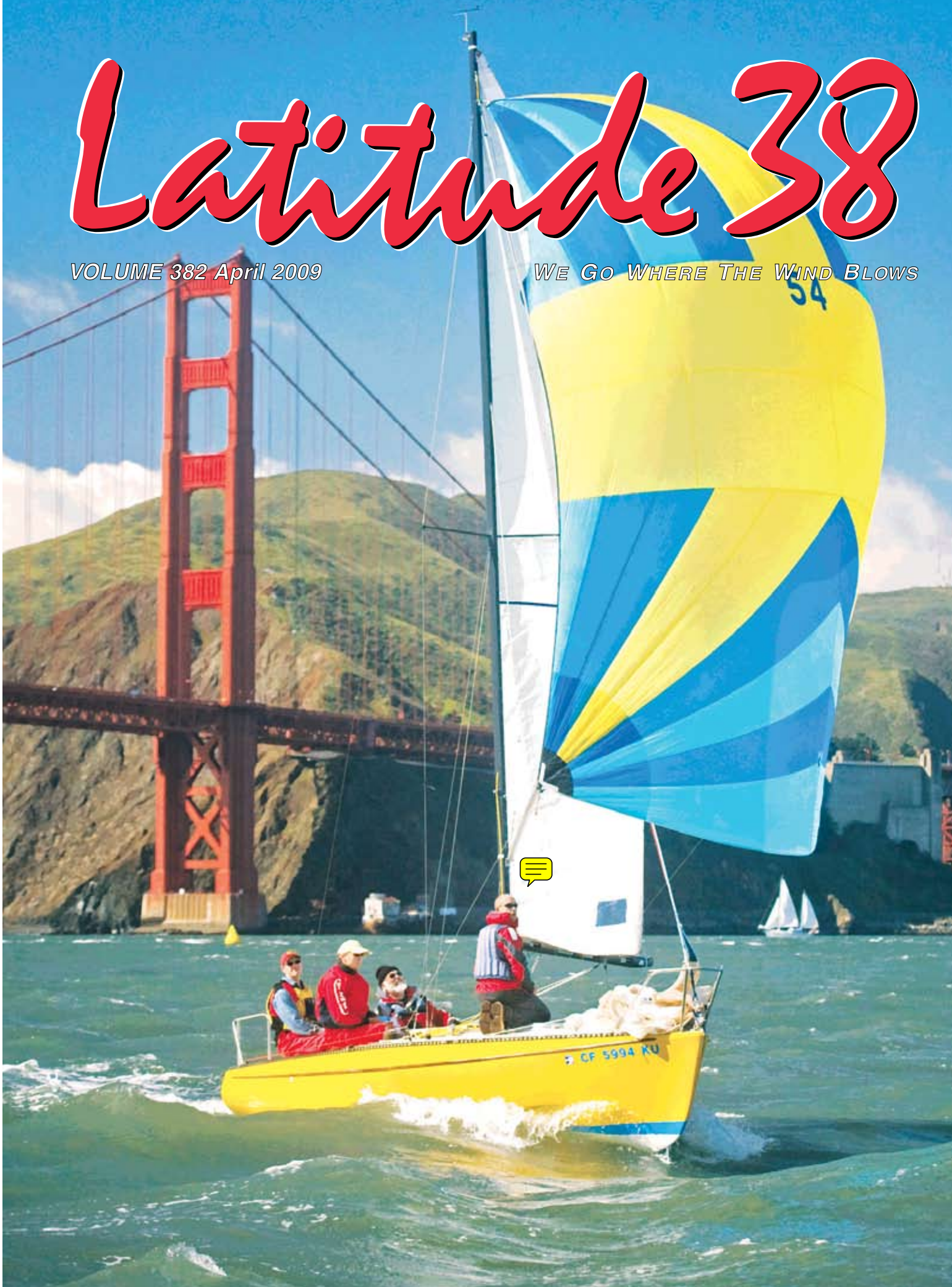


Latitude 38

# Latitude 38

VOLUME 382 April 2009

WE GO WHERE THE WIND BLOWS



APRIL 2009

VOLUME 382



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SAILING





# SUGGESTIONS

— **M**ost *Latitude 38* employees sail — and started doing so long before they came here. One nice aspect of this is that their individual areas of interest are as varied as those of our readers. Among our ranks are racers, cruisers and day-sailors. We've sailed aboard everything from wooden dinghies to carbon composite superyachts; and from short jaunts across the Bay to long marathons across oceans. We've sailed singlehanded and as crew, acted as skipper, or just gone along for the ride. And — again like many of you — we've been capsized, dismasted, gotten seasick, fallen overboard, spilled

blood and learned lots of things the hardest way possible.

And for every boat we've been aboard, we've watched, photographed or talked about hundreds more in the course of covering Northern California sailing for the last 30 years.

All that and we are still constantly tickled and amazed by the new and inventive ideas people bring to sailing.

So we thought we'd return the favor. In the next few pages, we offer suggestions on how to enhance the sailing experience. There is no theme to these, nor are they 'how-to's' — and we're cer-

***Whether it's overcast or sunny, whether your boat is old or new, whether it's a stripped-out racer or loaded-to-the-gills cruiser, sailing is a pastime everyone can enjoy. This is 'Makoa Kai Hele' dipping her toe into a chilly spring day on the Bay.***





# SAILING

tainly not telling you what to do. Think of what follows as a grab bag of ideas — some admittedly a bit more 'out there' than others — whose only common denominator is the potential to open new possibilities of fun with the pastime we all know and love. So just reach in and rummage around until you find one or two that strike your fancy.

We start in as good a place as any...

- *Pull in your fenders* — Believe us, we laugh *with* you not at you when we see this, because half the time after we get done taking embarrassing photos of you, we look over the side to see the photoboat fenders happily splashing away. Doh! We have yet to find or hear of a foolproof way to remember to pull fenders in. If you have one — other than reacting to people frowning and pointing — let us know.

- *Practice reefing* — one of the most common 'mistakes' we see on a typical summer day is folks trying to carry too much sail in a breeze. So how about planning a day whose main purpose will be to practice and refine your reefing skills? Rehearse the process at the dock, then try it underway. And try different combinations on the same stretch of water. Some boats will like the main reefed before the headsail; some vice versa. If you have roller reefing, put marks on your furler line to indicate different depths of reef — 75%, 50% or whatever — and likewise make marks where the jib cars go for each of those positions. Don't know how to reef? Look in books or find someone who can show you.

- *Get your photo in the magazine* — Lots of people ask how they can get photos of their boats in the magazine or even on the cover. While this is a real hit and miss proposition and nothing ***You don't actually have to be moving to have a good time on a boat. There are plenty out-of-the-way places to stop and smell the roses.***

is ever planned beforehand, there are a few things you can do that will dramatically increase your chances.

- If you see any sort of powerboat pull alongside and one or more people points a camera at you: 1) pull in dragging fenders, 2) make sure your sails are trimmed properly and no lines are trailing, 3) have everybody on board smile and wave. If the photographer changes position to get side or stern shots, again, smile and wave — and do it like you really mean it. We look at literally hundreds of photographs every month, and as you've doubtless noticed, many of the ones that make it into the magazine feature smiling and waving people. We will *always* choose those over otherwise beautiful shots of well-trimmed boats where everybody looks depressed or grumpy. (By the way, these guidelines don't count for racers, who are supposed to look serious and intense — which can easily be mistaken for grumpy.) 4) Finally, those who really want a shot at



appearing on one of our covers should repaint their hulls bright orange, yellow or red Just kidding.

- *Explore the Bay's rich sailing heritage* — Here is one of the few suggestions we'll ever give you that doesn't involve going out on a boat. The San Francisco Bay Area has a rich history, most of which was made possible by sailing ships. Did you know, for example, that Richard Henry Dana of *Two Years Before the Mast* fame came here when the Bay was little more than a tiny hide-trading port? A good place to start is the San Francisco Maritime Museum's Hyde Street Pier, where you can go aboard the fleet of historic ships and relive parts of our local sailing history. Or head over to the Bay Model in Sausalito where you can not only watch how the tides work up close, but get your history fix from educational displays. Pack up the kids for these excursions.

- *Do a medium to large boat project*



# SUGGESTIONS



**Where the buffalo roam — father and son Jim and Steve Quanci sailed 'Green Buffalo' in the Double-handed Farallones Race. Be it racing, cruising or just day trips, sailing is a family activity that can build strong bonds, good memories and a lifetime of fun.**

yourself rather than paying someone else. Here's a good way to save a little money and have a memorable and even fun time — even if it doesn't seem like it while you're doing it. Example: rather than paying a boatyard to do a bottom job, find a place that allows do-it-yourselfers. Then enlist the help of friends and family — especially kids. And their friends.

Give really young ones easy, small things to do, like help pour paint or 'polish the propeller'. Older ones can actually get their hands dirty. Parents of teenage daughters are particularly lucky because the boyfriends tend to work extra hard to show off their prowess.

In addition to all the supplies you should buy for your DIY project *well beforehand*, you as the owner will also

be expected to supply sandwiches and drinks, possibly a nice dinner for everyone who helped — and absolutely definitely, everyone gets to go sailing when the boat's back in the water. Again, take it from us, you will be surprised at how fondly such a shared task will be remembered in the years to come.

• *Change your boat name* — Okay, okay, calm down. The fact is, this is *not* bad luck if you do it the proper way — which involves 'retiring' the present name and having the proper initiation for the new one. You'll need champagne, an invocation, and to arrange a ceremony which should be well-attended by family and crew. For more on this, see John Vigor's *Re-Naming Ceremony* in the 'Features' section of our website, [www.latitude38.com](http://www.latitude38.com).

• *Volunteer* — for anything that will enhance your sailing knowledge and/or benefit other sailors. This could be as simple as donating time to a work party at the yacht club. We would also highly recommend that racers spend time on the other side of the starting gun — working as part of a race committee. Such duty never fails to give everyone involved a whole new respect for how hard these folks work behind the scenes.

• *Donate the use of your boat* — Does your club run a learn-to-sail program? Perhaps a women's program? If so, offer your boat for use in it and volunteer to go along as 'crew' while others sail her. Is some organization near and dear to your heart running a fundraiser? Volunteer an afternoon sail aboard your boat to be raffled off to the highest bidder — and make that sail comfortable, fun and memorable for the winner.

• *Do a practice cruise* — Okay, so it's going to be a few years before you cast off for Tahiti. You can keep the embers of those cruising dreams glowing with mini-cruises. These can be as simple as going 'off the grid' at anchor at Angel Island for a weekend or, even better, plan a long weekend at Drakes Bay. Start by pretending it's even more remote than it is: work out the navigation on charts (or, all right, computer charts), look at tides and currents, buy and store provisions and make sure your ground tackle and dinghy are ready to go. Then sail there



**With a reefed main and a bit of jib rolled in, this solo sailor has his boat trimmed perfectly. He's in for a much more enjoyable day than someone sailing on their ear and unsure how to reef.**

for a real back-to-nature weekend — and sail back.

• *Invent a cause* — or at least a situation — where you take folks sailing who



# SAILING



*When it comes to sailing, BYOB (bring your own boat). These folks were having a great time. True, they may not have been moving fast, but they sure stayed warmer and dryer than most sailors do out there on a windy day.*

have never sailed before. For example, make it known — perhaps on Facebook or Twitter or a personal blog, that once a month, you do a 'group sail'. And the type

'memory to a Bay sail for newbies.

- *Boldly go where you've never gone before* — We're always somewhat stagered to learn that some longtime local boaters have never been to, for example, the Delta. This is like living in Anaheim and never going to Disneyland — except

ALL PHOTOS LATITUDE 38

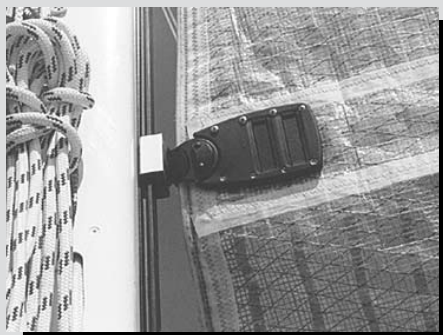
of group is pretty flexible. Perhaps one month it might be a half-dozen people from your work. The next, your wife's knitting group. The next, a small group of your daughter's friends — and their parents. Give them a nice Bay tour and be sure to include a quick dash out under the Golden Gate — the 'signature'

that the Delta won't cost you anywhere nearly as much, even if you spend the whole weekend there. So if you've never been . . . go! The Delta is a kick and so unlike the Bay (in mostly good ways) that you will wonder why you waited so long.

But the destination doesn't have to be even that far away. Other possibilities: afternoon or overnights to the South Bay, China Camp, Angel Island, Pier 39, Clipper Cove or even a few hours in lovely little Horseshoe Cove near the North Tower of the Golden Gate. The possibilities are endless. You can explore this new territory by yourself, go as part of a club cruise-in, or invite a buddy boat to go along, raft up and double your fun.

By the way, this suggestion could also extend to just using your boat in a new-to-you way. If you've never raced, for example, enter a low-key evening beer can race at your local club. Only a few people really care where they place in these things. Most participate to have fun, unwind from work, and enjoy the burgers, refreshments and camaraderie

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# SUGGESTIONS

at the club after the race.

• *Go solo* — For most of us, sailing with other people is half the reason for doing it at all. But singlehanded sailing opens up a whole new realm of awareness and possibility. It sharpens the senses and makes you a much more integral part of both the boat and the process of sailing. And the psychic rewards can be commensurately larger. You don't need to solo sail to the Farallones or anything. Just one day or one afternoon where you go out by yourself is enough to overcome the fears and realize the rewards.

While singlehanded sailing isn't for everyone, we've always felt it is something every big-boat skipper should do at least once. Maybe the summer of '09 will be ideal for your first solo.

• *Try a night sail* — We're not talking about overnight offshore. We mean just plan to do a Bay sail after the sun goes down. One local yacht club used to run a night race where the course used only unlighted buoys. In the days before GPS, the only way to find them was to use charts and compass courses. We still



**Here's a suggestion: when the buoy says 'shoal', believe the buoy.**

miss this event for the hilarity quotient alone since, in three or four tries, we were never able to finish because we could never find all the marks!

But in a non-racing situation, one of the most pleasant and memorable sails we've ever had on the Bay was at night aboard a friend's ketch. We took off after dinner and, with the ladies bundled up

with blankets over the knees (and a vent from the heater below helping warm the cockpit), did a couple of reaches across the Bay in a light breeze. Though all the lights were shining around us, civilization seemed a long way off. The gurgle of the wake, the swish of sails and the excellent company and conversation made it an evening we'll always remember.

• *Radio days* — The law regarding VHF radios is somewhat goofy. You don't have to have your VHF on when you're out sailing, but if you do, you must monitor Channel 16. We're not sure how many people follow the letter of the law on this one, but we'd guess not too many. Racers, for example, usually switch to 68 or whatever other channel is designated in the Sailing Instructions, and many leave the radio on that channel for the remainder of the race.

Anyway, here's something new to try if you do leave your VHF on: switch over to either Channel 12, 13 or 14 and listen in. These are the channels used for traffic management in the Bay and its approaches — 12 is offshore, 14 is in the Bay and 13 is used by Vessel Traffic



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# SAILING SUGGESTIONS

Service to talk to all ships entering and departing the Bay. Operated by the Coast Guard and located atop Yerba Buena Island, VTS has acted as 'air traffic control' for Bay shipping since the early '70s.

Especially in times of heavy fog, listening to Channels 12, 13 and 14 can be useful — and even lifesaving. Recreational craft are not supposed to transmit on these channels, but if a possible collision situation occurs, you may very likely be able to contact a ship more quickly on 12, 13 or 14 than on Channel 16. So give those channels a listen — and to add enjoyment, assign any kids on board with the job of identifying which ships are involved in the conversations.

• *Go green* — Take a good look around your boat. Do you have buckets of 'high-octane' cleaners in the locker? Does your bilge water always have an oily film? Is your boat hooked up to shorepower 24/7 just to keep the fridge cold while you're not there?

Consider moving away from these old-fashioned concepts and embracing environmentalism, even just a little. For example, did you know vinegar has many



*If this sailor hadn't been smiling and waving at the photographer, you would not be looking at him right now. Enough said.*

onboard uses, including window cleaner, drain unclogger, aluminum oxidation remover and mildew remover? And that

it is significantly less toxic than the 'marine' equivalents to those items? And a fraction of the price?

Instead of waiting for the cover of darkness to pump oily bilge water, fix the oil leak (or hire a pro to do it) and clean up the mess with oil-absorbing rags. Then dispose of *those* properly. Your engine — and the Bay — will thank you.

And if you consider \$30-90 a month for shorepower reasonable, suck it up and go solar. For just a few hundred bucks, you can set up a system to supply the boat with all electrical needs short of an arc welder. In the long run, you will save money *and* keep the beer chilled.

**J**erry Seinfeld was once asked in an interview about religion. He had the greatest answer. Paraphrasing, he said, "Religion is like a grocery store. You never do all your shopping on one aisle. You go down the different aisles and pick out just the things you want." We hope you'll find similar satisfaction in the grab bag of ideas you've just read.

— **latitude 38 staff**



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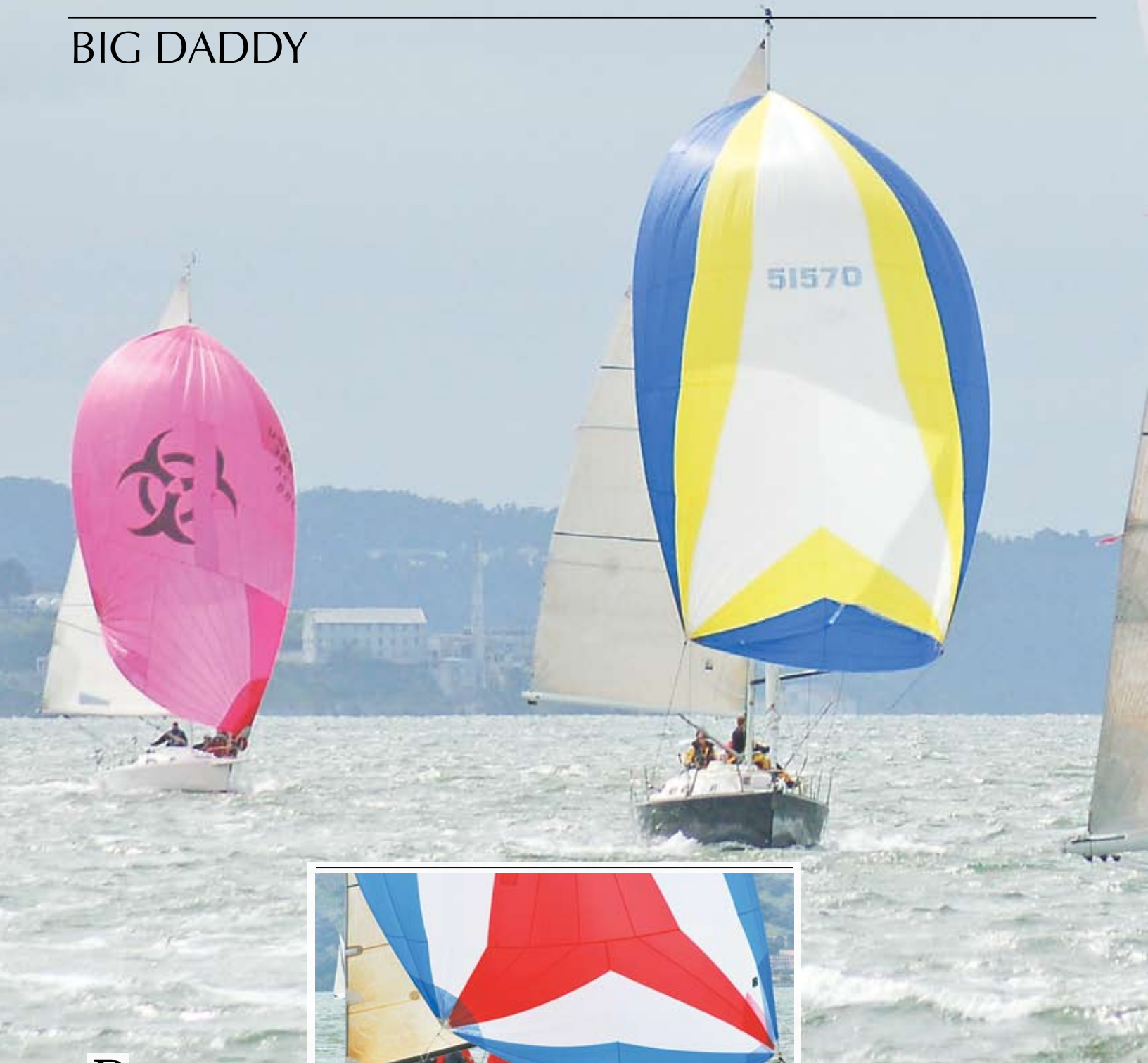
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# BIG DADDY



**B**ob "Big Daddy" Klein may not have been able to leap over tall buildings in a single bound or shoot spider webs to draw sailors from all over the Bay to show up for a regatta, but if this year's Big Daddy is any indication, his legend sure can.

With midwinter series around the Bay winding down, 99 boats — four more than last year — in four handicap and six one-design divisions showed up at Richmond YC for the regatta held in



**'Salt Peanuts' Brooks Dees and Steve Saperstein's GP 26 gets launched during a run on Saturday; Spread — the 'pursuit' of Sunday glory at the Big Daddy meant all kinds of boats working all kinds of different angles.**

Klein's memory and its tried and true format of three buoy races on Saturday with a pursuit race on Sunday.

Saturday brought overcast skies, but, thankfully, breeze into the low 20s

along with a pretty wicked flood that wreaked havoc on many a tactician's layline — the weather mark on the big-boat course had more than its fair share of nudges.

The breeze, flood and Berkeley Circle slop created their fair share of carnage. Sy Kleinman's Schumacher 54 *Swiftsure II* went home with a mainsail held together by just the bolt rope and leech tape, just below the head.

Adam Spiegel's J/105 *Jam Session*

LATTITUDE/JR

LATTITUDE/JR



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# SUPERNATURAL



and Ross Groelz' Express 27 *Eagle* got into a fake-out match that left the latter with some bow 'modifications' and the former missing some stanchions and a foot block.

And there were more than a couple of boats who didn't receive the message that the Bay's shrimp fishery was long-since gone.

But when the mains had been flaked and sheets coiled, it was time to party like super heros — the theme for this year's Big Daddy. Thankfully we didn't see anyone in Underoos, but we'd be

surprised if there was anyone in the room who didn't notice Catwoman make her entrance as lead singer of the Shark Sandwich band — which, incidentally, had the whole house rockin'. We bet you're hoping for a picture as you turn the page, but . . . you just had to be there.

Those who actually woke up the next morning in time for the 11-mile, choose-your-own adventure pursuit race also known as the "two-island fiasco" were treated to good breeze — as long they went toward Alcatraz first.

"While doing our homework for the race, we favored the clockwise direction because the breeze was forecasted to start southerly and shift right throughout the day, and we didn't want to tack up Raccoon Straits in the wind disturbed by Angel Island," said Peter Stoneberg, who's Formula 40 *Shadow*, which, as the namesake of a super hero, fittingly notched her first win in her first attempt since being launched in February. "Then we saw 80 percent of the fleet going to Angel and we were second guessing ourselves like crazy, but just before our start



# BIG DADDY

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**Clockwise from top-left — Steve Stroub's SC 37 'Tiburon' makes a bat-turn around the weather mark; is that hair real?; 'Stink Eye' never looked so pleasant; 'Ay Caliente's Aaron Kennedy wonders why the rest of the Beneteau 36.7 fleet doesn't take him seriously when he wears that hat; action in the corner aboard 'TNT', winner of PHRF A on Saturday; sure, it may be 'Always Friday' but that doesn't mean it's ever casual; the weather mark on the big boat course wearing a boat, it wasn't the first time; these gals weren't the only ones getting their groove on at the party Saturday night.**

Jay Crum and Keith Notary saw boats heeled over in the Circle and standing up straight in Raccoon Strait, so our decision was made."

Stoneberg said the *Shadow* crew which included "Catamaran Keith" Notary, Jay and Joe Crum, Kyle Gundersen, Jody McCormack and Mike Dias had light air for about the first ten minutes of

the beat, but found the forecasted righty which put them on the starboard layline for Alcatraz.

"We had great breeze the rest of the race," he added. "We were reaching around the course, which is magical for a catamaran."

While *Shadow's* rating at -54 — only 3 seconds-a-mile faster than the third-

place finisher, Bill Erkelens Sr.'s 20-ft Tornado E-2 — might not be so invisible to the PHRF board next year, it was still cool to see the boat smoke around the course. In fact, she was going so fast that the only fleeting glimpses of her were captured by the Bay's sailing photographers: a hull here, some spray there.

The runner-up, Erik Menzel's Wylie



# — SUPERNATURAL



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Wabbit Hoppy Hare also took the clockwise route, rounding Alcatraz right behind Rick Gio's SC 27 *First Impression*, before overtaking the eventual fifth-place finisher on the way to Angel Island.

"We wore out our trap-person," Menzel said of forward hand Rolf Jaeger, who rounded out the crew along with Paola de Cecco. "We consider it a moral victory. We've never finished that high and we were 5 seconds ahead of *E-2*; had we not pumped one time they would have passed us."

When all was said and done, the top ten in the pursuit race were a glorious mish-mash that included Noble Griswold's Santana 35 *Bluefin*, John Clauser's one-ton *Bodacious* and Gordie Nash's modernized Santana 27 *Arcadia* among the ultralights and catamarans.

While no one really knows what the theme of next year's Big Daddy will be, one thing's for sure, this one put the "super" in super hero.

— **latitude/rob**

## SATURDAY BUOY RACING (3/14, 3r/0t)

DIVISION A (PHRF -30-39) — 1) **TNT**, Tripp 43, Brad Copper, 4 points; 2) **Swiftsure II**, Schumacher 54, Sy Kleinman, 7; 3) **Aboriginal**, Sydney 38, Michael Stimson, 8. (7 boats)

DIVISION B (PHRF 45-75) — 1) **Tupelo Honey**, Elan 40, Gerry Sheridan, 5 points; 2) **Phantom Mist**, Beneteau 40.7, Gary Massari, 10; 3) **Desdemona**, J/120, John Wimer, 12. (14 boats)

DIVISION C (PHRF 84-129) — 1) **Mintaka 4**, Farr 38, Gerry Brown, 8 points; 2) **Sheeba**, C&C 99, Michael Quinn, 8; 3) **Encore**, Wylie Gemini, Andy Hall, 15. (15 boats)



# BIG DADDY

DIVISION D (PHRF 135-168) — 1) **First Impression**, SC 27, Rick Gio, 7 points; 2) **El Gavilan**, Hawkfarm, Christopher Nash, 9; 3) **Arcadia**, Modernized Santana 27, Gordie Nash, 10. (8 boats)

ULTIMATE 20 — 1) **Layla**, Trish Sudell/Tom Burden, 4 points; 2) **Babe**, Phil Kanegsberg, 5; 3) **UFO**, Trent Watkins, 13. (7 boats)

J/24 — 1) **TMC Racing**, Michael Whitfield, 3 points; 2) **Rail to Rail**, Rich Jepsen, 6; 3) **Small Flying Patio Furniture**, Edward Walker, 11. (8 boats)

J/105 — 1) **Arbitrage**, Bruce Stone, 9 points; 2) **Wonder**, Tom Kennelly, 11; 3) **Orion**, Gary Kneeland, 11. (18 boats)

WYLIE WABBIT — 1) **Mr. McGregor**, Kim Deisenberg, 7 points; 2) **Hoppy Hare**, Erik Menzel, 9; 3) **Bear Wabbit**, Jim Malloy, 14. (9 boats)

BENETEAU 36.7 — 1) **Mistral**, Ed Durbin, 5 points; 2) **Bufflehead**, Stuart Scott, 6; 3) **Ay Caliente!**, Aaron Kennedy, 8. (6 boats)

OLSON 30 — 1) **Mas Rapido**, Rick Smith, 4 points; 2) **Hoot**, Andy Macfie, 6; 3) **Wraith**, Ray Wilson, 8. (7 boats)



PETER LYONS/WWW.LYONSIMAGING.COM

*'Centomiglia' lighting it off and enjoying the ride to the barn during Sunday's pursuit race.*

## SUNDAY PURSUIT RACE (3/15)

1) **Shadow**, Formula 40 (cat), Peter Stoneberg; 2) **Hoppy Hare**, Wylie Wabbit, Erik Menzel; 3) **E-2**, Tornado, Bill Erkelens, Sr.; 4) (no name), Hobie 20, Dirk Jagdmann; 5) **First Impression**,

SC 27, Rick Gio; 6) **Arcadia**, modernized Santana 27, Gordie Nash; 7) **Breakaway**, Ultimate 20, John Wolfe; 8) **Bluefin**, Santana 35, Noble Griswold; 9)

**Layla**, Ultimate 20, Trish Sudell/Tom Burden; 10) **Bodacious**, Farr 40 One Ton, John Clauser. (81 boats)

Complete results: [www.richmondyc.org](http://www.richmondyc.org).

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# GROWING UP

**W**ow, it's hard to believe that nine years have passed since we turned left at the Golden Gate to start our family adventure aboard our Crowther 10 Meter catamaran, *Chewbacca*. But they have. Now the little girls we left with are teenagers, and Bruce and I have broken into our 50s. Time has surely flown by.

A few years before we left to go cruising, I remember triumphantly pulling yellow sticky notes off our bedroom wall as our cruising goals were met one by one. "Teach kids to swim", "Buy EPIRB", "Vaccinations". Then one day there were no more stickies left and it was time to go. What a liberating feeling that was.

Now there are notes in our ship's log that read "Create ad for *Chewie*", "Find an orthodontist" and "Call high school registrar." Yes, it sounds like a return to our society. A little bittersweet, but again, it's time.

No surprise, the girls had it all laid out for us. They had clearly talked with each other and agreed on a game plan. "Mom, Dad", they said very seriously at one of



our weekly family meetings. They moved closer to Bruce and me to be sure they had our full attention. "We want to live in America," said Quincy, 13. "We've hardly ever lived there you know. We want to be, well, 'normal.' We want to live in a house . . . not on a boat."

Kendall, who is 15, added, "I would like to live somewhere with doors instead of curtains." Then, in a very intense voice: "Seriously, no offense, but I want friends my own age — who don't leave."

Gotta hand it to kids, they do say the darndest things.

So we decided as a family to put *Chewbacca* on the hard at Shelter Bay Marina in Panama and to prepare to sell her. Even though we embraced this

make sure no one saw me as I hugged the boat's port hull good-bye. She had been the best boat in the world for us. So many good, priceless memories packed into that fiberglass shell.

While Bruce types his resume, makes telephone calls and reconnects with the corporate world he left, I investigate

schools. The girls, oblivious to this essential trench work, dreamily discuss what color to paint their bedroom walls.

Throughout the years, Bruce and I often discussed what it was that enabled

transition, it was hard to drive away. I looked

around to

*Watching the girls grow. Right, Quincy (in red) and Kendall, ages 6 and 8. Above, aboard 'Chewbacca' in Cartagena in 2004. Left, with Mom and Dad today.*

us to be happy cruising for nine years on a small catamaran, on a modest budget, with two small children. Perhaps our ruminations will help others plan and succeed at their own adventure.

**G**oing cruising was a dream we shared. It wasn't one person's idea and

*The best part of our time on the ocean is that we spent it as a family, together, uncluttered by pop culture.*

the other grudgingly went along. If both partners do not share an interest in the adventure, the cruise is guaranteed to be short lived.

Buying a simple, small catamaran contributed greatly to our happy cruis-



# ON A CRUISING CAT

ALL PHOTOS COURTESY CHEWBACCA



and our little home on the water.

We tried different roles and stuck with what worked best for us. We were flex-

ible in our thinking about who did what on board. For example, when we first left, Bruce would drive the boat while I dropped the anchor. We tried it a few times and decided that Bruce was better at setting the anchor and paying out the chain and I was better suited for driving through the anchorage, reading the depth sounder and working the engine.

*We didn't expect to learn everything about the cruising lifestyle in a month or even a year.*

Likewise with school, as the girls got older and their school work got more challenging, we started sharing the teaching tasks, dividing up the responsibilities to fit our different areas of talent.

This flexibility helped spread out the enormous pressure of educating the girls. It also reinforced to Kendall and Quincy that Bruce and I were a team.

**W**e didn't expect to learn everything about the cruising lifestyle in a month or even a year. But we often encountered couples who put pressure on themselves to know everything, right then. In truth, it took Bruce and me about three years

before we felt completely at home in our new lifestyle. After all, neither of us had owned our own boat before, and we had never home-schooled. I didn't know the first thing about outboard engine care, driving a dinghy, making a safe dinghy landing through the surf, or anything at all about a lot of stuff we were doing. Heck, I had never cooked on a two-burner stove in a seaway or bought food in foreign countries. I had never lived without refrigeration, and I had never bought food for more than a week, much less 6 months.

Our advice is to be realistic and kind to yourself and learn by doing, over and over. Bruce and I had a favorite anchorage in the Sea of Cortez and we practiced anchoring there over and over and over. It must have looked funny to other cruisers to see us come in, drop and set the anchor — then haul it up, start to leave, then turn around, come back and start the whole procedure over again.

Of course, every time we anchored

anywhere was 'practice', but this process built confidence. And when it came time to get out of an anchorage quickly in serious weather, we were able to do it efficiently and without worry.

We also practiced bringing our inflatable up on its davits, time and again. This proved invaluable when, near San Blas, we saw a *chocosana* (local squall) quickly forming. By getting the dinghy secured quickly on its davits, we could concentrate on securing the rest of the boat. Practicing these everyday tasks gave us confidence both as individuals and as a couple. If we could handle these simple tasks, then the big ones were doable as well.

We never kept a schedule and consequently had only had one crappy passage in nine years. The adage "The sailor with the most time gets the best weather" became our mantra. If we liked a place, we stayed; if we didn't, we moved on. As a result we traveled slowly and had more time to explore the local culture and sur-

*One of the best parts of cruising is all the new friends you make. This is Kendall with 'Pippin,' a three-toed sloth who became a member of the family after he was found abandoned. He and a pet toucan — also found abandoned in the jungle by Navy Seals — had to be left behind when the Winship family left Panama.*



ing. Because she didn't have a lot of systems to maintain, and what she did have was economical to service, we spent very little time and money maintaining her compared to many other cruisers. Until very recently, when our girls grew to 'adult size', we had an abundance of physical and emotional space. With a 22½-ft beam, we were very comfortable at sea and at anchor.

Going when the girls were young enough to go with the flow was a huge help. For a long time, they thought everyone except their grandparents lived on a boat and that Dads were with their families around the clock. Everyone around them was happily unemployed, enjoying life to the fullest and having a lot of time to spend with them. They had lots of fun while learning practical skills that built self confidence in a safe, nurturing, small 'community.' Above all, they learned how to be happy with their own company, and how to take responsibility for themselves



rounding area.

**A**s Bilbo Baggins said: "it's a dangerous business, Frodo, going out your door. You step onto the road, and if you



# GROWING UP ON A CRUISING CAT



don't keep your feet, there's no knowing where you might be swept off to."

Our family was swept off to some very special places. We had many magical, life-changing experiences with both nature and humankind. Among our favorite places were the Sea of Cortez and the San Blas Islands of Panama. We spent months at a time in those places swinging on the hook in nearly empty anchorages, snorkeling crystal clear waters, and living the cruising life to its

**'Chewbacca' in the slings at Shelter Bay Marina in Panama. By keeping her systems simple and robust, the boat didn't spend a lot of time in boatyards. "We had oversize anchors, a lot of chain and two autopilots," says Karin. "These were the three best investments and most valuable equipment aboard. Thanks to them, we slept well and had less stress."**

fullest.

The best part of our time on the ocean was that we spent it as a family, together, uncluttered by pop culture. This was

our best gift to Kendall and Quincy. We believe they are well equipped to handle the real world and leave a positive mark on society.

**W**e would like to thank all our fellow cruisers who were a part of our lives for so long. You've made a simple journey rich and meaningful. Many of our lifelong friends continue to be fellow Ha-Ha'ers and cruisers we met in 2000, that critical first year, and so many other cruisers that became part of our extended family of surrogate aunts and uncles.

During our work at Shelter Bay Marina, we met hundreds of cruisers who enhanced our lives and gave us a sense of community and belonging when we were 'between worlds.' We Thank you all from the heart.

As we embark on a new venture, we feel better prepared to cope with whatever life throws at us after our cruising experiences. *Chewbacca* is ready for a new adventure and so are we.

— the winship family  
bruce, april, kendall & quincy

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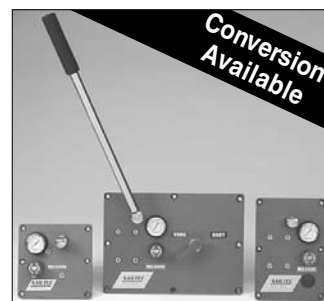
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# WESTBOUND WANDERERS

If you've ever driven from California to the East Coast, you know that 3,000 miles is a very long stretch, even at 75 mph. But imagine covering that distance at less than 10 mph — in a convertible with its top down, even on rainy days. Now imagine that some days your vehicle would only advance a few miles, and on a few bad days it would actually slide backward. At that rate, traveling 3,000 miles would certainly be a tedious process — by car, that is.

The folks you'll meet in these pages are traveling a similar distance — from the West Coast of the Americas to French Polynesia. But fortunately, they get to do so aboard sailboats. And under sail, that voyage — which we like to call the Pacific Puddle Jump — is typically reported to be "exhilarating," "mind-bending," or "life-changing," even after factoring in a few days of sailing backward or sideways!

The fact that this epic passage offers no possibility of a pit stop, elevates it to 'major league' status in the realm of cruising. And that's why we dedicate so much effort and ink to it annually in this two-installment set of fleet profiles, followed by a recap of the crossing later in the summer.

We met many of these adventure-hungry sailors in February during our two annual Mexican 'kickoff parties'. The first was at Zihuatanejo, this year hosted by the Casa del Faro bar, and the second at Nuevo Vallarta, once again hosted by the Vallarta YC at the Paradise Village Resort. On the back end, we'll have a chance to hear everyone's passage-making tales at the annual Tahiti-Moorea Sailing Rendezvous, June 19-21, a free, fun-filled welcome-to-Tahiti event put on by Tahiti Tourism and several partners, including *Latitude 38*.

For the uninitiated, we should explain that the Pacific Puddle Jump 'rally', is

a rally in only the loosest sense of the word, as the dozens of boats heading west jump off all through March and April from a variety of ports in Mexico, and both Central and South America. Before and during the crossing, most 'meet' only via HF radio, as they share info and anecdotes. When they finally meet in the flesh in French Polynesian anchorages, their shared accomplishment often yields instant camaraderie, and they greet each other as if they were old friends.

As reported in *Sightings*, the process of clearing in will be substantially less 'painful' this year, as fleet members were granted bond exemptions for the first time ever — effectively saving them both *francs* and frustration — thanks to the efforts of fellow sailor Michel Alcon, director of the Tahiti YC. We're sure that his kind gesture will put the YC 'on the map' with these thankful cruisers, just as 'rallying' the fleet together has led the Tahitian government to now see cruisers as an important element of their overall tourism market.

With that introduction, we'll introduce you now to the Pacific Puddle Jump 'Class of '09. (Look for a second installment in May.)

## **Bravado — Elliott 45 The Mante Family Silicon Valley**

The fact that Ewout (aka Dad) and his wife Judith have both crossed oceans before makes them among the more experienced offshore sailors in this year's fleet. And Ewout holds the further distinction of being the only '09 Puddle Jumper who has raced around the world. He skippered the Baltic 55 *Equity & Law* in the '85-'86 Whitbread Round the World Race.

This time, though, the trip is all about fun with the family. The crew consists of daughter Jet, 11, sons Hein, 9, and Eltjo, 7, as well as Judith's brother Gary.

Ewout's advice to the pipedreamers: "Go. You will learn along the way. Ignore all the people who tell you that you are out of your mind!"



**Kathleen and George hope to be good ambassadors as they cruise west on 'Kalalau'.**

## **Kalalau — Lapworth 43 George Hill & Kathleen Whitney Port Townsend, WA**

This classic Bill Lapworth sloop may



**Aboard 'Bravado', crewmembers come in all sizes.**





# — PACIFIC PUDDLE JUMP 2009



*When George and Sue arrive in Tahiti aboard 'Julia Max', they will be fulfilling a promise.*

be the only woodie in this year's fleet. Like her skipper, she's well seasoned. Until retiring recently, George had a long and joyful career skippering sail training vessels in the Northwest — he's held a 500-ton Masters Licence for 28 years.

Kathleen has also done a great deal of sailing in Puget Sound, Alaska, the Sea of Cortez and along the West Coast. "This is an opportunity to pursue my love of travel," she says, "and hopefully do some good ambassadorship — we've

**Fleet members were all smiles at our Paradise Village shindig in February. But who wouldn't be when they're about to sail to Tahiti?**

already done some volunteering in Chamela, Zihua, and elsewhere. We look forward to sharing whatever we have in the islands." Their itinerary is wide open, with both New Zealand and Australia on their 'must see' list.

## **Julia Max — Passport 45**

### **George & Sue Stonecliff, Portland, OR**

Years ago, while on a dive trip to Tahiti with her daughter, Sue was blown away by the area's natural beauty. She vowed to return someday aboard her own boat. That personal promise will soon be fulfilled.

"We dive into new things in a big way," explains George. Formerly heavily into mountaineering, he and Sue got into sailing only 10 years ago, but in that time they've circumnavigated Vancouver Island, cruised Alaska, completed two Baja Ha-Ha's and two coastal 'bashes' north.

Their current plan is to island-hop to New Zealand, then eventually on to Australia.

## **Romany Star — Ohlson 38**

### **Paul & Erin Moore, Seattle, WA**

Having done a South Pacific cruise in '95, Paul can't wait to get back out there



*Having survived the Oregon coast, Erin is eager to cross oceans with Paul on 'Romany Star'.*

— especially since he's got Erin along this time. As evidence of how much he wants her to share his passion for cruising, he rebuilt this 38-footer's interior to accommodate Erin's piano.

As a kid she'd done some sailing — on a lake aboard a "styrofoam hull with a Budweiser sail" — but never offshore. Their trip down the Oregon coast was characteristically brutal. "Thank God I knew about Stugeron," says Erin, "that's what got me through."

It's important to set attainable goals in life, which is just what this couple has done. As they head west with the trades, their mantra is "Go slow." In fact, Paul says, "We'd like to make a slower circumnavigation than our good friends Paul and Susan Mitchell." They took 25 years to do it!

## **Lightheart — Fastnet 45**

### **Steve & Carolyn Bowie** **Seattle, WA**

"This wasn't my idea to begin with, but it's grown on me," explains Carolyn. Steve, however, has been itching to explore the world under sail for many years. Their initial venture into the cruising life was sailing the waters of the Pacific Northwest, including a circumnavigation of Vancouver Island.

"For many cruisers, seeing new countries and meeting new people is the best part of cruising," says Steve. "I like that too, but my favorite part is the passages!" Like many westbound cruisers, they'll reassess their options after reaching New Zealand.





# WESTBOUND WANDERERS

## Hipnautical — Morgan O/I 51 The Curley family, Ventura, CA

Among their motivations for heading west this season, Roger and Bobbie Jo list, "a strong desire to get in tune with nature, find our souls and set them free." Add to that a desire to spend quality time with their son Robin, 10, during his "golden young 'un years."



**Caryl has got typically salty Kiwi blood — perfect for sailing with Bob on 'Sisiutl'**

certainly got it in her blood. After meeting and marrying Bob last year in the land of the kiwi bird, they set off on a 'honeymoon cruise' to Hawaii. The fact that she's now still eager for more offshore adventures is a testament to her innate Kiwi mettle. "Her first exposure to the cruising life was leaving Wellington and facing 8 out of 11 days with gale-force winds," recalls Bob. "And there wasn't a lot of honeymoon sex going on!" adds Caryl with a wry smile.

You might call Bob the godfather of all puddle jumpers, as this will be his fourth crossing, and he's been a font of useful info for many first-timers (not to mention setting up the extremely useful 'pacificpuddlejump' group site at Yahoo.com.) Bob has logged over 50,000 miles since leaving Seattle in '02.

## Thumbs Up — Catalina 42 The Orgege family Alameda, CA

Ivan and Cheryl are no strangers to adventure. They sailed their first boat, a tiny West Wight Potter pocket cruiser, all the way from San Diego to Canada.

Compared to that trip, this year's

crossing to Polynesia should be a cakewalk. Daughter Devon, 24, and her college buddy Carlee — who's sailed aboard square riggers — will be along as crew. Plans are flexible, but since Ivan and Cheryl originally hail from England, a trip to the UK will probably be in the mix, possibly via Africa.

## Follow You Follow Me — Hunter 466 Allan & Rina Alexopoulos Volcano, CA

"For us, the cruising dream started 20 years ago aboard a Moorings 50 in the BVI," explains Allan, "But it didn't really come into focus until we began discussing life after our two girls headed



**Allan and Rina of 'Follow You Follow Me' will have to catch the Caribbean on the rebound.**

off to college." Five years ago they bought this sloop and began outfitting her for open-ended voyaging. We don't know if they're clairvoyant, but they sold their home in '06 at the height of the market, giving them enough cash to finance their



**Don't expect the 'Hipnautical' crew to return any time soon — if ever.**

During the past four years, the couple "worked every available moment" preparing this 32-year-old boat for this open-ended cruise. Somewhere out there they expect to find a peaceful spot to plant new roots: "We are not returning 'back', for there is nothing to return back to."

## Sisiutl — Gulfstar 44 Bob & Caryl Bechler, Portland, OR

Caryl is one of the few New Zealanders we've ever met who didn't learn to sail before she learned to walk, but she's

## 2009 PACIFIC PUDDLE JUMP FLEET

(Undoubtedly this list is incomplete, as many boats typically escape the 'Latitude radar'.)

Boat Name	Owners & Crew	Boat Type	Homeport
<b>All the Colours</b>	The Murcott family	Beneteau 423	Freemantle, AUS
<b>Amikuk</b>	The Heimke family	Pac Seacraft 37	Homer, AK
<b>Apple</b>	Mike Lipscombe & Veronica Coassolo	Jeanneau 45	Venice CA
<b>Auspice</b>	Jim & Kim Coggan	Schumacher 40	San Francisco, CA
<b>Australis</b>	Larissa & Hobson Lane	Antigua 44	Pascagoula, MS
<b>Babeeze</b>	Rene Amyot & Eva Wetzstein	Hunter 45cc	Edmonton, CAN
<b>Bagheera</b>	Peter & Nikki Zabell	Jaguar 36 cat	London, UK
<b>Beach House</b>	Scott & Cindy Stolnitz	Switch 51 cat	Marina del Rey, CA
<b>Bravado</b>	The Manta family	Elliott 45	Southampton, UK
<b>Brick House</b>	Patrick & Rebecca Childress	Valiant 40	Middletown, RI
<b>Camelot</b>	Jackie & Neil Michell	Pan Oceanic 46	GBR
<b>Carina</b>	Leslie Linkkila & Philip DiNuovo	Mason 33	Kingston, WA
<b>Carinthia</b>	Dietmar & Suzanne Petutschnig	Lagoon 440 cat	Las Vegas, NV
<b>Carpe Vita</b>	Mike & Mary McCluskey	Shuttleworth 44 cat	Eugene, OR
<b>Catherine S.</b>	Thomas Plunkett & Russel Phay	N/A	USA
<b>Cooeo Too</b>	Bronte Heinrich & Helmke Moller	Van de Stadt 50	London, UK
<b>Daydream</b>	Wayne Wilson & Susan Leader	Selestra 50	Ladysmith, BC
<b>Emily Pearl</b>	Billy Landers	Islander 36	Port Angeles, WA
<b>Estrella</b>	Adam & Kristina Yuret	Chung Hwa 36	Portland, OR

<b>Eva</b>	Michael & Gerald Traum	Nor'Sea 27	Cp Mendocino, CA
<b>Flashback</b>	Geoff Deuschmann & Julie Nolan	Choate 40	Marina del Rey
<b>Follow You Follow Me</b>	Allan & Rina Alexopoulos	Hunter 466	Volcano, CA
<b>Gabrielle</b>	Sarah Andrews	Ericson 39	Melbourne, AUS
<b>Gallivant</b>	Bruce & Marianne Burman	Tayana 42	Bellingham, WA
<b>Gallivanter</b>	The McGeorge family	Hylas 47	St. Thomas, USVI
<b>Hello World</b>	Axel & Brit	Sunbeam 53	Flensburg, DEU
<b>Herodotus</b>	Peter Hendra	40-ft sloop	NZL
<b>Hipnautical</b>	Roger, Bobbie Jo & Robin Curley	Morgan O/I 51	Ventura, CA
<b>Incantation</b>	David Ratner	SC 50	Vancouver, CAN
<b>Journey</b>	Jeff & Dori Beller	Passport 40	Ventura, CA
<b>Jubilant</b>	Denis Morgan & Jorgen Sorensen	Spencer 53	Seattle, WA
<b>Jubilee</b>	Joe Dubis	Corbin 39	Norfolk, VA
<b>Julia Max</b>	George & Sue Stonecliffe	Passport 45	Portland, OR
<b>Kailani</b>	David & Christy Dykkestun	Columbia 43	Portland, OR
<b>Kalalau</b>	George Hill & Kathleen Whitney	Lapworth 43	Port Townsend, WA
<b>Kaumoana</b>	Richard Tyree & Suzanne Stelmock	Hunter 49	Auckland, NZ
<b>Kena</b>	The Hunter family	N/A	NZL
<b>La Palapa</b>	Roger & Tobe Hayward	Morgan 440	Long Beach, CA
<b>Lanikai</b>	Mike & Leilani Costello	Saga 43	Kona, HI
<b>Lauren Grace</b>	Herman & Charlene Kelley	Knysna 44 cat	Port Penn, DE
<b>Leavenativity</b>	Howard Hodgins	N/A	CAN
<b>Leonidas</b>	Tom & Ann Carr	Dreadnought 32	USA
<b>Lightheart</b>	Steve & Carolyn Bowie	LeComte 45	Seattle, WA



# PACIFIC PUDDLE JUMP 2009



South Pacific voyaging is a family tradition for the 'Whisper' crew.

travels, pay off college and buy a smaller home in the Sierra foothills. Nice work!

When we caught up with them recently in Zihuatanejo, they'd recently made an about-face from their previous plan to head east from Panama to the Caribbean. Perhaps it was thoughts of the 1,200-mile beat to the Lesser Antilles that convinced them the more sensible option is to hang a right and head for Tahiti.

## Whisper — Tartan 37 The Malone Family, Seattle, WA

There must be thousands of sailormen who'd love to find a gal like Mary.

Not only is she willing to rough it in a spartan boat with no refrigeration, but she's homeschooling her sons, Tim, 10 and Finn, 7, along the way.

Scott (Dad) puts things in perspective: "Our last big trip was nine months in a VW bus. When we upgraded to a Cal 227, Mary was thrilled: 'Oh my God,' she said, 'we've got built-in plumbing!'"

Since heading south six months ago, schooling the kids has been Scott and Mary's biggest challenge. But to Scott this all seems natural, since his parents first took him cruising when he was three — to Hawaii aboard a Piver 35 tri — and later to the South Pacific on an Atkins 32. This time they expect to be out for at least two years.

## Daydream — Selestra 50 Wayne Wilson & Susan Leader Ladysmith, BC

Why go cruising? Simply stated, "We hate to work and love to travel," say Wayne and Susan. During the past four years, and a previous four-year stint aboard another boat, they've logged 26,000 miles together, exploring most of the Caribbean Basin, the west coast of North and Central America, and Hawaii.

In fact, you might say they're poster children for the joys of cruising: "In our opinion this is, without exception, the best way to live and travel the world, experiencing different cultures and



countries! Go! Go soon!" As you might imagine, plans for their open-ended west-bound cruise are extremely flexible.



Work? Who needs it? Wayne and Susan would much rather 'Daydream'.

<b>Love Song</b> .....	The Simis family .....	Mapleleaf 50.....	San Diego, CA	<b>Shimmi</b> .....	The Malherbe family .....	F/P 45 cat.....	GBR
<b>Lucie</b> .....	Annick & Michael Mueller .....	Hallberg Rassy 352.....	Koblentz, DEU	<b>Sidetrack</b> .....	Erik Dix.....	Morgan 384.....	Seaside, OR
<b>Malachi</b> .....	The Crandell family.....	Tayana 48.....	Vancouver, CAN	<b>Sisiutl</b> .....	Bob & Carylina Bechler .....	Gulfstar 44.....	Portland, OR
<b>Mandolin</b> .....	Lorianne Serocki & Chris Thompson .....	Panda 40.....	USA	<b>Soggy Paws</b> .....	Dave & Sherry McCampbell.....	CSY 44.....	Marathon, FL
<b>Manu Reve</b> .....	Glenn Tieman .....	custom 38' cat.....	Long Beach, CA	<b>Solis</b> .....	Kimm Michallik.....	Passport 40.....	Vancouver, CAN
<b>Mariane</b> .....	Gaby & James .....	Celestial 48 .....	Wien, AUT	<b>Someday Came</b> .....	The Tillman family.....	Alden 54.....	Pawtuxet Cove, RI
<b>Matsu</b> .....	Duncan & Audre Hemingway .....	Tayana 48.....	Hobart, AUS	<b>Tarahumara</b> .....	Jim Sibthorpe, C. Bryden & G. Marsh.....	CNZ 45.....	Vancouver, CAN
<b>Milonga</b> .....	Elke & Torsten Debus .....	Horstmann 40 Tri.....	Lübeck, DEU	<b>Tender Spirit</b> .....	Joan & Chuck Martin .....	Hans Christian 33 .....	Sitka, AK
<b>Monkey Feet</b> .....	The Primrose family.....	Slocum 43 .....	Edmonton, CAN	<b>Thin Wolf</b> .....	Luke Tomatzky & Mike Ward.....	KP 44.....	Port Townsend, WA
<b>Nakia</b> .....	John Gratton & Linda Hill.....	Hans Christian 33 .....	San Francisco, CA	<b>Thumbs Up</b> .....	Ivan, Cheryl & Devon Orgee .....	Catalina 42.....	Alameda, CA
<b>Nataraja</b> .....	Emmy Newbould & Eric Willbur.....	Flying Dutchman 37 .....	Zephyr Cove, NV	<b>Tulak</b> .....	Stephen Brasa .....	N/A.....	USA
<b>Nemesis</b> .....	Jeff Taylor & Kirsty Baxter.....	C&C 41.....	Melbourne, AUS	<b>Totem</b> .....	Behan, Jamie, Niall, Mairen, Siobhan.....	Stevens 47 .....	Eagle Harbor, WA
<b>Nine of Cups</b> .....	David & Marilyn Lynn.....	Liberty 458 .....	Denver, CO	<b>Victory Cat</b> .....	Tim & Ruth Henning .....	Seawind 1160 cat.....	Anthem, AZ
<b>Nomad</b> .....	Brian & Megan Thom.....	Westisail 42.....	Santa Cruz, CA	<b>Warrior</b> .....	Robin & Michelle Bendall.....	Chance.....	Launceston, AUS
<b>Obsession</b> .....	Les George & John Erhardt.....	Cal 39 .....	Oceanside, CA	<b>Wasabi</b> .....	Brian Randolph & Isabelle Peloquin.....	Oyster 56.....	Long Beach, CA
<b>Odyssey</b> .....	Jeremy Law & Vanessa Astrop.....	N/A.....	South Africa	<b>Whisper</b> .....	The Malone family .....	Tartan 37 .....	Seattle, WA
<b>Out on the Blue</b> .....	William & Helen Hooper .....	Oyster 485.....	London, GBR	<b>Wind River</b> .....	Paul Scott & Arthur Lamoureux.....	Contessa 32 .....	Maple Leaf, CAN
<b>Painted Skies</b> .....	Lael & Katherine Easterling.....	Tartan 412 .....	Horn Harbor, VA	<b>Windsong</b> .....	James Young .....	N/A.....	CAN
<b>Paradise Bound</b> .....	Joel Stern & Rixzene Ayers.....	N/A.....	USA	<b>Wish</b> .....	Jim Bruce .....	Gulfstar 47 .....	Vallejo, CA
<b>QuickStar</b> .....	Peter Bruckmann & Diana Young.....	Beneteau 46.....	Vancouver, BC	<b>Xanadu</b> .....	Paul Cahill & Tamar Lowell.....	Cooper 37 .....	San Francisco, CA
<b>Q-Wave</b> .....	Robbie & Chester .....	Magellan 36.....	USA	<b>Yanti Parazi</b> .....	S. Mazza, W. Robinsonill, & N. Eskel.....	Norseman 447 .....	New York, NY
<b>Rhumb Line</b> .....	Joyce & Glen Mickowski.....	Rainier 46 cat.....	Coronado, CA	<b>Yaraandoo II</b> .....	Mike & Sue Powell.....	Adams 40 .....	Sydney, AUS
<b>Romany Star</b> .....	Paul & Erin Moore.....	Ohlson 38 Sloop.....	Seattle, WA	<b>Yohelah</b> .....	Rob & Teresa Scade.....	Baba 40 .....	Seattle, WA
<b>Sea Fire</b> .....	Steve & Sue.....	Waterline 46.....	Tacoma, WA	<b>Zen</b> .....	The Burgess family .....	Atlantic 48 cat.....	Newport, RI
<b>Sea Wolf</b> .....	Adam & Jessica Stone .....	Warner 33.....	New Orleans, LA	<b>Zephyra</b> .....	Debbie & Russ Noorda.....	Morgan O/I 41 .....	Lake Tahoe, CA

# WESTBOUND WANDERERS

## Auspice — Schumacher 40

**Jim & Kim Coggan, San Francisco, CA**

Both Kim and Jim have done all sorts of racing — offshore, inshore, you name it. But having crossed over to the cruising life only last year, they finally understand what all the buzz was about: "We wish we had raced a little less and gone cruising earlier in life!" Even in 'cruise mode', their Carl Schumacher-designed sloop will undoubtedly be one of the faster boats making this year's Jump.

"It's been a life-long dream to sail the South Pacific on our own boat," they say, and their timetable is open-ended. They'll island-hop to the west this season, then "do the equator hop and skip to avoid tropical cyclone seasons."

## Love Song — Mapleleaf 50

**The Simis Family, San Diego, CA**

According to Kathy (aka Mom), sailing the world has been Allen's dream as long as she's known him. Their entry into the cruising life was a bit different from most: They've spent the past eight years living aboard in Mexico, although until very recently Allen has 'commuted' back



*Mexico has been wonderful, but now the 'Love Song' is heading to new horizons.*

to the U.S. to work as an airline pilot. Morgan, 4, was born in Puerto Vallarta and Wyatt, 2, was born in La Paz, so you might say they were born worldly — and they undoubtedly found their sea legs long ago.

As is appropriate to cruising, their game plan is intentionally loose. They intend to spend this season in French Polynesia and the Cooks, then head north to the Line Islands to avoid the hurricane season

## Victory Cat — Seawind 1160

**Tim & Ruth Henning  
Anthem, AZ**

Ruth, a former 'Navy wife', tells us that by the time their youngest daughter was 10, she'd spent time in 45 states, seven countries and two continents. But even with all that, she and Tim still love to travel. When she suggested that they get a sailboat and make plans to explore places reachable only by water for a change, Tim was initially reluctant. After all, he'd spent many years as a submarine officer. But today they're both equally excited about voyaging under sail.

Their boat's name is a dedication to the Victory motorcycle that was Ruth's late brother's greatest passion. His sudden passing inspired them to cast off

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# — PACIFIC PUDDLE JUMP 2009



*Despite very different roots, Larissa and Hobson of 'Australis' now share similar goals.*

the docklines sooner, rather than later. "Do not wait any longer than necessary," Ruth advises. "Life is too short."

**Australis — Antigua 44  
Hobson & Larissa Lane  
Pascagoula, MS**

"I've been dreaming of circumnavigating since my childhood in Mississippi," says Hobson, "and I've finally found

someone to share the adventure with." Larissa hails from Australia — hence the boat's name. In contrast to the tropical isles that most cruisers dream about, Tasmania is high on her 'must see' list.

The young couple originally talked about doing a complete circumnavigation, but as Hobson explains, "We've gotten beaten up a bit and had our pride taken away. So these days we have less ambitious goals."

**La Palapa — Morgan 440  
Roger & Tobe Hayward  
Redondo Beach, CA**

Having leased their house for a year and taken leaves of absence, Roger and Tobe are eager to see where the easterly trade winds take them. They've done three Baja Ha-Ha rallies and cruised Costa Rica, so they figured it was time for a change of scenery.

One of the coolest things about this boat is her 'personalized' spinnaker. If you see a big white chute out on the horizon with a cartoon character emblazoned on it sitting under a palm tree drinking



*Tobe and Roger of 'La Palapa' have put work on hold to travel the world*

a cocktail, that's *La Palapa*.

"There is no wrong way (to cruise)," says Roger. "Don't get caught up listening to everyone's advice, concerns and instructions!"

**Tarahumara — CNZ 45  
Jim Sibthorpe & Charlene Bryden  
Vancouver, BC**

"It's all great!" says Jim regarding the

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# WESTBOUND WANDERERS

cruising life. He and Charlene have been out since 2007, but Jim claims he'd been dreaming about doing it for 35 years.

Plans are open, and a circumnavigation is a distinct possibility. Garth Marsh will be along as crew at least as far as French Polynesia.

## ***Eva* — Nor'Sea 27 Gerald & Michael Traum Cape Mendocino**

There is no shortage of families making the crossing this year. But *Eva* is the only boat we know of with a father-son team. *Eva's* other distinction is that she is the smallest boat in the fleet. No worries, though, when they get to Tahiti they'll see plenty of pocket cruisers that have sailed all the way from Europe!

There's little doubt that Gerald and his 30-year-old son Michael have a very strong bond, as they've already been cruising together for three years. Before heading south they did a major refit of this stout little cruiser in their driveway, including an epoxy relamination of the bottom. In their travels so far, the thing that's impressed them most is "how



***Gerald (left) and his son Michael plan to do a complete lap aboard 'Eva'.***

many great places there are to visit by boat, and how much better any destination seems when arriving on a sailboat, rather than by land."

Their game plan is to spend roughly four more years circumnavigating. "What better way is there to see the world than by small boat?" asks Gerald. Looking ahead, they're attracted to "the South Pacific for its water, Australia for its landscapes, and Europe for its history."

Their advice: "Be prepared, be self-

sufficient, but above all, be flexible."

## ***Xanadu* — Cooper 37 Paul Cahill & Tamar Lowell San Francisco, CA**

We don't know much about Paul and Tamar, as their answers to our questionnaire were extremely brief. We do know, however, that they've owned this boat for a decade, and have been preparing for this cruise for most of that time. Although this will be their first ocean crossing, they intend to do a full circumnavigation on an open-ended timetable.

During the year that they've been cruising thus far, they've been most impressed by the "cordiality of the Mexican people."

## ***Brick House* — Valiant 40 Patrick & Rebecca Childress Middletown, RI**

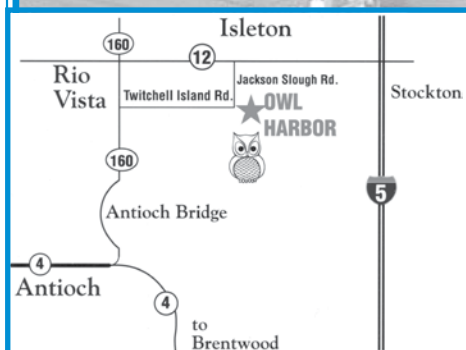
We assume Patrick and Rebecca named their boat for its heavy construction. Then again, perhaps they're big Commodores fans.



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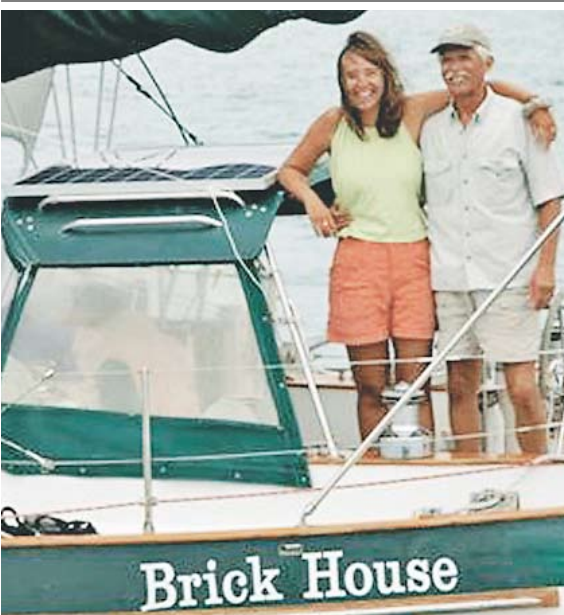
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# — PACIFIC PUDDLE JUMP 2009



*This cruise is like a busman's holiday for Rebecca and Patrick of 'Brick House'.*

For Patrick, this is 'round two'. Thirty years ago he circumnavigated aboard a Catalina 27. *Brick House* may not be a whole lot faster, but she will certainly be more comfortable. Since then, he's made his living as a delivery skipper and off-

shore sailing instructor. In recent years, Rebecca has joined him in that line of work.

They are now a year and a half into what they assume will be a four-year circumnavigation. During their travels through the Caribbean and Central and South America they've been impressed by "how poor much of the world is compared to America. People living in public housing on welfare in the U.S. are rich compared to residents of other countries that we've visited. Although their lives are often 'rich' in other ways."

**Beach House — Switch 51 cat  
Scott & Cindy Stolnitz  
Marina del Rey, CA**

As professional wordsmiths, we love to hear that adventurous sailors were inspired by something they read long ago. That's the case with Scott, who counts Robin Lee Graham and Bernard Moitessier among his early inspirations. "I am a citizen of the most beautiful nation on earth," wrote Moitessier. "A nation whose laws are harsh yet simple,



*Cindy and Scott of 'Beach House' can hardly wait to dive on Polynesian reefs.*

a nation that never cheats, which is immense and without borders, where life is lived in the present. In this limitless nation, this nation of wind, light, and peace, there is no other ruler besides the sea." Great stuff! No wonder Scott and Cindy are planning to cruise onward for

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# WESTBOUND WANDERERS

another 10 years.

Scott is a longtime ocean racer with five TransPacs under his belt, plus a two-year Pacific cruise back in the mid-'70s. These days, one of his and Cindy's passions is scuba diving and underwater photography. Since heading south last year, one of their most impressive memories is diving with huge manta rays at Isla San Benedicto, far from the mainland in Mexico's Revillagigedos Archipelago.

**Apple — Jeanneau 45  
Mike Lipscombe  
& Veronica Coassolo  
Long Beach, CA**

We've often observed that cruisers come from all walks of life, and *Apple's* crew certainly illustrates our point. Mike is a successful filmmaker born in England, who spent his teenage years on the Caribbean island of St. Lucia — often blasting around in sailing dinghies. Veronica is an up-and-coming Hollywood recording artist born in Italy. As you might have guessed, it was Mike's



*Mike and Veronica of 'Apple' are taking a break from the bright lights of Hollywood.*

idea to unplug from the rat race and go cruising, but Veronica now shares his excitement about making landfalls at idyllic Marquesan isles.

"I thought I'd stop 'writing dreams' and start living them," explains Mike. He

and Veronica took off six months ago and are now headed west with an open-ended timetable.

We'll take a breather here, and pick up where we left off next month, focusing primarily on the portion of this year's fleet heading west from Panama and Ecuador.

Between now and then, the bulk of the fleet will be out on the 'big blue', inching their way to new landfalls and new adventures. We're keeping our fingers crossed that they'll all arrive safely without major damage to boats or bodies.

As veteran Jumpers will tell you, the passage always has its highs and lows, but making landfall beneath the craggy, volcanic peaks of the Marquesas is a snapshot that remains vividly etched in the memories of Puddle Jumpers forever. We can hardly wait to experience that ourselves. Someday. . .

— **latitude/andy**

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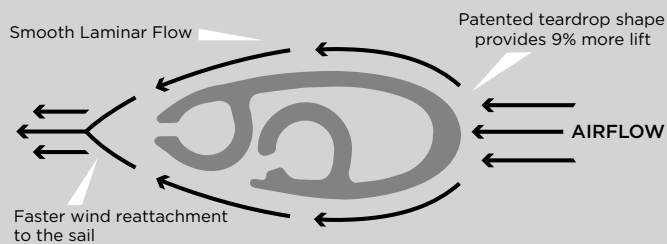
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# EYE ON THE BAY



*'Take Five' took four out sailing on a beautiful day.*



*The crew of 'Liberté' can't be restrained.*



**E**nough already. Everywhere you look, talking heads are screaming about outrageous executive bonuses and corporate jets, hyperventilating over volatile stock prices or pontificating on the latest bubble to burst in banking/housing/employment/whatever. If you're like us, the doom and gloom being force-fed to us nightly by scores of somber-faced pundits has begun to take its toll on your stress

***Spread, in times like these, when stress levels are skyrocketing, "Get out the boat" is great advice that 'Good Advice' is heeding.***

levels. But no matter what's going on in the world around us, there's one place that acts like a mute button on all the static: our boats.

When your 'pressure gauge' is red-lining, a mellow evening sail is just the thing to melt away the stress. Bring

along a bottle of *après-sail* vino, and you have yourself a party. If you can't invest that much time, even the simple act of having a drink in the cockpit — alone or with friends — can serve to calm jangled nerves and reconnect you with what's really important in life.

And it seems the idea is catching on. Last month, we spotted a lot more boats out sailing than is typical for this



# — GET THE PARTY STARTED

ALL PHOTOS LATITUDE / LADONNA



*'Tutu' in hot pursuit of 'Low Speed Chase'.*





# EYE ON THE BAY



*Hit the mute button — Clockwise from above: 'Head out under the Gate and hang a left'; two ships passing in the, uh, day; 'Elizabeth Muir' is a lovely lady without a care in the world; 'Seafox' takes one on the nose; if you can't fight 'em, join 'em — 'Arabella' heads downwind for some easy sailing.*





— GET THE PARTY STARTED





# EYE ON THE BAY

time of year — an observation confirmed by the harbor master of a large Bay Area marina. "I don't have hard numbers, but we can see by the electronic key data that more people are coming down to their boats more often."

It's a trend that seems to be extending to the racing scene as well. According to the Yacht Racing Association, sign-ups for the YRA Party Circuit have nearly tripled from this time last year and they're seeing older boats come out of retirement (see *Sightings* for more on the Party Circuit).

Some speculate that the jump in boat usage is due to the economy — folks can't afford to travel so they're 'making do' at home. Others contend that boatowners are simply utilizing their investments. But everyone can agree that sailing is excellent therapy and, whatever the reason for the increase, it's a trend that will hopefully continue.



*She may not be as grand as a more famous 'Maltese', but we bet the owner of 'Corto Maltese' thinks she sails as sweetly.*

Speaking of parties, March really got the sailing party started early with a wild and wicked storm that segued into weather stunning enough to make summer jealous. Oh sure, the odd low pressure system pushed through the

Bay Area, but for the most part, last month was a great kick-off to the sailing season.

This month, of course, is chock-full of sailing, from the start of more than a dozen yacht clubs' beer can series to the newly combined Strictly Sail Pacific & Power Boat Show to Opening Day on the Bay. Flip back to *Calendar*, starting on page 16, and check out the dozens of racing and non-racing activities going on around the Bay in April. We double-dog dare you to *not* find something to tempt you into taking your boat out of the slip.

If you find that the cacophony of life is eating your brain, make the time to head down to the marina and hit the mute button. We promise: you'll be glad you did.

— *latitude* /ladonna

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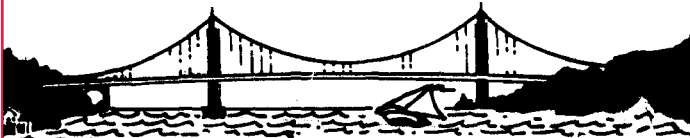
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# MAX EBB

It was the first big pre-season race weekend of the year, and my crew were supposed to be waiting for me at the guest dock.

I had brought the boat across the Bay singlehanded, departing from my marina earlier that morning. The plan was to keep the boat at the host yacht club overnight, so they could park their cars here instead of at our homeport marina.

But where were my crew?

"I got up early," I thought to myself, "just so they can all sleep late and join the boat right near the starting line, and now they don't even have the decency to be here at the guest dock on time."

There were, in fact, people waiting on the guest dock. But they were all in brand new, perfectly coordinated crew uniforms — deep purple sweatshirts with a printed boat profile on the front, and matching hats. They probably had matching foulies, too, inside their matching custom sea bags made from the latest exotic carbon sailcloth. Clearly this crew was waiting for one of the high-roller big boats in Division A.

"Ahoy Max!" one of them shouted. It was Lee Helm. Like the rest of the crew, her face was shadowed by the brim of that baseball cap. I gave their gear a closer look — the boat name on those shirts was the same name as my boat! And that profile on the sweatshirt was a profile of my boat! And those people really were my crew!

They tied up the boat and piled aboard, swinging sea bags over the lifelines ahead of themselves.

"We didn't go for the matching carbon sea bags," Lee apologized.

"Those sweatshirts are great," I said. "You know, I've been thinking about having a set of crew shirts printed up, but I wanted to do something a little more original than just the boat name and sail number with the class insignia."

"We started thinking we'd do T-shirts, too," said my new foredeck crew. "But then, I realized I can only wear a T-shirt for half a day before it has to go in the wash. We'd each need three of them to last an entire regatta."

"It's way too cold around here for T-shirts, anyway," added my new mast guy, a recent transplant from Southern California. "If we went with Ts, no one would ever get to see us wearing them on



LATITUDE / SUTTER

the water. So we decided on sweatshirts. A little more expensive, but you can wear them outside, and you don't have to wash them after one day of use."

"Well, maybe *you* don't," complained the foredeck boss. "If you did as much work or got as wet and sweaty as us grunts up front . . ."

During this exchange, I had a chance to examine the uniform at closer range.

"Where did you ever find that graphic?" I asked. "I have an old brochure and a copy of the sail plan, but nothing that

includes the underwater profile and the rig to the same scale.

"A little Googling and a little Photoshop," admitted Lee.

"I think she made the mast thinner, the boom lower, freeboard less, and the keel deeper," whispered my jib trimmer. "Just to make the boat look a less old-fashioned."

"I didn't do it, nobody saw me do it, and no one can prove I did it," insisted

Lee.

"However you did it, the result is just fantastic," I gushed. "But why did you leave out the name on the side of the hull?"

"Resolution doesn't, like, go down that fine for printing on a sweatshirt," Lee explained. "But we totally got the right font for the name. We made it big enough to read from a boatlength away."

"At least with a boat graphic there's no question that it's a crew shirt," said the mast man. "I have a closet full of shirts that I can't wear anywhere except at a yacht club because they say something like *Vanessa* in big letters. There's no clue that it's a boat name and not my name. Even a sail number doesn't help. Someone came up to me once and asked if I got out of prison before or after the sex change operation. So without a picture of a boat, I'd be afraid to wear any shirt with a feminine boat name to a supermarket in San Francisco."

"He's new in town," explained Lee to the rest of the crew.

*The crew had won this round. I got out the checkbook.*

I moved down into the cabin to help





stow gear and decide which sailbags to keep within easy reach. Lee took over the chart table to review race instructions and courses. After moving one sail, the foredeck crew decided it was already too hot for the sweatshirt, and peeled it off to reveal another custom boat shirt underneath.

"Um, those were supposed to be saved for the *après-sail*, dude," scolded Lee. "Didn't you get the email?"

"Oh, right, sorry," he apologized. "Everything else was in the laundry. But hey, I usually have to delaminate on the downwind leg anyway, so this way I can stay color-coordinated."

The shirt in question was a very nice golf shirt, with the boat's name in tastefully small letters and an embroidered representation of the hull profile.

"That's a beautiful shirt," I said. "I can't believe you all did this on your own."

"It was hard to convince them all not to go with T-shirts for the dress uniform," said one of my cockpit crew. "But you know, when I turned 50, my wife convinced me that I was too old to wear T-shirts in public, no matter how cool they were."

"And he also insisted we, like, have them made with a pocket, which cost a lot more than you'd think," added Lee.

"Great for sunglasses," said the mast guy.

"Reading glasses, in your case," the foredeck crew corrected.

"Wait, there's more," Lee added. She reached into her own sea bag and pulled out another addition to my boat's new fashion collection.

It was another style of shirt. This one had the same matching dark purple, but with alternating white stripes. More like a rugby shirt, with the boat's name and sail number on the front, and Lee's name in big letters on the back.

"Awesome," I said. "But with all those white stripes it doesn't really match the others in the set."

"This is the working shirt, Max. For offshore races. Not really intended to be worn in public."

"Why not the same colors as the dress shirt or the sweatshirt?"

"Night vision!" she explained. "Ever wonder why those traditional French sailor shirts have all the stripes? In starlight, it's easier to see high-contrast stripes than any solid color."

"If I may ask," I said, "when are we going to be sailing in starlight?"

"There won't be much of a moon for Pacific Cup next year," she informed me.

**B**efore I could find out exactly what boat they thought they were going to do Pacific Cup on, or how they planned to convince me to enter my boat, we heard a signal gun fired from the yacht club race deck. Lee poked her head out of the hatch.

"L flag," she announced. "I better run up to the bulletin board to see if there are any changes to the SIs."

"Last chance at the shoreside head," I reminded everyone. "But first, how much do I owe for my sweatshirt and polo? I assume you made a set for me."

My crew just looked at each other and grinned.

"Now?" asked the foredeck crew.

Lee nodded. "Here's the bill." She handed me a slip of paper.

When I saw the number at the bottom, all I could think of was an old Henny Youngman restaurant joke: "Is this the check for dinner, or the national debt?"

"That's right, Max," explained Lee. "If you want your own set of crew gear, you have to, like, buy the whole production run."

"That's extortion!" I protested. "Why, I could practically have bought a new mainsail for this much money!"

They all nodded, now with even bigger grins on their faces.

But there was no way out. The crew had won this round. I got out the checkbook.

**A** few minutes later we were all making our last pass at the yacht club facilities while Lee picked up the latest course sheet and division assignments.

"Max!" one of my competitors hailed as I walked back toward the dock. He owned a boat similar to mine, but I hadn't seen him on the entry list. I asked why he wasn't racing.

"Couldn't get crew," he sighed. "So I volunteered for RC duty instead."

"That's too bad," I said. "You haven't missed a race in years."

"It's a complicated boat to sail well," he complained. "The really good crew move on to more modern boats, and I'm getting tired of running a sailing school during the race. I never thought I'd hear myself say this, but I'm almost ready to go non-spinnaker and non-overlapping jib."

"It worked for the Islander 36 fleet a couple of years ago," I reminded him. "They had a big revival in their one-design class. And I think YRA's Party Circuit will have a no-spinnaker division this year."

"But the rating wouldn't be fair. I still do my club's beer can races, and I need to be rated with spinnaker for those."

"Let me get this straight — you can find crew for racing spinnaker on weekday nights, but can't get spinnaker crew for YRA?"

"Sounds weird, but it's true. Part of that's because the beer can races don't



Taylor the boat gear to the crew. 'Alsumar's crew shows off their wisely chosen tank tops.

LATTITUDE/RICHARD

# MAX EBB

require a no-spin declaration in advance. If you don't set, you get an 18 seconds-per-mile credit. If you do set, even for a fraction of a leg, then there's no credit. So if I have a novice pick-up crew, which I often do, I generally don't plan to fly the spinnaker. But if the wind goes light toward the end of the race, which it often does, I can change my mind and fly the chute."

"Can't you still enter the no-spin division of YRA?"

"PHRF doesn't like boats to have two rating certificates," he said.

"Well, I can understand why," I responded. "Race committees have enough trouble keeping track of rating changes with only one certificate per boat. And I don't think they want people swapping their ratings back and forth depending on expected conditions."

"Those are all race management issues, and shouldn't be the handicapper's problem," he said. "I should be allowed to have one configuration for YRA racing and one for the beer cans. And maybe a third for midwinters."

"So you'd place responsibility on the

race organizers to require you to keep the same configuration for that particular series, if that's what they intend?"

"Yes, and it's not really asking all that much. They should be able to get a copy of a signed certificate off the web easily enough, if there's any question about how the boat's being sailed and whether it matches the certificate they entered under."

"I'd like to see PHRF do something even more radical than allowing multiple certificates," added another member of the RC who had apparently come to fetch my friend to get him back to work. "We need a set of optional default class rules for 'semi-retired' PHRF racer-cruisers. No spinnaker, no genoas, all berth cushions in place, and a crew weight limit set at about two-thirds of the optimum racing crew weight."

"That's dumbed-down pretty far," I noted.

"Yes, but I'd be out there again in a flash if I could race around the buoys

with six crew instead of nine, and no sail changes. Of course, it's only fun if there are other boats configured the same way to race against, and it can't happen without PHRF playing along."

"These are tough times for a lot of people trying to campaign racing boats," my friend agreed. "Anything that gets the older fleets out on the water again is worth a try."

I was ready to argue that the same could be accomplished simply by trading down to a smaller boat, but that was when most of my crew, in their new matching crew shirts, came around the corner.

"There you are! Let's go, Max. Time's running out."

"They look serious," said the RC chair. "How do you manage to hold on to crew like that, season after season?"

"You have to treat 'em right," I said. "Good lunches, fast sails, smooth bottom, and most important of all, cool gear."

— max ebb

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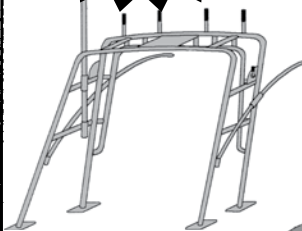
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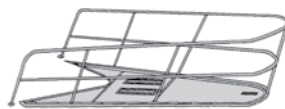
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# THE RACING

T.S. Eliot opened his best-known poem "The Waste Land" with the line, "April is the cruellest month . . ." But where Eliot saw man's futility and a barren human condition full of only despair, after March's racing we see the opposite. As evidence, we hold forth the quality fleet in this year's **Newport to Cabo Race**. If you need more evidence, look no further than the St. Francis YC's **Spring Invitationals**. Need more? How about a 47-boat fleet for the **Doublehanded Lightship**? Or a trip to the **Heineken Regatta**? Looking forward, take note of some big boats that have signed on the dotted line for this year's **Transpac** race. Then take comfort in a **Midwinters Notebook** full of racers' triumphs. If you need more reassurance, just look to the **Race Notes**. We're pretty sure that if you don't feel good about the state of the sport after seeing those, then you're likely, as Eliot wouldn't put it, 'a negative nelly.'

## Newport-Cabo

While it won't go down as the fastest one ever, the Newport Harbor YC's 2009 race to Cabo San Lucas may have been one of the closest. Elapsed-time winner Doug Baker's Andrews 80 *Magnitude 80* missed out on her own record by over nine hours, but the real story was in the boat-for-boat fight that the rest of the boats in classes A and B had down the Baja peninsula.

"I've never been on an ocean race that was that close," said Jeff Thorpe, navigator aboard Chip Megeath's Tiburon-based R/P 45 *Criminal Mischief*. "From Monday morning to the finish, we were sailing within sight of all the TP 52s and SC 70s — it was like a buoy race. We were sailing hotter angles to stay on plane and we'd cross the SC 70s which were sailing deeper. After a few hours we'd jibe and a few hours later we'd cross them again in the same spot."

*Criminal Mischief* — which, in addition to Megeath and Thorpe, was sailed by watch captain Campbell Rivers, UC Santa Barbara freshman Cameron Biehl,

crack the top-10 overall.

"We basically tried to sail high right after the start, but ended up sagging into the beach," Thorpe said of the *Criminals'* track. "Commanders Weather wanted you to get 60 miles offshore, and said that the breeze would pick up on Sunday afternoon, but we made the right call by going in; it sounded like the guys offshore didn't get much breeze."

Megeath's team would ultimately cover the roughly 800-mile course in three-and-a-half days, working inshore at night and offshore during the day.

"We sailed pretty well, and we were in the right place at the right time when the wind came up," Thorpe said.

While *Criminal Mischief* was making gains inshore that first night, Mark Jones' Bay Area-based TP 52 *Flash* was offshore in the light stuff the first night out, and although they did recover a little of the distance they lost, the race took a different focus for them as they duelled with the other TP 52s.

"We were slightly behind another TP 52 that we owed time to, so we made it

our goal to catch them and beat them boat-for-boat," said navigator Will Paxton. "They were using a conventional pole and we have a bowsprit, and we ended up getting in a jibing duel at the finish. We forced them into a brodie and just beat them over the line. We were so stoked we got the boat half-put away and closed down Squid Roe before hitting the taco truck and crashing out on the boat. We didn't even try to get to the hotel until the morning."

In addition to Jones, his buddy Don, and Paxton, the *Flash* crew included Jason Rhodes, Morgan Gutenksut, Jody McCormack, Chris Deaver and John Cladianos — who it seems has spent more time on the 52 in the last year than his own Schock 40, *Secret Squirrel*.



LATITUDE/ROB

"He was our 'cusser-outer-of-computers,'" Paxton said of Cladianos, who builds networks by weekday. "We had issues with the GPS not talking to the software and the instruments and he was down below saying, 'Dammit, I go sailing to get away from these things!'"

Kevin Flannigan's Portland-homeported Fox 44 *Ocelot* also had a big Bay Area contingent aboard, in addition to his brother Chris, with Greg Nelsen, Dan Alvarez, Karl Crawford, Bill Colombo and Tom Warren. While they suffered for waterline and overlapping headsails the first night out, the guys sounded like they had a good time once they got to light off the all-carbon needle.

"By Tuesday morning it was time for the A4 and some rock-and-roll sailing," Warren said. "We had steady boat speed in the 12's with surges in the 17's. The top speed I saw in the low 20's wasn't as remarkable as the hours spent at or above 12 knots that I found impressive. The boat was dream to drive, the crew was a pleasure to sail with and did I mention the food? Burritos, teriyaki pork loin with rice and corn, steak and



We weren't there to meet 'em in Cabo, but we did catch Chip Megeath and Jeff Thorpe in their offshore guise after last year's Pacific Cup.

Ty Reed, Kevin Moon, Robin Jeffers and, fittingly, Alameda County Public Defender Joe Penrod — would go on to win Class B. They also ended up being the only boat to start on Saturday — classes C and D started with more consistent breeze and deeper angles on Friday — to

LATITUDE/ROB





**Chip Megeath's 'Criminal Mischief' — seen here at last year's Rolex Big Boat Series, handily won Class B in the 2009 Newport-Cabo race and was the only Saturday starter to crack the top-ten overall.**

mashed potatoes, and spaghetti with meat balls just to name the dinners! All and all it was a kick-ass race!"

Skipper Greg Nelsen summed up their first-day predicament.

"We already knew that the overall had been decided, since the boats that started Friday had good breeze from astern and put in a very high-mileage first day," he said. "There was not a lot of strategy since we knew the forecast for the first two days was light and south-of-west angle-wise. We just tried to stick as close as we could to the large boats and wait for the wind to clock around to the 'right' direction."

Overall corrected-time honors in the 26-boat fleet went to Newport Beach's Jim Madden and his J/125 *Stark Raving Mad IV*. You'll find results and more at [www.nhyc.org](http://www.nhyc.org).

#### **St. Francis YC Invitationals**

*Spring Keel* — Officially, spring may have yet been over a week away, but it seemed like the transition occurred

halfway through the weekend of March 7-8. The St. Francis YC's Spring Keel Regatta got a little of both seasons on the Cityfront. Saturday started off decidedly winter-like — warm and with breeze light enough that the R/C could only get off one of three scheduled races before the wind and time limit arrived. But on Sunday the breeze and sunshine used the advent of Daylight Saving Time as an excuse to get with the program. After a winter of mutually exclusive calendars, they coordinated their schedules and treated the fleet to a sterling day of sunshine and building westerly breeze. When all was said and done, all the classes except the Folkboats got another three races in.

The first of the club's three spring invitationals, the regatta featured six classes, all with pretty solid numbers: Express 27s, Folkboats, Knarrs, J/24s, Melges 24s, and Moore 24s. With national championships being held on the Bay later this summer, the Melges 24s and J/24s got their biggest turnouts for

a local regatta in recent memory.

*Spring Dinghy* — A week later it was the dinghies' turn, and while they didn't get the sunshine of the week before, the small front that rolled through did provide 10-20 knots of irregular breeze under mostly gray skies.

Fifty-three dinghies took to the Cityfront for two days of racing. With their world championships on the Bay this summer, the top West Coast names in the 505 fleet took advantage of the opportunity to tune up. The result was that 18 505s were scored over the course of the series, although there were quite a few letter scores of the 'did not start' variety. It turns out those were attributable to a variety of factors.

"Although we had a good turnout, a lot of people struggled with equipment breakdowns and just getting to the event," reported eventual winner Nick Adamson, who sailed the regatta with Steve Bourdow. "Howard Hamlin and Andy Zinn are now intimately familiar with how to have a fuel pump replaced on a weekend in the middle of the Valley. I guess we now know how to beat these guys — sabotage their car so they can't get to the event!"

With some new skipper/crew pairings in the fleet, there were a lot of teams posting good scores, but it ultimately came down to Adamson and Bourdow fighting it out with Long Beach's Kevin Taugher and Ben Benjamin.

"We made the concept of 'backing into a win' oh so true with our performance on Sunday," Adamson said, explaining how he and Bourdow eeked out their one-point win despite posting a 5-7-4 on Sunday after starting the regatta with a 1-2-1. "Kevin and Ben sailed fast and smart and won on the water; unfortunately they were OCS in the first race on Sunday."

Apart from the 505s, there were seven 29ers, six Finns, nine Lasers, and eleven Laser Radials. The sweet little Weta trimarans made their St. Francis debut, and local Ronstan rep Alan Prussia, who had just one day in the boat before the regatta, took top honors!

*Spring One-Design* — The weekend of March 21-22 was reserved for the 'big boys.' Although all three classes — Express 37s, J/105s and J/120s — were scheduled to race both days, the clear-through following a damp front that had rolled through on Saturday caused some damage before the boats had even left the dock. Apparently, the St. Francis YC committee boat, the *W.L. Stewart* sustained damage as she tried to back out of her slip. After an alternate com-

# THE RACING



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***Clockwise from top left — the 505s work off the beach at Spring Dinghy; teeing-up the headsail on an Express 27 at Spring Keel; 'Desdemona' had reason to be so happy, especially when they got the 40-degree shift that gave them J/120 title at Spring One-Design; the Moore 24s turned out in force as usual with 20 boats at Spring Keel; the Melges 24s pose for the camera at Spring Keel; 'Expeditious' rolls downhill at the head of a pack of Express 37s; Lester Igo keeps an eye on the kite aboard 'TMC Racing'; Loren Colahan's 'Lounge Act' sailed to a convincing win at Spring Keel.***

mittee boat had been secured, a course was set, with the wind direction requiring the weather mark to be set in deep water in the middle of the channel, with

the start off Ft. Mason.

"By 10:45 they pretty much had the course set up in a gusty 22- to 28- knot northwesterly," said Bartz Schneider,

who took home the Express 37 title with *Expeditious* in the class' first counter of the season. "It's very tough to set marks up there in normal conditions, let alone





the ones we were seeing. Just before the 11 a.m. scheduled start, a sustained 33-35 knots blew in and freezing cold spume was flying through the air. The prospect of racing involved lots of broken gear, shredded sails, and possibly paramedics at the Club — not good. So the Race Committee wisely decided to fly the "AP"

over "A" and call it a day . . . Ironically, an hour later, when all the boats had been put away, the breeze settled back into the low-to mid-20s, and it would have been a pretty day for racing."

That meant that Saturday's three races decided all three classes. On paper, John Wimer's *Desdemona* won

the J/120s going away, but it wasn't as much of a romp as it looked. At the final leeward mark, a late takedown had the crew sailing off toward Alcatraz as the rest of the fleet turned back upwind, staying close to shore to avoid the just-building flood on the final beat. But a 40-degree home-run shift vaulted



# THE RACING

*Desdemona* into the lead and a five-point win in the eight-boat fleet.

In the 23-boat J/105 fleet, Adam Spiegel's *Jam Session* played the tune of a consistent 1-1-3 to finish six points clear of the runner-up, Scooter Simmons' *Blackhawk*. But while the *Jam Session* crew of Dave Kelly on bow, Geoff Papilion trimming, Guillemette Brouillat Spiegel in the pit, Jim Barkow on strategy and Ken Turnbull on main and tactics — may have won going away, they almost didn't make it to the start of the first race after their collision at the Big Daddy Regatta a week before.

"It was only due to a bunch of hard work by our rigger, Ashley Perrin, that we got the boat back together," Spiegel said.

So what put *Jam Session* — which can usually be found in the top-five or so in the J/105 regattas — over the top?

"On Saturday, we had consistent front row starts, which helped us get to the favored side and keep out of the ping-pong mess which often develops in the middle of big fleets," Spiegel said. "I was very happy with our crew work, which was great despite the fact that this was only the second day that all of us had sailed together as a group. We have a

While it may have only been the second day the team had sailed together on the J/105, it's not like they're perfect strangers.

"Five of the six of us are regulars in the Vanguard 15 and Laser fleets at the Svendsen's Thursday Night Series over at Treasure Island Sailing Center," Spiegel said, explaining that everyone is looking forward to the gloves coming off when that season starts April 2.

In the Express 37s, Schneider and company narrowly squeaked by a tight pack for a one-point win, with second through fourth place separated by only one additional point.

"The key for us was winning the third race," he said. "There was an upwind finish just under Anita. When we rounded the gate to start the leg, we were about even, maybe just ahead of *Golden Moon*. We took the right gate looking downwind and Kame Richards took the left. As we sailed up the leg, it was clear that Kame was gaining on us big-time. When we crossed three-quarters of the way up the leg, he was ahead by four or five boatlengths. As we followed him in to the beach on the last starboard hitch before the finish, he sailed into a sharp header, and we both tacked immediately. We couldn't quite fetch the committee boat at the starboard end of the finish, but at the last second we went head to wind, coasted a boatlength and crossed the line. As the gun went off, I looked over and *Golden Moon's* bow was just three or four feet short of the pin."

Schneider was backed up by tactician David James, Marshall Schneider on foredeck, Rhim Fleishman at the mast, John Spencer in the pit, Doug Lee on the main, Rob Hutchinson and Chris Hackett trimming, with Paul Caturegli and Gordon Stott in the cockpit. Although there was no way of knowing it, the three or four feet they eked out at the finish gave them the regatta and reversed the finish order for the top three.



Barry Lewis and the gang from 'Chance' climbed a steep learning curve very quickly on a chartered Rogers 46 in St. Maarten.

"If Kame had won that race, *Golden Moon*, Bill Riess' *Elan* and we would have each had nine points," Schneider said. "*Golden Moon* would have won on the tie-breaker with *Elan* in second and us in third."

## SPRING KEEL 3/7-8 (4r/0t)

EXPRESS 27 — 1) **Magic Bus**, Eric Deeds, 12 points; 2) **Witchy Woman**, Tom Jenkins, 20; 3) **Xena**, Mark Lowry, 20. (12 boats)

FOLKBOAT (3r/0t) — 1) **Polperro**, Peter Jeal, 8 points; 2) **Nordic Star**, Richard Keldsen, 8; 3) **Friede**, Bill Madison, 13. (9 boats)

J/24 — 1) **TMC Racing**, Michael Whitfield, 8 points; 2) **Rail to Rail**, Rich Jepsen, 8; 3) **Small Flying Patio Furniture**, Edward Walker, 15. (9 boats)

KNARR — 1) **Gossip**, Mark Adams, 7 points; 2) **Snaps III**, Mike Ratiiani, 14; 3) **Peerless**, Mike Peterson, 15. (8 boats)

MELGES 24 — 1) **Lounge Act**, Loren Colahan, 5 points; 2) **Smokin'**, Kevin Clark, 10; 3) **JAM JAM**, Neal Ruxton, 17. (8 boats)

MOORE 24 — 1) **This One Goes To 11**, Scott Sorensen, 11 points; 2) **Paramour**, Rowan Fennell, 17; 3) **Wet Spot**, Mike O'Callaghan, 23. (20 boats)



'Dragonsong' sported what has to have been the oldest kite in the fleet for the Island YC's Doubhanded Lightship; it still looked alright!

somewhat unusual format on the tactics and strategy decision making. Jim knows the Bay extraordinarily well and does a great job of painting a big-picture view of the race course for us from the rail. Ken and I use that picture to develop our boat-on-boat tactics. "





6points; 2) **Twist**, Timo Bruck, 11; 3) **Dayenu**, Don Payan, 11. (8 boats)

Complete results at: [www.stfyc.org](http://www.stfyc.org)

### Doublehanded Lightship

The March 14 Doublehanded Lightship Race was quite a different animal from last year's edition, and nobody could have been more happy about it than the sponsoring Island Yacht Club. You may recall that the windy 2008 DHL claimed the lives of two competitors and their boat, *Daisy*, which is thought to have been rolled by a sneaker wave in rough conditions.

This year, the wind and current gods smiled more kindly on the 47 starters, who were escorted out the Gate by winds in the low teens and a fading ebb. With a bit of north in the breeze, almost everyone was able to lay the 'Bucket' in one tack. On the way in, the northerly bias was a bit tight for spinnakers — but perfect for boats like Pat Broderick's WylieCat 30 *Nancy*.

"It was a great day and a great race," says Broderick of the boat's first competitive outing in the ocean (he just bought her last April). "My crew, Michael Andrews, is a terrific sailor, but I think the wind is what really did it for us. The Express 27s, which rate the same, couldn't use spinnakers until late in the race, and by the time they could, we were finished."

The only boat unable to finish the '09 race was Grant Hayes' Hobie 33 *Vitesse Too*, whose rudder shaft broke near Point Bonita on the way in. They got a tow from a good Samaritan boat, which was later transferred to a Coast Guard motor lifeboat.

Brad Cameron's *Pocket Rocket* also had rudder problems. Cameron is about halfway through a restoration of this cold-molded 22-ft Gary Mull design that was actually used as the plug for the original Pocket Rockets and later Rocket 22s. As with much about Cameron's life around boats, the story of how he got the

boat is as hilarious as it is long, but the bottom line is that he paid only \$140 for it.

Anyway, it was also *Pocket Rocket's* first sail in the ocean, at least in this decade, and on the way in, the rudder started falling apart. Crew Scott Wilder got the spinnaker down and for the rest of the race, the two sailors steered with the main and jib — and by running back and forth across the beamy little boat to keep her from rounding up. In fact, Cameron thinks they were in mid-sprint when they crossed the finish line — and won their division.

### DOUBLEHANDED LIGHTSHIP 3/14

MULTIHULL — 1) **Origami**, Corsair 24, Ross Stein/Bill Pace; 2) **Rushambo**, F-31R Darren Doud/Phil McFarlane; 3) **Peregrine Falcon**, F-27, Bill Gardiner/Ray Wells. (7 boats)

DIVISION B (PHRF ≤ 80) — 1) **Brilliant**, J/100 Mod., Trevor Baylis/Jack Halterman; 2) **Punk Dolphin**, Wylie 39, Jonathan Livingston/Jim Wondolleck; 3) **Basic Instinct**, Elliot 10.5, Jan Borjeson/Stephen Spoja. (7 boats)

DIVISION C (PHRF 81-129) — 1) **Nancy**, Wyliecat 30, Pat Broderick/Michael Andrews; 2) **Green Buffalo**, Cal 40, Jim/Steve Quanci; 3) **Lilith**, Wyliecat 39, Karin/Tim Knowles. (11 boats)

DIVISION D EXPRESS 27 — 1) **Desperado**,

*'Sapphire' gets launched in the OYRA's Fully Crewed Lightship race. We ran out of space for the results, so check out: [www.yra.org](http://www.yra.org).*

### SPRING DINGHY 3/14-15 (6r/1t)

29ER (5r/1t) — 1) **Team Shak'n Bake**, Max Fraser/Peter Spaulding, 4 points; 2) **Brick House**, Kristen Lane/Matt Noble, 9; 3) **Giggleloop**, Finn-Erik/Alek Nilsen, 12. (7 boats)

505 — 1) **Nick and Steve**, Nick Adamson, Steve Bourdow; 13 points; 2) **o**, Kevin Taugher/Ben Benjamin, 14; 3) no name, Ryan Cox/Stuart Park, 18. (18 boats)

FINN — 1) **Kathmandu**, Forrest Gay, 6 points; 2) **Sigwart**, Jeff Allen, 13; 3) **Finn**, Vladimir Butenko, 15. (6 boats)

LASER — 1) **Christine Robin**, Tracy Usher, 5 points; 2) **Bud**, Peter Vessella, 10; 3) **Over the Line**, Mike Bishop, 15. (15 boats)

LASER RADIAL — 1) **Geezer**, Chris Boome, 10 points; 2) **No Excuses**, Walt Spevak, 12; 3) **Die Another Day**, Mark Halman, 15. (11 boats)

WETA — 1) **Pitchfork**, Alan Prussia, 8 points; 2) **Weta Trimaran**, David Bernsten, 10; 3) **Trimalicious**, Bob Hyde, 10. (4 boats)

### SPRING ONE-DESIGN 3/21 (3r/0t)

EXPRESS 37 — 1) **Expeditious**, Bartz Schneider, 8 points; 2) **Elan**, Bill Reiss, 9; 3) **Bullet**, Michael Maloney, 10. (6 boats)

J/105 — 1) **Jam Session**, Adam Spiegel, 5 points; 2) **Blackhawk**, Scooter Simmons, 11; 3) **Racer X**, Phillip Laby/Rich Pipkin, 16. (23 boats)

J/120 — 1) **Desdemona**, John Wimer,



# THE RACING

Mike Bruzzone/Andrew Minkowitz; 2) **Dianne**, Steve Katzman/Jason Winkle; 3) **Abigail Morgan**, Ron Kell/Brett Allen. (8 boats)

DIVISION E (PHRF 130+) — 1) **Pocket Rocket**, Mull 22, Brad Cameron/Scott Wilder; 2) **Arabella**, Alerion Express 28, Harry Allen/Henry Culp; 3) **Cassiopeia**, Islander 36, Kit Wiegman/Ralf Burgert; 4) **Kelly Shawn**, Santana 22, Leah Pepe/Jennifer McKenna. (13 boats)

Complete results at: [www.iyc.org](http://www.iyc.org)

## Heineken Regatta

If we were to win our class at Rolex Big Boat Series, we'd probably celebrate by hitting up the Marina district's watering holes. When Barry Lewis and his gang on *Chance* took the J/120 title last year, he decided to go sailing.

But instead of taking a victory lap around St. Francis, Lewis opted for a decidedly warmer venue — St. Maarten and the 2009 Heineken regatta.

"After a few years of losing out at Big Boat Series in the final seconds of the last race, or on a count-back, we had the motive to celebrate," Lewis said. "The Heineken Regatta was our opportunity."

Two years ago, Lewis had the chance to sail on Royal Ocean Racing Club Commodore David Aisher's Rogers 46 *Yeoman XXXII* at the BVI Spring Regatta. When he found out from the boat's captain, the Bay Area-based Ashley Perrin, that it was available for charter for the Heineken



KURT ARRIGO/ROLEX

**Neville Crichton's 'Alfa Romeo' is the scratch boat for this year's Transpac.**

regatta, he jumped at the opportunity, to sail the all-carbon speedster.

"It's an asymmetrical boat with a sprit," Lewis said of the comparison between the Rogers 46 and *Chance*. "There certainly are differences, but the combination of having spent a week and half on the boat in the BVI, plus the fact that all of us have sailed together so much meant we got better over the course of the week."

Actually, they figured the boat out quickly enough to take second in Spinnaker 2, just behind Ron O'Hanley's canting-keeled Cookson 50 *Privateer* and just ahead of Peter Peake's R/P 44

*Storm*. And they didn't just do it in hohum conditions either.

"The weather was cooperative," Lewis said. "A front came in Thursday night and Friday's first race — around the island — had been forecasted to be in 20 knots. By the time we got around to the windward side of the island it was blowing 28-35 knots. On Saturday we sailed windward/leewards in flat water off the leeward side of the island with breeze in the high-20s and low-30s. They sent us up the east side of Island and back on the last day in 20- to 25-knots and we had a great ride home. It was a lot of fun."

Now, given that Lewis's, home waters

## THE BOX SCORES

With the exception of Encinal YC's Jack Frost series, which wrapped-up after we went to press, the following are the final tallies for the Bay's Midwinter Series. While sad in a way, it does also mean that Beer Can Racing is on its way in. We'd love to get your club's results in each month. To that end, send them to us at both: [rob@latitude38.com](mailto:rob@latitude38.com); and [johnr@latitude38.com](mailto:johnr@latitude38.com) and we'll do our best to include them. Remember that including some photos and a short write-up increases the chances that your event gets even more ink! Also don't forget the *Latitude 38* Beer Can Challenge: sail every night at a different beer can race in any given week, then send us photo documentation, and we'll send you some swag to commemorate your pursuit of sailing satisfaction. Happy Summer!

### VALLEJO YC TINY ROBBINS — FINAL

DIVISION A — 1) **Somewhere in Time**, Schock 35, Tom Ochs; 2) **Summer & Smoke**, Beneteau 36.7, Pat Patterson; 3) **Split Water**, Beneteau 10R, David Britt. (10 boats)

DIVISION B NON-SPIN — 1) **Lita-K**, Catalina 42, John Karuzas; 2) **Any Day Now**, Catalina 36, Brian Liddle; 3) **Last Chance**, C&C 34, Mike Pretzer. (9

boats)

### BERKELEY YC MIDWINTERS CHAMPION OF CHAMPIONS — 3/1 (1r)

RED FLEET (1st-place series finishers from each class) — 1) **Can O'Whoopass**, Cal 20, Richard Von Ehrenkrook; 2) **Topper II**, Moore 24, Conrad Holbrook; 3) **Mintaka 4**, Farr 38, Gerry Brown. (6 boats)

BLUE FLEET (2nd-place series finishers from each class) — 1) **Shameless**, Cstm. Schumacher 30, George Ellison; 2) **Bodacious**, Farr 40 1/T, John Clause; 3) **1st Impression**, SC 27, Rick Gio. (3 boats)

WHITE FLEET (3rd-place series finishers from each class) — 1) **Stella**, Ultimate 20, Drew Harper; 2) **Latin Lass**, Catalina 27, Bill Chapman. (2 boats)

Complete results at: [www.berkeleyyc.org](http://www.berkeleyyc.org)

### RICHMOND YC SMALL BOAT MIDWINTERS

— March 2 canceled due to sewage spill. Final results appear in the March issue of *Latitude 38* or at: [www.richmondyc.org](http://www.richmondyc.org).

### GGYC MANUEL FAGUNDES SERIES FINAL 5r/1t

PHRF 1 (< 69) — 1) **Q**, Schumacher 40, Glenn

Isaacson, 11 points; 2) **Quiver**, N/M 36, Jeffrey McCord, 12; 3) **Wicked**, Farr 36 OD, Richard Courcier, 15. (23 boats)

PHRF 2 (70-109) — 1) **Yucca**, 8 Meter, Hank Eason, 4 points; 2) **Lilith**, WylieCat 39, Tim and Karen Knowles, 8; 3) **Mistral**, Beneteau 36.7, Ed Durbin, 17. (14 boats)

PHRF 3 (110-126) — 1) **Shaman**, Cal 40, Steve Waterloo, 4 points; 2) **Lazy Lightning**, Tartan 10, Tim McDonald, 8; 3) **Harp**, Catalina 38, Mike Mannix, 11. (7 boats)

PHRF 4 (>127) — 1) **Uno-129**, WylieCat 30, Steve Wonner, 6 points; 2) **Arcadia**, modernized Santana 27, Gordie Nash, 8; 2) **Nancy**, WylieCat 30, Pat Broderick, 15. (16 boats)

CATALINA 34 — 1) **Mottley**, Chris Owen, 6 points; 2) **Queimada**, David Sanner, 6; 3) **Crew's Nest**, Ray Irvine, 6. (6 boats)

KNARR — 1) **Flyer**, Chris Kelly, 5 points; 2) **Knarr 134**, J. Eric Gray, 7; 3) **Narcissus**, John Jenkins, 14. (6 boats)

FOLKBOAT — 1) **Polperro**, Peter Jeal, 5 points; 2) **Thea**, Chris Herrmann, 9; 3) **Nordic Star**, Richard Keldsen, 11. (7 boats)

Complete results: [www.ggyc.com](http://www.ggyc.com)

### ENCINAL YC JACK FROST (2/28 6r/1t)

DIVISION 1 (PHRF <130) — 1) **Golden**





on the Bay can be pretty breeze-on for most of the summer, this might not sound like a huge learning curve to climb. But despite the five or so feet of length difference, the boat is waaay different from a J/120. For one thing, it's a lot lighter.

"The boat weighs significantly less than a J/120," he said. "If the breeze gets up to 18 knots, it'll plane and you're doing 20-25-knots."

Lewis decided to recruit crew for the event from within the *Chance* family. In addition to Perrin, he brought along his son Blake to grind, tactician Doug Nugent, main trimmer Aaron Elder, trimmers Nat Gingo and Michael Redmond, David Krause on the bow and Bryan Murdoch, Seamus Wilmot, Sean Ross, and Mark Ruppert who filled in between. The only non-regular was Lu Ann Bell, who usually races on the competition — John Wimer's *Desdemona* — back home.

"The crew I have on *Chance* has been around for years," Lewis said. "Everyone loves sailing together, and this was a great opportunity to not only sail to-

gether, but just hang out with each other. It was a great time; I wish I could go do it again next week!"

#### Transpac Notes

The ever-growing list of entries for this year's Transpac just added a few biggies that couldn't provide a more striking contrast. One comprises carbon fiber, titanium, lead and a little hydraulic fluid. The other: Angeline, Doug fir, Sitka spruce and Southern pine. One will be gunning for the outright race record. The other will be gunning for the race's first record.

The first is Kiwi Neville Crichton's R/P 100 *Alfa Romeo*. The svelte canting-keeled rocketship will be making its West Coast debut as the scratch boat in this year's fleet, thanks to the race organizers' efforts at modernizing the race's entry requirements and allowing boats with powered sailing systems to compete. The race should serve as a bit of a homecoming for Crichton,

a car distributor who now does most of his business in Australia. According to a bio on the Alfa stable's (there's also a 69-footer) homepage, Crichton lived in Hawaii for awhile, from where he campaigned the first in a long line of boats that bore the name *Shockwave*.

The second biggie is the Newport Beach-based square-topsail schooner



**Toro tamers John and Mike Pacholski can get the best of a bull.**

*Lynx*. The War of 1812-era design, launched in 2001, will be sailing to beat the record set by *Lurline* in the first edition of the race back in 1906. At 78 feet LOA, and 72 feet LWL, the privateer will

**Moon**, Express 37, Kame Richards, 11 points; 2) **Uno-129**, WylieCat 30, Steve Wonner, 12; 3) **Arch Angel**, Antrim 27, Bryce Griffith, 17. (12 boats)

DIVISION 2 (PHRF >131) — 1) **Osituki**, Cal 28, Rodney Pimentel, 8 points; 2) **Eclipse**, Hawkfarm, Fred Hoffman, 9; 3) **Wired**, Choate 27, Larry Westland, 10. (3 boats)

OLSON 25 — 1) **Shadowfax**, Mark Simpson, 7 points; 2) **Hamburger Haus**, Jens Jensen, 7; 3) **Vivace**, Frank Van Kirk, 18. (6 boats)

SF 30 — 1) **Wishful Thinking**, Tartan 10, Lester Gee, 9 points; 2) **Elusive**, Olson 911S, Charles Pick, 13; 3) **Dreamtime**, Roger Craine, 28. (6 boats)

For complete and final results visit: [www.encinal.org](http://www.encinal.org) as the series' final race was sailed March 28, after we went to press.

#### SAUSALITO YC FINAL (5r/1t)

SPINNAKER — 1) **Gammon**, Tartan 10, Jeff Hutter, 5 points; 2) **Nancy**, Wyliecat 30, Pat Broderick, 12; 3) **Razzberries**, Olson 34, Bruce Nesbit, 12. (6 boats)

NON-SPINNAKER <143 — 1) **Q**, Schumacher 40, Glenn Isaacson, 4 points; 2) **True North**, Baltic 42, Jeff Dunnavant, 8; 3) **Grey Ghost**, Hanse 342, Doug Grant, 9. (8 boats)

NON-SPINNAKER >143 — 1) **Roebot**, Catalina 30, Rod Decker, 5 points; 2) **French Kiss**, Beneteau 350, Dave Borton, 9; 3) **Très Bien**, Beneteau 323, Don Holden, 11. (9 boats)

SANTANA 22 — 1) **Bonito**, Michael Andrews, 4 points; 2) **Tackful**, Frank Lawler and Cathy Sterhoff, 13; 3) **Chopped Liver**, Clyde Niesen, 14. (13 boats)

J/105 (4r/0t) — 1) **Roxanne**, Charles James, 8 points; 2) **Lulu**, Don Weineke, 12; 3) **Jose Cuervo**, Sam Hock, 13. (7 boats)

MULTIHULL — 1) **Peregrine Falcon**, F-27, Bill Gardner, 6 points; 2) **Origami**, Corsair 24, Ross Stein. (2 boats)

Complete results: [www.syconline.org](http://www.syconline.org)

#### ISLAND YC ESTUARY SERIES (5r/1t)

DIVISION A (PHRF to 138) — 1) **Rascal**, Wilderness custom, Rui Luis, 4 points; 2) **Crinan II**, WylieCat 30, Bill West, 11; 3) **Taz!!**, Express 27, George Lythcott, 11. (6 boats)

DIVISION B (Special 168-raters) — 1) **Bewitched**, Merit 25, Lariaine Salmon, 4 points; 2) **My Tahoe Too!**, Capri 25, Steve Douglass, 9; 3) **Dire Straits**, J/24, Steve Bayles, 11. (5 boats)

DIVISION C (139-189) — 1) **Crazy Eights**, Moore 24, Aaron Lee, 4 points; 2) **Cassiopeia**, Islander 36, Kit Wiegman, 8; 3) **Galatea**, Aphrodite 101, Ken Viaggi, 15. (8 boats)

DIVISION D (>190) — 1) **Dominatrix**, Santana 22, Heidi Schmidt, 6 points; 2) **Bodrum Sunset**, Catalina 27, David Ross, 9; 3) **Chili Pepper**, Santana 25, David Lyman, 10. (4 boats)

DIVISION E (Non-Spinnaker) — 1) **Svenska**, Peterson 34, Fred Minning, 4 points; 2) **Knotty**

**Sweetie**, C&C 32, Martin Johnson, 7; 3) **La Palma**, Wilderness 21, Andrew Green, 14. (8 boats)

DIVISION F (Columbia 5.5) — 1) **Tenacious**, Adam Sadeg, 5 points; 2) **Wings**, Mike Jackson, 8; 3) **Seabiscuit**, Kevin Sullivan, 10. (4 boats)

Complete results at: [www.iyc.org](http://www.iyc.org)

#### SEQUOIA YC WINTER SERIES (5r/1t)

SPINNAKER — 1) **Head Rush**, Antrim 27, Charlie Watt, 6 points; 2) **Lucky Duck**, Wylie 34, Paul McCarthy, 13; 3) **Made Easy**, Beneteau 42, Jim Peterson, 16. (14 boats)

NON SPINNAKER — 1) **Iowa**, Hunter 380, Rick Dalton, 8 points; 2) **TimBuktu**, Freedom 32, Dan Doud, 11; 3) **Sweet Pea**, Islander 30, Tim Peterson, 15. (5 boats)

Complete results at: [www.sequoiayc.org/](http://www.sequoiayc.org/)

#### LMSC MIDWINTER FINAL

EL TORO SR. — 1) John Pacholski, 111.75 points; 2) Art Lange, 108; 3) Fred Paxton, 100. (18 boats)

EL TORO JR. — 1) Mike Pacholski, 73 points; 2) Mackenzie Cook, 64; 3) David Yang-Murray, 53. (13 boats)

SUNFISH — 1) George Wilson, 23 points; 2) Suzanne Wilson, 17.5; 3) Roy Jordan, 15. (3 boats)

BANSHEE — 1) Russ Klein, 6.75 points. (1 boat)

# THE RACING

be giving up some waterline to *Alfa Romeo*, but at least she's bigger on paper in a few areas. She obviously doesn't have a canting keel, but given that stacking is allowed in the race, and that *Lynx* carries a full complement of ordnance, we were relieved for the crew's sake to find out that stacking cannonballs after every tack or jibe is verboten. The immaculate vessel, which is often found plying the waters of Southern California, will be sailing as an 'exhibition' this year, with the idea that, in two years' time, there could be a dedicated division for tall ships in the race. With 4,669 sq ft of sail area, she'll probably get to Diamond Head pretty darn quick.

The Transpacific YC has been working on upping the level of hospitality on the mainland end of things — getting LA's Rainbow Harbor dredged and securing free berthing there for competitors for the month leading up to the race start; coordinating with the Aquarium of the Pacific to host the skipper's meeting; and working with local



A quiet boat is a fast boat; 'Pizote' keeps it quiet at SBYRA #5.

business to raise the profile of the race and provide more of a race village-like experience. With less than four months to go now, the entry list for this year's

race is shaping up with an emphasis on quality. With nearly 50 entries already, it doesn't look like it'll be short on quantity either. Counting entries from Japan, Mexico, Canada, the UK, and Spain, the international flavor in the Class of 2009 is already looking really strong. Add in a resurgence of ULDB-70s, SC 50s and pocket sleds, and 2009 is shaping up to be a strong year for the West Coast's signature race. You can keep abreast of all the race's developments at [www.transpacrace.com](http://www.transpacrace.com).

### Midwinters Notebook

Saturday March 7 marked the final act for the Golden Gate YC's Manuel Fagundes Seaweed Soup Series, which drew a high-quality fleet this year, especially among the bigger boats. In PHRF 1 (69-and-under), Glenn Isaacson's Schumacher 40 *Q* finished with a second, to close out the series with a one-point win over Jeffrey McCord's N/M 36 *Quiver*, which tied



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on points with third-placed Farr 36 OD *Wicked*, owned by Richard Courcier. In PHRF 2 (70-109) Hank Easom's 8-Meter *Yucca* counted nothing worse than a bullet to finish four points clear of Karin and Tim Knowles' *Wyliecat 39 Lilith*.

Also counting no score worse than a bullet was Steve Waterloo and his Cal 40 *Shaman*, taking PHRF 3 (110-126). In PHRF 4 (127-and-up), Steve Wonner's *Wyliecat 30 Uno-129* stayed close enough to Gordie Nash's modernized *Santana 27 Arcadia* to close out the series with a two-point win. In the Catalina 34 fleet, Chris Owen's *Mottley* finished a point clear of David Sanner's *Queimada*. Chris Kelly's *Flyer* took the Knarr title after skipping the first race of the Spring Keel regatta to sew up her win, while Peter Jeal's *Polperro* had a throwout to give after counting nothing worse than a second. The results are in the box scores.

*Team Pacholski Sweeps LMSC Mids* — A new tour de force seems about to go prime time in the El Toro fleet these days — the father-son duo of John and Mike Pacholski. Racing in the same



*Hi-five* — a Columbia 5.5 Meter rolls on down the Estuary during the Island YC Midwinters.

fleet, 'Team Pacholski' finished 1-2 at RYC's Small Boat Midwinters. Racing separately in the 12-race Lake Merrit Sailing Club Midwinters, they finished 1-1 in the 18-boat Senior and 13-boat

Junior Fleets.

John, a former big boat sailor, got his start in Toros eight years ago as one of the 'Reservoir Dogs' at Stevens Creek Reservoir. Mike expressed an interest in the sport at age 7, and really blossomed as a sailor in Paul Tara's SCYC junior



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# THE RACING

program, the annual Stockton Sailing Camps and of course sailing with — and against — his Dad.

Now 12 and a seasoned veteran of the Junior Toro fleet, his #11820 — Max Fraser's old boat that the Pacholskis acquired when Fraser moved to 29ers — is the boat to beat.

We don't know what Mike's sixth-grade report cards at Santa Rita Elementary look like, but a quick phone interview revealed a pretty sharp guy with his priorities in order. For example, he's also a good basketball player — but how to do both that and sailing? Simple: drop out of the basketball program whose games are scheduled for Sundays (when the Junior Toros sail most often) and concentrate your energies in the YMCA league, which plays only on Saturdays.

"What do I like about sailing? Everything!" says Mike, echoing his father's sentiments. "The boats, the competition, the people — it's all really fun."

John and Mike's next event together is the Bullship Regatta from Sausalito to San Francisco on April 18.

## Acura Miami Grand Prix

If you're planning on sailing the 2009 IRC Nationals at Big Boat Series this year, be advised: you'd better bring your 'A-game.' Because if you're in the same division as Dan Woolery's Pt. Richmond-based King 40 Soozal, you're going to need it. The sweet looking dual-purpose IRC design from the board of Bay Area expat Mark Mills — who now calls Ireland home — stomped the rest of the field in IRC 2 at the Acura Miami Grand Prix on March 4-9, racking up eight bullets in 10 races. This came on the heels of division wins in the Lauderdale to Montego Bay Pineapple Cup and Acura Key West Race Week, proving that none of these were flukes.

In the 19-boat Melges 32 class, John Kilroy Jr.'s San Francisco-based *Samba Pa Ti* sailed well enough to lock-up second for the week in what's quickly becoming one of the most popular big, little-boat one-designs.

## Race Notes

*California hopefuls recognized* — US Sailing announced the 2009 **US Sailing Team AlphaGraphics** last month and the roster is full of California talent.

Two current and one former Bay Area residents made the team for Women's Match Racing — a new event for 2012 slated to be sailed in a de-rated version of the Elliot 6m. San Francisco-based pro sailor Genny Tulloch and San Rafael's Dana Riley — the Sailing Club Director for the Oakland Parks and Rec department — both call the Bay home, and Seattle's Jen Morgan Glass used to.

Given that Northern California is pretty much this country's mecca of skiff sailing, it should come as no surprise that it's well represented in the 49er as well. Santa Cruz' Joey Pasquali and Sausalito's Jonny Goldsberry made the roster.

In the Women's 470, Belvedere's Molly Carapiet and Redwood City's Molly O'Bryan Vandemoer are on the list. While Alameda's Andy Casey was named to the slate in the Finn dinghy.

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Southern California also garnered a few spots. In the men's 470, Graham Biehl, Adam Roberts and Nick Martin all made the team. All hail from San Diego, along with Star sailors Andrew Campbell and George Szabo. Newport Beach's Charlie Buckingham made the team in the Laser.

Making the team means these sailors will get funding, fundraising, coaching and logistical support from US Sailing as they vie for the right to represent America in Weymouth come 2012.

*Twenty-plus miles of downwind sailing* — Sequoia YC is hosting the first annual **Westpoint Marina Regatta** April 18, and get this: the entry fee is less than a buck-a-mile!

The 25-mile race will start off the northeast end of Yerba Buena Island, leave Alcatraz to port, and then finish at the Redwood Creek entry buoys. According to organizer Ron Brown, the hope is to get prevailing spring breeze which means a long run down the Bay, which he cautions isn't a wherever-you-please type of thing.

"Unfortunately, you just can't sail anywhere," Brown warned. "The South Bay has a number of very shallow shoals — so check your current charts and make sure your depth finder works well!"

Once racers finish, they'll be treated to free berthing at the brand-spankin'-new Westpoint Marina, plus free transportation down to Sequoia YC for a tri-tip dinner at \$20 a head. Also, SYC will provide breakfast at 8:30am on Sunday.

The final sailing instructions will be posted on the race's website at 3 p.m. the day before the race and the



COURTESY CRIMINAL MISCHIEF

**Robin Jeffers digs into the March issue while bringing 'Criminal Mischief' home from Cabo. 'Latitude' reads better than a laptop screen on deck!**

skipper's meeting will be held at 6 p.m. later that evening. For more details and to enter, check out [www.sequoiayc.org/node/137](http://www.sequoiayc.org/node/137). If that doesn't answer your questions, you can direct them to the club. For more on the marina check out: [www.westpointmarina.com](http://www.westpointmarina.com).

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# WORLD

We depart from our normal format this month to bring you our annual springtime overview of **Greater Bay Area Bareboats and Crewed Charter Yachts.**

## A Boatload of Options For Spending Time on the Bay

Thoughtful Bay Area residents observe that simply living and working near San Francisco Bay greatly enhances the quality of life here, even if you never get out on the water. We agree, but would argue that there's really no reason not to get out on the water here. As you'll learn in these pages, there's a wealth of options for sailing the Bay. And once you sample them you'll be even more thrilled to call this region home.

Listed below are both (drive-it-yourself) bareboats and fully crewed charter yachts of all sizes and descriptions. We encourage you to peruse the listings now and save them for future reference.

**Bareboats** — Here in the Bay Area, there are roughly 250 bareboats available for hire, but the businesses that manage them are not simply rental agencies. Almost without exception, these boats are offered by sailing schools — usually called 'clubs' — which offer a full spectrum of courses, from basic sailing to coastal cruising and celestial navigation.

In most cases, you don't have to be a member of the sailing club to rent a boat, although nonmembers will pay somewhat higher rental prices.

The first time you charter with a company you will generally have to get checked out by their staff so they'll feel confident that you're not going to run the

pride of their fleet into a waterside restaurant. Our advice concerning check-outs is to drop by the rental outfit a few days ahead of time and get 'signed off', so you won't cut into your precious charter time on a busy weekend.

Beyond rental discounts, there's usually added value to club membership such as dockside barbecues, 'social sails' where everyone pitches in a few bucks to cover costs, and charter flotillas to idyllic venues in the Caribbean, South Pacific or elsewhere. For folks who don't own their own boat and/or who don't have close friends interested in sailing, joining a club is a smart move. The friendly ambience of a club creates a low-pressure forum for advancing through the hierarchy of classes. And the natural camaraderie that comes with shared activities on the water often spawns lasting



GREG TARCZYNSKI / OCSC



RENDEZVOUS CHARTERS

### BAY AREA BAREBOATS

As the following list demonstrates, there is a wide variety of sail-it-yourself bareboats available for rent in the Bay Area. Compiled here are listings from the area's principal companies (listed alphabetically). We've attempted to be as up-to-date and comprehensive as possible. We regret any errors or omissions.

Please note: Not listed here — due to space limitations — are university and community sailing programs which offer the use of sailing dinghies and daysailers in conjunction with their instructional programs.

#### Cass' Marina

Sausalito (415) 332-6789  
www.cassmarina.com

#### • 30' & UNDER •

Santana 22 Mk II (6)  
J/24  
C&C 25  
Bristol 27  
Lancer 30

#### • 31' - 35' •

C&C 35  
Ericson 35

#### • OVER 40' •

Bristol 40

#### Club Nautique

Sausalito, Alameda  
(800) 343-SAIL  
www.clubnautique.net  
AL = Alameda ; SA = Sausalito;

#### • 30' & UNDER •

Colgate 26 (7) AL, SA  
Hunter 290 AL  
Hunter 306 AL

#### • 31' - 35' •

Hunter 31 (8) AL, SA  
Jeanneau 32 (2) AL, SA  
Hunter 320 (3) AL, SA  
Hunter 326 (2) AL  
Hunter 33 (2) AL, SA

#### • 36' - 40' •

Dufour 36 (2) AL, SA  
Jeanneau 36i AL  
Hunter 36 (3) AL, SA  
Jeanneau 37 SA  
Caliber 40 AL  
Jeanneau 40 SA  
Norseman 40 cat AL

#### • OVER 40' •

Hunter 41 (3) AL, SA  
Hunter 410 AL  
Jeanneau 43 AL  
Gib Sea 43 AL  
Hunter 44 DS AL  
Jeanneau 45 DS AL  
Hunter 49 AL

#### J/World

Alameda (510) 522-0547  
San Francisco, Puerto Vallarta  
www.sailing-jworld.com

#### • 30' & UNDER •

J/80 [26'] (7)

#### • 31' - 35' •

J/105 [34'] (3)

#### • 36' - 40' •

J/120 [40'] (2)  
C&C 38

#### • OVER 40' •

Dehler 41  
Jeanneau 43 DS  
Custom 70-ft catamaran

#### Modern Sailing School & Club

Sausalito (800) 995-1668  
www.modernsailing.com

#### • 30' & UNDER •

Islander 30  
Ericson 30

#### • 31' - 35' •

Beneteau 311  
Pearson 32  
Ericson 32  
CC 32  
Beneteau 33  
Beneteau 35  
Hanse 350

#### • 36' - 40' •

Seawind 1160 [38'] cat  
Beneteau 381  
Beneteau 38  
Beneteau 393  
Caliber 40  
J/120

#### • OVER 40' •

Beneteau 423

#### Monterey Bay Sailing

Monterey (831) 372-7245  
www.montereybay-sailing.com

#### • 30' & UNDER •

Catalina 22  
Columbia 27



# OF CHARTERING



RENDEZVOUS CHARTERS

**Spread:** The Club Nautique sloop 'Unleashed' lives up to her name on a sunny Central Bay daysail. **Inset, top:** A breezy day gets OCSC students fired up. **Inset, left:** Young Miles drive a steady line on 'Yukon Jack'. **Inset, right:** Guests are welcome to pitch in aboard 'Bay Lady'.

friendships. Even if you already own a boat or have access to a friend's, the Bay's fleet, with its wide variety of boat types, can be a valuable resource. Suppose, for example, you can go out racing with a friend whenever you like, but you rarely get time on the wheel. Renting a bareboat is the perfect solution for honing the

full range of skills. We'd bet that virtually every Bay Area sailor has fantasies about chartering a boat in some tropical paradise, but if you never get a chance to take total responsibility for a boat — including anchoring — how will you ever be qualified to charter abroad? Trust us, it's a whole lot more fun to begin an expensive vacation charter if you have confidence in your abilities, as opposed to the continual angst brought on by trying to fake it.

Likewise, if you're thinking of buying a boat of your own, there's no better way to scrutinize the differences between popular makes and models than by personally sea-testing them before you commit.

**Crewed Charter Vessels** — The vessels you'll find in this section are accessible to folks of all ages, with no sailing skills required whatsoever. However, there are special occasions when even diehard sailors who own arsenals of sailing craft could also use these services.

Consider a few possibilities. Suppose you have a slew of relatives coming in from out of town for a wedding or reunion, and you'd like to show them around the Bay. Do you really want to cram them all onto your beat-up old daysailer with the nonfunctional head? No. The smart move would be to charter one of these well-kept 'multi-passenger' vessels, where the pampering service of a professional crew will allow you to sit back, sip champagne and play tour guide.

Similarly, when your coworkers are scratching their heads trying to come up with an original plan for the annual office party, you'll be a hero when you in-

- Coronado 30
- Wyliecat 30
- 31' - 40' •
- Celestial 32
- .....
- OCSC**
- Berkeley (800) 223-2984
- (members only)
- www.ocscsailing.com
- 30' & UNDER •
- J/24 (22)
- Ultimate 24 (1)
- Olson 25 (4)
- 31' - 35' •
- Catalina 320 (4)
- J/105 [34'] (5)
- J/109 [35']
- 36' - 40' •
- Catalina 36 (4)
- Sabre 362
- Caliber 40
- C&C 110 [36']
- OVER 40' •
- Seaward Schooner [82']

- Pacific Yachting/Sailing**
- Santa Cruz (800) 374-2626
- www.pacificsail.com
- 30' & UNDER •
- Santa Cruz 27
- Catalina 28
- Olson 911s
- 31' - 35' •
- Beneteau 31
- Catalina 31
- Catalina 32 (3)
- Beneteau 33 (2)
- Hunter 34
- Catalina 35
- 36' - 40' •
- Catalina 36
- Hunter 36
- OVER 40' •
- Beneteau 46.1
- .....

- Tradewinds Sailing School & Club**
- Pt. Richmond (510) 232-7999
- www.TradewindsSailing.com
- Brickyard Cove / Richmond Marina Bay
- (\*boats also at Folsom Lake)
- 30' & UNDER •
- Capri 22 (7)
- Newport 24\*
- Catalina 25\*
- Catalina 250\*
- Ericson 27 (2)
- Catalina 270
- Catalina 28
- Catalina 30 (3)
- Newport 30
- 31' - 35' •
- Beneteau 323 (2)
- Beneteau 31
- Cal 31 (2)
- Dufour 31
- 36' - 40' •
- Beneteau 343 (2)
- Catalina 36

- Hunter 356
- Islander 36
- Catalina 38
- OVER 40' •
- Beneteau 42
- Jeanneau 43
- .....
- Spinnaker Sailing of Redwood City**
- (650) 363-1390
- www.spinnakersailing.com
- 30' & UNDER •
- Santana 22 (3)
- Cal 24 (3)
- Merit 25 (8)
- Catalina 27 (3)
- 31' - 35' •
- Hunter 33
- Hunter 336
- .....

- Spinnaker Sailing of San Francisco**
- (415) 543-7333
- www.spinnaker-sailing.com
- 30' & UNDER •
- Viper 640
- Ultimate 20
- Ultimate 24
- Santana 22 (2)
- Santa Cruz 27 (3)
- 31' - 35' •
- Flying Tiger 10
- Catalina 320
- Catalina 34
- Catalina 35
- Hunter 356
- 36' - 40' •
- Beneteau 393
- C&C 40
- OVER 40' •
- Hunter 410

# WORLD

troduce them to the idea of a Bay cruise on a bona fide sailing vessel. Those who care to pitch in with the sailing chores are usually welcome to help, while the rest of the group soaks in the salt air and takes in the sights.

The Bay Area's fleet of fully crewed charter vessels breaks down into two principal categories: **'Six Pack' boats**, which are licensed to charter with only six passengers for hire, and **'Multi-Passenger Vessels'** (technically called Inspected Vessels). In most cases these can legally carry up to 49 passengers.

*On these pages we've attempted to be as comprehensive and up-to-date as possible. We regret any errors or omissions, so please let us know if we've left anyone out!*

## 'Multi-Passenger' Vessels (7+)

*(In alphabetical order.)*

**Argosy Venture:** One of the largest and more unique yachts in Northern California, this 101-ft Nevins motorsailer does occasional charters on the Bay as well as annual expeditions beyond the Golden Gate. Built as a private luxury yacht in 1947, her gleaming brightwork and period styling make her an eye-catching sight when she roars across the Bay at 12 knots.

- Carries up to 12 passengers.
- Berthed at Brisbane Marina.
- Available for special custom charters locally (including corporate), family charters and expeditions, as well as film and dive charters.



**'Argosy Venture' is a rare classic.**

- (650) 952-4168; email: [charters@argosyventure.com](mailto:charters@argosyventure.com); website: [www.argosyventure.com](http://www.argosyventure.com).

**Adventure Cat I:** A familiar sight on the Bay, this 55-ft catamaran was custom-built specifically for chartering here. Definitely one of the fastest local charter boats, she's been clocked at 20 knots with a full complement of passengers aboard. Guests can choose to ride on the open-air trampoline, forward, or



**'Adventure Cat II' is fast and fun.**

within the sheltered salon.

- Carries up to 48 passengers.
- Berthed at Pier 39, Dock J, in San Francisco.

• Available for scheduled sails daily (individually ticketed), private group charters and special events, including weddings, whale watching and corporate programs.

- (415) 777-1630 or (800) 498-4228; [sharon@adventurecat.com](mailto:sharon@adventurecat.com); website: [www.adventurecat.com](http://www.adventurecat.com)

**Adventure Cat II:** Designed by cat connoisseur Kurt Hughes, *Adventure Cat II* was launched several years ago. Like her older sister (above), she is fast and fun, yet is much larger and, consequently, can carry twice as many passengers. For really big groups, consider chartering both boats and sail together in tandem.

- Carries up to 99 passengers.
- Berthed at Pier 39, Dock J, in San Francisco.

• Available for private group charters and special events, including weddings, whale watching and corporate programs.

- (415) 777-1630 or (800) 498-4228; email: [sharon@adventurecat.com](mailto:sharon@adventurecat.com); website: [www.adventurecat.com](http://www.adventurecat.com)

**Bay Lady:** At 90 feet in length, Bay Lady is the largest Coast Guard 'certified' traditional sailing vessel on the West Coast. Licensed to carry up to 80 passengers, she holds the second-largest capacity of any sailing charter vessel in the region. *Bay Lady* was built of steel in New England specifically for the charter trade. Her design combines modern strength and safety features with an old-time sail plan — she carries great clouds of sail on her traditional gaff rig. Guests are *always* invited to participate in sailing this great schooner.

- Certified for 80 passengers (most comfortable with about 70).

• Berthed at South Beach Harbor, San Francisco.

• Some scheduled sailings (individually ticketed), private group charters, offshore charters (such as to Monterey) and special events including corporate and baseball parties to McCovey cove.

- (415) 543-7333; email: [rendezvous@earthlink.net](mailto:rendezvous@earthlink.net); website: [www.rendezvous-charters.com](http://www.rendezvous-charters.com)



**The steel schooner 'Bay Lady' carries 80.**

**Cat Ballou:** Originally a Caribbean charter yacht, this sweet-sailing Catana 42 catamaran joined the Bay Area charter fleet after owners Chuck and Ellie Longanecker upgraded her substantially during an extensive refit. As well as doing custom charters on the Bay, she also occasionally voyages beyond the Golden Gate. In fact, in recent years she's offered a series of 'adventure charters' to, from and within Mexico. A management consultant by trade, Chuck specializes in teambuilding charters.

- Carries up to 12 passengers.
- Berthed at Schoonmaker Marina, Sausalito.

• Available for private group charters, special events and corporate charters, including teambuilding.

- (888) 566-8894; email: [chuck@sanfranciscosailing.com](mailto:chuck@sanfranciscosailing.com); website: [www.sanfranciscosailing.com](http://www.sanfranciscosailing.com)

**Chardonnay II:** This sleek Santa Cruz 70 is one of the most popular charter vessels operating on Monterey Bay. She was custom built for fast sailing, yet with the comforts to accommodate up to 49 passengers. She offers a wide array of 'themed charters' such as wine tasting, sunset cruising, and corporate teambuilding.

- Carries up to 49 passengers.
- Berthed at Santa Cruz Harbor.





**Sleek and sexy 'Chardonnay'.**

- Custom 'themed charters', special events, and corporate teambuilding.
- (831) 423-1213; email: [charters@chardonnay.com](mailto:charters@chardonnay.com); website: [www.chardonnay.com](http://www.chardonnay.com)

**Derek M. Baylis:** Named after a famous Bay Area yachtsman, this distinctive 65-ft cat ketch was built specifically for conducting ocean research and marine education, and is operated by the nonprofit Sealife Conservation organization. Tom Wylie designed her to be an "environmentally friendly way to keep up with whales and other marine life without using an engine."

- Carries up to 49 passengers on day-sails or 12 passengers for overnights.
- Berthed at Monterey; pickups in Santa Cruz and elsewhere by special arrangement.
- Offers scheduled daytime marine

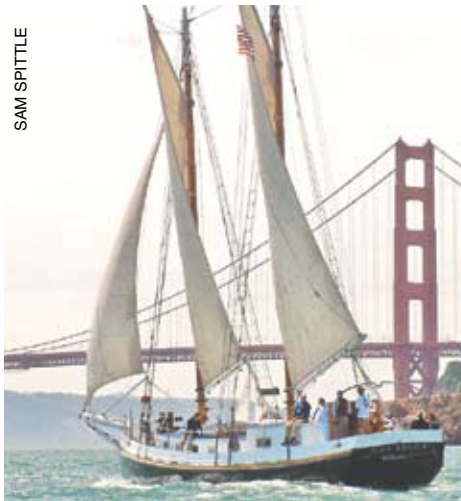
**The custom Wylie 65 'Derek M. Baylis'.**



conservation educational cruises and sunset 'wine and cheese' cruises with Monterey Bay Aquarium, Tues-Sun throughout the summer. Also available for marine research, custom group charters, including corporate events (educational and naturalist service available at no additional cost).

- (831) 818-6112; email: [captain@sealifeconservation.org](mailto:captain@sealifeconservation.org); web: [www.sealifeconservation.org](http://www.sealifeconservation.org). [For Monterey Aquarium trips call 800-756-3737.]

**Gas Light:** Designed by Carl Schumacher and built by master shipwright Billy Martinelli, this beautifully crafted 50-ft schooner is reminiscent of the days when hay and produce were brought down Bay Area rivers to market under sail, aboard similar scow schooners. Her main cabin is spacious and bright, while her broad decks make it easy to mingle



**'Gas Light' is a replica of bygone days.**

during a party cruise, and she heels only minimally.

- Carries up to 49 passengers (ideal with 25-35).
- Berthed at Schoonmaker Marina, Sausalito.
- Available for private group charters and special events including corporate meetings and teambuilding. Kids' groups welcome.
- (415) 331-2769 or (415) 601-1957; email: [gaslightcharters@hotmail.com](mailto:gaslightcharters@hotmail.com); website: [www.gaslightcharters.com](http://www.gaslightcharters.com)

**Glory Days:** This classic Morgan Out Island 51 is owned and operated by Pam Powers, one of the few professional female skippers in the local charter trade. Before going out on her own years ago with the purchase of *Glory Days*, Pam



**The Morgan O.I. 51 'Glory Days'.**

skipped many of the Bay's biggest charter vessels.

When Morgan Yachts first began producing the Out Island line in the late '60s, these comfy boats quickly became popular with both cruisers and charter companies — especially the 51-ft version, like *Glory Days*.

- Certified for 42 passengers — probably the only O/I 51 that is.
- Berthed Pelican Harbor, Sausalito.
- Available for corporate events, private charters, weddings, ash scatterings, teambuilding sails, and Angel Island BBQ sails. Occasional scheduled sails (individually ticketed) such as Friday night sunset sails and full moon cruises (see website for schedule).
- (800) 849-9256 or (415) 331-2919; email: [captam@sailsfbay.com](mailto:captam@sailsfbay.com); website: [www.sailsfbay.com](http://www.sailsfbay.com)

**Nehemiah:** Among the things that make this classic wooden ketch unique in the Bay's charter fleet is the fact that



**'Nehemiah' has circumnavigated — twice!**

she has circumnavigated — twice — under previous owners.

Her current use is also unique, however. Capt. Rod Phillips and his wife, 'Admiral' Joni, enjoy doing Bay charters

# WORLD

for the general public, which finance their true passion, youth sail training — particularly for 'at-risk' youth. Solidly built and traditionally rigged, she is an ideal platform for hands-on training, as well as pleasure sailing. A lifelong mariner, Rod also captains S.F. Bay ferries.

- Carries up to 32 passengers.
- Berthed at Richmond's Marina Bay.
- Available for youth sail training, scheduled sails (individually ticketed) and private charters.
- (510) 234-5054; email: [captain@sailingacross.com](mailto:captain@sailingacross.com); website: [www.sailingacross.com](http://www.sailingacross.com)

**Ruby:** At 64 feet in length, this double-ended steel sloop has been a familiar sight on the Bay for as long as we can remember. In fact, *Ruby* has been chartering longer than any other boat on the Bay — 27 consecutive years. She's also become a landmark at her San Francisco Boat Works homeport, adjacent to The Ramp restaurant. Owner/skipper Josh Pryor designed and built her himself back in the '70s with thoughts of long-distance cruising, but once he started chartering her, he discovered that both he and she were well suited to the business. In addition to scheduled sailings, she does a variety of special charters — one of the most memorable was when The Playboy Channel brought a dozen bunnies aboard years ago for an Opening Day photo shoot in the waters off what is now AT&T Park.

- Carries up to 31 passengers.
- Berthed at The Ramp restaurant, foot of Mariposa St., San Francisco.
- Available for lunch and evening sails daily (individually ticketed), pri-



**The custom steel sloop 'Ruby'.**

vate group charters, and special events including corporate functions and ash scatterings.

- (415) 861-2165; email: [rubysailing@sbcglobal.net](mailto:rubysailing@sbcglobal.net); website: [www.rubysailing.com](http://www.rubysailing.com)

**Sea Raven:** This comfortable 65-ft catamaran specializes in elegant dining cruises under sail, accommodating up to 30 guests for 'sit-down' dinners in her customized salon. For this purpose, she

is completely unique within the Bay Area fleet, which, naturally, brings her plenty of corporate business and special-occasion charters.

- Carries up to 48 passengers.
- Berthed at South Beach Harbor, San Francisco.
- Available for private charters only: dinner cruises, private group charters, special events including corporate functions and baseball tailgate parties.
- (415) 543-7333; email: [rendezvous@earthlink.net](mailto:rendezvous@earthlink.net); website: [www.rendezvous-charters.com](http://www.rendezvous-charters.com)

**Seaward:** Originally based in Boston, this 82-ft staysail schooner has a different focus from most others. During the spring, summer and fall her primary function is running hands-on sail



**The sail training schooner 'Seaward'.**

training for Bay Area youngsters, which is partially funded by adult sail training and private charters. When winter approaches, she heads for the sunny latitudes of Mexico, where she offers a series of programs which combine education in traditional seamanship, study of the marine environment and fun in the sun. She is owned and operated by the nonprofit Call of the Sea organization.

- Carries up to 45 passengers on day trips; 15 for overnights.
- Berthed at Sausalito.
- Available for youth and adult sail training, day sails, scheduled (individually ticketed) sails, overnights to Drake's Bay and the Farrallones, private group charters and corporate events, plus 'adventure sailing' in Mexico during the winter.
- (415) 331-3214; email: [info@callofthesea.org](mailto:info@callofthesea.org); website: [www.callofthesea.org](http://www.callofthesea.org); and for Mexico: [www.seawardadventures.org](http://www.seawardadventures.org)

**Tahoe Cruz:** This beautiful custom Santa Cruz 50 sails daily out of the Tahoe City Marina from May through October. Captains Jim Courcier and



**The 'Tahoe Cruise' screams across the lake.**

Mike Pavel are both accomplished racers and cruisers who love sharing the joy of sailing the pristine waters of scenic Lake Tahoe. Prevailing SW afternoon breezes averaging 10 to 15 knots make for ideal sailing conditions.

- Carries up to 25 passengers
- Berthed at Tahoe City Marina.
- Available for affordable, scenic two-hour cruises with complimentary refreshments, private parties, company charters and Emerald Bay luncheon sails. Daily departures.
- (530) 583-6200; website: [www.TahoeSail.com](http://www.TahoeSail.com)

**Yukon Jack:** Although a remarkable amount of 'big boat' racing takes place on the Bay each year, only a minuscule portion of the sailing community ever gets to ride on those sleek, go-fast machines. But if you'd like to check out the adrenal thrill of blasting across the Bay on an ultralight, this proven Santa Cruz 50 is the boat for you. A former ocean racer, she actually holds the San Francisco-to-Tahiti record from her '95 crossing: 19 days, 4 hours and 51 minutes, if anyone's counting.

- Carries up to 25 passengers.
- Berthed at South Beach Harbor, San Francisco.
- Race charters (including offshore), private group charters, and special events including corporate.
- (415) 543-7333; email: [rendezvous@earthlink.net](mailto:rendezvous@earthlink.net); website: [www.rendezvous-charters.com](http://www.rendezvous-charters.com)

**Team O'Neill:** As her operators like to say, "For an Extraordinary Santa Cruz Adventure, just add water!"

Promising a unique and specialized sailing adventure on the Monterey Bay, this 65-footer gives you a true appreciation for big catamaran sailing.



# OF CHARTERING



The 'Team O'Neill' cat is easy to spot.

Her length and 28-ft beam provide an exceptionally smooth and stable ride, with plenty of deck space to move around freely. Her full galley can accommodate catered sails, or guests may choose to bring along picnic-style meals.

Ideally suited for both family and friends of corporate groups.

- Carries up to 49 passengers.

- Berthed at Santa Cruz YH.

• Available for private group charters and now offering public 1 hour days sails on Saturdays during the summer.

- (831)475-1561;

email: [sailingsantacruz@gmail.com](mailto:sailingsantacruz@gmail.com);  
website: [www.oneillyachtcharters.com](http://www.oneillyachtcharters.com)

## Six-Passenger Crewed Yachts

We need to preface this section by saying that in addition to the six-passenger vessels which follow — many of which are operated by their owners — **virtually every sailing school (aka 'club')** listed at the beginning of this section also has boats which are **available for 'six-pack'**

**Meet the lovely 'Angelique'.**



## charters with captain and crew.

Some of the larger boats in those fleets are very nicely fitted-out for both **comfortable daysails and overnight charters**. Call them for details and pricing.

**Angelique:** New to the fleet last year, *Angelique* is a sweet-sailing Columbia 57, built for comfort inshore or offshore. Her roomy, nicely appointed interior and stable racer-cruiser design make her a good choice for extended cruises.

- Carries up to 6 passengers.

• Available for 'captain-only' charters at very reasonable rates, as well as full-service crewed group charters, as well as multi-day trips in the bay and along the Coast.

• (707) 707 953-0434; email: [andy@sailingbiz.com](mailto:andy@sailingbiz.com); website: [www.sailingbiz.com](http://www.sailingbiz.com)

**Apparition:** Sleek and speedy, *Apparition* was custom-built in Sausalito with



This 'Apparition' is a familiar sight.

small-group chartering in mind. Captain Stan Schilz loves to introduce guests to the ease and comfort of multihull sailing by letting them take the helm. One of the few crewed charter yachts that does overnights, this 38-footer has two double cabins and a full galley. If you're planning to bareboat a cat soon, spending some time aboard *Apparition* would be good preparation.

• Carries up to 6 passengers for private charters. Can also be bareboated by special arrangement with up to 12 passengers.

• Berthed at Schoonmaker Marina, Sausalito.

• Available for private group charters, special events, multihull sailing instruction and trips up the Delta or the Petaluma or Napa rivers.

• (415) 331-8730; email: [info@apparition.com](mailto:info@apparition.com); websites: [www.apparition.com](http://www.apparition.com) or [www.boatsboatsboats.net](http://www.boatsboatsboats.net)

**Bay Wolf:** A recent addition to the Bay fleet, this pedigreed Santa Cruz 50 ocean racer is a veteran of many Hawaii and Mexico races. With her new mast, rigging and other upgrades, she promises fast, exhilarating Bay sailing.

• Carries up to six passengers. (Note: This boat may soon be certified for 25 passengers.)

• Berthed in Sausalito.

• Available for private group charters, corporate charters and special events. Passenger participation is welcomed.

• (415) 328 6480; (650) 858-1640 or cell (650) 492-0681; email: [greengibsonsg@yahoo.com](mailto:greengibsonsg@yahoo.com); website: [www.sfbaysail.com](http://www.sfbaysail.com)

**Carrera:** At the smaller end of the spectrum is Gene Maly's well-kept Capo 32 racer/cruiser. Based at Monterey, *Carrera* balances her busy schedule between intimate group daysails and instructional sails that feature plenty of one-on-one attention.

• Carries up to six passengers.

• Berthed at Fisherman's Wharf, in Monterey.

• Available for scheduled daysails including Marine Sanctuary tours, private charters, accredited instruction, and "teambuilding challenges" for corporations.

• (831) 375-0648; email: [captain-gene@sailmontereybay.com](mailto:captain-gene@sailmontereybay.com); website: [www.sailmontereybay.com](http://www.sailmontereybay.com)

**Flying Tiger:** This sleek former racing yacht was originally designed to race in the SORC. She was later fitted out for comfortable cruising and explored both Mexico and Alaska. Kirk Miller (a.k.a. Capt. Kirk) gave up a successful career in the energy business to pursue his dream of chartering on the Bay aboard *Flying Tiger*.

She is ideally suited to charters with those who enjoy high-performance sailing — it doesn't take much to convince Kirk to put up the chute on the downwind run past the Cityfront. She has recently undergone an extensive refit.

• Carries up to six passengers.

• Based at Sausalito.

• Available for private group charters, corporate charters and special events. Passenger participation is welcomed.

• (415) 328 6480; (650) 858-1640 or cell (650) 492-0681; email: [greengibsonsg@yahoo.com](mailto:greengibsonsg@yahoo.com); website: [www.sfbaysail.com](http://www.sfbaysail.com)

# WORLD



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**Imi Loa** is one of the most popular cruiser/racers on the Bay in her size range. A stiff and comfortable boat with many amenities, this sloop comfortably accommodates six guests, and with her spacious cockpit and table, there's plenty of room for guests to enjoy cocktails and

a snack during quiet evening sails or while cruising through Richardson Bay after a fast reach across the slot.

Captain Gregory Sherwood is a USCG-licensed Master and ASA certified sailing instructor who's been sailing *Imi Loa* in the Bay Area since 1996. He's also an accomplished offshore racer and cruiser.

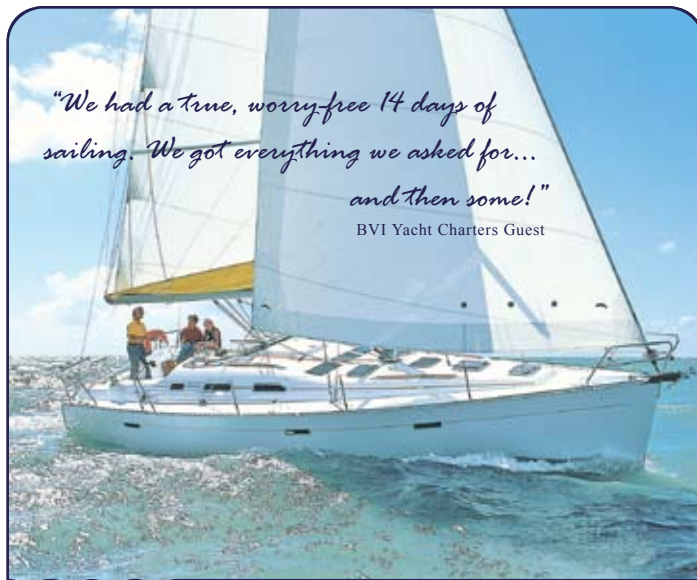
- Carries up to 6 passengers
- Berthed at South Beach Harbor, Pier 40, San Francisco
- Available for private charters, corporate team-building, wine tasting and sunset sails. Check the website for monthly specials. Passenger participation encouraged.
- (408) 910-0095; email: [Charters@sfsailtours.com](mailto:Charters@sfsailtours.com); website: [www.sfsailtours.com](http://www.sfsailtours.com)

**Incognito:** This custom-built C&C 48 is the 'dream boat' of 30-year charter skipper Mark Sange. He had been looking for a stiff, high-performance boat that was well balanced and responsive. And to hear him tell it, *Incognito* filled

the bill perfectly. Having skippered big luxury charter yachts in the Med for a decade, Mark knows a thing or two about putting excitement back in his client's lives. "I like to introduce them to the therapeutic effect of bashing to windward in 20 knots of breeze with the lee rail buried."

- Carries up to six passengers.
- Berthed at Sausalito Yacht Harbor.

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**Karisma:** This sweet-sailing Catalina 470 is the queen of the Lighthall Yacht Charters all-Catalina fleet. Her roomy cockpit and nicely appointed interior make her ideal for either daysails or overnights. Primarily run as a crewed yacht by longtime Santa Cruz sailors Krista and Scott Lighthall, she can also be bareboated by special arrangement.

Catalina 42s and 34s are also in the Lighthall fleet.

- Carries up to six passengers.
- Berthed at Santa Cruz Yacht Harbor.
- Available for private or shared charters, corporate charters, sailing lessons, bareboating, scattering at sea services, with affordable prices.



**The Alden classic 'Pegasus'.**

- (831) 429-1970; email: [sail@lighthallcharters.com](mailto:sail@lighthallcharters.com); website: [www.lighthallcharters.com](http://www.lighthallcharters.com).

**Magnum:** The design of his sleek Nordic 44 combines sailing performance with a luxuriously appointed interior. She serves as a comfortable daysailer or

comfy overnighter. (Company also books large group charter on a variety of Bay vessels.)

- Carries up to six passengers.
- Berthed in Sausalito.
- Available for private group charters, sunset sails, and corporate events. This boat can be bareboated to well qualified sailors.
- (415) 332-0800; email: [atlantis@yachtcharter.com](mailto:atlantis@yachtcharter.com); website: [www.yachtcharter.com](http://www.yachtcharter.com)

**Pegasus:** For the past 15 years this beautiful 1972 John Alden 51-ft ketch has specialized in taking school groups and at-risk youth out on the Bay (no charge to schools or parents). In order to subsidize those programs, they've recently made this Philippine mahogany beauty available for private charters.

- Carries up to six passengers.
- Based at Berkeley Marina.
- Available for private group charters, corporate charters, and special events including weddings by the captain, in addition to special youth sails. Passenger participation is welcomed.

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# WORLD OF CHARTERING

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**Ocean Aire:** This beautiful Tayana 47 sloop was new to the Bay Area fleet last year. She recently underwent a thorough \$175,000 refit which left her in better-than-new condition, with luxurious amenities below decks. *Ocean Aire* charters include limo pick-ups, first-class service, and fine cuisine catered by a San Francisco hotel.

- Carries up to six passengers.
- Pickups at South Beach Harbor, Pier 38 and at Jack London Square.
- Focused on high-end service and accommodations; available for private day charters including corporate, special events, whale watching, skills assessment, and scattering of ashes.
- (916) 826-5653; email: [yachtcharters@rcip.com](mailto:yachtcharters@rcip.com); website: [www.executiveyachtsystems.com](http://www.executiveyachtsystems.com)

**Perseverance:** Captain Jeffrey Ber- man has been a mariner his entire life.



'Perseverance' skirts the Cityfront.

An accomplished racer, cruiser and commercial captain, he enjoys sharing the experience aboard this Catalina 36 MKII through a wide variety of charter offerings, including lessons.

- Carries up to six passengers.
- Berthed at Alameda.
- Available for private group charters, sailing lessons, teambuilding, memorial

services, and overnights to Drake's Bay or Half Moon Bay.

• (415) 302-0101; email: [captain@charterperseverance.com](mailto:captain@charterperseverance.com); website: [www.charterperseverance.com](http://www.charterperseverance.com)

**Ta Mana:** "When it's time for a break from the ordinary," says Cap'n Bernard, "experience the Bay under sail!" he invites both experienced sailors and landlubbers to take a turn at the helm of this 36-ft cutter.

- Carries up to six passengers.
- Berthed at Sausalito.
- Available for private group charters and special events. Passenger participation encouraged.
- (415) 272-5789; email: [tamanacharter@sbcglobal.net](mailto:tamanacharter@sbcglobal.net) or see website [www.getawayonthebay.com](http://www.getawayonthebay.com)

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BELLINGHAM, WA

# CHANGES

With reports this month from **Cocokai** on heading to **Palmyra** to resume cruising; from **Beach House** on careening their cat in El Salvador; from **Swell** on Liz Clark finally finishing her refit; from **Honeymoon** on preparing for a Canal transit; from the **Pirates for Pupils Spinnaker Run** on Banderas Bay; from **Sailors Run** on replacing a diesel in Buenos Aires; and lots of **Cruise Notes**.

## **Cocokai — 67-ft Schooner Greg King, Jennifer and Coco Leaving Hawaii (Long Beach)**

We started cruising with the '06 Ha-Ha and are still going strong. After cruising down the west coast of the Americas as far south as Ecuador, we sailed to the South Pacific, then last year we took a little break in Hawaii. After five months in the Hawaiian Islands, we left Kauai in early March for the 1,100-mile passage to Palmyra Atoll. As I write this, we are a third of the way there and are drying out after 24 hours of steady rain. So much for having fixed all the leaks in the deck! And Greg has a new pet — our first cockroach. He must have come aboard the docklines in Kauai. We're hoping he's a he, is alone, and that he won't survive the head and torso injuries he suffered during his encounter with Greg.

We enjoyed our time in Hawaii, but after the so-called "reinforced" tradewinds kicked our keester in Nawiliwili Bay on Kauai, we're happy to have moved on to warmer climes. During the reinforced trades, Greg and I were awoken by a crunch, followed by a CRUNCH!, in the wee hours of Saturday. We rushed on deck to find that the mighty *Cocokai* T-boned herself on the bowsprit of a ketch on a mooring. We'd dragged in the 30- to 35-knot winds. Waking up would be the start of a seven-hour misadventure that included exhaust smoke and raw water pouring out of the engine, accompanied by only slight movement forward. We grounded a few feet from a rocky break-  
**Although strong and athletic, Greg suffered a minor heart attack while surfing. After a misdiagnosis, stents have him good as new.**

water, and finally had to winch our big beast 300 yards to the dock. I think I mentioned that it was blowing 35 knots at the time. Needless to say, it was our most exciting experience so far.

Some of our more pleasant experiences included exploring Kauai with our new friends from sailing vessel *Minke*. We visited waterfalls and secret beaches, and spent the night at a cabin up in the rainforest. We also enjoyed Oahu and being docked at the Hawaii YC. Having been members for years, it was fun to finally visit. With friends from an authentic Chinese junk, we even ended up in the Chinese New Year parade in Chinatown. Plus we had lots of friends visit from the mainland.

Prior to Oahu, we spend an idyllic week in Molokai — but then Greg had to be "air-vac'ed" to Oahu for surgery after a "minor" heart attack. Two stents later, he is doing great and has fully recovered. He actually had the heart attack while surfing in Maui the week before. He was still "feeling funny" when we got him to the clinic in Molokai. They initially misdiagnosed him as having a bruised sternum, but after he insisted, they went ahead with an EKG. The local docs thought the EKG looked fine, but as an extra precaution they faxed it to a cardiologist in Maui. To make a long story short, they called us the next day, and before we knew it, Greg was on a plane to Oahu to have the stents put in. But as I said, he's fully recovered.

Prior to Greg's incident, Maui had been fun. We were visited by lots of friends, and even got in on another parade — the kiddy Halloween parade. It was a blast. Coco looked so cute dressed up in her colorful Peruvian outfit we'd gotten at Machu Picchu when we were cruising in Ecuador. She also had a large blow-up dragon masquerading as her pet llama.

Before Maui, we spent six weeks or so on the Big Island, getting our transmission fixed. After getting it "fixed" for the second time on the Big Island, we finally replaced it on Oahu. We enjoyed being moored out in the main bay in Kona, with easy access to town. We ended up being there for the Iron Man



Triathlon, with Coco getting us some backstage passes to the staging area at the pier. So we were front and center for the action. The swimmers went right under the bowsprit of our boat, the transitions for the bike and run were on the pier, and the finish line right out front. It was a fun day. We also enjoyed meeting a number of sailors who had sailed on *Cocokai* back when she was *Waterworld* and based out of Kona. After all these years, we finally learned that she'd been built at a small yard in the South of France.

While it was fun to be in Hawaii, it's good to be on our way to warmer — Hawaii has a surprisingly blustery winter — and less civilized places.

— jennifer 03/09/09

## **Beach House — Switch 51 Scott and Cindy Stolnitz A Careening Good Time (Marina del Rey)**

It was a fine state of affairs that we found ourselves in at Bahia del Sol, El Salvador. The transmission on our port



COCOKAI



# IN LATITUDES



**When Scott and Cindy purchased 'Beach House', they hoped they'd never see her in a state such as this. Now, it's not so bad.**

engine had gone out — at least we'd thought that's what had gone out — while crossing Mexico's Gulf of Tehuantepec some 300 miles to the north. With the help of our friend Carmina Robles of Guatemala City and DHL Express, we got a new transmission shipped from the States to Guatemala in less than three days. Then we learned that the haul-out promised to us at Puerto Queztal, Guatemala, wasn't going to happen anytime soon. The boat already on the rails was expected to be there for three more months.

So we picked up our transmission and motored on one engine to Bahia del Sol, El Salvador, where we were told that we'd have no problems using Island Marine's tire-grid for careening. After all, more than 50 boats had already gotten out of the water that way before. The basic idea was that we'd drive our cat up onto the beach at high tide, and when the tide went out, she'd be sitting high

and dry, giving us a four-hour window in which to replace the transmission. When the tide came in, we'd float back off into deeper water and be good to go.

Unfortunately, the tire-grid system at Bahia del Sol wasn't going to get us high enough out of the water to do the work we needed. But then we noticed a trimaran careened on a sandbar in the middle of the estuary not more than 100 yards away. That led to Plan B, and here's how it went down on March 2:

We'd been anxious, so neither of us slept well. Scott got up at 4 a.m. to go over his checklist. Just before 5 a.m., Alex the mechanic arrived. He and his *panga* were going to tow us to the careening site, and his *panga* would be one of three holding us in position as the tide went out. This would be an important job, as the current would run at up to three knots perpendicular to our hulls. As for the careening site, we'd marked it the day before with bamboo poles.

While it was still early, Scott

BEACH HOUSE

and Alex took our dinghy to the careening site to preset two anchors for *Beach House*. We would have set them out the day before, but Carlos, another helper with a *panga*, cautioned that the locals would probably steal them during the night. A short time later, *Beach House* was pulled to her careening site, as identified by the GPS track we'd made the day before with our dinghy.

Things were tense at 7 a.m., as everybody was try-



**Staking things out.**

ing to hold *Beach House* in line with the bamboo poles, in particular, keeping the strain from getting too great on the starboard side anchors. We used our dinghy to help push against the tide. The fore and aft positioning was crucial, too, for if *Beach House* inched too far forward, much of the weight of the cat would be on her vulnerable rudders and saildrives.

At 8 a.m., Alex gamely jumped into the murky estuary waters to see how close *Beach House* was to touching down, and what part would touch first. Once she touched, we'd have very little time to reposition her. As we waited for the tide to drop, I served bean and cheese burritos and Gatorade for breakfast. Yum.

*Beach House* bounced on the bottom for the first time at 8:30 a.m., and began to make ever more increasing contact. The rudder skegs, which are very strong, touched first. Both the rudder and the saildrives looked as though they'd have adequate clearance. Fifteen minutes later, Scott jumped in with a mask to confirm that our positioning was good.

**Alex and Scott (on the other side of the hull) proved themselves to be real men by getting down in the mud — and loving it!**



BEACH HOUSE

BEACH HOUSE

# CHANGES

Alex then dove underwater and used his bare hands to dig four holes in the soft mud, making sure there would be plenty of clearance for the rudders and saildrives if the boat settled in the mud farther than we expected.

By 9:15 a.m., *Beach House* was securely resting on the hard pack sand bot-



**It looked decidedly odd, this cat out of water.**

tom. Although the area of the hulls we needed to work on wasn't then fully exposed, Alex got down into the muck and started removing as much as he could. For example, there is a thin fiberglass 'skirt' screwed and glued to each hull around the saildrives, and it needed to be removed and replaced. After the screws were taken out and the glue chiseled off, Scott decided we needed new skirts. We gave Alex the materials to take to his mile-distant shop.

Shortly after 10 a.m., the water level had dropped enough for Scott and Alex to take off the propeller, the necessary first step to lifting the saildrive up and out of the engine room. But there was a curious problem. One of the screws on the propeller that should have been fixed turned easily. It was the first clue that our problem hadn't been with the saildrive transmission at all, but rather with our Jprop.

Using our satphone, we called the Canadian dealer for the Jprop. He told us that neither he nor anyone else in North America represented the company anymore, and he no longer thought very highly of the product. Oh joy! We then

**'Beach House' is now one of the few cruising boats that is equipped with not one, not two, but three SD-50 Saildrives.**

made a satphone call to Yanmar Technical Support to see what propeller brands they were recommending. Tech Support was out to lunch for 40 minutes.

Getting back into the mud, Scott and Alex finally succeeded in wrestling the propeller off the saildrive without doing too much damage. After another 15 minutes, the old saildrive had been lifted out of the engine room and onto the deck. The installation of the new saildrive didn't take long at all. In fact, the most time-consuming job was fabricating and installing the skirts.

By 1:20 p.m., things were going so well that Scott took the opportunity to drain all the oil from the starboard — or good — transmission. When our cat is in the water, it's only possible to change some of the oil. While all this was going on, I tried to keep the two greasy and muddy men from messing up the boat too much as they wandered around.

At 4 p.m., Scott called Yanmar again for specifications and recommendations on replacement props. But there is no way we'll be getting them anytime soon.

By 5:30 p.m., Carlos and the others had arrived with their *pangas* to take *Beach House* away from the sandbar. The rising tide was flowing from port to starboard, meaning that this time the port anchors had to take all the strain. It was now blowing 20+ knots down at deck level, with the mangroves providing little protection. We'd wanted to move to an interior slip in the marina, but because of our limited ability to maneuver, we opted for a more accessible end-tie. The wind blowing hard on our beam resulted in a bit of a crash landing, cushioned to some extent by some brave people on the dock.

Scott thought the careening had been a huge success. That's a good thing, because it looks like we'll be doing it again at 2:30 a.m. on March 25 so we can install the new German-made VariProps. Normally, it would be possible to install the propellers while the boat was in the water, but the estuary water is so murky that Scott doesn't want to risk the possibility of dropping some critical part that then couldn't be found. Besides, careening had proven to be so easy, why not do it again?

— cindy 03/05/09

can install the new German-made VariProps. Normally, it would be possible to install the propellers while the boat was in the water, but the estuary water is so murky that Scott doesn't want to risk the possibility of dropping some critical part that then couldn't be found. Besides, careening had proven to be so easy, why not do it again?

— cindy 03/05/09



**Swell — Cal 40  
Liz Clark  
Out Into The Blue Again  
(Santa Barbara)**

After a weekend of full immersion surfing, I greeted the last several items on my boatyard 'to do' list with a sun-burned smile. After all the many long and hard months, the end was at last in sight. Let's see, I needed to hoist the recut headsail; go to the masthead to see how it fit; search my hardware extras to find the perfect piece to lash it to the masthead at a better halyard-to-sail angle; go back up the mast to install the lashing; and on the way back down, fill all the holes with sealant. Then I needed to measure the new halyard for where the cable would lay on the winch; cut the halyard and clamp the new Nicopress fitting, using every last bit of my strength, all the while being harassed by wasps angry that I'd taped over the holes leading to their home inside the spinnaker pole. Then lash the sail to the furler and





# IN LATITUDES



COURTESY SWELL

**When it comes to the world's best looking boatyard workers who roll on bottom paint, Liz would rate near the top of the list.**

raise it for, hopefully, the last time before I use it. Yea, I was all done with that! Oops, not quite. I'd put too many wraps on the furler. Sail down, unlash, unwrap, relash, and back up again. All right kitty, I know it's time for you to eat.

The next day I was up before dawn to catch a ride to town. I needed to buy 14 meters of 10-gauge wire, get my visa extended, and find a 50-amp fuse for the wind generator. The first two jobs were not a problem, but the third was not even a possibility, at least not on this island. I'd have to use a 30-amp fuse for now, hoping it would be adequate. While mounting the wind generator on my newly soldered stainless sleeve pole and running the wires through it, I became aware that I had a new neighbor in the marina. Okay, Mr. Ol' Supertan French Singlehander Dude, could you please stop staring? I know that *Swell*

is beautiful, but do you mind, I'm trying to get some work done over here. And no, please don't offer to help. Just keep smoking your cigarette and sunning your upper thighs while watching me struggle. I'd rather be crushed by the wind generator pole than accept help from you.

"Oh, salut Sylvain! *Est-ce que tu peux m'aider por une moment?*"

With Sylvain's assistance, the wind generator post went up . . . up . . . up. After we stood back and looked at it, we agreed, *trop haut*. It was too high and would vibrate too much. The sun was already going down, why couldn't it just be right? So we lowered the pole, I took off the wind generator once more and took a hacksaw to the pole.

"Some assembly

required . . ." I mutter to myself. And why do you have to be so close to me and *Swell*, Mr. Staring Frenchman? The marina is nearly empty. Meanwhile, Sylvain, despite being finished for the day, went and got his 220-volt jigsaw so we could cut the unwanted piece of the pole lengthwise, thereby saving me from having to cut the wires and do all the connections again. He and I share a disregard for personal safety when the job just needs to get done. I held the pole against the boom while standing on the arch over the steering station, toes curled over the stainless bar like a bird on a perch. Meanwhile Sylvain balanced on the lifeline and cut toward his body. Metal shards flew everywhere as the tired blade slowly made its way down the length of the pole, but neither of us bothered with eye protection. We then wedged screwdrivers into the cut to free the wires. After I remounted the generator again, the pole went back up. *Voilà!* Without anybody losing any digits, Sylvain had saved the day.

I just needed to connect the wind generator to the batteries. Just before midnight I was still tucked in the port 'torpedo tube', wiring away, listening to Dire Straits. I mounted the switch on the electrical board, put a fuse between the switch and the positive terminal, stripped the wires, slid on the heat shrink, crimped the butt connector, melted the heat shrink over the connection — all stuff I remembered from the Above The Waterline crash course I took in electrical systems back at Marina 4 in Santa Barbara in '05. That was enough for that night, as the next day I got to start on the solar panels.

I watched with glee the next morning as the ammeter showed the amps being

**Having 'walked the walk' in the boatyard, Liz received a well-deserved bottle of bubbly upon the relaunching of 'Swell'.**



COURTESY SWELL

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driven into the batteries by each gust of wind. I couldn't believe it. I'd done the wiring correctly! Without further celebration, I got back to work to remount and rewire the solar panels. My albatross arrived in timely fashion in the form of the solar charge controller, so I got to spend the blazingly hot day climbing in and out of the back lazarette and port torpedo tube with wire ties, my new multimeter (thanks, Dad!), side-cutters, crimper and torch. As I hooked up the last wire to the charge controller, the little green LED light went on as if to say, "You did it!" The gigantic 'to do' list was finally completed!

A moment later, I heard the sound of an outboard. It was Maui and Aymeric in their dinghy. I crawled out of the cabin, half delirious, my grimy clothes soaked through with sweat and covered in filth. "Tu veux aller au surf?" they asked. "Mais, oui!" I answered.

When they dropped me back at *Swell* that evening, I was sporting a kiss on my left cheek from the reef. It showed as three little gouges and a rising bruise, which I accepted as a congratulatory offering from the reef. I'd gone left at the right. Duh. But I guess the reef, too, was excited to celebrate my accomplishment. Returning to *Swell*, I felt a surge of excitement — until I stepped aboard and looked around. I realized that I wasn't quite done yet, as *Swell* needed to be transformed from a stationary floating tool barge back into a dynamic sailing yacht and seaworthy home. It would be no small task, as the last two weeks of projects in the marina had seen the inside of *Swell* accumulate with wood and metal scraps, half-used glues and caulking, bits of wires, dirty rags, random screws, washers and nuts, broken and assorted drill bits, frayed ends of

***Even after all the 'work work' was completed, Liz still needed two days to sort out the interior of her Cal 40.***

ropes, cans of paint, varnish, thinners and resins, fiberglass, cat food, sandpaper — and tools, tools, and more tools.

It took me two full days to sort through the mayhem. Finally I could see the cabin sole, and then I could actually walk through the cabin. But it wasn't until I pulled the long cushion out of the forepeak and placed it on the bench in the cabin, dressed it with its cover, and lay on it beneath the fan, that it began to feel real. The projects really were over. When the tools were put away, *Swell* stopped listing to port. I swept and cleaned the floors, filled the water tanks, scrubbed down the decks, and carried a heap of things to the dock that I'd had aboard *Swell* for three years but had never used. Maybe others could find a use for them. At 4:30 on a Sunday afternoon, I unplugged from shorepower and quietly cast off my lines, leaving a surprise for the boatyard crew to find the next day.

I may only have sailed a few miles across the lagoon that afternoon, but the magnitude of the passage couldn't be measured in distance. I'd completed a list of tasks that had seemed virtually without end. Not only was *Swell* as strong and fit a sea princess as she'd ever been, but I'd gathered an array of new shipwright knowledge and skills. It was during this time that I really learned to speak French, too. Having conquered new frontiers on *Swell*, I'd come away with a crew of new friends that I now love like family. I'd earned the respect of many who had initially doubted me. In fact, a few of the French sailors who have been scouring the South Pacific for 25 years even decided to share the coordinates of some of their favorite off-the-beaten path discoveries. These were immeasurable rewards for my tenacious efforts. I broke a bottle of champagne over *Swell's* bow to properly rechristen her after the major overhaul, and to share a toast to our adventures in '09. A rainbow off to starboard was the only witness.

I give a heartfelt thank you to Taputu, Cesar, Sylvain, Thierry, Amandine, August, Wil, and Bernadette, as well as the additional advice, wisdom and support of many others. Thanks to all them, and an enormous amount of my



sweat, blood, love and tears, *Swell* and I are ready for the open sea once again. Where will we head? I don't have any idea.

— *liz* 03/05/09

## **Honeymoon — Lagoon 380 Seth and Elizabeth Hynes Panama Canal Transit (San Francisco)**

I remember sitting in my office a year ago with Nicole, my coordinator, and looking at the Panama Canal from Google Earth. I had just finished telling her why I had quit my job, and Nicole was perhaps as excited as I was about the journey — where it would take my bride Elizabeth and me, what we would see, and where we would go from there. But a Canal transit was going to be a milestone, and we focused the screen on that location. Back then I hadn't the faintest idea as to how the Canal worked, and what we would have to do to get from the Caribbean side to the Pacific side. But now I can safely say that Elizabeth and I are as prepared as we will ever be for the transit.

We arrived in Colon last Thursday,





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ALL PHOTOS COURTESY HONEYMOON

car tires in black trash bags to serve as super sturdy extra fenders. Tires cost about \$3 each, and the amount of steel belting protruding from them had no effect on the price. But thanks to Terry Heil of the Glen Cove-based Island Packet 38 *Living Water*, who was heading in the opposite direction, we got our tires from him for free.

The Canal administration requires each boat to have a captain, a Canal Advisor and four line-handlers. Fortunately, Elizabeth and I had two sailing friends from buddyboats — Mike from *Arielle* and Tyrone from *Gillaroo* — along with us as line-handlers. Through our agent, we hired two more local line-handlers for \$65 each. Included in their price were the four 125-ft docklines the Canal requires. It would have cost about \$20 to just rent the lines.

So tomorrow is the big day. We'll pick up our crew at 4 p.m. and then head to The Flats, an anchorage a couple of miles from the first locks on the Caribbean side. It's there that our advisor will come aboard to provide me with navigational and other instructions. We'll probably go into each lock with a massive container ship, but also tie up to some other small boats. After fighting with the currents and prop wash from the container ship in a series of three locks, we'll hopefully emerge unscathed some 85 feet above sea level on Lake Gatun. After motoring about 45 miles across Panama on the lake and the rest of the 'canal', we'll reach another series of three locks, where we'll be lowered to sea level once again. But this time *Honeymoon* will be in the Pacific Ocean. If it all goes smoothly, we'll continue on from there to the Galapagos Islands.

While we're waiting to transit, here's Elizabeth's report on our last stop, the San Blas Islands:

The San Blas Islands — there are 365

***Downtown Colon, Panama, a city that will never be mistaken for one of the garden spots of the cruising world.***



**Scenes from an atypical honeymoon cruise, clockwise from above: Seth with one of the best catches in 180 days; A typical San Blas islet; 'Honeymoon' all 'tied up' and ready for the Canal walls; Modern inter-island transportation in the San Blas; And, the honeymooners.**

nearly 180 days into our 'honeymoon cruise', and had our boat 'admeasured' by the Canal Authority on Friday. While measuring our boat, they had us confirm that we'd be capable of doing eight knots so as not to cause any delays in the tight Canal schedule. We later learned that it's all right if a boat can average as little as six knots. Once that was finished, the next step was to go to Citibank in Colon to pay the various transit fees. Our cost was \$650, which is the same for all boats under 50 feet, and a deposit of \$850 against any delays or damage we might cause. Mariners have the option of getting an agent to take care of paperwork and paying the fee, and we took that option. Once this was done, we received our transit date, which could have been anywhere from two days to one month from the day we paid our fees. As it turned out, we were given a transit date five days later, giving us plenty of time to get our boat ready without having to wait around forever. A year ago boats were having to wait much longer to transit

the Canal, but the slump in the global economy has meant a drop in the number of ships coming through the Canal.

With the historic Panama Canal YC in Cristobal having suddenly been bulldozed a week before, Shelter Bay Marina, located two miles across the water to the west of Colon, was the only marina left in the area. Having had to take so many new boats, Shelter Bay Marina was operating at over 100% capacity. They did this by allowing yachts to anchor behind their D Dock as well as tie up to the floating barge near the marina entrance. The charge for anchoring in the marina was 40% less than the cost for a regular slip.

Already *really* low on food, we had to make two trips to the El Rey grocery store, where we managed to spend \$1,550 on food. We also prepared our boat for the potentially dangerous tying-up processes when going through the Canal. Our preparations consisted of wrapping used



LATTUDE/RICHARD



# CHANGES

of them located within 10 miles off the north coast of Panama in the Caribbean Sea — were absolutely incredible. The water around the mostly tiny islands was crystal clear, and there were white sand beaches and palm trees galore. In some ways, these islands were completely disconnected from the outside world: there were no real grocery stores, no restaurants and no wireless internet connections. But at the same time, we met many people living cruising lives similar to ours, and felt very connected to them. Despite the lack of supplies and services, the San Blas Islands are heaven for cruisers, in part because most of them are protected from the big swells of the Caribbean by a system of reefs. There were cruising boats everywhere, and we shared stories, books, movies — and more than a few of our last precious beers — with our new and old sailing friends. It was a fantastic week!

The San Blas Islands are, of course, the home of the indigenous Kuna Indians, who have a lot of autonomy from the government of Panama, and who, for the most part, have preserved their culture and traditions. Upon anchoring, we'd be surrounded by Kunas in their primitive dugout canoes. Entire families or groups of women would try to sell us *molas*. Unfortunately, they're all trying to sell the same basic thing. Although the quality and workmanship varied, it was hard to justify buying more than a few. Over the years, the Kunas have begun to expect certain things from cruisers, and freely ask for magazines, chocolate or candy, and favors, such as filling a large water jug or charging the battery on their cell phones. It seemed ironic to me that someone living in a hut without running water, electricity or even a toilet would have a cell phone, especially without a way of charging it, but the Kunas do.

Our feelings toward the Kuna Indi-

***The waters around Porvenir in the San Blas Islands are indeed filthy. But are cruisers the real source of the trash?***

ans vacillated from pity to annoyance over the course of the week. It's hard, of course, to see children wearing tattered clothing, and some with rotting teeth and stomachs distended from malnutrition. On the other hand, the constant barrage of women peddling *molas* and beggars asking for things got old really fast. The simple Kuna way of life is not without merit, as overall the Kunas seemed to be happy and friendly, and they seem to put their families above all. On the other hand, I wish they had better nutrition and education, and perhaps some MBA advice on ways to create and market additional products that visitors might want to buy. Seth and I have been cruising for half a year now, and at times we've both felt guilt at cruising our moderately sized yacht through impoverished areas. But who is to say who has the better life?

One thing that bothered me greatly about our travels among the San Blas Islands is the physical and psychological effects we cruisers have had on the islands and the people. For example, we have trashed their beaches. While it is true the landscape is breathtakingly beautiful, on closer inspection there is a lot of "modern" trash that has washed up on shore. The Kunas do not have the infrastructure to manage all of this waste, nor is it really theirs to manage. I was disheartened to see this, and at having so many Kunas want to be given stuff as opposed to earning things. Hopefully they can find a way to work for a better future.

— *seth and elizabeth 03/09/09*

## **Pirates For Pupils Run Punta Mita Yacht & Surf Club Vallarta YC (Banderas Bay)**

A record 30,000 pesos — including \$500 U.S. donated by part of last year's Ha-Ha fleet — was raised in the Pirates for Pupils Spinnaker Run for Charity, which was held March 15 on the beautiful waters of Banderas Bay. After a Saturday night dinner for some of the 90 participants at the Bluewater Grill in Punta Mita, the skippers and crews of nine sailboats, accompanied by five powerboats, started the 12-mile run to Paradise Marina in light winds and pirate costumes. Before long the wind was in the mid-teens and the boats were flying. There are few places in the world that regularly provide sailing conditions that are as cruiser-friendly as Banderas



Bay.

The participating sailboats featured four multihulls — Greg Dorland and Debbie McCrorie's Lake Tahoe-based Catana 52 *Escapade*, Wayne Hendryx and Carol Baggerly's Brisbane-based Hughes 45 *Capricorn Cat*, Steve May's Emeryville-based Farrier *Endless Summer*, Jim Milski's Lake City, Colorado-based Schionning 49 *Sea Level* — and six monohulls — Jim Casey's Tahoe-based Jeanneau 43DS *Tomatillo*, Tom Jones' Puerto Vallarta-based *Charissa*, the Mike Danielson-driven and Puerto Vallarta-based *J/145 Blue*, Don Von Tress' Island Trader 46 *Sugar Bird*, *Interlude*, and Jim and Chris Machado's Puerto Vallarta-based Jeanneau 41 *La Ballona*. Also, three powerboats — *The Dark Side*, *Oso Blanco* and an unknown third — participated. In the Pirates for Pupils, all participants are winners.

The P for P was founded a number of years ago by *Latitude* as a fun fundraiser before the much larger Banderas Bay Regatta that is held every March. For the





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SPREAD, JAY AILWORTH. INSET, CAPRICORN CAT

**Spread; Modern 'pirate boats', such as 'Capricorn Cat', are completely different from old pirate ships. Inset; And their crews fight dirtier.**

last two years, we've also held a Pirates for Pupils in December as part of the Banderas Bay Blast. The most recent P for P was hosted by the Punta Mita Yacht & Surf Club — with Commodore Heather Corsaro helping with the fundraising and Doña de Mallorca coordinating the Punta Mita logistics — and Vallarta YC, whose Mike Danielson and Andy Barrow ran the Lucha Libre fundraising segment of the event.

But the person who has made the Pirates for Pupils what it is since the beginning is Ronnie 'Tea Lady', who has been tireless in rounding up participants, collecting donations, and making sure the collected money is wisely spent by charities serving children. When a deadline conflict made it impossible for *Latitude* and *Profligate* to participate this year, it was unclear if there would even be a spring Pirates for Pupils. But Ronnie stepped in and made it happen. Indeed,

she, along with those who helped her, brought in the most money ever. Here's to you, Ronnie!

— *latitude* 03/16/09

## **Sailors Run — Baba 40 Jeff and Debbie Hartjoy After Cape Horn (Longbranch, WA)**

Debbie and I have been enjoying our spare time here in Buenos Aires, Argentina. But that time has been a little difficult to come by, as the engine replacement project has proved to be most challenging. Working on your boat in a foreign port is a big part of cruising, and replacing our engine was going to be really big.

After I'd arrived here alone and pretty battered after my 46-day passage from Callao, Peru, to Buenos Aires via Cape Horn, the thought of installing a new engine initially seemed overwhelming. Fortunately, a local fellow came to my aid,

and spent hours driving me around to locate a new Yanmar diesel. Debbie arrived several days later, and my loneliness disappeared and I began to feel more confident. I did have a health issue, however, as my left hand had been at least fractured from a fall I'd taken on the boat. So I ended up walking around with a splint on my hand, hoping it would heal enough in time for the engine project.

The first major obstacle to putting in a new engine was the fact that our money was in the United States and the engine was in Buenos Aires. The engine source said we had to pay for the engine in cash, as he couldn't sell directly to us without the government's tying up his money for about three months. Plus there would be an additional 30% added on to the \$10,600 price tag. My bank, unfortunately, wouldn't even wire me the \$10,600, saying they couldn't be sure it was me requesting the money! What they could do was up my credit limit and let me put a one-time purchase on my credit card. But the supplier needed cash.

After a full week of exploring alternatives, we finally came up with a solution. The Argentinian supplier gets his engines from New York, so all we'd have to do is wire the money into the New York firm's account, and they would credit the account of the company in Argentina. Pretty cool, right? But when I called my bank to ask them to send a money wire, they said they couldn't because I wasn't in the U.S. So I called the manager at the Bank of America where I'd first opened up my account, explained who I was, and listed all the people that I knew in that community. He agreed that all I would have to do was fax him the instructions for the wire and sign it. Great!

But the next day my Bank of America branch informed me that they'd lost my **After nearly 50 days singlehanding around Cape Horn, Jeff was delighted to see Debbie again, but not with having to swap the donk.**



COURTESY SAILORS RUN



# CHANGES

signature card, and therefore couldn't send the wire! I wrote back saying that all the people in Argentina were laughing at me and my world famous bank for its inability to get anything done. Believe it or not, that shamed them into action. The bank manager got in contact with my sister in the States, who had the power of attorney we'd signed before taking off cruising. Although it wasn't registered with the courts, it was good enough to get BofA to wire the funds to Yanmar. Many thanks to my sister and brother-in-law, who have been great supporters of our adventures.

Once the money was transferred, the new Yanmar was delivered to the Yacht Club Argentino. Debbie and I had already hoisted the old engine and transmission out using the halyards, and they were sitting in the cockpit. The yacht club shuttle boat pulled *Sailors Run* over to the yacht club crane to lift the old engine off and set the new one on our boat. Then they towed us back to our buoy, where Debbie and I toiled for two weeks. We made wooden models of new rear motor mounts, and an 8.5-inch jack shaft that would have to be machined in order to couple the engine with the shorter transmission. We also had steel mounts made to raise the engine to align with the shaft.

The yacht club has its own house mechanic, and when I took my models to Louis and asked him if he could steer me to a machinist, he just laughed. He picked up the phone and called his machinist, who appeared at the club 30 minutes later. After looking at my models and drawings, he had little to say. He knew what I needed and he knew how to make it. First, however, he came out to our boat to verify some dimensions. Two days later he was back with all the parts, and his bill was below my lowest

*We're pretty chuffed that Jeff decided to sail around the Horn with both the 'colors' of Latitude 38 and the Ha-Ha. Well done!*



estimate. The alignment required several modifications, and there were many other hangups along the way. But after two weeks of turning wrenches and skinning arms and knuckles, Debbie and I had a brand new 54-hp Yanmar purring in our boat.

The help and friendship we received from the Yacht Club Argentino were wonderful. We offered to pay for using their crane and all the support they'd given us, but they wouldn't hear of it. They said if they were in the U.S. with their boats and needed help, they hoped they'd be treated the same way.

Another major task was trying to retrieve our 60-lb CQR and 300-ft of chain. I'd dumped it 63 miles southeast of Buenos Aires when the engine was shot and I was unable to raise the anchor and chain in strong winds and steep seas. That had been six weeks before. Debbie and I headed out for the spot harboring doubts about finding the anchor gear. After all, I'd tried to tie float balls to the chain before I dumped it, but I was so busy trying to raise sail that I never saw any of the floats after I threw them overboard. The trip down the river was an ideal time to break-in the engine, as it's good to run a new engine under different loads, most of them heavy.

After 10 hours of motoring, we arrived at the GPS position. We cruised through the area looking for the orange floats, but saw nothing. It was beginning to look like a wild goose chase that had led to a lost cause, but I nonetheless threw a grappling hook over the side and started dragging the area in an S-pattern. It was during the third pass that eagle-eye Debbie, on the bow, hollered that she saw a float. Motoring 100 yards out of our search area, sure enough, we saw an orange float. Even with an engine, it was no easy feat getting the chain to the windlass, thanks to a two-knot current. But after what seemed like a long time,

we had it all aboard and the celebration started. Sometimes you just get lucky!

Now we can start having fun in Buenos Aires, surely one of the most beautiful cities on the planet.

—jeff 03/07/09

## Cruise Notes:

If you're **returning to California** after a season or two of cruising in Mexico, you might wonder where you can anchor your boat for free while you rest up after the Baja Bash. Or maybe even where



you can anchor for free for an extended period to refit your boat before heading south again. One of our top suggestions would be the A-9 (Convair Lagoon) Anchorage in **San Diego**, which is just to the east of Harbor Island and next to the Coast Guard station. Unofficially known as the 'Ha-Ha Anchorage' in October of each year, it is available up to three months in any given year as long as you don't live in San Diego County and don't have your boat registered in San Diego County. You will have to get your boat inspected by the San Diego Harbor Police at Shelter Island to obtain the necessary permit, but it is free. Located about a quarter mile walk from the San Diego Airport, it's only about a mile walk from downtown, and just a little more from the fun Gaslight District. If you have a bike, it's just a three-mile ride to all the marine services on Shelter Island. San Diego has nice weather, is a good place for everything from surfing to jogging, and has every kind of marine service you might want.



# IN LATITUDES



LATITUDE / RICHARD

**Spread; This acrobatic cruiser literally flipped when she found out she could anchor in San Diego for free. Inset; Clipperton Atoll.**

**Newport Beach** has a free anchorage just to the east-southeast of Linda Isle, but it's limited to 72 hours. If you'd like a longer stay, you can get a mooring for up to three weeks, but at only \$5 a night, it's still quite a bargain. As is the case with San Diego, you can get every marine product and service in Newport Beach. If you've got a bike, you can have a heck of a good time in Newport.

If, however, you're having a hard time readjusting to the madness of California after the tranquility of Mexico, may we suggest either **Catalina** or **Santa Cruz Island**? While the former has plenty of places you can anchor for free, its also has stores, restaurants, bars and internet access. Santa Cruz Island has none of these. The downside of all of these places is that the June Gloom, which means fog almost every day along the coast, often lingers into July. To a body used to the warmth of Mexico, it can be

a horrific shock. So maybe it's best if you stay down south a month or two longer than you planned.

"We think we've found a very cool surf spot for you," write John and Amanda Neal of the Friday Harbor-based Hallberg-Rassy 46 **Mahina Tiare III**. "It's Clipperton Atoll, which is about 1,500 miles west of Costa Rica and 900 miles south of Cabo San Lucas — in the middle of nowhere. We anchored off the 3.5-sq-mile island for the morning while en route from Panama to Cocos Island to Hilo. The surf was way too big to attempt to go ashore. We dropped our hook offshore of a large French flag next to a painted white monument with 'RF' — Republic of France — painted on it in big black letters. It's kind of cheeky of France to still be claiming an

island located less than 600 miles from Mexico's Socorro Island as one of their own.

"We're in the trades and have been flying along at nearly 200 miles per day toward Hawaii. We have a great crew, but after 2,300 miles have only landed one fish. We'll leave *Mahina Tiare* in Hawaii and fly to Oakland in April to give seminars at Strictly Sail Pacific."

Clipperton Atoll is the answer to the question we use to stump even the most knowledgeable cruisers. The question being, what is the closest French Atoll to the West Coast of the United States? After people make all the wrong guesses, we torture them with a series of hints: 1) It's in the North Pacific; 2) It's the easternmost French coral atoll; 3) It used to be owned by Mexico, and probably should still be owned by them; 4) It was a strategic U.S. military base in World War II, and was twice visited by F.D.R. Try the question on your cruising friends, because they'll never get it.

As for John and Amanda, get this: They have a combined 66 years of ocean sailing experience, during which time they have covered 502,000 ocean miles! We stand in awe of what they've done with their Mahina Tiare Expeditions, as they not only often sail some of the roughest passages in the world, but they do it while instructing six students.

Another sailor we're in complete awe of is Glenn Tieman, who built his latest cat, the traditional 38-ft **Manu Rere**, in Ventura County for just \$14,000. Tieman, who previously cruised a 26-ft cat across the Pacific to Southeast Asia over a 10-year period, would certainly be our candidate for World's Most Thrifty Cruiser. For the first six years, he lived on about \$1 a day, everything included.

**Glenn Tieman, seen below on his 38-ft cat 'Manu Rere', is one sailor who wouldn't be tricked by our cheeky quiz.**



LATITUDE/RICHARD

# CHANGES

The last four years he became something of a spendthrift, shelling out close to \$3 a day. That's over \$1,000 a year, for god's sake! Anyway, here's his latest report from Costa Rica:

"Floating in the sea that seems as warm as my body temperature, with hotter swirls licking over my back, I gaze up through the fronds and hardwood branches. I see two foot-long scarlet macaws fighting in the canopy, then dropping and sweeping away in unnaturally spectacular pairs. *Manu Rere* rides alone at anchor in the calm, sweet and clear waters of the Golfo Dulce at Puerto Jimenez. This normally popular beach has heavily forested mountains as a backdrop. I've been here more than a month, but school vacation is over, so the beach is now rarely brightened by children wading into the water giggling "*Que rico!*" Since my visa is nearing its end, it's almost time for me to go as well. I spent one week of my time here on the grass behind the beach, hand-sewing a new mizzen. It was a great way to meet the locals. Some of the gregarious young men, who work as tour guides



GLENN TIEMAN

**Like Tieman, these macaws cover a lot of ground and without a lot of equipment — and without an engine!**

to the neighboring Corcovado National Park, helped me procure used water jugs, which I'll use to carry water while I cross the Pacific. My next project was another improvement to my cat's rudder mounts, which will be the key to control and comfort during the coming weeks of running down the trades in following seas. Finally, I beached *Manu Rere* for three days in order to give her

a coat of bottom paint. I've cleaned my boat's bottom when far offshore before, but it's something I'd like to avoid. The trickiest part of beaching my cat is keeping her from digging a hole for herself in the sand. I've yet to come up with a technique to prevent that. Fortunately, an American spending the winter here brought a shovel down to the beach and helped me out. When I set sail for the Marquesas in a few days, I'll sail most of the way at latitude 10 in order to benefit from the tradewinds and favorable current, and to avoid the contrary winds and extra wide doldrums closer to the Americas. This will also allow me to at least sight, if not visit, the very isolated Clipperton Atoll, which surely would be a welcome break in the otherwise almost 4,000 miles of uninterrupted sea and sky. Polynesia, here I come!"

Add Tieman to the list of sailors you don't want to try to stump with the question about Clipperton Atoll.

"We are currently at Nayarit Riviera Marina in La Cruz, and want to start our Puddle Jump from Huatulco," write Russ



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Nason and Marilyn Marais of the Seattle-based 44-ft Gibbons aluminum cutter **Zulu**. "This will be our second Puddle Jump — although there wasn't anything as organized as the Puddle Jump when we did it in the late '70s with our hard-chine plywood Myron Spaulding sloop, a boat we bought from delivery skipper Robert Flowerman in Sausalito."

Although it was in the early days of this magazine, we remember that you folks went across the Pacific on that Spaulding-built boat. We're sure you heard the news about *Latitude's* Andy Turpin successfully working with the government in French Polynesia to get bond exemptions for all Puddle Jump boats. Is that great or what!?

"Believe it or not, the Columbia River, as far up as Portland, is affected by tides as much as three feet," writes Stephen Estes, who owns the Portland-based Nautitech 47 cat **Mahina Girl** — and whose late father Jack owned the office building next to *Latitude* in Mill Valley. "Like Scott and Cindy Stolnitz with their Switch 52 *Beach House*, we've pulled

our cat up on a sandbar in the river to do work on the props and change the zincs. And it all went smoothly. It helped that our cat has mini-keels instead of daggerboards. We bought *Mahina Girl* in Hawaii last September, then made it from Hawaii to Astoria in 16 days. The weather pattern was pretty broken up then, giving us several days of no wind and several days of headwinds. But we did have really good wind for about 36 hours, during which time we covered 275 miles in a 24-hour period. And that was with 18-inch three-bladed props slowing us down. We can't wait to get rid of them. Our next step is to find a place that can refurbish our '96 charterboat and get her ready for cruising. She's a solid boat,



**A 47-foot retired charter cat covering 275 miles in just 24 hours. We're impressed. Very, very impressed.**

but could use some freshening up. Our tentative plans call for doing the Ha-Ha in '10."

"You know it's never a good feeling when the captain dives under the boat and comes up asking for a hacksaw," writes Carol Baggerly of the Brisbane-based Hughes 45 **Capricorn Cat** that

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# CHANGES

she and Wayne 'the Mango Man' Hendryx co-own. "We were coasting along the beach near La Cruz on Banderas Bay in about 12 feet of water, when we suddenly heard BAM! CRUNCH! and GRIND! 'What the hell was that?!' we asked ourselves. When Wayne dove in the water, he discovered that the bottom foot of our port rudder was dangling by the fiberglass skins. Having inherited previous owner Blair Grinols' penchant for fun and games — and broken rudders — we're seriously thinking about hauling out."

*Capricorn Cat* wasn't the only Northern California-based cat that had a major failure on Banderas Bay last month. While Jim Milski's Schionning 49 **Sea Level** was lying to the anchor in mild conditions one night, the turnbuckle for one of the upper shrouds came apart on its own, surprising the heck out of everyone. Fortunately, the mast still stood without the shroud and a replacement was quickly ordered.

Two months ago we reported on Floyd Tassigny's St. Barth-based Venezia 42 catamaran *Courtship* being damaged so badly by a breaching whale that she had to be abandoned several hundred



CAPRICORN CAT

*If you're going to go around breaking rudders, it's nice to own a boat that comes with at least two of them.*

miles from Bermuda. And in late February, something similar happened to the 60-ft Newport Beach-based fishing boat **Badger**. The 40-ton fishing boat was doing 22 knots at the time she was hit, at

a 90° angle, by what some of the crew think was probably a 40-ton gray whale. The impact was so strong that one of the boat's crew reported being thrown four feet into the air. Fortunately, none of the crew was hurt. Nobody is sure how badly the whale was hurt. Based on the damage to the fishing boat, it's believed the whale was just about to breach before colliding with the boat. So be careful out there!

"What is the latest news on the legality of U.S. sailors cruising to and in Cuba?" ask William and Soon Gloege of the Santa Maria-based Morgan 38 **Gaia**. "Can we finally visit Cuba aboard with our cruising boats without the risk of being imprisoned for it — by our own government? As Americans, we feel somewhat foolish having to tell fellow cruisers from Europe, Canada, Brazil and other 'free' countries that we are forbidden to experience the culture, food and music of Cuba. Now would be a good time for *Latitude* to use its considerable influence to get the silly restrictions done away with."

The snag with us U.S. cruisers traveling to Cuba is that we cruisers would have to spend at least a little money,

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and would therefore be in violation of Treasury Department laws that prohibit "trading with the enemy." As we've said countless times before, we think this is idiotic and, in fact, think all Americans should have to visit Cuba in order to better appreciate all the freedoms we enjoy but don't appreciate. We're flattered that you think *Latitude* has so much pull, but we're nobodies in the big scheme of things. We also think that President Barak 'Consensus Builder' Obama would dearly love to get rid of those restrictions on travel to Cuba but, as he's finding on so many other issues, the ship of state is one big mother to try to turn. Besides, both he and the Treasury Department have more important issues to deal with right now, such as the furor over things like AIG bonuses and getting the economy back on track.

Lots of Americans fly to **Cuba** from other countries, such as the Cayman Islands or Mexico, and get away with it because the Cubans don't stamp their passports. Alas, it's not so easy to 'fly under the radar' with a boat. As many readers know, we did a two-week

trip along the north shore of Cuba with our Ocean 71 Big O in the mid-'90s, back when the Clinton Administration turned a blind eye toward such things. It was a very, very interesting trip, but repulsive, too, as we got a firsthand look at what it was like for people to have to live their entire lives under the thumb of a world-class tyrant.

In this month's *Changes*, Elizabeth Hynes of the San Francisco-based Lagoon 380 **Honeymoon**, writing about the San Blas Islands, makes the charge that cruiser have trashed the beaches belonging to the Kuna Indians. We have to respectfully disagree. For in the two times we've been to the San Blas Islands with our boats, it was our observation



***If you bring 'it' in to a wilderness area, or a small island without the facilities to dispose of 'it', you should take 'it' out, too.***

that the Kunas, not cruisers, were the most likely to indiscriminately toss trash over their shoulders and walk away. It's true that many of the dwellings and yards in the matriarchal society were quite clean, but the public areas and waters surrounding Porvenir — yeech! The last time we were in the San Blas



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# CHANGES

was in '05, after we sailed 1,100 miles down from Antigua with a crew of 13. When permitted by international law, we tossed whatever legal garbage we could overboard. But as the trip consisted of almost 80 'people days', we arrived in the San Blas with a lot of garbage that we couldn't have legally disposed of at sea. Realizing that the five or six big bags of trash would have been an imposition on the San Blas Islands, which are relatively small in size, we held onto the stinky stuff for several more days until we reached mainland Panama. Most of the cruisers we know would have done the same thing — at least we'd like to think they would. It's our belief that polluting is usually a matter of a lack of education. As cruisers are more educated than most people in Third World countries, we think they pollute less. Anybody with a different point of view?

Each year when the Banderas Bay Regatta rolls around — see our report in next month's issue — we wonder what's up with John Haste of the San Diego-based Perry 52 **Little Wing**. Over the years, *Little Wing* and our cat



JOHN HASTE

**John Haste stays young by trying to keep up with his eight-month-old son, Brandon, who apparently is a natural aboard 'Little Wing'.**

*Profligate* had many enjoyable battles in various Ha-Ha's, BBRs, Pirates for Pupils — and even a Heineken Regatta in the Caribbean. As luck would have it, in the middle of this year's BBR we

learned that the 65-year-old Haste has been busy living in Cartagena, Colombia — where he was once hijacked bringing his boat back from the boatyard — and becoming a father again. His son Brandon is now eight months old, and seems to enjoy crawling around on dad's catamaran. The boy's mom is Yesika, a lovely Colombian woman about 43 years John's junior. John, Yesika, and Max, the couple's 80-lb husky, were in Mexico until early in '08, then headed off to Panama. During the passage, Yesika was often sick with what was presumed to be *mal de mer*. In reality, it was probably morning sickness. May the three Hastes, and their dog, enjoy much great sailing together.

"After reading articles in *Letters* referring to wasted produce, I thought it wise to introduce your readers to the wonders of **Debbie Meyers Green Bags**," writes Jerry McNeil of the Marina del Rey-based Contessa 43 *Rocketeer*. "I use them for fruits, veggies, bread and any number of items which benefit from their protection. It seems that the out-gassing of

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ethylene gas, which happens after a fruit or vegetable is picked, causes them to ripen, age and rot more quickly. Green Bags absorb the damaging gas, thereby dramatically extending the life of fruits, veggies and even flowers. I've tried the green bags and they really do work. When I buy bananas and leave them in the open, they start to go bad after three or four days. But with Green Bags, they last a week to 10 days. In my experience, you can expect the same results with basil, lettuce, onions, celery, avocados, mangoes, limes, lemons and other fruits and veggies. By going to the website, you can get 20 bags for \$10, and it's said the bags can be effectively reused about 10 times. I think *Latitude* should make these a private label product and sell them to cruisers. As for myself, I plan to be part of the class of '10 headed for warmer latitudes . . . and with plenty of green bags on my red boat."

For the record, members of the *Latitude* staff have tried Green Bags, but weren't very impressed. Anyone else want to share their Green Bag experience?

"There is a great new **Cruisers' Guide To Mazatlan**," reports Mike Latta of the 22-ft Falmouth Channel Cutter *Narwhal* in Mazatlan. "Over the past 10 years, many sailors here in Marina Mazatlan have written for and contributed to the local mariner's guide. It had become the definitive answer to what is what and where is where in town. All the proceeds went directly to an orphanage here in town. Two years ago, we updated the guide, which continued to sell at the marina office. But for reasons that were never made clear, no money made it to the orphanage. Things changed when George and Jackie Krakie, local delivery



**While bananas are cheap and easy to find, buying them in bulk causes a problem when they all ripen at once. Would Green Bags help?**

skippers on *Aimee Sean*, put together a colorful updated guide — one that's selling like tacos at dinnertime at the only two places that sell it, the office for Total Yacht Works and Captain George's boat. The good news is that the proceeds are going straight to the Orfenato de

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# CHANGES

Mazatlan, and they are going there like clockwork at the end of every month. Over 6,000 pesos have been turned over so far. Way to go George and Jackie!"

Way to go indeed! We've learned from doing a number of fundraisers in Mexico that collecting the money is often the easy part. Making sure the money is used for the charity in question, and that it's spent wisely, are often more difficult.

T.C. Gerrard, a Past Commodore of the Bay View Boat Club in San Francisco, and Vanessa Workman, a BVBC member as well as a Plastic Classic *Latitude 38* T-Mark Girl, report they got a bit of a surprise when they crewed on the NZ46 **Bad Habits** during early January's Royal Langkawi YC Regatta in Malaysia. The former San Franciscans, who are now living in Kuala Teriang, Langkawi, got a call from local friend, Dutchman Jerry Bolen, who reported that *Bad Habit's* Australian co-owner and some of her crew had gotten stuck in Thailand and wouldn't be able to make the regatta. "Can you be on the dock tomorrow for practice?" he asked them.

"Monday afternoon found Vanessa



T.C. GERRARD

**'Bad Habits'? Who the heck was in charge of the spellchecking for Big Boat Series plaques back in '83?**

and me on the deck of *Bad Habits* preparing the boat for a day of practice," remembers Gerrard. "I then went down below to move some gear when, much to my surprise and delight, I noticed a

race plaque from the '82 Big Boat Series. I later learned that the syndicate-owned *Bad Habits*, a design of Alamedan Gary Mull, had been built for Clyde Colson and Team New Zealand for the '82 Pan Am Clipper Cup in Hawaii. After the Clipper Cup, *Bad Habits* went on to race in the Big Boat Series, then was sailed back across the Pacific where she competed in many races, including the '94 Darwin to Ambon Rally. Current owners Jerry Bolen and Des Kearns found her neglected in a shipyard in Satun, Thailand, in '06. They spared no expense to have the boat refitted for racing in the Southeast Asian Circuit. She's now based out of the Royal Langkawi YC. The weather for this year's regatta was partly cloudy with the wind blowing from 15 to 20 knots with gusts to 25. The six races in five days included two days of inland channel racing. We took third place overall in the series, and also took part in the consumption of copious amounts of food and drink while Malay singers and tribal dancers added to the festivities. It was a great series with a great crew, so we'll be looking forward to taking first place next year."



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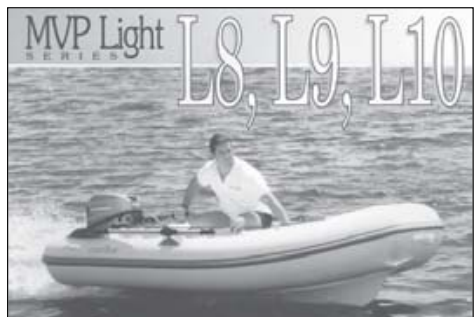
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**CATALINA 27, 1972.** Stockton boat. Dinnette, tiller, club jib, main, spin w/with pole, 3 gennies, all lines aft. Hauled/painted 6/08. Raritan/LectraSan head (no holding tank), new batteries, stereo, VHS. Albin inboard gas, folding prop, excellent condition. \$6,900. (916) 765-5874 or grjohnson27@hotmail.com.

**HERRESHOFF H-28 KETCH, 1948.** Goswell-built, needs some work. Good sails and interior. Price is right: *Free*. But must buy new Yanmar at price of \$8,000. (707) 925-6131.



**OLSON 25, 1987, #106.** Very clean and one of the last boats built by Pac Boats. Santa Cruz. Mariner 9.9 2-stroke outboard, dual-axle trailer. All systems upgraded or replaced recently. Complete newer sail inventory. Freshwater sailed since 2007. Asking \$16,000/firm or will consider 50% equity partner. Boat located on Clear Lake in Braitos Marina. (707) 968-5104 or email: hallenbeck601@comcast.net.

**NORDIC FOLKBOAT, ZEPHYR.** Berthed in Berkeley. 1965 Debutant wooden cruising folkboat with re-built Yanmar 7-hp inboard. Diesel engine. Good sails, all gear included, newly painted. In last 7 years much work done: new toe and rubrails, refurbished mast and hardware, re-built transom. Beautiful brightwork. A splendid vessel and a joy to sail. \$4,500/firm. Call (310) 502-4111 or Cecilyjordan@yahoo.com.

**FOLKBOAT #95, RACING RIGGED.** *Folksong* comes with slip at Gas House Cove, SF. Good sails, recent extensive refurbishment: new rails, re-conditioned boom and mast, with racing hardware. One repair and this Folkboat will be ready to race with a distinguished pedigree: winner of numerous local and international championships. Her hull was used by S. Svendsen for all fiberglass boats made at his yard. Well known as an uncommonly fast racer. \$5,000/firm. (707) 224-4908 or vmsmail@pacbell.net.

**COLUMBIA 7.6, 26-FT SLOOP, 1978.** 9-hp Evinrude longshaft ob, tiller. Bow and stern rails and lifelines. Boat is white and clean. 3 sails. Alameda berth. Good condition. Forced sale. \$1,950/obo. (510) 467-8372 (cell).

**CATALINA 25, 1972.** Good condition. New rigging 2000. New main 2005. Hauled 2006. Cruising spinnaker. Two jibs. Roller furling, autopilot, whisker pole, stereo, head. New lifelines. 2005 8-hp Honda. Very low hours. \$4,400. In Berkeley. (530) 389-8387.



**1966 DUTCH-BUILT, FIBERGLASS** Sailmaster 26. New mast, standing rigging, resurfaced decks, new wiring, stereo with external speakers and -6hp Mercury outboard in 06/07. Unemployment has forced me to sell her after three great sailing seasons. Great weekend and daysailer. (650) 226-3019.

**1987 BRISTOL CHANNEL CUTTER.** Sam L Morse factory-finished, standard layout. Radar, AIS, ICOM SSB, Pactor modem, liferaft, Espar heater, EPIRB, solar, windvane, 120v AC generator. Zodiac dinghy, Yamaha outboard. \$149,000. Photos and specs: [www.johnpurins.net/Adventure.html](http://www.johnpurins.net/Adventure.html) (650) 430-0731 or email: johnpurins@comcast.net.

## 29 TO 31 FEET

**BOMBAY CLIPPER 31, 1979.** Lots of goodies, great Bay boat. Newish sails, roller furling, wheel on pedestal with table and compass, cockpit cushions, stereo with cockpit speakers, 2 anchors, nice dodger not currently installed, bottom paint in good condition, propane BBQ. Yanmar inboard with lots of recent maintenance, very reliable. Lots of headroom, water heater, full head with shower, galley with burners, toaster oven. South Beach, priced to sell quickly. \$8,000. (415) 728-4417.

**PACIFIC SEACRAFT MARIAH, 1979.** LOA 36', LOD 31', LWL 25', beam 10'9", draft 4'5", displacement 16,000 lbs, ballast 6,000 lbs. SA 596 sq ft, headroom 6'5". Fiberglass hull double-ender, full keel, cutaway forefoot. Wheel steering or emergency tiller. Staysail, roller furling foresail, fully battened mainsail. 34-hp Yanmar diesel, full service 12/07. Survey 12/07. New standing rigging 9/03. Bottom paint 4/07. Radar, GPS, VHF, SSB/Ham, Muir windlass, autopilot, more. Clipper Marina, Sausalito. \$59,900/obo. Richard (415) 927-2765.



**NIAGARA 31 SLOOP, 1981.** Light/medium-weight cruiser by Hinterhoeller. German Frers/Mark Ellis design. Fin keel/spade rudder. Rod rigging and 30" wheel. Double-slab reefing. Volvo MD7A diesel, 1,000 hours. 9 Barient winches. Rigged for singlehanded. Generally good condition. Includes 35' SF Gashouse Cove slip with lee-side dock. Present owner will pay berth transfer fee. Owner has moved out of state. \$23,000 Mike (503) 282 5702.

**BRISTOL 29 CLASSIC FULL-KEEL** cruiser, built 1968. Halsey Herreshoff design. Galley, head, sleeps 4, Atomic 4 engine. Rigged with club jib, 3 headsails also included. Full cover in need of repair. Very nice condition. \$9,800. (415) 927-1107.

**CATALINA 30, 1985.** Low hour M-25 diesel. New since 2007: Mast, standing and running rigging, mainsail, jib, roller furler, stanchions, lifelines, anchor, rode, Raymarine ST-60 wind, GP4000+ tiller/pilot, Garmin GPS, 3 AGM batteries, masthead tricolor, custom traveler, other minor items. \$25,000. (510) 206-9087.



**RANGER 29, 1971.** Spars, winches, standing rigging in excellent shape, upgraded with hydraulic vang. Working Atomic-4 inboard. No structural issues. Serious cruisers may be disappointed by the lack of updating and amenities below. Berth not included. \$3,000. Call (510) 527-1619.



**PEARSON 30, 1973.** Repowered 20-hp Volvo diesel, 150 hours. Force 10 cabin heater, roller furling, professionally maintained. Freshwater boat. Yukon inflatable available. Nice interior. \$7,900/obo. Call for details (916) 777-5510 or (916) 217-6908.



**ERICSON 30+, 1985. PURSUIT** is the perfect Lake Tahoe sailboat in excellent condition. She has a great dodger, new lifelines, and all matching covers. Cockpit cushions. Two good working mains with the genoa on a Schaeffer 1100 furler. New halyards. Wheel steering with ST4000 autopilot. Four oversize self-tailing winches. All lines led aft. Two anchors with primary on 30' of chain. M18 Universal diesel with only 900 hours. *Pursuit* has a nice teak interior with plush blue cushions. Two new batteries and water system pump. Portable alcohol stove and stern gas BBQ. Boat is currently on stands under winter cover at Obexers, Homewood, CA. Spring commissioning in May. \$25,000. (775) 848-9284 (pls lv msg).

**TARTAN 30, 1978.** In great condition with dodger and many extras. Sparkman and Stephens design with a great running Atomic 4 engine. \$19,500. See at Marina Village Yacht Harbor. (510) 864-9880 or ejwoollett@aol.com.

## 32 TO 35 FEET

**J/BOATS J/100, 2005.** Fast, fun, ultimate singlehander. Extensively equipped with B&G instruments/autopilot. Furuno GPS, electric halyard winch, jib boom. Thoughtfully and thoroughly rigged for easy handling. Meticulously maintained. \$124,900. Contact Steve for detailed specs and pictures: (415) 931-7983 or Steve.RS@gmail.com.

**OFFSHORE ONE DESIGN 34, 1980.** Doug Peterson design, Jeremy Rodgers construction. Excellent condition. Carefully maintained and improved with many recent upgrades. Exceptional value at \$39,000. Call (415) 388-2582 or (415) 552-0860 for more info. Photos and details at: <<http://yacht.milagro.googlepages.com/home>>

**PEARSON VANGUARD.** Ready to go. Located Los Angeles Harbor. Good to go to Catalina, Mexico or beyond. Owner's dreams curtailed due to injury. \$14,500. (415) 518-3914 or (916) 847-9064.

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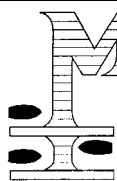
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**1979 ALAJUELA YACHT CORP 33** cutter. Excellent condition. Repowered with Perkins Perama M35-hp. Great sail inventory. Asking price reduced: \$54,000. Currently in San Pedro, CA. For details call (714) 732-9882 or email: [Jablonce@bp.com](mailto:Jablonce@bp.com).

**J/105, AQUAVIT, IS FOR SALE.** Fastest 105 on the Bay. Season champion 2007. Number 103 (pre-SCRIM). Excellent sail inventory. Professionally faired bottom. A steal for \$92,500. Willing to help new owner get up to speed. (415) 302-8926.

**COLUMBIA 35 (10.7m), 1980.** Recently serviced 22-hp Yanmar diesel, good main and jib, dodger, bimini, radar, VHF, Loran, etc. Shower, hot and cold pressure water, large interior, good condition, extra gear and sails, great liveaboard. Brickyard berth. \$31,000. Call Dan (530) 752-7031 (days) or (530) 753-0270 (eves).



**C&C 99, 2002.** 32.5 feet. Fast, fun, easy-to-handle racer/cruiser. A/P, GPS, knot/depth/temperature, folding prop, h&c, VHF, stereo, stove. [www.c&cyachts.com](http://www.c&cyachts.com) details this exciting design. Priced to sell now \$89,500. (916) 933-4079 or [hjnorris@pacbell.net](mailto:hjnorris@pacbell.net).

**RHODES TRAVELER 32, RAWSON-**built, 1975. Fiberglass double-ender, stout hull, full keel with cutaway forefoot. Cutter rig, new oversized standing rigging, 2008. Decent sails. Sabb diesel running perfectly. Radar, basic solar, manual windlass and excellent ground tackle. Clean, comfy interior that's similar to West Sail. Older but clean Monitor windvane, Zodiac liferaft and EPIRB. A great cruising platform that doesn't need a lot to be ready. Boat located in San Diego. \$18,000/obo. Email: [rhodes32@gmail.com](mailto:rhodes32@gmail.com) for pics or call (310) 430-2919.

**SABRE 34, 1983.** Good mid-size cruiser/racer. 6'3" headroom below. Can sleep six. Beautiful wood interior, galley, head with shower. New Hood 90-105 headsail, Harken roller furler, new Harken traveler, new fuel lines, dodger, Westerbeke 28-hp diesel. Clean. \$39,500. (415) 883-3733.

**PEARSON 32 RACER/CRUISER, 1979.** Fast, easily singlehanded boat for couple. Featured in August 2007 *Practical Sailor*. 1,250 hours on original M-15 Universal diesel. Gear, vintage 1995: Autopilot, digital depthfinder and gauge, gennaker, Harken furler, Navtek backstay adjuster, Hall Spars Quik Vang, Furuno radar, 25w marine radio. New: 19-gallon aluminum fuel tank and electric fuel pump, 2002. Documentation: All original manuals, surveys, maintenance, diving, haul records since my 1995 purchase. Location: Alameda. \$23,000 or best reasonable offer. (510) 525-2754.



**VALIANT 32 SLOOP, 1980.** Roller furling jib, 3-cylinder Universal diesel, 3 anchors and all-chain rode, windvane, radar, autopilot, SSB and VHF radios, 6-man liferaft. Hot water, propane stove with oven. Includes a dodger and large solar panel that were removed for cruising. Proven bluewater cruiser. Just back from Hawaii. Moving to a smaller boat. Currently docked in SF. Asking \$60,000. (415) 601-5666.

**COLUMBIA 34. THE ROOMIEST 34'** sloop ever. 6-ft plus headroom. Big V-berth. Great liveaboard. New barrier coat and bottom. New thruhulls. Wheel steering. Delightful wood below but low maintenance above. Runs great. First \$5,000 drives her away. (916) 777-5510 or (916) 217-6908.

**NOR'WEST 33.** Classic bluewater racer/cruiser featured in November, 2006 *Cruising World Classic Plastics*. 1978, hull #6. Cruising ready. Full complement of sails, wind generator, solar panel, new bimini and interior upholstery, radar, GPS, Monitor self-steering vane, autopilot, new standing rigging and Harken Mk IV roller furler at headsail. LectraSan waste treatment system, all new head plumbing, bottom paint, new multi-stage battery charger. Most systems replaced in past 10 years. 2006 survey available. Currently berthed in San Diego. Asking \$55,000. Call (510) 301-3431 or email: [sailskye@pocketmail.com](mailto:sailskye@pocketmail.com).



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**SAN JUAN 34, 1984.** Very few built. Fast cruiser, excellent condition. 6' headroom, galley, sleeps six, rod rigging. Roller furling headsail, 150% genoa, main, working jib, in good condition. 3GMD Yanmar, Achilles dinghy, large bimini. Price reduced: \$39,000. Call (510) 420-8956 or nino@access-print.com.

## 36 TO 39 FEET

**RAFIKI 37.** Good condition. Cutter rig, new electrical, running rigging and fuel tanks, new LPU and brightwork. Sound engine. Needs new cushions. \$49,500. Tom (510) 287-0456 or (510) 799-1712.

**CHEOY LEE CLIPPER 36 KETCH** in San Diego. Not a 'yacht' but without question the best value in a solid cruiser on the market. Just add food, fuel, water and go. \$36,000. For more info email: FrConrad@gmail.com.

**JEANNEAU 36, 1997.** Very well maintained. Electric anchor windlass, dodger, refrigerator/freezer, GPS, chartplotter, autopilot, CD player, VHF, B&G instruments, depth/knot/wind, dinghy with 2-hp Johnson. \$95,000. To view call Roy (510) 523-4081 or Brian (209) 722-2068 or coolswick@aol.com.



**CAVALIER 39, 1980.** Excellent condition. This New Zealand-built bluewater cruiser has extensive upgrades including Yanmar diesel (500 hours), beautiful Kauri wood interior. Lots of gear. Located in San Diego. Asking \$64,500. Stephen (619) 846-6218 or (619) 224-7784.

**ISLANDER 36, 1977.** Perkins 4-108, new rigging 2002, 2 self-tailing Harken 44s, 2 self-tailing Barlow 25s. Dodger, covers, holding tank, macerator, propane stove/oven, radar, chartplotter, VHF, bowroller, 2 anchors/chain and rode, carpets/curtains, Avon/ob. Alameda Marina #204. \$47,500/obo or will trade up for larger boat with aft cabin, trade plus cash. Arnie (415) 999-6751 (cell) or (415) 383-9180 (hm) or email: arnoldgallegos@comcast.net.

**VALIANT ESPRIT 37, 1978.** Built by Nordic Yachts and offered below market price at \$65,000/obo because it is located in Panama. For pictures, specifications and list of equipment, please visit <http://felicia777.blogspot.com/> Gregory (415) 373-2627 or asailorman@yahoo.com.



**KETTENBURG 38.** Three boats for sale. If you are looking for a classic, we have three in various states of renovation. Two in the water, one on the renovation site. Call for more details. (916) 847-9064 or (415) 518-3914.

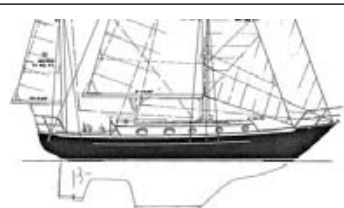


**38-FT SLOOP, 1970.** Sparkman & Stephens-designed, Canadian-built Hughes. Asking \$24,000/obo. Sails well, has new diesel inboard engine. Located in Monterey, CA. (831) 915-4984.

**COMANCHE, ALDEN 38 CUTTER, 1952.** An incomparable pedigree. Well-equipped and professionally maintained by this owner 22 years. Loaded with charm, charisma and character. Very recent survey. A turnkey classic. Greatly reduced price. (805) 639-0836.

**ISLANDER 36, 1983, SILVER SHADOW.** Excellent condition. New Doyle StackPac main and roller furling jib. Radar, SSB, CNG, pressure H/C water system. A.P., Pathfinder diesel, hard dodger, 6 and 12 volt batteries. Many extras. \$49,900. (209) 957-3361.

**BENETEAU FIRST 36.7, 2003.** Bristol condition inside and out. Two sets of sails, cruising and Pentax racing, all in excellent condition. Berthed in San Pedro, CA. Boat priced below market for fast sale. \$108,000. Call (213) 280-9764 or email: charles\_curnutt@ahm.honda.com.



**CREALOCK 37 YAWL, 1978.** Hull #7. Traditional layout, the way W.I.B. Crealock designed it. Volvo MD11 with 120S saildrive, 8-sail inventory. \$75,000/firm. Currently out of water, Port San Luis. Email: blecha@charter.net for pictures, etc. (805) 773-1178.

**CATALINA 36, 1985.** Universal diesel, custom-built aluminum gas tank. Great condition. Very clean interior with plenty of comfort. Refrigerator, shower, GPS, radio, lots of extras. Comes with new paint. Must see. Pics at: <http://www.flickr.com/photos/48403161@N00/sets/72157606203417726/>. \$50,000. Call (510) 812-2032 or w.designbuild@yahoo.com.

**ISLANDER 36, 1976.** New Force 10 oven/stove, freshly recovered cushions and interior wood recently refinished. Perkins 4-108 diesel. \$45,000. Call (510) 232-7999.

**CATALINA C380, 1999.** Currently in San Diego, CA. Was voted Best Maintained Yacht at the California Yacht Marina. In exceptional condition inside and out. Dodger, Esinglass and sail covers are recently updated, excellent condition. Master cabin has a queen bed, 3 hanging lockers and ample stowage. Master head has enclosed stall shower. V-berth is newly re-upholstered and has sink, hanging locker and multiple drawers. Approximately 890 hours on the Westerbeke engine. Custom 3-blade prop. Tall rig with recently-serviced jib. Updated interior design and electronic items. Wired for computer guidance. B&G gauges and autopilot. 24-mile radar added. Easy to sail. Priced to sell by owner at \$125,500, will consider reasonable offers. Recent survey. Call Steve (619) 717-0368 or email: stevewilliams.pcg@gmail.com.

## 40 TO 50 FEET

**CATALINA 42 Mk I, 1995.** 2 cabins, fin keel, upgraded new rudder. Clean survey 2 years ago. Shows pride in ownership. Cruised in Mexico for 1 year, ready to go again. Now located in Ventura, CA. \$130,000. Extensive list of equipment and upgrades, new dodger, new full-batten mainsail still in bag, davits, solar, dinghy and motor, extra fuel capacity, elect. heads. Contact info for questions, complete inventory list and pictures: (805) 373-0166 or (805) 732-9234 (cell) or email: dab.fd@roadrunner.com.

**J/41, 1985, AIRPOWER.** Short-handed sailing. Full interior, Yanmar refrigeration, Harken furling, 4kw radar, dodger, deck hardware rebedded 2005, decks painted, interior paint/varnish new. Great sailing boat. Owner sailed her 11,000 ocean miles, Canada, Ha-Ha, Mexico. \$48,000. Located Richmond YC. (530) 432-1234.



**CAL 2-46 KETCH, 1974.** Liveaboard, 2 staterooms, 2 heads, engine room/workshop, heavy stainless dodger. Upgrades: shaft, propeller, Raymarine E120 radar, VHF, Schaefer furler, dual Racor filters, upholstery, Force 10 3-burner stove, dinghy, 9.9 Merc and more. \$65,000/obo. Info/pictures: <www.StillCrazySailing.com> (831) 708-2144.

**BENETEAU FIRST 47.7, 2002.** Three-cabin version with galley to starboard and aft. Cruising rig and standard keel. We bought her in France and cruised her for four years. Beautiful, fast, well-equipped boat that is in great shape, with many extras and upgrades. We brought her home to San Diego, but work and family doesn't leave too much time to enjoy her. \$225,000/firm. Please email: flyingshadow2007@yahoo.com or call (858) 231-1727.



**47-FT OLYMPIC OFFSHORE** cruising ketch. Ted Brewer design, hand-laid fiberglass to Lloyd's specs, 3 staterooms, spacious accommodations, 75-hp diesel, LPG oven/stove, refrigerator/freezer, hot water, radar, VHF, GPS/chartplotter. See more at: [www.rebeccasailboat.com](http://www.rebeccasailboat.com) \$139,500. (360) 452-5050 or (360) 928-3058.

**NORSEMAN 447 CENTER COCKPIT, 1985.** Sleek, swift, strong. Well-balanced, great-performing comfortable liveaboard, ready to cruise. Beautiful condition, meticulously maintained. Low hours 62 Lehman. 3 fridge systems, 2 autopilots, solar, radar, SSB, spinnaker, recent batteries and haulout. \$220,000. See pictures at [yachtanna.blogspot.com](http://yachtanna.blogspot.com). Inquiries: amjudy@yahoo.com.



**TARTAN 4400, 2004.** Hull #1 of Tartan's newest deck salon. Electric winches, Vacufush heads, full batten main, roller genoa, cruising spinnaker. Espar central heat, bow thruster. Kato davits, Caribe inflatable. Only 170 hours on diesel engine. New condition. \$475,000. (530) 318-0730 or amjohn@sbcglobal.net.

**BENETEAU 461, 1996.** Good condition, clean, loaded. 3br/3ba, GPS, autopilot, 50-hp Yanmar, new covers. Interior in great condition, cd player, much more. \$145,000/obo. SF area. (408) 422-4277 or email: saraysteve@aol.com.

**VALIANT 40, 1988.** Texas-built. Non-blister, on the hard San Carlos, Son, Mex. \$120,000. Call (520) 572-1470 or bluechablis@comcast.net.

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**45-FT LOA IOR LAURIE DAVIDSON** design. *InfraRed*. New masthead kite. Ready for PHRF racing. Would be great for SoCal as racer/cruiser. Sugar scoop stern with newer rudder and Volvo power upgrades. Ex-St. Francis Big Boat Series and Long Beach Race Week class winner. Roomy 3-cabin interior. All amenities. Reduced inventory. New reduced price. Asking \$89,500/firm. Ray Lopez in Burson. (209) 772-9695.



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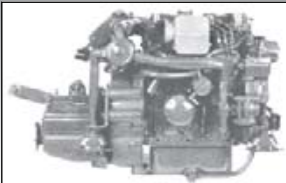


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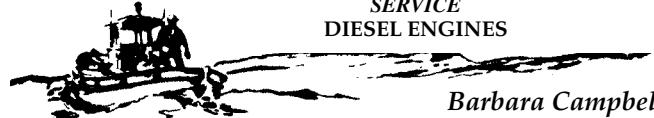
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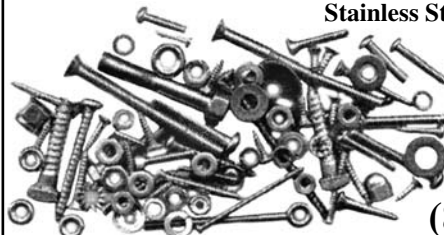
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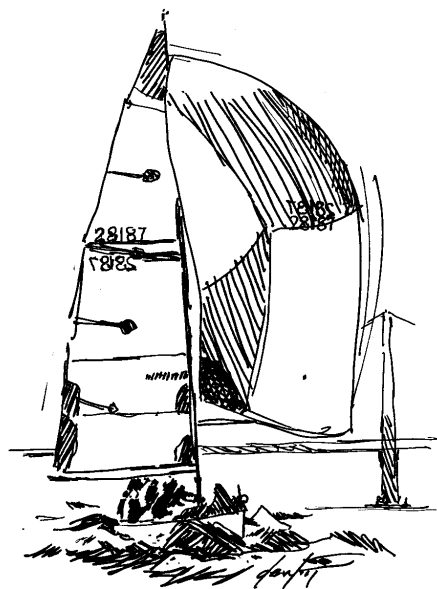
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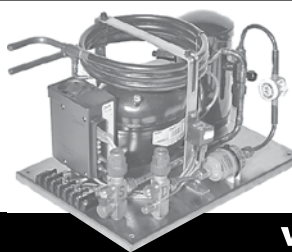
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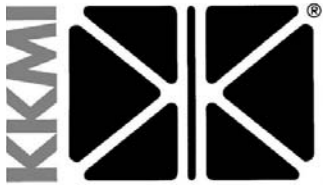
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38' HUNTER 386 LE, 2004

This one-owner, never chartered, professionally maintained Hunter shows bristol topside and below. Gelcoat is perfect and interior looks brand new. She's the deep draft version, is well equipped from the factory (she's the LE version) and has an extensive suite of electronics and only barely 400 hours on the spotless Yanmar diesel. Must see.

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38' HANS CHRISTIAN TRADITIONAL, 1984

The 38 Traditional is a lovely modern classic and this particular example is in very nice inside and out. Some highlights: new main in 2003, new roller furler in 2001, all new electronics in 2001, epoxy barrier-coated bottom painted 2001.

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36' CASCADE CUTTER, 1989

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34' TARTAN, 1987

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35' SANTANA, 1979

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\$17,000

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30' NONSUCH ULTRA, 1987

Professionally maintained late-model example in super nice shape (the interior is flawless and the exterior comes close), and lying in a transferable Sausalito Yacht Harbor slip that has a great Richardson Bay, Angel Island and San Francisco views. All in all, a nice turn key package that must be seen to be appreciated.

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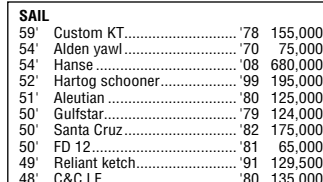
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**57' CHINESE JUNK.** Teak const. Huge, very comfortable, well lit and well appointed interior. Outstanding liveaboard cruiser with lug rig and highly desirable Gardner diesel. Charm, character. Genset, washer/dryer. Possible liveaboard ship and more! Ask **\$79,950**



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**82' FAIRMILE M/Y** by Burwick Shipyard of Tweed, Scotland. Unusually robust. Twin CAT diesels, 2 gensets, Vosper stabilizers, 5 strms, 4 heads, lg salon, W/H, sheltered aft deck & MUCH MORE! Operational, partially refit, but unfinished. A wonderful ship at a very reasonable **\$400,000** asking price.



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**38' CLASSIC ENGLISH KETCH.** Award winning beauty in fine condition. Pitch pine over oak, copper riveted. Dsl, dodger, new teak decks, RADAR, gorgeous interior & MORE! Designed by Reg Freeman, built 1936 by Wm King & Son. Ask **\$124,950**



**40 SAMPSON C-Ghost Cutter, F/C, Mexico.** Vet and ready to go again. Excellent cruiser. Diesel, wheel, dodger, enclosed marine head, shower, galley, AP, GPS, + MORE! Very nice condition and a GREAT VALUE! Asking **\$39,000**

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43' SPARKMAN & STEPHENS steel custom canoe-stern cutter by Olin Stephens. Major upgrades. Center cockpit, aft cabin, new electrical system, diesel and more. FULL REFIT NEARLY COMPLETED. BEAUTIFUL! ..... Asking 88,000  
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39' FREYA Double-ender, steel, diesel, dink & o/b, new point, solar, furling, radar, AP, cruise equipped & more! ..... Asking 48,950  
37' ISLANDER Sloop. Inboard, ever popular "Plastic Classic" ..... Asking 18,950  
36' SPARKMAN & STEPHENS Center Cockpit Cruising Sloop, Dsl, F/G, wheel, ++, .. 24,950  
34' FELLOWS & STEWART Ketch. Diesel. Asking 19,500  
31' PACIFIC SEACRAFT MARIAH cutter. Strong, F/G double-ender bluewater cruiser. Dsl, wheel, furl, dodger, radar ++. Great, beautiful boat. . . . Ask 68,950  
30' + STEEL SPRAY Replica by Bruce Roberts. This is a NEW BOAT, never launched. Joshua Slocum's famous Spray design w/diesel, spars, sails & more! Exterior looks ready to launch. Interior started, but not finished. AHoy BARGAIN HUNTERS!!! This looks like a good one ..... Asking only 14,900  
30' PT 30 Mk II 1/2-ton Britton Chance design. 5 berths, full headroom, solid F/G hull, furling, dsl, 3 headsails (135% & #4 gennies, 3/4 & 1.5 oz kites), spinn., main++...9,950  
30' SAGITTA Sloop. F/G, diesel, fine Danish double-ender.....Reduced.....Ask 14,950  
30' CATALINA Slip. Dsl, wheel, nice. 22,000  
30' CAL Cr. Dsl, furling, MORE! Ask 11,950  
29' PEARSON TRITON. New diesel. Total refit nearly done ..... Asking 15,950  
27' BALBOA Sloop. Diesel auxiliary, wheel, standing headroom, 2-axle EZ-loader trailer. Lyle Hess design, GPS, VHF, extra clean & MORE!.....REDUCED! Asking 10,475  
27' CHEVY LEE Offshore. Dsl, GLASS, Classic Design & MORE!...REDUCED! Asking 7,500  
27' CAL 2-27 Slip. Extra nice, 1/B. Ask 5,750  
23' HERRESHOFF Classic PRUDENCE Sloop with 2003 Honda..... 7,500

62' TRUMPY Classic 1946 Ocean Cruising Yacht. Gorgeous interior & super comfortable layout. Exterior refinish/restore needed. Economical twin 4-71s ++. OFFERS ENCOURAGED ..... Asking 149,500  
52' GOLD COAST Coastal Cruiser, twins, F/G, two helms, ideal cruising liveaboard ..... Asking 38,950  
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32' GRAND BANKS Trawler. Classic '70. Dsl, dual helms, full electronics, TEAK decks, economical + MORE!..... 24,950/offers  
31' MONTEREY BAY EXPRESS P/H Utility, F/G, 1991. Twin 130 hp Yamahas, trailer, USCG-documented, commercial quality gear.....REDUCED to 29,950 Ask 24,950  
29' WELLCRAFT 2900 EXPRESS. Twin screw (not outdrives). Super clean & nice! Bright red .....REDUCED! Asking 19,950  
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27' FARALLON Pilothouse, '86. F/G, twin 5L V8s, fast and seaworthy. Just detailed and very nice ..... Asking 51,950  
26' PACEMAKER cabin cruiser/V8, nice!...8,500  
25' Trad. Cabin Cruiser. Very nice '49 in fine shape.....6,450/obo  
24' WILSON w/trlr. Twin Volvo 6 cyl. dsls, fwd cabin, encl. PH, radar, depth, Loran. Ideal commercial quality fishing/diving boat w/new point & running great! MORE! Ask 24,500  
24' COUNTER-STEM TRADITIONAL YACHT TENDER/LAUNCH with Cuddy. Copper bottom. A BEAUTY. YANMAR diesel..... 12,950/obo  
19' CHRIS CRAFT CONCEPT 119 Bowrider Runabout, '93. With canvas, inboard 40 mph low hours, drystored inside. Good looking fiberglass fun machine.... Try 5,000/offers.  
19' CHRIS CRAFT Barrel-Stern Runabout. New cold-mold repl. w/tr. A beaut.... Ask 24,950



**34' ALUMINUM-constructed BRISE DE MER** aux. sloop by Leguen Hemidy. European craftsmanship. Volvo dsl, blue-water performance cruiser. Roller furler, AP, 3-speed winches, internal halyards, lines led aft for shorthanded passages, double course lifelines w/pulpits & more. Ask **\$35,000**



**58' ALDEN BOOTHBAY MOTORSAILER** center cockpit ketch. Dsl, genset, air/heat, new upholstery, much recent refitting & refinishing. Loaded w/cruise gear, AP, radar ++. Great comfortable bluewater cruising w/excellent layout & more! Ask **\$268,950**



**40' CHALLENGER** Ketch. Gorgeous, Sparkling Performance Cruiser in excellent condition. Dsl, furling, spinn., full galley, encl. head & shower, hardwood interior, wheel, pedestal, full lifelines & pulpits, inverter, Avon & o/b. MUCH MORE! Shows pride of ownership. Asking **\$59,000**



**BARGAIN CLASSIC CRUISER**  
**65' CLASSIC, '31 MOTORYACHT BY WHEELER.** 16' beam, recent 40K hull refurb. She's ready for you to finish restoration. 3 dbl strms, pilothouse, twins, 3 heads, huge salon, crew's quarters and more. **\$39,500**



**50' TRUMPY** raised pilothouse TRAWLER. Strong, comfortable, seakindly & economical. RADAR, AP, Detroit 671-N main, 2 heads, shower, tub, dbl & queen strms, full galley, trg salon, dbl plank. Built by famous John Trumpy Yard. Project boat. MUST SEE. **\$44,950/offers**



**48' DUTCH CANAL BARGE** by DeVries. STEEL. Unique cruising liveaboard for Bay and Delta. Comfort and character. Diesel, tub, galley, fireplace, salon, convertible aft enclosure, beautiful decor, plus MORE! Asking **\$219,000**



**34' DUFOUR** sloop. Diesel, enclosed head and shower. Full galley, spinnaker, nav. station, wheel steering. TEAK and holly sole and more. Excellent performer with quality construction and lots of room (6'6"+headroom). Asking **\$29,500**



**48' C&C LANDFALL P/H MODEL** Health forces sale of great one-owner bluewater cruiser. Aft and forward staterooms, big salon, nav station, full galley. Well equipped. Furling, self-tailing winches, dodger, wheel ++. **\$149,500/offers**



**39' SANTANA** by Gary Mull & W.D. Schock. Great designer & builder. Exceptional cond. Perfectly set up for cruising. Strong, seaworthy & comfortable. Wheel, dodger, radar, VHF, GPS, AP, depth, spinnaker, etc. VERY NICE! Ask **\$59,950**



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44' C&C, '86	129,900	32' CARVER, '87	125,000
40' OLSON, '84	80,000	35' LARC, '63	79,500
37' HUNTER LEGEND 37.5, '93	74,000	32' UNIFLITE SEDAN, '76	24,400
36' ISLANDER SLOOP, '76	36,500	32' BOUNTY, '02	185,000
35' ERICSON, '72	19,900	32' BAYLINER, '90	38,000
32' ERICSON SCORPION, '67	9,000	32' BAYLINER, '92	29,500
31' ISLAND PACKET, '89	39,000	30' REGAL, '97	24,000
30' ERICSON, '81	24,900	28' RINKER, '05	49,000
30' SANTANA SLOOP, '76	15,600	28' BAYLINER, '00	32,000
30' CARTER SLOOP, '76	19,000	19' REINELL RUNABOUT, '77	3,500
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