south; a quick look at **Eliana, Georgia** and **Althea** — West Coast boats that just completed circumnavigations; and a tasty digestif of **Cruise Notes**.

Absolute — Islander 36 Tom and Katie Bosch First Season Reflections San Diego

Reflecting on our season spent cruising Mexico, a season that would coincide with the start of a global pandemic,



Katie and Tom — landlubbers no longer.

none of those romantic visions of cruising strike me as the great takeaway from that life-altering trip into the unknown. The beautiful anchorages, the sun and breeze, the great food ... all worthy of many a tall tale over drinks with friends, and there already have been many. More than all of that, leaving it all behind and cruising with the one you love, through all of the good and bad, left us with the more permanent gift of a profound change in character, and a greater appreciation nowadays for the people we meet and the moments we share. Looking back, they could have been any anchorages for all I care. The memories were built more on the decisions that got us there, what we gave of ourselves along the way, and the

Warming up pre-SailFest with buddy-boat buddies Brian and Doug from the Spindrift 43 'Kanumera'.



camaraderie we found when the anchor went down.

And the decisions to make were many! Katie and I were relatively new to sailing when the great confluence of life events pulled us toward purchasing our boat. We really only "learned the ropes" a few years prior, but it was an intense love at first heel. We were on the water four days a week. Racing, cruising with friends, we were constantly finding any excuse we could to hoist some sail. San Diego is wonderfully accommodating in that way, and she sent us some luck when it came to finding a good old boat to make our own. I could go on about the admirable sailing character of the Islander 36, but suffice it to say, coming across a storied old racer like *Absolute* was pure kismet. We purchased her, a well-loved boat from San Francisco that needed little, in January 2019, and promptly prepared her for a departure with the Ha-Ha on November 4 that year. A quick turnaround, but one we were happy to oblige. Having a set departure date was a necessary bit of motivation to ensure we would indeed untie the lines when the time came.

After all those hours of prep and the mad rush to get us past Point Loma for the last time in the foreseeable future, we didn't have any real concept of what we'd done until somewhere between Ensenada and Turtle Bay. We certainly figured out that we weren't in San Diego any more when our first real squall hit before Santa Maria. Despite that, and the hurried trip to Cabo prior to the arrival of a tropical depression, the excitement of being out there, of doing it, and the glorious recognition of our own naiveté, was breathing new life into two former landlubbers who'd felt stagnated in their former lives.

With that, we began our lives afloat, following the Ha-Ha fleet up to La Paz. Then, at the behest of our new bestie Doug and his cat Shadow, we made our way across the Sea to San Blas before a beautiful, if not raucous, holiday season in Puerto Vallarta. Somewhere during that break, I'm told we all decided over drinks to head south to Zihuatanejo for SailFest. When I was later reminded of this agreement among our cruising friends, the words of our amazing broker Deron, regarding his memories of his last cruising season, stuck in my head: "When



I headed south of PV, each anchorage was more beautiful than the last." Truer words have never been spoken.

Once around Corrientes, the tropics welcomed us with one beautiful palapa-filled anchorage after another. It seemed the farther south we went, the friendlier the cruisers became, and the drinks and *ceviche* only got better and more affordable. We chased beautiful conditions farther and farther down the coast. Dodging crocs en route to find moonshine in Tena-catita; enjoying the fresh pastry delivery in the Barra lagoon; and the greatest sailing of our short careers between Caleta de Campos and Ixtapa stand out as some favorite memories.

I can't recommend SailFest in Zihua

ABSOLUTE

ALL PHOTOS ABSOLUTE EXCEPT AS NOTED

ABSOLUTE

IN LATITUDES

people you are affecting. Many a sailor made assumptions based on Facebook posts rather than going to the source, and many never left the marina. As soon as we crossed from Mazatlán to Isla San Francisco, our fears subsided. Spring and summer 2020 in the Sea ended up being even more amazing than our time on the mainland.

The stark contrast between the desert on land and the jungle of sea life below never ceased to amaze. The plentiful, shallow, sandy anchorages of the Sea welcomed us with open arms when the entire world seemed shut off. The locals, who had every right to fear or admonish our presence, could not have been more welcoming. We spent the next couple of months spearfishing, hiking, and staying blissfully disconnected from a far-too-connected world.

Sure, the Sea of Cortez presents its own challenges. The actual weather can often vary from what's been forecast; massive tidal changes stretch its length each day, causing crazy upwellings and steep, choppy waves; and the heat — oh, the relentless heat ...

But the distilled experience of life afloat during this time is something I'll forever deeply appreciate. 2020 be damned, we proved that humanity was still, at its heart, a very beautiful thing. And while I was nearly broken by the chaos that wild sea brought by the end — flying under spinnaker into Puerto Peñasco on that last 100-mile passage from a primeval world back into civilization — it will forever be seared into my memory as a baptism of sorts. From that sublime combination of wind and canvas, an experience so simple as to have spanned millennia of civilization, existing out there in the blue for any who dare take it. We couldn't be happier to have done so. Life's challenges hardly seem as significant as they once did, and the memories of a life well lived will last forever.

— Tom 6/2/22

www.sailingabsolute.com

After hauling the boat in Puerto Peñasco in August 2020, Tom and Katie went back to the States to wait out the rest of COVID and make plans for the future. After a few months, with no end to the pandemic in sight, they decided to get "real jobs" again at the beginning of 2021. "Absolute finally joined us again at the beginning of this year," says Tom. "We trucked her over from Cabrales boatyard to Baja Naval in Ensenada, resteped the mast, dusted her off, and sailed back up. Now we're about three months away from welcoming a new little sailor into our crew!"



MARGARET REID

Above: 'Absolute' at SailFest. Left top: Hiking Isla San Francisco — "Our first taste of freedom during the early stages of the COVID lockdown." Left center: Checking out a raicilla distillery in Tenacatita. Left bottom: As many sailors already know, Islander 36s make great cruising boats.

enough. The camaraderie among the cruiser community there was top-notch, and the direct benefit to the community was beyond worth it. A chance to tear it up in a regatta didn't hurt either.

The plan from there was to make it back to PV for the Banderas Bay Regatta, so back north we went. Upon our arrival back in Puerto Vallarta by St. Paddy's Day 2020, the rumors of a deadly respiratory virus were circulating. Quickly, everything was in jeopardy. The cruising season might be lost to travel restrictions, heading west was out of the question, and no one was sure if we could even get out

of PV before hurricane season. After two weeks dealing with the surreal/unnerving experience of having the Paradise Village resort and marina to ourselves, listening to the tense net every morning and hoping for the all-clear to leave, we took our first opportunity to head north toward the sweet solitude of the Sea of Cortez.

Along the way, rumors were circulating and nothing felt safe. The cruiser community was unsure what to do next. Luckily, Katie is fluent in Spanish, and despite the fear of disease, humanity didn't cease being civil. Lesson learned: Always get first-hand opinions from the stakeholders, the

CHANGES

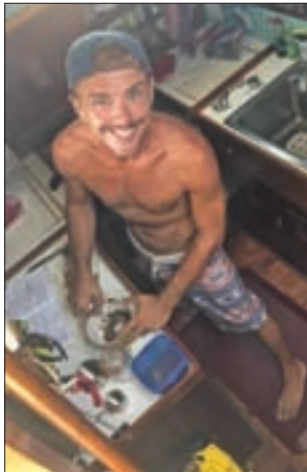
Volare — Caribbean 50

Jason Hite

Maya's Trip

Somewhere in Mexico

I have been very fortunate with crew on *Volare*. Amazing people with incredible talents and stories to tell!



VOLARE

Jason in the galley. He and Maya shared cooking duties.

She's worked as a divemaster, holds a captain's license, has raced all over the world, and currently works as a professional captain or crew for sailing yachts. I was excited to meet her.

We met at the market. Just as we started talking, a truck pulled up and a guy called to Maya. She excused herself and ran over to talk to her friend. I heard a yell, and looked up from my phone to see my buddy Mario in the truck, and he waved me over. Maya knew my buddy Mario — another good sign! We met again for some tostadas, and she really impressed me with her experience and knowledge.

After cleaning the aft deck of *Volare* while I was in Barra de Navidad, getting rid of lots of things to make the deck clean and clear, I picked up a dive compressor and a salvaged dinghy. Once again, *Volare*

Along with all its other attractions, you can't beat Mexico for great seafood.



VOLARE

looked like the *Beverly Hillbillies*.

Sunday morning I went to pull up the anchor, and it wasn't coming easily. I had no idea how strong my windlass was until it pulled up this massive mooring — complete with a large Danforth and chain all wrapped in rebar — attached to my 85-lb anchor.

There was no way we were going to get the mess untangled — but we tried with halyards and winches around various parts of the big metallic blob. The whole time, *Volare* was drifting slowly toward the shipping channel. I finally got out my circular saw with a metal cutting blade and went to work. I cut one chain, and a big mess of rebar fell free. That also destroyed the metal cutting blade. So began a ritual of cutting as much as I could with one blade, replacing it and cutting some more. By the fourth blade, the whole mess finally fell back into the water. With cut-up knuckles and smelly black stuff on the boat and my hands, I had just arrived back at the helm when the pilot boat came over. He was waving at me to get out of the channel, because a large ship was preparing to leave! I waved back a "Yes, señor!" and turned *Volare* toward the open sea. The pilot seemed happy.

We raised the main and mizzen and *Volare* motored offshore with no wind. Smiles returned when we were treated to a huge display of jumping mantas — more than I've ever seen on the mainland. After the mantas, there were sea turtles everywhere, many with birds on them.

As the wind started to fill, the genoa came out and the engine got shut off. *Volare* sailed up the coast close-hauled, around 4 or 5 knots. And I felt a little odd — I usually have inexperienced crew onboard and have to show them how to do everything. Not Maya. She's a racer, and was constantly trimming the sails, trying to get some more speed out of the boat. I enjoy watching people experiment with

Volare's sails; I still learn new tricks from them, and she was no exception.

We sailed all afternoon until sunset, when the wind started to die. We had been running along the coastal shelf, where the depth was around 420 feet. I feel as if there's less current against you in deeper water, and I could see on the chart that deep water wasn't that much farther offshore, so I aimed for that and motored right into the sunset. The moon



was new, which means you see a little tiny sliver of moon at sunset, and then it gets super-dark.

Maya took the first watch, from 9 to midnight. I always ask my crew to set an alarm so that the next person on watch will be awakened on time. I woke up and checked my phone: 12:45. It took a minute before my brain went "Hey, you were supposed to be up 45 minutes ago!" I checked my phone again, and it said I'd missed my alarm. The engine and wave noise must have drowned out the alarm! I went up on deck to find Maya preparing

IN LATITUDES



ALL PHOTOS VOLARE

Above: "Spinnaker whisperer" Maya was constantly working to achieve perfect sail trim. Above left: Maya and Jason do a dinghy selfie. Above right: The Caribbean 50s were center-cockpit ketches co-designed by Halsey Herreshoff and Gary Hoyt and built in the Far East in the 1970s.

to go off watch. She said she was about to wake me up. After apologizing profusely I took the watch and she went below.

The wind was starting to come up from astern, and by 3 a.m., I had plenty to sail. I unfurled the genoa, shut the engine off, and *Volare* was flying along at 6-7 knots. I intended to let Maya sleep a little longer to return the favor she had done me, but she was up and ready to relieve me at 4.

I didn't get any sleep off watch, despite *Volare* flying along; every three or four minutes, a wave would smack the beam and roll her really hard.

By the time the sun came up, the wind was blowing at least 20 knots. *Volare* was flying at 8-9 knots — occasionally surfing to 9.2. The wind backed off through the morning to the low teens, but the sea state required more speed to be comfortable. We raised the spinnaker and *Volare*

sailed all day with the chute up.

At sunset we were approaching the south end of Cerralvo. We saw some commercial fishing gear, but no fish. The *Coromuel* came up in the Cerralvo Channel, but it was too dark and we were too tired to sail the last three hours. *Volare's* motor took us to Playa Bonanza on Espiritu Santo, where I anchored in complete darkness, and we set a couple of anchor watches. I don't normally set an anchor watch, but after the earlier anchor debacle, I wasn't sure if I had any damage to my chain, and I was pretty exhausted and wanted to protect myself from fatigue mistakes. The wind was freezing-cold and blowing 20 knots all night.

It hadn't let up much by the next morning. Maya had a lot to do in La Paz before she hooked up with her delivery crew for her next job. I was up at 7:30, pulled up the anchor (with no drama) and we motored through the San Lorenzo Channel against the waves and wind. We got delayed by 20 knots on the nose. Instead of fighting it, I let out the genoa and tacked back and forth for about an hour, by which time the breeze was down to 12 knots and we motored the rest of the way. By the time I got the anchor down, it was a nice warm day in La Paz.

It was so much fun having a skilled racing professional as crew. She was constantly turning the autopilot off, checking for weather helm and that the rig was balanced. She put up with my practicing the ukelele, and she played and sang one night while I was cooking dinner. If you are looking for professional crew for deliveries or yacht racing, I highly recommend Maya!

I'm currently in La Paz, looking forward to trying some new burrito place with Rich Boren, spending some time with my favorite sea turtle researcher, Stephanie, and working on a few boat projects before heading north for the mermaid diving with the legendary Manta dive team. I'm teaming up with Terry Kennedy to help him write his dive guide to the Sea of Cortez, and we're going to go dive all his secret spots before they become public knowledge.

— Jason 5/10/22

Readers — Jason came down with the 2015 Baja Ha-Ha Rally and has been living aboard in Mexico ever since. The original plan was to head south and go through the Canal, "but everyone I met said 'I just got back from sailing around the world, and this is the first place I wanted to come spend more time in.'" He currently runs the Sea of Cortez Sailors group on Facebook, has published a cookbook, and is working on a book about crewing.

CHANGES

Salacia — SC53 Peter and Donna Molettierre The Outside Looking In San Francisco

Many landsmen who have never set foot on a boat still harbor a fascination with sailing away into the sunset. Jayms Ramirez is one of them. He got a chance to

live part of the dream with friends Peter and Donna Molettierre aboard their Santa Cruz 53C Salacia in Mexico. And wrote about it! In a bit of a departure from cruis-

Peter and Donna began their circumnavigation with the 2021 Baja Ha-Ha.

ers writing their own stories, we thought it would be fun to see cruising from, so to speak, the outside looking in . . .

One of the most popular pulls known to man (and woman) is venturing into the unknown in search of adventure and, ultimately, oneself. It's an old narrative that changes as much as the ocean and Earth; yet each person's new undertaking is often, for them, the most intense, life-changing, adventurous experience of their lives.

Peter and Donna Molettierre out of San Francisco, a tech guy and a therapist, can attest to this phenomenon as they venture off the grid aboard their 53-ft sailboat *Salacia* indefinitely around the globe. They are writing a unique and shiny new chapter to their already robust lives, filled with careers, family, friends and urban living

Jayms has done several passages aboard 'Salacia', and enjoyed many anchorages.

in San Francisco.

Here's a conversation I had with them during a week I spent on the boat on the waters off Baja, Mexico, on the first leg of a new lifestyle with many ports of call on the horizon.

How did you begin this life-changing adventure?

Donna: We both had a little sailing in our backgrounds. Peter taught sailing in dinghies at a summer camp in Arkansas. I grew up on a lake in northeastern Pennsylvania and sailed with my father as a kid. Peter's really the one who started dreaming of cruising and sailing to different places around the world. It took a bit longer for me to consider such a huge life change.

Then one day we were driving over the Golden Gate Bridge, looking out at all the sailboats, and I said to Peter, "It's funny how we never considered sailing here." Peter loved the idea and we enrolled in classes right away.

Peter: We spent our weekends either in class or on the water to get the required experience to move forward to the next class. It was pretty tight, and we were still pretty green when we finally got our certifications to charter a boat in Sardinia in 2017 for our 20th wedding anniversary.

Donna: That trip was challenging and fun, and when we returned to San Francisco, we got more serious about buying our own boat. After looking at many, we found this boat (originally named *Dolce Vita*) at the Richmond Boat Show, and realized that it was the perfect boat for us.

Tell me about your boat and how you came to name it *Salacia*?

Peter: The boat is a Santa Cruz 53C, the 'C' indicates it's a cruising version of the Santa Cruz 52. *Salacia* is the last boat made from the 52 hull mold. It came from the factory with the hard dodger, which makes it very comfortable to sail in open water.

Donna: We were attracted to the name *Salacia* because in Roman mythology, she is the goddess of calm, sunlit seas and mineral water. She was the wife of Neptune, and her calm steadiness balanced Neptune's volatile nature. We liked how, together, they created harmony and balance.

What was the departure from San Francisco like, and how did the realities of sailing life set in?

Donna: We had a deadline because we signed up for the Baja Ha-Ha Rally that was leaving November 1 — no matter what! Luckily, at the marina we had friends who supported us and helped get our boat projects done. We sold our stuff, our home and finally our car — which felt both liberating and disorienting. On



October 1, our friends said, "No more boat projects!" — there's always more to do — and wished us fair winds. It was scary and exciting to sail left out of the Gate, knowing we weren't sailing back!

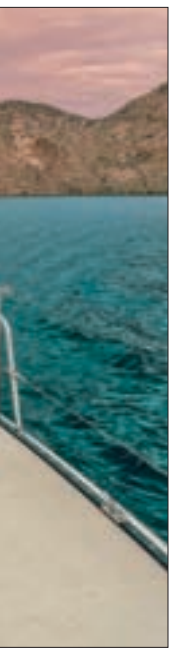
Peter: For me, it was definitely a relief to be underway. Donna was very clear about wanting to go, but she also needed time to mentally prepare, and I needed to give her the space to work that out for herself. It was certainly an exercise in letting go for me.



JAYMS RAMIREZ

JAYMS RAMIREZ

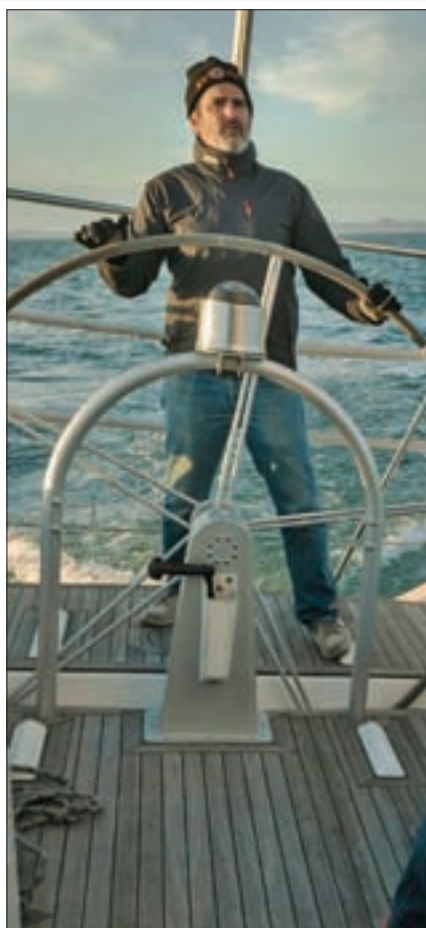
IN LATITUDES



SALACIA



SALACIA



ALL PHOTOS JAYMS RAMIREZ EXCEPT AT NOTED

Clockwise from above right: Peter at the wheel; 'Salacia' underway and looking pretty; fresh-caught snapper ready for the barbie; Peter "going in hot" for galley duty; the boat's hard dodger offers respite from both sun and cold; reading in the spacious main salon.

Donna: The stretch between Monterey and Morro Bay was particularly scary for me, as it was rough. It was also my first night passage on watch alone.

Peter: It was really fun to see Donna getting out of her comfort zone, and seeing what I enjoyed about being out on the open water. I had done a few boat deliveries for coastal experience, and sailed from

British Columbia to San Diego, so I was used to the rhythm of watches and managing the small emergencies that always come up. It wasn't until we sailed into Mexico that it became familiar to me.

Do you plan to work from the boat and around the world?

Donna: I'm still working from the boat a little. I have a few clients. Peter is

enjoying not working for now.

What has been a surprise to you both, now that you have spent the last couple of months on the water?

Donna: What surprised us most was a report about my health that I needed to address back in the States, which was unexpected and stressful.

Peter: That was definitely the biggest surprise, and the most impactful, requiring us to extend our stay in the Sea of Cortez an extra season.

Donna: Another surprise was about 100 miles offshore, when our autopilot stopped working in the middle of the night. It was pitch-black out, no moon, and the boat rounded up. We couldn't figure out how to get back on course as our compass light wasn't working either, and for a few minutes, we felt completely disoriented. At that moment, I think we were both thinking, "Oh shit, what are we doing here?"

Peter: That was certainly a learning experience. We managed to figure it all out, and when it happened again during the trip, we were prepared and better able to handle it.

Donna: I tend to go right to negative thoughts when I am scared. One thing that incident showed me was that we can figure things out when a problem arises — and that our boat can handle a lot more than we can! I started to trust that we'd be OK.

What are you two eating out here? Are you learning Spanish?

Donna: We're eating a lot of fish tacos! We eat simply on the boat — fish, meat, vegetables. Yes, we are both learning Spanish. Peter is ahead of me there. He understands and speaks enough Spanish to get by. I'm learning through the app Duolingo and I'm loving it.

What advice would you give to other dreamers who are looking to do what you've done?

Donna: If you don't sail yet, take classes and join a club so you have a community of sailors who will invite you to go sailing, and encourage you to live your dream! Then buy a boat so you can learn all the systems and can fix problems as they arise. If you already sail and have the dream of going cruising one day, arrange your ocean sailing to take you a little farther each time.

Peter: There are lots of boats out there looking for crew, both in port for local sailing, and destination trips. Take as much advantage as you can of getting open-ocean experience on other people's boats, as well as different boats, so that you can figure out what you like, and what works best for you.

CHANGES

What is next on the horizon?

Donna: We'll be heading south next fall after hurricane season, and explore the mainland side of Mexico for a while. Eventually, we hope to continue south through Costa Rica and Panama. Our current goal is to go through the Panama Canal into the Caribbean, where we first sailed together with friends on a vacation and started this crazy dream!

— *Jayms* 4/6/22
www.jaymsramirez.com

Totem — Stevens 47 Behan/Jamie Gifford and Family Spring Gleaming Eagle Harbor, WA

Jamie and I anticipated departing Mexico for the South Pacific this spring — perhaps as late as June, even — but refit delays (in particular the delivery of a new engine, which is not an optional project) pushed it progressively out until hurricane season forced abandoning those plans.

The lemonade being made from those lemons is sweet. Since we're tucked in at Cabrales Boatyard in Puerto Peñasco, the



Jamie Gifford admires 'Totem's shiny new topsides (and swim steps). Inset: The galley and interior are still a work in progress.



TOTEM

only port in the Sea of Cortez that does not get hurricanes, we have the opportunity to tackle a bunch of additional quality-of-boating-life projects!

First is painting the hull. *Totem's* original gelcoat is a vibrant marine blue; a prior owner painted her white. It was still glossy when we bought her in Alameda in 2007, but it's seen many miles, and the dings and scuffs of many pangas, outriggers, and dugout canoes! It's been scruffy for years, with original gelcoat showing through.

Well, no longer! We're still waiting to emerge from the paint shed cocoon, but the fresh white looks beautiful.

Second are interior upgrades. We've made incremental changes over the years to increase comfort on board, but rarely had time for cosmetic work. It's fun to finally do some of that, from a galley update to new main cabin lockers, fresh paint in most cabins, and replacing worn-out settees. The decision fatigue from choosing among options from fixtures to fabric is a First-World problem, but we feel it and can't wait to live in the refreshed spaces.

One of the updates we're most excited about is improving our energy systems. Twice we've put in a new AGM bank, wishing we could swing lithium, and this time it's finally happening. We'll nearly double *Totem's* solar capacity. A rebuilt stern arch will accommodate the panel real estate, and significantly improve the davits for lifting our dinghy ... while allowing better access to the swim steps that



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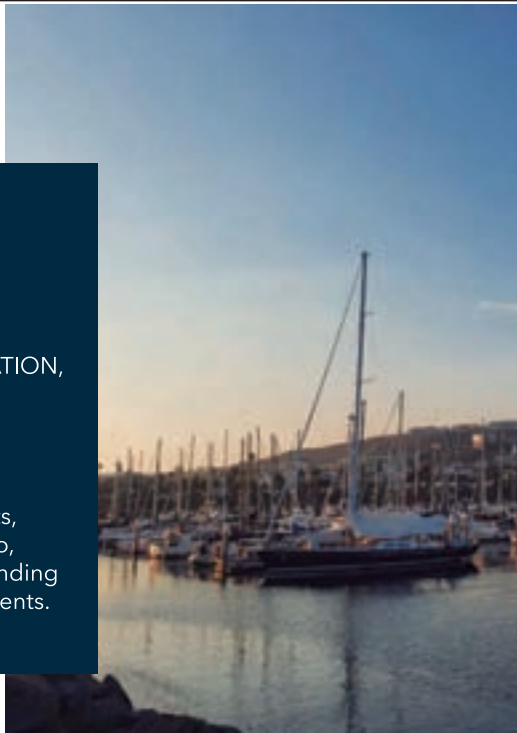
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Jamie cut into the transom.

For frugal cruisers it's a big deal to invest so much, but *Totem* is our forever home: She's worth it and so are we! Where we'll sail to after hurricane season is still on the drawing board. I'm feeling the pull of Asia, as are our daughters Siobhan and Mairean. A North Pacific crossing (via Hawaii and whatever else is open) toward Japan is appealing. But we also regret having gone so quickly through Central America in the past, and Jamie's tugged that direction. Either is an optimal heading to take come November! And with our son Niall hopefully coming for a few legs while he takes a gap year after college to contemplate graduate school options, the idea of bringing our family together to make more memories on *Totem* is sweet lemonade indeed.

— Behan 6/8/22
www.sailingtotem.com

Tying Knots

Several West Coast cruisers have completed circumnavigations recently, or soon will. In no particular order, they are:
Warren Holybee of the Bay-based



LYONSEYEPHOTOGRAPHY.COM

Home is the sailor — Warren Holybee sails his well-traveled 'Eliana' back under the Golden Gate after a four-year circumnavigation.

Morgan 382 **Eliana** tied the knot by sailing into San Francisco Bay on June 5. Warren got the cruising bug after taking classes at Modern Sailing in Sausalito in 2014. He began his circumnavigation by doing the 2018 Pacific Cup, and has been going ever since.

Paul Lever and **Christine Hunter** of the Outbound 44 **Georgia** crossed their outbound line in Grenada in May. They

departed their homeport of Bellingham, Washington, in June 2010.

Larry and **Margie Linder** tied the knot of their seven-year round-about off Banderas Bay last month. They are currently headed back home to Morro Bay aboard their Westsail 32 **Althea**.

We congratulate these intrepid voyagers, and are adding their names to our ongoing list of West Coast circumnavigators, which you can find on our website at www.latitude38.com. We hope to bring you more by and about each of them in future *Changes In Latitudes*.

Cruise Notes

- Regular *Changes* readers will remember **Krista Swedberg** as the adventurous sailor who prefers cruising on far-ranging tall ships. And we do mean far-ranging. The last time she checked in, she wrote about her voyage from Ushuaia,

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CHANGES



JOHN COOLEY

The simple pleasures — more than most, Krista appreciates the simplicity of sailing an El Toro.

Argentina, to Scheveningen, Netherlands, aboard the 131-ft bark **Europa**: "10,180 miles in 81 days and we only had to resort to the engine once off the Azores."

Krista's been sailing closer to home in Santa Cruz for the past couple of years. "I think some new adventures are brewing, but this summer will find me mostly sticking around the Central Coast again." She's been relief-captaining *Nomad*, a Westsail 42 operated by Nomad Sailing Charters for, among other missions, whale watching. "Last year was a good season for whale watching; the highlight for me was a pod of orcas we spotted in November — talk about stoke!"

She's also working on upgrading her captain's license, and enjoying sailing really small boats — with a bit more appreciation than most. "I went sailing in an El Toro, and it amazed me how you can launch, rig and be off sailing the thing in a matter of minutes. On *Europa*, it's a solid four-plus-person job to hoist a sail, and in most conditions at least eight of them need to be set before she'll start actually sailing. Different beasts, both so lovely in their element."

• In what seems to be something of a trend, more and more cruisers are moving from 'SVs' (sailing vessels) to 'LYs' — land yachts — in the off season. Greg and Laurie Yellenik of the Vancouver-based Cooper Seabird 37 **Galene** are among those leaving the boat on the hard for the summer, fitting out a van, and hitting the road for some inland exploration — hopefully in cooler climes in the mountains.

Since heading south with the 2019 Baja Ha-Ha fleet, Greg and Laurie have gone "all in," becoming residents of Mexico with Sonora drivers' licenses. In May, they acquired a late-model former ambulance and are "camperizing" it to live aboard and explore. The conversion includes full-size bed, shower, composting toilet, dorm fridge, and induction cooktop — all powered by LiFePo4 batteries and 600 watts of solar panels. Greg has his eyes on rolling out about the time this issue hits the streets. As an added bonus, "*Galene* is drying out for a couple of months as her osmosis treatment."



GALENE

Greg aboard 'LY Hazel' in the beginning of the camperization process.

• "We're settling in at our new land base in Port Townsend, Washington," writes Vikki Fennell of husband Rowan and daughters Emmy and Lucy of the formerly Tiburon-based Bavaria 46E **Taliesin Rose**.

"We've been doing some racing with friends in Puget Sound, and Rowan will

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The Fennell family — (l to r): Rowan, Emmy, Lucy and Vikki — have relocated to the PNW.

begin his position in May as captain of *La Vie en Rose*, a Bristol custom wooden cruising yacht built in 2010 and recently donated to the Northwest Maritime Center. I will occasionally serve as first mate for evening cruises.

"We're also doing some ocean racing. Rowan will be doing the 2022 Pacific Cup on the Schumacher 50 *Surprise*. And I'm excited to race in the Swiftsure Race from Victoria, BC, to Cape Flattery and back in a few weeks. This summer we will also

get our Moore 24 *Paramour* back in racing shape in time for the Moore 24 Nationals at SFYC and do some fun Moore 24 camping and sailing on Lake Chelan and in the San Juans.

"*Taliesin Rose* is currently on the hard at Puerto Peñasco, waiting patiently for our return. Starting in October 2022, our plan is to commuter-cruise *Taliesin Rose* and hop our way back up to San Francisco as our school and work schedules allow. We will keep the boat in San Francisco until 2024, when we hope to compete in the Pacific Cup in the cruising division as a family. After that, the hope is to bring *Taliesin Rose* back up to the PNW for many seasons of cruising the San Juans, Gulf Islands, Desolation Sound, and Alaska."

• If you've never seen dolphins at night, streaming bioluminescence like living meteors, you're in for a real treat when you do. We've tried numerous times to photograph this phenomenon, but don't have the photographic chops to

figure out the right camera settings.

Fortunately, photographer/videographer Patrick Coyne knows what he's doing, as shown by this outtake of a video he captured in April last year off Santa



If you've never seen dolphins at night, check out Patrick Coyne's Instagram page for a preview.

Monica. For a look at the entire short video, and his account of that "magical night," you can find Patrick on Instagram at [patrickc_la](#).

— *latitude/jr*



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 been out of the bag. Bought for 2020
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 with fuel tank, hose and older Evinrude
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13 FT RS AERO 2020. Almost-new RS
 Aero for sale! Sailed perhaps half a dozen
 times. Size 7 sail. Bags for rudder and
 daggerboard, dolly, boat cover. Great
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 a Laser! \$10,500. Redwood City, CA.
jimhopp@gmail.com



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15 FT CUSTOM 2001. Beautiful gaff-rigged
 daysailer, based on Herreshoff Haven. Ex-
 cellent condition, wood, (hull has fiberglass
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 Reyes. Includes sails and oars. \$5,000.
 Inverness Yacht Club, CA. maphillinn@aol.com
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22 FT SANTANA 22 1968. Full sail inventory,
 2 mains, roller jib & spinnaker, 4-stroke 2010
 Yamaha outboard, marine radio, stereo,
 reinforced mast post, fully functional head,
 interior seat cushions, slip transfer avail-
 able \$3,500. Fortman Marina, Alameda.
psidorenko@gmail.com (415) 867-9022



22 FT J/22 1985. This is a really fun
 boat for racing and sailing with friends.
 Fast and trailerable. The boat has many
 upgrades: new windows, new blue cush-
 ions, standing/running rigging, Velocitek
 SpeedPuck, a Honda motor used no more
 than 10 hrs. Several Quantum sails. She
 comes with a nice trailer as well. \$12,000.
 Near South Lake Tahoe. carlafenes@gmail.com (510) 289-2929



24 FT MOORE 24 1981. Hull #98. One-
 design/offshore setups — Open transom,
 under-deck companionway. 2 mainsails,
 #1, #2, #3 (2), heavy weather jibs, reacher,
 drifter, 5 spinnakers. Autopilot, Instru-
 ments, EPIRB (registered), emergency
 rudder, outboard. Galvanized dual-axle
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 CA. c.michael.maio@gmail.com (707)
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15 FT WEST WIGHT POTTER 1980. Very clean. Ready to sail. Lots of extras. Fully restored trailer. \$3,500. Rio Vista, CA. steveegoble@aim.com (925) 305-6366



22 FT SANTANA 2006. Very clean, boat and sails are in nice condition. Roller-furling genoa/jib, lazy jacks, mainsail cover. Trailer included, see additional photos. Call or email. \$12,000. South Lake Tahoe. ronmaloney55@yahoo.com (408) 828-4824



22 FT STAR BOAT 1963. Glass hull, good condition. Multiple sails, good condition. 2 whisker poles. Elvstrom bailers. Current 2022 registration. Trailer with spare tire. Fast is fun! \$1,800. Richmond, CA. stefroche916@gmail.com (916) 303-0459



23 FT BEAR BOAT 1958. Bear boat #64 'Bongo' for sale. 23-ft classic full-keel sailboat built in 1958. Out of the water and on a trailer. Complete boat with rig in good condition. Needs to be re-caulked and then it's ready for the water. These iconic San Francisco boats are fast, stable, and made for the Bay. \$1,500. Marin County. rachelmaloney@mac.com (415) 690-6799

25 – 28 FEET SAILBOATS



25 FT OLSON 1986. Pacific Yachts. Excellent condition, extensively equipped, everything works, race-ready. Nine sails good-very good (101% carbon very good). major refit 2008. On S.F. Bay last year. Before in storage at least two years. Lake Tahoe since at least 2005, storage winter. Honda 5 4-stroke (always flushed). GPS chartplotter, tiller pilot, tiller extension, oversized self-tailing winches (mains 2-speed), dual-groove headfoil, solar panel, lifting strap. 2021 2-coat bottom paint. No trailer. \$14,000. South San Francisco. (303) 667-3540

25 FT CAL 25 1968. It is a great Bay or Delta sailing boat with three sails, 15 hp Nissan outboard motor, and VHF radio. Call or email. \$3,500. Rio Vista, CA. g_munoz2005@yahoo.com (912) 409-0760



25 FT SCHOCK HARBOR 25 2008. Pretty, Easy, fast and fun. For a good time, call. \$45,000. Sausalito. synetgy@gmail.com (415) 729-3584 <https://tinyurl.com/8jf7fyj2>



26 FT YAMAHA 1984. PHRF racer and comfortable cruiser. Interior and exterior maintained in excellent condition by meticulous owner. Yanmar 1gm10 diesel with very low hrs. Garmin chartplotter, Raymarine VHF radio, emergency beacon and many other items. \$10,000. Alameda. Jnovie@aol.com (415) 271-3441

29 – 31 FEET SAILBOATS



30 FT CATALINA 30 STANDARD RIG 1983. Features all of the suggested rigging and long-distance cruising upgrades, an exceptionally clean interior, full canvas, wheel steering with autopilot, chartplotter, anchor windlass, radar and instrumentation to make this boat a wonderful singlehander or family cruiser. Features recent bottom job, new prop and dripless shaft seal ('22), self-tailing cockpit winches and multiple headsails. Engine is Universal M25XP 25hp diesel with freshwater heat exchanger (est. 1900 hrs). All interior and cockpit cushions are in "as new" condition. The boat is loaded with 3-burner propane stove/oven, plus complete galley equipment and cutlery, USCG-required life vests and safety gear, numerous spare engine maintenance parts. Sail-away condition! Only serious inquiries please! \$18,500. Alameda, CA. drpaoletta@gmail.com (505) 401-9621



31 FT WYLIE GEMINI TWIN 1976. 'Encore' is a beauty. Recent out-of-water survey. Check out Wooden Boat issue 12 for more build info. I would prefer that both boats go to the same buyer, but they have been apart before. By far the fastest boat I have ever sailed. Mylar main and jib, spare Mylar jib and a #3 Dacron jib. 2 spinnakers. \$20,000. Treasure Island, CA. sawinery2004@yahoo.com (925) 219-2279



31 FT WYLIE GEMINI TWIN 1976. 'Legacy' is a beautiful racing boat, and so is 'Encore'. Want to own a pair of dueling pistols? Check out Wooden Boat issue 12 for all the details. Recent survey out of water. Send an email and I will forward it to you. \$20,000. Treasure Island, CA. sha32015@outlook.com (925) 219-2279



29 FT CAL 2-29 1978. Sweet-sailing Cal 2-29 for sale. All halyards led aft and sail controls accessible to driver. She is well balanced and fun for a couple. Yanmar diesel 2GM20F (2227 hrs). Good condition main, 90% and 120% jibs, spinnaker. B&G displays. Autopilot. \$12,500 OBO. Richmond. deg1@icloud.com



29 FT ERICSON 1972. Classic plastic. Turnkey. Low-hour Betamarine 722 diesel. Radar, MFD, 2 autotillers and radios. \$6,500. Fortman Marina, Alameda. bill.black94@yahoo.com (206) 618-6902



30 FT CATALINA 1987. Well maintained, very clean Catalina 30, fixed wing-keel drawing only 3-ft 10-in, ideal for Tahoe's shoreline depths. Diesel, Edson wheel, full galley, and self-contained for adventure sailing on the lake. Ready to sail, see URL for full details. \$23,800. Homewood, Tahoe, CA. JennifersSandyFeet@gmail.com (775) 742-6976 <https://tinyurl.com/k55yd59d>



29 FT CASCADE SLOOP 1976. One owner, good condition, many upgrades plus overhauled engine and electrical system, Monitor windvane and mast tabernacle. Commercial grade 16,000 lb trailer can be towed without permits. See web site for photos. \$15,000. Portland, OR. bobbiebl@q.com (503) 621-3520 <https://tinyurl.com/f2e3fszm>

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32 – 35 FEET SAILBOATS



34 FT DEHLER SLOOP 1984. Fast and versatile sloop-rigged racer/cruiser. 33-ft 10-in LOA, 11-ft 2-in beam. Well maintained, new diesel tank, stern tube, shaft seal, steering system, rudder, bottom paint, raw water manifold. Fully equipped for cruising with Yanmar 3 GMD 20 hp diesel, dinghy, tools, spare parts, PFDs, safety equipment, Autohelm, new handheld VHF, instruments, stereo, galley, bronze BBQ, new cabin heater, jib furler, extra sails, EZ Jacks, boomkicker, spinnaker pole, ground tackle, folding Max-Prop, sleeps 6. Set up for singlehanded. Excellent SF Bay and offshore boat. \$25,000. Point Richmond, CA. randall2u@astound.net (925) 519-0471

32 FT WILLIAM ATKINS THISTLE 1980. A Westsail-like boat, 11-ft beam, 5.3-ft draft, 31.3-ft LOA, 20,000+lb dis, Volvo MD3B frozen — needs replacing, sails old, dodger newer, very stout boat, polyester resin/fiberglass hull, wood deck 1.5-in thick. \$7,000 OBO. ghenry1102@yahoo.com (510) 501-4927



33 FT CAPO 30 (MODIFIED) 1984. Carl Schumacher-designed Capo 30, built at Westerly Marine. She has a 3-ft sugar scoop designed for her by Schumacher. She has the upgraded rudder (elliptical not trapezoidal) with new rudder bearings. She has a new Yanmar 3ym20 motor that drives a 3-blade feathering prop (20 hrs on the motor). She has a new dripless seal. I had her ready for the 2020 Pac Cup when COVID struck. Since then I injured my back and am unable to sail her. She comes with AIS, marine radio with MMSI, handheld marine radio with MMSI, Furuno radar. She got bottom paint in 2000 when I faired the bottom and the keel. \$25,000. Moss Landing. mtmadonna@mac.com (831) 359-3643



34 FT PACIFIC SEACRAFT 1987. The Pacific Seacraft 34 ("Crealock 34") was Bill Crealock's design for a slightly smaller and updated version of his classic cruising sailboat, the PSC 37. 'Victoria' is a stunning example of a well-kept Crealock. She has made several trips up and down the Pacific Coast from Washington to Mexico and is well equipped to start the next voyage. Some of her amenities include: Force 10 two-burner propane stove with oven; Adler Barbour Cold Machine refrig w/freezer box; solar panels (2) mounted on movable rail mounts; dodger and full canvas bimini; Achilles 4-person dinghy, Viking liferaft, AIS, Furuno radar, chartplotter, VHF. Email for complete list. \$69,000. Point Richmond, CA. jenders@jefnet.org (541) 821-0929



35 FT C&C 35 MK III 1983. Fully loaded and ready for sailing in the Bay/offshore. Brand-new bottom job, with new sails (main, jib), symmetric/asymmetric kite, and autopilot See URL for specs, pics and more info! \$35,000 OBO. Richmond Yacht Club. rune@storekundconsulting.com (510) 225-5389 https://tinyurl.com/mpd7dbb



32 FT HERRESHOFF 1998. Beautiful, strong cruising cutter Herreshoff designed, bowsprit and boomkin, cedar cold-molded hull, full lead keel, spruce spars, sails in great condition (mainsail with 3 reefs; stays'l, jib; 120% Dacron; 120% 1.5 oz. nylon; storm sail; trys'l); Aries wind vane self-steering; 10-ft fiberglass dinghy; sails beautifully; no engine; sail into and out of upwind Berkeley berth or use 16 ft oar; 4 anchors (45# 35# 25# CQR, fisherman); windlass. \$39,500. Berkeley. kennoble40@gmail.com (925) 786-7878

34 FT PETERSON 34 1977. Has a wonderful past, from being a first-place race yacht to completing many passages up and down the coast and several trips to Mexico. Configured for distance cruising, a classic beauty with performance agility. \$29,900. Sausalito. lat38-121@magewind.com (415) 332-4810 http://peterson34.com/



35 FT DOWNEASTER 1977. Tired of the pandemic, or global war? Sail away! The Downeaster 32 is a classic beauty that can take you anywhere in the world. 35-ft overall, 16,000 lbs, 4.5-ft draft, 11-ft beam. Well equipped with Anderson winches, autopilot, davits, Yanmar, GPS, AIS, and Lewmar windlass and bow thruster. \$28,500. Brickyard Cove. baysailor1@hotmail.com (510) 309-2164



35 FT SCHOCK SANTANA 35 1979. This Bristol-condition boat is being offered with a liveaboard slip in Berkeley, CA, and 5-year financing through financial institutions and vehicle trade might be considered. She is a comfortable fast cruiser, liveaboard, and competitive racer with great sail inventory and many upgrades performed in the last 9 years. Twelve feet of beam and clever use of space give her an amazing and practical interior. \$38,500. San Francisco. driende@aol.com (650) 714-7777 https://schocksantana35.com/



32 FT ISLANDER 32 MK II 1978. 2019/2020 refit—Monitor windvane & Pelagic autopilot, new electrical system, solar, windlass, 3 anchors, dodger, bimini, propane stove/oven, refrigeration, opening port lights. Standing rigging & lifelines 2017. Refurbished Westerbeke. 2022 bottom paint & zincs. \$29,000. Delta. paulasunn@gmail.com (530) 514-1584



34.5 FT J/105 1997. Racing- and cruising-ready, 'Big Buoys' (FKA Ultimatum) is hull #153 and the winner of several regattas. Been regularly maintained and has many sails including recent jib, main and kite. \$55,000. South Beach Harbor, San Francisco. colingmiller@sbcglobal.net (415) 370-5675

36 – 39 FEET SAILBOATS

36 FT J/36 1980. Bigger brother of the J/24 and J/30, this fractional-rigged boat sails well under the modern 7/8 rig. Cruise with two or race with five crew. The small jib and large mainsail are the key. Has 10 bags of sails, Yanmar diesel, boat cover, new oven, Raymarine instruments, Martec folding prop. Engine mounted over the keel gives brilliant balance. \$36,500. Stockton Sailing Club. bonnielopezunr@gmail.com (209) 772-9695



36 FT ISLANDER 1979. Sits in a 40-ft narrow slip in the West Basin, San Francisco Marina. Boat and slip rights sold together. 'Nimbus' is an excellent racing and cruising family sailboat for San Francisco Bay. Fiberglass hull and deck, varnished mahogany interior with teak and holly sole. Accommodations: Large "V" berth forward with head to port. Hanging lockers to starboard. Main salon: two settee berths, center table stows out of the way. Double quarter berth to port aft of the navigation station. Galley: Stainless steel sink, icebox, stove/oven. Mast and boom aluminum with stainless steel rigging. Manual jib furling system. Mainsail with two reefs. Jib and spinnaker. Engine: Westerbeke 38. \$85,000. West Basin, San Francisco Marina. daphnej@pacbell.net (415) 385-4157

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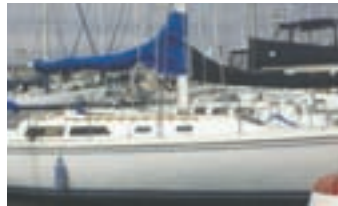
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36 FT ISLANDER 1975. 'Dawn Treader' is for sale! Radar. AC/DC upgrade underway (boat operational). New depth, speed, wind, and two displays ready for install. Bottom paint June 2021 (depth/speed transducer replaced then). Perkins 4-108. Great boat — great value. \$25,000. Richmond, CA. don0954@gmail.com



38 FT ERICSON 1982. Cutter-rig sloop. Recent survey. Insured. Offshore sail plan for singlehanded sailing. Furling main, staysail and genoa. Raymarine P70 linear drive autopilot, radar and helm instruments. Electric windlass with robust anchor system. SS arch with dinghy davits, solar panels, outboard lift. Turnkey, ready to go. See ericsonyachts.org to learn more about this capable cruiser. On available hurricane mooring. \$39,000. Grenada, West Indies. threealarmstever@gmail.com (473) 537-7417



36 FT CATALINA (M25XP) 1988. Sloop. Single Universal Diesel engine, 3-cyl, 4-cycle. Refrigerator. Double SS sink. Microwave. Toilet. Shower. Engine-mounted alternator. Titan VHF transceiver. Autohelm 4000 autopilot. Depthfinder. Three-cabin layout. U-shaped dinette. V-berth. Dinghy. Stereo. \$39,900. Redwood City, CA. iamerv@gmail.com (916) 792-6389 <https://tinyurl.com/2tfm96d8>



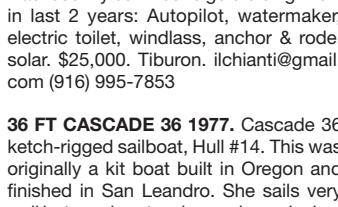
44 FT BENETEAU OCEANIS 1993/4. Ready to sail! Just underwent a major refit. 85hp Yanmar Balmar alt, 4 new L16 batteries, Blue Skies solar, 300W Renogy solar panels, new North Sails Dacron radial furling mainsail, Pineapple sails genoa w/ new UV cover, spinnaker w/mast-mounted pole/ ATN Tacker, all new lines, new Garhauer rigid boom vang, new Garhauer dinghy davits w/solar panels, new B+G electronics, AIS Class B, SSB, NAC-3 B+G autopilot w/remote, 85# Mantus, Vetus anchor windlass. \$159,000. Oxnard CA. toptopastorage@gmail.com (805) 607-9363



38 FT ERICSON 38-200 1988. 'Gypsea' has sailed the Mexican waters for seven years and is ready to do so again. She has had much work done in the last six months, including new standing rigging, new refurbished interior, new cushions, keel re-bedded and torqued, new bottom six months ago. She has all that's needed to explore the Sea of Cortez and mainland Mexico. \$69,500. La Paz, MX. gphillips511@yahoo.com (415) 269-8279



38 FT CATALINA 38 1980. 26hp Universal diesel, repowered 1999, 295hrs, roller-furling jib, Autohelm speed/depth reporting, custom main windows, double sink, CNG stove, electric head, battery charger, water heater, 20gal fuel tank, 40gal water tank, Bluetooth stereo, VHF radio. \$31,000 OBO. Vallejo, CA. Endlessnhorizon80@gmail.com (612) 386-6584



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 OBO. San Leandro Marina. glenr99@gmail.com (541) 274-9268



41 FT GULFSTAR 1974. Large, comfortable center cockpit. Perkins 4-107 and complete rebuild kit. One hard and one soft dinghy with outboards. Lightly used main and 135 headsail. Small headsails and spinnaker in good condition. Electric windlass, autopilot, SSB, TNC, fridge, radar, solar panels, davits, 3-burner stove with oven, GPS, many spare parts. 5 anchors. New dodger windows. \$29,000 OBO. San Carlos, MX. gimmx@icloud.com (520) 262-7440



36 FT CHEOY LEE 1965. Great world cruiser, and great liveaboard. Six-ft headroom, sleeps six, has a 4-cylinder Perkins diesel, brand-new head, and holding tanks. Four brand-new batteries, ship to shore radio and depthsounder, three good headsails, all-teak deck and teak interior. Also included is an 8-ft West Marine dinghy with 2hp Honda 4-stroke motor. I'm only selling this boat due to cancer and chemotherapy. \$10,000. Pittsburg Marina. GOHDN12@GMAIL.COM (925) 766-0055



37 FT GULFSTAR 1976. My wife and I have owned 'Yancey' for 38 years and hate to sell her, but it's time. This boat has been loved, well maintained and constantly upgraded. Roomy, comfortable interior, all appliances and electronics work, Perkins 4-108 w/2200 hrs, 3-blade Max-Prop, updated rigging, new mainsail and other sails in very good condition, much more. 'Yancey' is waiting to take you into the Sea of Cortez, to the Gold Coast, or wherever. \$39,500. Mazatlan, Sinaloa, MX. SVYANCEY@GMAIL.COM (818) 292-2917



43 FT IRWIN 43 MK III 1987. Center cockpit. Perfect Ha-Ha sailboat, did the 2016 Ha-Ha and have had it in Mexico/La Paz cruising every year. It is in great shape and ready to go without any work — just provision and go. View on Yacht World. It has everything you would need to cruise, full set of sails, dinghy, outboard, Yanmar 66hp turbo with \$11k maintenance overall 2016, new Northern Lights generator, new bottom paint, topside vanish in perfect condition, topside waxed in May '22. Call for more details; motivated to sell and will deliver to San Diego. \$89,000. La Paz, MX. scott_johnston63@yahoo.com (775) 722-2051



42 FT J/42 1998. 'Thylacine', hull number 29, with a carbon mast. She is in excellent condition having received all-new rod, chainplates, and a complete mast rebuild in 2019. She has a Pelagic autopilot from 2019 with a LeComble and Schmitt 50 hydraulic ram, a Monitor windvane, a carbon fiber hard dodger, and many sails ranging from good to excellent condition. 'Thylacine' is a fast bluewater cruiser that is ready to go offshore. Contact for a full list of recent upgrades and maintenance and more photos. \$166,000. La Paz, BCS, MX. noahpeffer@gmail.com (562) 822-5027

40 – 50 FEET SAILBOATS

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41 FT NEWPORT 41 1982. Selling my loved Newport, 30 hrs on rebuilt engine, recent bottom job. New shaft, refrig, diesel heater, and more. I'm getting too old for a boat this size so I bought a smaller boat. \$25,000 OBO. Emeryville. Thepaintgod@yahoo.com (415) 233-2845

50 FT HUDSON FORCE 50 1978. Center cockpit, 80hp Ford Lehman w/3600 hrs. Aft queen berth w/windows. Yanmar 90 Amp genset. Lower teak decks replaced, Sitka spruce main, aluminum mizzen. \$75,000. Berkeley. Tcparfitt@yahoo.com (707) 861-2954



42 FT CATALINA 1990. Rock-solid off-shore cruiser. Well maintained and performs well up to 12-ft swell at 13 sec. After that you need a ship anyway. Raymarine autopilot, high-pressure washdown (fresh or salt), flushing potty, new oven. All lines to cockpit and easy to singlehand with autopilot. \$70,000. Alameda, CA. garuble@yahoo.com

40 FT KALIK 1981. Gary Mull design cruiser/racer sloop. Recent improvements and maintenance completed. Hull good with no blisters. Good sail inventory. Boat lies Newport Harbor. Valued at \$38,000. Roche Harbor, WA. jhietbrink@aol.com (949) 640-1754



40 FT PASSPORT 40 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, Autothelm autopilot, Furuno radar, 40 hp Yanmar engine. 3-burner stove/oven, refrig/freezer, Spectra watermaker. 2018, power train refurbished at \$20K cost. \$135,000 (broker), \$125,000 (private). Call or email. \$125,000. Orcas Island, WA. svlandsend@yahoo.com (360) 632-8896



40 FT BABA/PANDA 1981. Pacific Puddle Jump veteran, 'Mandolin', our seaworthy home for 14+ yrs. Equipped for cruising, stable at sea, custom Hasse sails, meticulously maintained. Galley renovated, rebuilt shower, refinished floors, many upgrades. See link for specs and photos. \$135,000. San Diego, CA. loriserocki@yahoo.com <https://tinyurl.com/2p898x8h>



48 FT CHEOY LEE SLOOP 1980. Blue-water sailing vessel. Go anywhere with this seaworthy boat. Returned in 2020 from sailing in Mexico for several years, she is outfitted for liveaboard or cruising. Some of the equipment: 1100 watts of solar, C240 Isuzu 60hp main engine, 3kW Yanmar genset, Garmin Navionics. Email for a list of equipment and amenities and photos. \$130,000 OBO. Bodega Bay, Spud Point Marina. jholman@sonic.net (707) 529-8982



48 FT CUSTOM WORLD CRUISING STEEL PILOTHOUSE 2000. Lived on this boat for 10 years and cruised the world. Spent years in Alaska and years in Chile. A wonderful home with huge amounts of diesel (550 gals), refrig/freezer, 50 gal/hr watermaker and five heating systems including circulated hot water from a diesel boiler. Air conditioning. Washing machine. Even has a superb dive compressor for those tropical lagoons. You will never find anything even close to this boat for your adventures. It has everything. It is unique. Why buy anything else? \$399,000. Juneau, AK. sailraynad@yahoo.com (503) 853-3146 <https://tinyurl.com/yckvkzda>

41 FT CT 41 1974. Garmin radar, Harken roller furler, VacuFlush head, Wallas diesel boat heater, Frigi Cold refrigeration, Force 10 propane stove, new electrical panel and wiring, gel cell batteries. \$25,000 OBO. San Francisco East Bay. jvodonick@gmail.com (530) 478-1078



40 FT CAL 40 1966. Hull #73. Classic racer/cruiser. If a Cal 40 is on your bucket list this is very clean and mostly original example! Perkins 4108, electric head w/macerator and tank. Smart charger, 2 batteries. Original "vintage" Tillermaster autopilot and Signet instruments. Harken furling w/cruising yankee 138% and lightly used racing Dacron 150%. Kevlar #3, tall-boy. Removable carbon sprit w/2 asymm kites, all original spin gear, poles, 4 kites included. Successful PHRF racer in So-Cal. Harken primary self-tailers, halyards led aft w/clutches to cockpit. Stainless cabin top handrails, eyebrows shaved, teak toerail cap. Nice clean updated look. Nice interior foam and cushions. newly recovered cockpit cushions. \$34,700. Dana Point, CA. defsailor@gmail.com (949) 510-7353



40 FT FARR 40 1992. 'High Five': Cookson-built Farr 40 / Kevlar hull. Volvo Penta 40 hp; 250 hrs on engine and sail-drive. Includes multiple sails. Extremely well maintained. Call to get more details. \$50,000. Morro Bay, CA. goldconcept@sbcglobal.net (805) 550-1118



46 FT NEW ZEALAND 46 1971. Cutter rig, New Zealand Yachts, center cockpit, aft cabin, cold molded kauri pine, Dynel cloth, EpiGlass design: Jim Young N.A. Re-rigged 2018, New standing and running rigging, North main and jib, lazy jacks, Harken mechanical backstay tensioner, B&G wind and depth instrumentation, Simrad radar, Yanmar 4HJ, 50hp, ZF Trans, Fireboy auto fire extinguisher system, slipstream Aust. Feathering prop, toerails, handrails, caprail, companionway hatches, forward cabin top hatch varnished. Steering: mechanical, hydraulic. Natural gas stove/oven. New 300-ft 5/16 high-test chain, stainless plow anchor, Engel refrigeration, Lavac manual heads. \$100,000 Reduced. Long Beach, CA. jimwaide@gmail.com (949) 838-5880



47 FT STEEL CUTTER. Beauty and safety come with this Herreshoff-inspired design. Interior is open, well lit, and nicely ventilated. Light woods with Bristol finish warm the interior. 65hp Yanmar is strong and dependable. Jib, mizzen, main, and genoa are easily handled. Chartplotter, autopilot, and radios keep things simple. \$82,000. Suisun City. Mike.seely001@gmail.com (530) 624-3201



40 FT PACIFIC SEACRAFT 1999. An impressive bluewater cruiser designed to cross any ocean in safety & comfort. 'Juniper' is fully loaded and outfitted for world cruising. Well maintained, extensive spare parts, tools, and gear. \$249,000. La Paz, MX. juniper@latitude23.net <https://tinyurl.com/49d5uycf>

48 FT SUNCOAST 1980. Type of vessel: ketch. Estimated speed: 10 kt power, 6-8 kt sail. Built Netherlands 1980. Time of lay-up: fall 2012. Hull: length 48-ft, beam 15-ft, draft 7-ft. Frames: varied dimensional steel. Topsides single skin steel plate, 1/4 thick estimated; bottom single skin steel plate, 1/4 thick estimated; deck and bulkheads steel plate. Hull layout: V-berth, forward head, forward triple berth, settee/berth, chart station, galley, captain's berth, engine/machinery/maintenance room, after master bath, after head, straight inboard diesel engine auxiliary powered. New bow thruster (2010), electronics, autopilot, forward underwater sonar. Six-cyl Leyland diesel, midline, 350 gal water, 250 gal fuel. Pictures at website. \$54,900. Cleveland, OH. maudeij@yahoo.com.au (954) 235-2527 <http://guapasailboat.com>

51 & OVER SAILBOATS



53 FT NORSEMAN 535 1986. With factory hard dodger. Lying at the Hinckley Yard in Stuart, Florida, with the mast down and ready to be re-rigged with fresh insurance. 'Spirit of Australia' was designed by Gary Grant and built by Ta Shing. She is a fast, strong, comfortable, world-capable cutter with a 2020 survey value of \$259,000. \$174,900. Stuart, FL. richardn535@gmail.com (415) 388-6686 <https://tinyurl.com/mske34yc>

54 FT IRWIN 1988. Veteran of San Francisco to Hawaii Pacific Cup race and Newport to Ensenada races. Four hundred-ft chain on Bruce, complete set of sails, asym spinnaker with sock, all electric Harken winches, electric headsail furler, 1500 watts solar, 8kW diesel gen, 600 amps Iron Edison lifetime batteries, two 2500 watt sine wave inverter/charger, 400 gal water with 60 gph watermaker, 350 gal diesel with extra fuel pump and polisher, all ss life rails — no wire lifelines, ss arch with dink davits and swiveling crane, Max-Prop with dripless gland, 20 gal hot water, two autopilots, weather fax, sonar, radar. Much more. Email for full description \$189,000. San Carlos, MX. stuwillo61@gmail.com (520) 406-5260



42 FT SCOW SLOOP 1931. One-of-a-kind vessel. 'Alma's little sister. Built to last of old-growth Douglas fir and powered by a working 2-cylinder Hicks engine. Beloved boat with rich history, 'Squarehead' is ready for her next steward. \$50,000. California Delta. SQHDforsale@gmail.com



46 FT CATAMARAN 2020. Catamaran project, fiberglass hulls, gear to finish, needs interior. Mast, boom, sails, engine, 20+ new Lewmar ports and hatches, 24-ft container, pulpits, stanchions, lifelines. Yard to finish, easy move \$50,000 or offer. \$50,000 OBO. Santa Rosa, CA. john@windtoys.net (707) 696-3334

POWER & HOUSEBOATS



28 FT PMC RUNABOUT – MONOHULL 1992. –Owned for 14 years with custom trailer built in 2015. Great Delta and Bay boat with 540 bbc – 4.5 factory bored. All roller rocker drivetrain – Merlin heads. All hardware for hd use. B&M – PMT 2 speed trans. Latham power steering. Gil exhaust. SSM#3 outdoor. Rolla-4 Blade Cleaver prop. Drop out seats. No head, no galley. 85-gal fuel tank. Runs like a champ! \$26,500. Santa Cruz, CA. ssr90@earthlink.net (831) 479-1595

CLASSIC BOATS



46 FT SWAN 1983. Designed by German Frers and built in 1983 in the Nautor Swan yard in Finland, Mark I Hull #009. Swan is synonymous with fast cruising vessels of the highest quality. Bottom painted 12/31/2020, two coats of Trinidad HD blue. Large aft master stateroom with centerline berth. Guest stateroom forward with pilot berths in the main salon. Can sleep 8. Standing rigging over 12 years old. Local estimate for new rod rigging \$15k. Fin keel draft 8-ft. Crafted teak interior exceptionally well maintained and boasts a large main salon. Perkins 4-154, 741 hrs. Fuel 100 gal, water 127. Holding tank 30; electric head. Good sail inventory. Please email for more details \$110,000 SELL. San Francisco. whackel@yahoo.com



35-FT WARNER YAWL, 1939. Low hrs Yanmar diesel. NEW: worm drive steering, SS fuel tanks, solar panels, air head, Simrad plotter and more. Completed extensive boatyard overhaul. Master Mariner race winner, Transpac vet. \$11,000. Owl Harbor. sagieber@gmail.com (206) 384-1175



40 FT TRIMARAN 2002. Jim Antrim-designed, built to break records, this trimaran is still the fastest 40- x 33-ft, 6700lb, trailerable offshore trimaran in North America. Carbon hulls, Marstrom carbon mast. Cost over \$600k in 2002, built by Sn composites in Montreal. Sister ship still owns California-to-Japan solo record, PHRF approximately -68. Priced low for upgrades. Specs on Jim Antrim's design, 'Zephyr'. Consider trade-in. \$185,000. Reno, NV. Multihuler@aol.com (775) 722-5677



16 FT CENTURY 1948. Fully restored Century Resorter runabout. Engine recently rebuilt and has only 1 hr on it. All original hardware. 12 coats of varnish. \$5,000. Bodega Bay. Iritchey49@aol.com (408) 781-0253



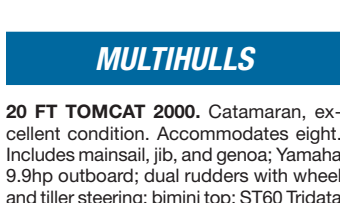
55 FT TRIMARAN, HORSTMAN-IN-SPIRED 1989. Really really must sell!!! Was dismantled recently. Bow sprit and fore deck is torn up. Some termite damage. Soft spots need work. Majestic comfortable liveaboard, 62 LOA X 27 W. New-ish sails: Norseman System main; furled genoa. Achilles dinghy w/ outboard. 800W solar, Outback VFX2812. 15kW Westerbeke generator. Perkins motor, needs replacement. Small fridge, large freezer. Watermaker, needs hookup and new filters. 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. Needs haulout. \$30,000 OBO! Panama City, Panama. debjustbreathe@gmail.com (775) 400-4188, (775) 350-4935,



36 FT CHRIS CRAFT CONSTELLATION 1961. "Some Day" is a 36' 1961 Chris Craft Constellation, with swept fore deck, a "Mid-Century Modern" classic. Newly re-powered (350's) with full replacement of the bottom planking (2005), perfectly tuned, looking for new lover. \$21,000. Oxbow Marina in Isleton. 510-847-2898. info@erwanillian.com



60 FT HERRESHOFF MARCO POLO SCHOONER 1971. 'Valkyrie' is a three-masted double-ended schooner, hull speed of 11 1/2 knots, has been up to 18 knots. Equipment: Three masts are Sitka spruce, short-rigged; has double roller-furling jibs and full sail complement, with specially designed sail covers. Hercules diesel engine 6 cylinder. 6 solar panels, Stainless steel water tanks will hold over 150 gal. Wood carving interior, tool room with tools included. Chart station with charts of the world, and all the electronics go with boat. Full galley, gimballed 4-burner stove, double sink, microwave, and all the kitchen wares to stay. Fridge and separate freezer. Washing machine, 2 oil heaters, scuba gear, dinghy and outboard. \$295,000. Half Moon Bay. Jdjellis@hotmail.com (805) 696-8513



20 FT TOMCAT 2000. Catamaran, excellent condition. Accommodates eight. Includes mainsail, jib, and genoa; Yamaha 9.9hp outboard; dual rudders with wheel and tiller steering; bimini top; ST60 Tridata instruments; compass; trailer; anchor with chain and much more. \$19,500. Lake Almanor, CA. mjpbboat.6.2@gmail.com (650) 924-0849. <https://tinyurl.com/24a6pvaf>



27 FT F25C 2000. Superb F25C trimaran. Price reduced. Los Angeles, CA. \$34,500 OBO davidcollins@mindspring.com

BERTHS & SLIPS



GLEN COVE — DOCUMINIUM. Own this slip in Glen Cove. Like a condominium, there is a small HOA monthly. This slip is 55-ft long and can accommodate a 57-ft boat. Located just in front of the Glen Cove lighthouse building with easy access and a short walk from the parking area. This marina is protected from the wind on three sides. No noticeable tide surge. Easy to maneuver with lots of turning room. \$100,000. Glen Cove Marina. rlee@remax.net (707) 333-83087

SLIP FOR RENT — EMERY COVE MARINA. Upwind slip, A -25, 50-ft x 15-ft. Shorepower 30/50 A. Docks and facilities have recently been renovated. \$620. Emeryville, CA. martin@spinergygroup.com (510) 918-2453 <https://emerycove.com/>

SLIP FOR RENT. Downwind slip, \$620/mo., G dock, slip 21, 50 x 15, in beautiful, recently remodeled Emery Cove Yacht Harbor; slip has 30/50 Amp shorepower. This secure marina has wide fairways and great facilities. \$620. Emeryville, CA. ssarkis3@gmail.com

36 FT SLIP AT PIER 39. Many attractions on the Pier, clean private restrooms with showers and laundry facilities. Discounted secure parking available. \$4,400. San Francisco. sailingfearless@gmail.com (415) 745-2292

REDWOOD CITY MARINA SLIPS AVAILABLE. Slips 30'-75' at great rates! Amenities: parking, bathrooms, laundry, pump-out, free wi-fi, keyless entry. Guest berths also available. Call for availability. 451 Seaport Court, Redwood City, CA 94063. crevay@redwoodcityport.com (650) 306-4150 www.redwoodcityport.com/marina

MULTIHULLS

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CUSTOM MARINE CANVAS BUSINESS FOR SALE. Successful marine canvas business available for purchase. Located in the center of 10 marinas, along a five-mile stretch of the Intracoastal Waterway. There is a current lease in place overlooking the water at a dry stack facility housing 200 boats. Owners are happy to assist in the transfer of our large customer base of this high-end, custom shop. Interested parties, please call or email. Little River, SC. sunsetcanvasco@aol.com (843) 957-6611 <http://sunsetcanvasco.com>

LUXURY SAILING CHARTER BUSINESS FOR SALE. Highly successful crewed-charter business with established history of full seasons and satisfied clients. Includes immaculate five-stateroom sailing yacht with coastwise trade endorsement, beautiful website, color brochure and fabulous reviews. This has been a perfect full-time career for the current owners and will be a great turnkey business. Serious inquiries call or email for details. San Juan Islands, WA. stephen@ibainc.com (425) 454-3052 <https://ibainc.com/>

CREW

CREW. Seeking EXPERIENCED race crew, Wednesday evenings for one-design racing on Merit 25s, in the South Bay, sponsored by Spinnaker Sailing, Redwood City. Usually 6-10+ Merits racing. Fun. Competitive. Burgers and beer after. Call Steve. sklein42@gmail.com (650) 269-1030

ADVENTURE SAILING. Join us for an ocean passage in 2022. andy@sailingbiz.com (707) 953-0434 www.sailingbiz.com

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JOB OPPORTUNITIES

GALILEE HARBOR SEEKING PART-TIME HARBOR MANAGER. GHCA is hiring a harbor manager to provide administrative and logistical support to Sausalito's working waterfront community of marine-related workers and artists. This is a 20-hrs-a-week job (including health benefits and vacation) for someone who likes to work independently on a range of different projects in an office that is equal parts outside and on the water. Some onsite evening meetings required; there is flexibility in arranging your work schedule. You should have proven communication, administrative, and project management skills. Email for more details. Sausalito, CA. galileeharbor@gmail.com

FIELD TECHNICIAN. The Canvas Works, on the water in Sausalito, specializing in custom canvas fabrication for marine and other applications, is seeking to fill a field and in-house technician position. This job is full time, weekdays 8:00 a.m. to 4:30 p.m. Responsibilities: Install canvas covers and structures on boats, homes, and commercial buildings. Oversee and organize shop mechanical areas, supplies and equipment. Demonstrate proficient operation of hand and power tools. Safely operate company vehicles. Qualified candidates must have solid mechanical skills, be proficient using hand and power tools. Training available for job specifics. Contact Lisa for more details lisa@thecanvasworks.com. (415) 331-6527 <https://tinyurl.com/2p8dd8ae>



MARINA CONSTRUCTION SALESPERSON. Bellingham Marine is seeking a salesperson for the Northern California office. Join the industry leader in marina design and construction to help maintain and grow the division's sales program. Learn more about the Project Development Coordinator position at website, or call the office. Dixon, CA. bfisher@bellingham-marine.com (707) 678-2385 <https://tinyurl.com/yeysr8jz>

LICENSED CAPTAIN WANTED PIER 39, S.F. Wanted to operate 28-ft passenger RHIB Boat 'Bay Voyager' out of Pier 39. We are committed to providing the highest level of customer service and expect the same of our captains. Job includes vessel safety, live narration and interaction with passengers. Previous RHIB boat exp., tour guide exp., second language, former USCG, area all preferred. Please reply to this posting and attach your résumé in PDF format. Pier 39, S.F. charles@bayvoyager.com (510) 612-1251 <https://bayvoyager.com/>



BOATYARD MANAGER WANTED. Spaulding Marine Center (501c3 nonprofit organization) is currently seeking an experienced Boatyard Manager to oversee our educational working boatyard. Candidates should have ABYC qualifications with relevant time and experience in similar roles. Healthcare and other full-time benefits included. Applications are open online on our website. Sausalito, CA. education@spauldingcenter.org (415) 332-3179 <https://tinyurl.com/59r37fmv>



HIRING SAILING INSTRUCTORS. Inspire Sailing Berkeley is looking for sailing instructors to join our growing team! USCG OUPV License is required, though if you are interested in getting your captain's license we can help out there too. We have opportunities to teach aboard both tiller- and wheel-steered sportboats as well as larger cruising boats. We focus on the education of adults in a fun, welcoming and safety-oriented environment. Located in the heart of SF Bay, we are just minutes from the best sailing grounds, not miles! Do you enjoy racing? Our performance program is going strong and we need racing- and spinnaker-experienced captains as well. US Sailing and ASA Instructors welcome! Competitive pay! Free boat use! Fun! Berkeley, CA. careers@inspiresailing.com (510) 831-1800 <https://tinyurl.com/bdhdzn6c>



MARINA MANAGER. Oakland Marinas. The Marina Manager handles all aspects of marina operations within budgetary guidelines in an efficient, cost-effective and creative manner, and is responsible for improving the marina's guest services level, performance, efficiency, and profitability. Marina Manager will be an excellent leader and provide the highest level of customer service in a friendly, helpful manner while accurately responding to the customers' needs. Projects a professional company image through all types of interaction. Please email résumé. Oakland. jhayes@almar.com <http://almar.com>



TWO HARBORS HARBOR DEPARTMENT POSITIONS AVAILABLE. Positions available! Two Harbors Harbor Department, on the west end of Catalina Island. Looking for experienced boat operators for seasonal harbor patrol positions (March - October). Harbor patrol assigns and facilitates the use of 700+ moorings on the west end of Catalina Island and assists with transporting passengers to and from shore. USCG license required for passenger transport, seasonal mooring included for patrol personnel with liveaboard vessels. Inquire at website. Jrconner@scico.com (310) 510-4254 <https://tinyurl.com/wheb7kvn>



STUDENT ENROLLMENT; EVENT COORDINATOR. Front Desk person: Meet and Greet drop-ins. Comfortable handling Sales/Enrollment and scheduling for courses. Mini retail too. Book and coordinate charters. Help with Member Events & daily operations. Requirements: Good communication skills both phone and written, computer and internet savvy, working sailing vocabulary. Sail training added benefit! Start part-time. Flexible schedule. \$=Experience. Other team members needed: Captains & Instructors - Keel, Small Boat & Cat. Fleet care person to prepare boats, then turn-around to be ready to go again. Oakland. info@afterguard.net (510) 535-1954 www.afterguard.net



FLEET SERVICE STAFF. Club Nautique has an opening for a full-time Fleet Service Staff in Sausalito. No experience necessary. We will train the right candidate. Job responsibilities include: Cleaning both the interior and exterior of sailboats and powerboats. Fueling and pumping out boats, which requires driving them to and from the fuel docks. Working with the standing and running rigging. Inspecting the vessel and its systems to ensure all are in good working order before and after charters. Assisting members with questions and troubleshooting issues before charters. Sausalito. jnassoiy@clubnautique.net (415) 332-8001 <http://clubnautique.net>



HIRING DECKHANDS, FULL- OR PART-TIME. Seeking qualified captains and experienced deckhands for full- and part-time positions. PROP SF, the Bay area's premier provider of high-speed private commuter ferry services, is revving up and expanding its elite crew of professional mariners. Captains: 100 Ton Inland Masters; Radar Observer: MROP. Deckhands: Experienced line handlers; passenger service. Full-time/part-time positions available; comprehensive training. Competitive pay and benefits! For more information.. Ray Duran, Captain/Fleet Manager. An Equal Opportunity Employer. Emeryville, CA. ray@goprop.com (925) 786-1944 <http://goprop.com>



SAILING SCIENCE CENTER – VOLUNTEERS. Volunteer docents wanted to staff educational science exhibitions. Volunteer or contract graphic designer wanted. Photographers and photography wanted. Ask about other volunteer positions. info@sailingscience.org (510) 390-5727 www.sailingscience.org/



SLO SAIL AND CANVAS IS HIRING — MULTIPLE POSITIONS. SLO Sail and Canvas is hiring for multiple positions in our busy sail loft in beautiful San Luis Obispo, California. We specialize in building boat covers, trampolines, and sails for sailing dinghies, one-designs, and beach catamarans. The following job opportunities are open for immediate fulfillment: Sailmaking Department Manager, Manufacturing Assistant — Industrial Department, Production Sewing & Prep — Trampoline or Boat Cover Department, and Office Assistant. To learn more about each job opening, visit website. erik@slosailandcanvas.com (805) 479-6122 ext.9 https://tinyurl.com/fpdkrmt

INSTRUCTORS WANTED. Join the captains at Club Nautique and start teaching US Sailing's most comprehensive curriculum of sail and power courses, both offshore and inshore, in the nation. We have openings now for USCG-licensed captains who exhibit exceptional communication and boating skills, and the willingness to train and work in a professional environment. Full-time and part-time positions available. schooldirector@clubnautique.net (510) 865-4700 X313 www.clubnautique.net

SAILBOAT RIGGER WANTED. South Beach Riggers is located in Sausalito, California, and has been in the rigging business for over 30 years. Currently we are looking for a motivated individual to join our skilled team. Our sailboat riggers are responsible for effectively and efficiently installing, maintaining, repairing, and replacing sailboat rigging and sail systems. An ideal candidate would be familiar with boats and nomenclature, mechanically inclined, and experienced in the use of basic hand tools, air tools and electric power tools, but we are willing to train the right person. If you are interested in working with and learning from an experienced leader in the marine industry, please contact us today! Compensation based on experience. Free parking, waterfront location. Sausalito. southbeachriggers@gmail.com (415) 331-3400



EXPERIENCED YACHT BROKER / SALES- PERSON NEEDED. Rubicon Yachts is seeking a professional yacht broker/salesperson for its new Alameda, CA office. Yacht sales experience required, must be a self-starter, membership in CYBA is a plus. Contact owner/broker Mark Miner. Alameda, CA. mark@rubiconyachts.com www.rubiconyachts.com

FRONT DESK / CHANDLERY POSITION. Berkeley Marine Center is looking for a front desk, customer service, scheduling guru to join our team assisting in the daily operations of our marine store and boatyard. If you're looking for a fun, active environment, we have a full-time position available, Monday-Friday, 8:00 a.m. to 5:00 p.m. with employee discounts. We're looking for someone with customer service experience, office skills, and a cheerful attitude. Retail experience is helpful, and a love of boats is encouraged! Email us for more information. Berkeley. info@berkeleymarine.com (510) 843-8195



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CAPT. KIRK'S SAILING IS HIRING CAPTAINS! We are seeking licensed captains for private charters on our three boats in Sausalito and Alameda. Our motto is "Best Day Ever" because we emphasize providing our guests with great customer service. Check out our reviews on Yelp/Google. We train our team and maintain our boats to high standards for safety and comfort. Part- or full-time possible. Please send resumé to email below. Thanks! joe@sfbaysail.com http://sfbaysail.com

JOIN OUR TEAM OF INSTRUCTORS! Spinnaker Sailing in Redwood City is looking for ASA-certified sailing instructors to teach out of our Redwood City Marina location. Part-time, flexible schedules, midweek and/or weekends. Please contact Rich or Bob by phone or email. Redwood City Marina. office@spinnakersailing.com (650) 363-1390 www.spinnakersailing.com

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LOOKING FOR BOAT PARTNERSHIP. Looking for partnership on 30-50-ft sailboat, preferably East Bay. Equity and non-equity considered. Have 20+ years of experience sailing on the Bay and chartering internationally. I have partnered successfully on a 31-ft Beneteau for five years. Now I have a small sailing dog that I want to sail with me and the others are allergic. Looking for a clean boat in good condition that is sailed regularly, and responsible, nice sail partners. Berkeley. ddodgesf@gmail.com

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MISCELLANEOUS



GALILEE HARBOR MARITIME DAY 2022. Join Galilee Harbor for a day of live music, fish and chips and homemade pie at our annual Maritime Day festival on Saturday, August 6 from 8 am – 6 pm. Bring the whole family to this free event located on the Sausalito waterfront. Wooden boat building, dinghy dash race, historic vessels, free boat rides. Shop the marine flea market and artist booths. Purchase a ticket for the Olde Tyme Jar Raffle to win a prize donated by local merchants. Relax by the Bay, listen to music, hang out with friends. It's a fun day for everyone! 300 Napa Street, Sausalito, CA. galileeharbor@gmail.com (415) 332-8554 https://tinyurl.com/4nmw77se

TRYING TO LOCATE



FITTINGS FOR LAKE UNION DREAMBOAT. ISO owner of a Lake Union Dreamboat bought at auction from Oyster Point Marina after she sank. I have fittings that I want to return. Peninsula. Sheilaholmes@mac.com

JAMES MCDOWELL. Trying to get your advice on one of the boats you previously owned. Thanks a lot for your time. sailor44@gmail.com (650) 714-7777 http://tinyurl.com/3z23tbf



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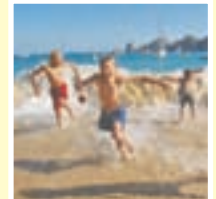
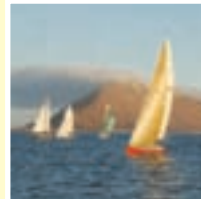
ATN 41 www.atninc.com	Compass Canvas 27 www.compass-canvas.com	FlopStopper..... 47 www.flopstopper.com	Jeff Brown Yachts 11 www.jeffbrown-yachts.com
Bainbridge International..... 43 www.bainbridgeintusa.com	Cruising Specialists 14 www.boats.network/cruisingspecialists	Gianola Canvas Products..... 44 www.gianolacanvas.com	Johnson Marine, C. Sherman..... 47 www.csjohnson.com
Baja Ha-Ha Sponsor Page.... 84.85 www.baja-haha.com	Cruising Yachts 41 www.cruisingyachts.net	Grand Marina 2 www.grandmarina.com	Keenan Filters 28 www.ktisystems.com
Bay Area Marine Services..... 61 www.bayareamarineservices.com	Defender Industries..... 15 www.defender-us.com	H&M Marine / Beta Marine Engines / Hirschfeld Yachts 47 www.betamarinewest.com	KKMI - Full Service Boatyard . 3,108 www.kkmi.com
Bay Maritime Group..... 13 www.bay-ship.com	Denison Yachting 107 www.denisonyachtsales.com	Harbor Island West Marina 70 www.harborislandwest.com	La Paz Cruisers Supply 61 www.lapazcruiserssupply.com
Bay View Boat Club 66 www.bayviewboatclub.org	DeWitt Studio 104 www.jimdewitt.com	Helmut's Marine Service 43 www.helmutsmarine.com	Lind Marine..... 33 www.lindmarine.com
Berkeley Marina 16 www.berkeley-marina.com	Downwind Marine 20 www.downwindmarine.com	Heritage Marine Insurance 42 www.heritagemarineinsurance.com	List Marine Enterprises 38 www.listmarine.com
Berkeley Marine Center 40 www.berkeleymarine.com	Doyle Sails 71 www.doylesails.com	Hood Sails 25 www.hoodsails.de/en/	Makela Boatworks 75 www.makelaboatworks.com
Boat Yard at Grand Marina, The 10 www.boatyardgm.com	Emery Cove Yacht Harbor 35 www.emerycove.com	Hotel Coral & Marina 92 www.surfnet.com/coral/	Marina Bay Yacht Harbor 37 www.marinabayyachtharbor.com
Brisbane Marina 75 www.brisbaneca.org/marina	Ensenada Cruiseport Village..... 46 marina.hutchisonportsecv.com/	Hydrovane 46 www.hydrovane.com	Marina de La Paz 61 www.marinadelapaz.com
Club Nautique 12 www.clubnautique.net	Fisheries Supply Co..... 67 www.fisherliessupply.com	Inspire Sailing..... 38 www.inspiresailing.com	Marina El Cid..... 75 www.elcid.com

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ADVERTISERS' INDEX – cont'd

Marina Village.....24 www.marinavillageharbor.com	Rainman 31 www.rainmandesal.com	South Beach Yacht Club www.southbeachyachtclub.org/	Ullman Sails San Francisco & Monterey Bay..... 34 www.ullmansails.com
Mariners Insurance.....22 www.marinersinsurance.com	Richard Boland Yacht Sales 106 www.richardbolandyachts.com	Spaulding Marine Center67 www.spauldingcenter.org/	Vallejo Marina 42 www.vallejomarina.com
The Moorings21 www.moorings.com	Richardson Bay Marina 40 www.richardsonbaymarina.com	Spectra Watermakers95 www.spectrawatermakers.com/us	Ventura Harbor Boatyard75 www.vhby.com
Modern Sailing School & Club ..37 www.modernsailing.com	Richmond Boardwalk.....45 richmondboardwalk.com	Sterling Associates35 www.dimenmarine.com	West Coast Multihulls 39 www.westcoastmultihulls.com
Napa Valley Marina 18 www.napavalleymarina.com	Rubicon Yachts.....7.8.9 www.rubiconyachts.com	Svendsen's Bay Maritime Group 23 www.bay-ship.com	Westpoint Regatta 19 www.westpointregatta.com
NAVTEC37 www.navtehydraulics.com	Sailrite Kits29 www.sailrite.com	Swiftsure Yachts26 www.swiftsureyachts.com	Westwind Precision Details..... 39 www.boatdetailing.com
Outboard Motor Shop44 www.outboardmotorshop.com	San Francisco on the Bay.....71 www.sfonthebay.com/list-38	The Canvas Works30 www.thecanvasworks.com	Whale Point Marine Supply 6 www.aceretailer.com/whalepoint
Owl Harbor Marina39 owlharbor.com	Schaefer Marine35 www.schaefermarine.com	TMM Yacht Charters.....45 www.sailtmm.com	Whiting and Associates61 www.norcalmarinesurveyors.com
Passage Nautical5 www.passagenautical.com	Seattle Yachts 17 www.seattleyachts.com	Towboat US.....74 www.boatus.com	Wichard Sparcraft, Inc.36 www.wichard-usa.com
Quantum Pacific61 www.quantum.com	Society of Accredited Marine Surveyors/SAMS.....41 www.marinesurvey.org/	Trident Funding 4 www.tridentfunding.com	Yachtfinders/Windseekers 106 www.yachtworld.com/yachtfinders
Raiatea Carenage Services93 www.raiateacarenage.com	South Beach Harbor32 www.sfport.com/southbeachharbor	Twin Rivers Marine Insurance.....75 www.boatinsuranceonly.com	

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