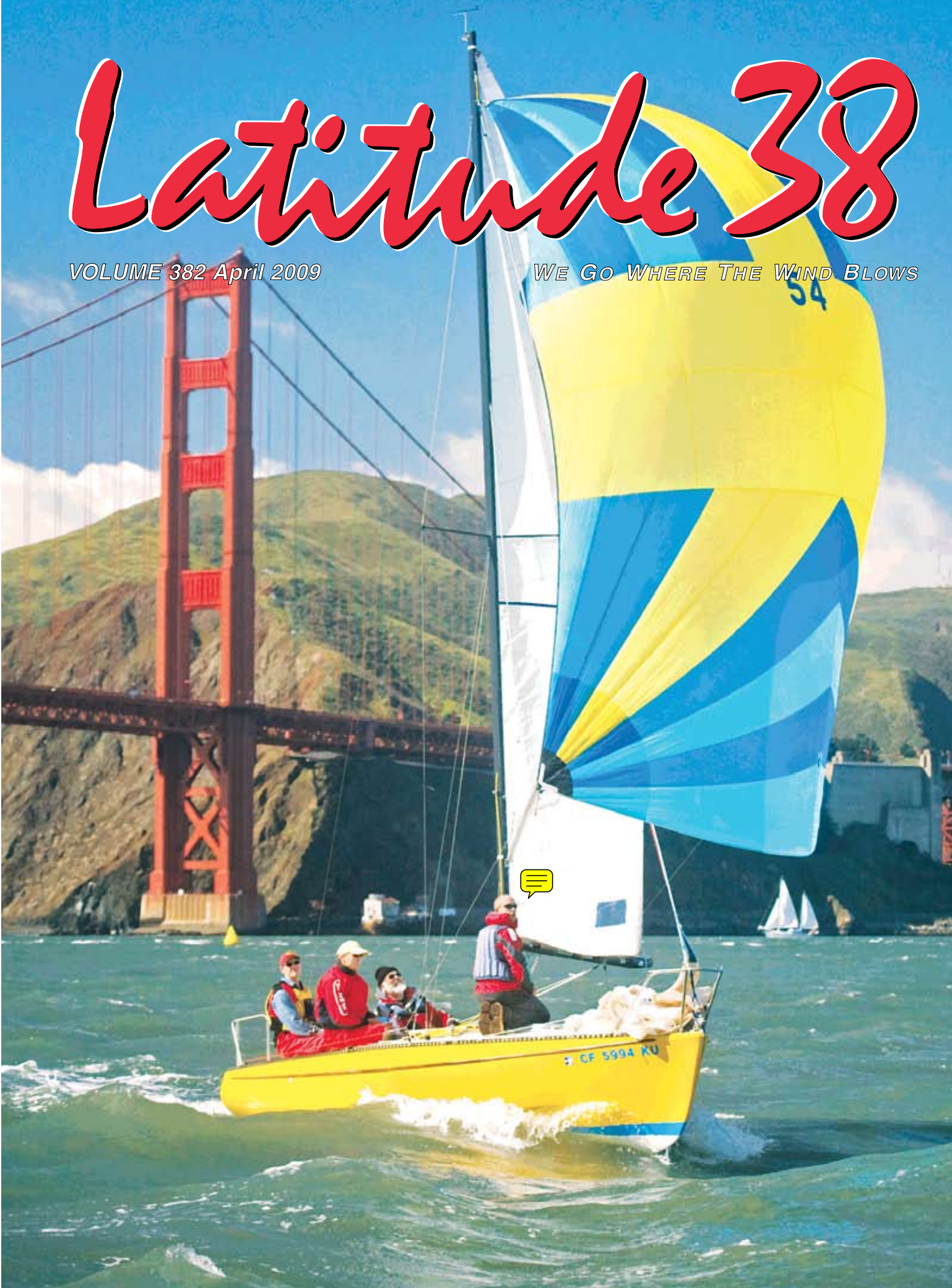


Latitude 38

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VOLUME 382 April 2009

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APRIL 2009

VOLUME 382



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Glenn Isaacson in *Q*, his Schumacher-designed 40-ft daysailer, was the winner of Golden Gate Yacht Club's 24-boat PHRF 1 Fleet.

Richard von Ehrenkrook in his Cal 20, *Can o' Whoopass*, won his division at Corinthian Yacht Club, and over at Berkeley Yacht Club, won his class for the Saturday series and the Champion of Champions race as well.

George Ellison with *Shameless*, a modified Capo 30, placed first in Berkeley's Champion of Champions race in Fleet 2.

And Bill Riess's Express 37, *Elan*, beat the rest of his one design fleet in Corinthian Yacht Club's series.

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Cover: The sunshine-yellow Moore 24 *Sunshine* sails into spring.

Photo: Peter Lyons/www.lyonsimaging.com

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Latitude 38 welcomes editorial contributions in the form of stories, anecdotes, photographs—anything but poems, please; we gotta draw the lines somewhere. Articles with the best chance at publication must 1) pertain to a West Coast or universal sailing audience, 2) be accompanied by a variety of pertinent, in-focus digital images (preferable) or color or black and white prints with identification of all boats, situations and people therein; and 3) be legible. These days, we prefer to receive both text and photos electronically, but if you send by mail, anything you want back must be accompanied by a self-addressed, stamped envelope. **Submissions not accompanied by an SASE will not be returned.** We also advise that you not send original photographs or negatives unless we specifically request them; copies will work just fine. Notification time varies with our workload, but generally runs four to six weeks. Please don't contact us before then by phone or mail. Send all submissions to editorial@latitude38.com, or mail to Latitude 38 editorial department, 15 Locust Ave., Mill Valley, CA 94941. For more specific information, request writers' guidelines from the above address or see www.latitude38.com/writers.html.

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Anyone considering offshore passages must take a serious look at this fast, comfortable performance cruiser. She's ready to take you anywhere.



42' PRIVATEER CC, '89 \$69,900
Ebb Tide is truly a go-anywhere design. This one-owner Mexico veteran has proven herself to be a safe and durable vessel in all conditions.



42' CATALINA TRI-CABIN, '92 \$112,000
A beautiful example of the Tri-Cabin Catalina 42. She's been well maintained and shows pride of ownership. She won't be on the market for long.



40' CHALLENGER, '73 \$64,500
She's a very strong vessel with great living accommodations. These sturdy boats are not easy to find, so give us a call - she won't last long.



39' C&C LANDFALL CC, '86 \$84,900
Well-insulated interior made her comfortable during cruises in the Pacific Northwest and Canada, including 2 circumnavigations of Vancouver Island.



36' ISLANDER, '74 \$25,000
Spacious interior and excellent working deck and cockpit - and the watermaker, radar and windlass set her apart from the fleet. Sail your dream now!



33' NEWPORT, '86 \$38,000
This fun-to-sail sloop is all original with no modifications over its history. She is clean, clean, clean and offers a very well-equipped galley.



32' FEELING 326DI, '90 \$64,900
Amaruq has aged gracefully, as prior to 2006, she was sailed only four months each year in fresh water. Upgraded 28-hp diesel and good accessories.



31' TARTAN PIPER 3100, '93 \$69,000
This 31-foot yacht has been meticulously cared for by both its owners with a reputation as handsomely outfitted, sturdy, performance cruisers.



30' TORE HOLM, '60 \$55,000
Sweden-built sloop designed by a winner of six Olympic sailing medals is an absolute delight to see. Impeccably maintained throughout her history.



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~ Feature Attractions ~



41' COOPER US 42 Pilothouse, 1981...Asking \$78,000



38' SHANNON CUTTER, 1980...Price Reduction!

Size Brand / model	Year	Price
SAIL		
54 Custom DeWar cutter ketch	1983	149,900
54 Hunter sloop	1984	90,000
50 Hudson pilothouse ketch	1979	69,000
50 Kettenberg sloop	1962	128,000
46 Hunter 460 cutter sloop	2000	235,000
46 Morgan 462 CC ketch	1981	84,900
46 Denmark steel ketch	1966	69,900
45 Hunter 450 Passage CC	1998	179,000
45 Island Trader CC cutter ketch	1979	139,900
44 Hylas sloop	1991	199,000
44 Peterson KP44 cutter	1978	95,000
43 Irwin MK III	1989	114,000
43 Spindrift PH	1981	124,000
42 Johnson trimaran	1987	175,000
42 Whitby ketch	1975	140,000
41 Morgan OI 415 ketch	1979	69,900
41 Ta Chiao CT ketch	1977	120,000
41 Seawind cutter sloop	1977	39,900
41 Tartan TOCK	1976	86,000
41 Formosa Yankee Clipper	1974	92,500
41 Morgan 414 ketch	1974	42,500
41 CT ketch	1973	49,900
41 Tartan sloop	1973	75,000
40 Piver Victress trimaran	1965	35,000
39 Roberts cutter	1997	118,000

39 Cal	1980	74,900
38 Nauticat motorsailer	1983	100,000
38 Roberts Offshore ketch	1982	55,000
38 Hans Christian Traditional	1979	89,900
38 Bluewater Ingrid ketch	1974	35,000
38 Oriental Moore ketch	1963	24,900
38 Ericson sloop	1982	79,000
37 Pearson sloop	1989	44,900
37 Hunter Legend sloop	1988	69,000
37 Rafiki cutter	1978	80,000
37 Condor UK	1978	32,000
37 Irwin CC sloop	1976	56,000
37 Tayana ketch	1975	65,000
36 Union cutter	1987	65,900
36 Union cutter	1983	89,900
36 Pearson 367 cutter	1982	59,900
36 CSY Watkins sloop	1981	TBA
36 Islander sloop	1980	39,500
35 Wauqueiz Pretorian sloop	1985	82,500
35 Columbia Challenger ketch	1974	28,000
34 Hunter sloop	1986	36,900
34 Catalina sloop	1986	29,900
34 Hunter sloop	1985	44,500
34 Finnulf	1983	43,500
34 Hunter sloop	1983	31,000
34 C & C sloop	1978	40,000
34 Downeast cutter	1978	34,900
34 Tartan centerboard	1972	27,900

33 Hunter sloop	2004	88,765
33 Newport sloop	1982	19,900
32 Westsail cutter	1981	63,500
32 Dreadnaught ketch	1980	38,000
32 Morgan custom sloop	1979	37,500
32 Downeast cutter	1976	26,900
31 Pacific Seacraft Mariah cutter	1979	49,900
31 Brown Searunner trimaran	1978	32,000
30 Newport MK III	1984	16,500
30 Ericson sloop	1968	18,000
29 Cal 2-29	1976	19,900
28 Bahama Sharpshooter	1950	39,500
27 Corsair F-27 trimaran w/trailer	1991	43,000
20 Pacific Seacraft Flicka w/trailer	1980	24,000

POWER			
64 Woods trawler	1972	240,000	
60 Gladding & Hearn pilot	1960	219,000	
53 DeFever custom POC	1983	345,000	
52 DeFever trawler	1970	125,000	
48 Tollycraft motoryacht	1976	160,000	
47 Santa Barbara Yachts	1964	75,900	
45 CHB sedan trawler	1981	169,000	
42 Betram convertible	1985	180,000	
42 Californian coastal trawler	1979	99,500	
42 Grand Banks trawler	1970	69,000	
40 Hatteras trawler	1981	89,000	
34 CHB sedan trawler	1978	54,900	

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2005 TAYANA 48 DECK SALON

Like new with only 71 hrs on Yanmar. Raymarine electronics, air/heat, genset, Corian, LeisureFurl main, electric winches. **\$489,900**



2005 TAYANA 48 CC

Just back from Mexico in great shape with everything you need for this year's Baja Ha-Ha. **\$469,000**



1973 BREWER 43 CC KETCH

Custom center cockpit teak ketch properly maintained by a meticulous owner.
\$69,000



1973 C&C 48 SLOOP

Great ex-racer refit at the factory with a new interior, wiring, rod rigging and Perkins MT 80.
\$175,000



1988 FRASER 51 CUTTER

Wingstar is a Canadian-built center cockpit cutter. Great shape and ready to go again.
\$249,000



1990 TAYANA 55

Well cared for and consistently upgraded. New teak decks in 2006. New engine 2008. Lying Turkey.
\$360,000



1979 GLOBE 46 CC KETCH

Traditional full keel center cockpit cruising ketch in great shape.
\$95,000



1978 TARTAN 30

Clean, well taken care of example of this timeless S&S design.
\$19,500



1977 VALIANT 32 CUTTER

Classic Robert Perry design. Solid, basic platform to build your cruising boat and priced accordingly.
\$34,500



1982 TAYANA 42 CC

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CALENDAR

Non-Race

Apr. 1 — Don't be a fool, go sailing!

Apr. 1-29 — Wednesday Yachting Luncheon Series at St. Francis YC, 12-2 p.m., \$13.50. Enjoy lunch and a dynamic speaker every Wednesday. All YCs' members welcome. More info under the 'Events' tab at www.stfyc.com.

Apr. 4 — Opening Day on the South Bay. Info, www.southbayopeningday.org.

Apr. 4 — Pearson/Aeromarine Tritons and other Albergs will meet for a sail around the Bay, then to South Beach Harbor for lunch. Info, www.albergssfbay.memberlodge.com.

Apr. 4 — Blue Water Communication seminar at Anacortes (WA) Marine Electronics will explain options and equipment, and give hands-on training, 10 a.m.-6 p.m. \$200/person or \$300/couple. Info, (360) 293-6100.

Apr. 4-5 — Fifth Annual CharterFest at Squilicum Harbor in Bellingham, WA. Check out the boats you could be chartering this summer! Free admission, 11 a.m.-5 p.m. Info, www.portofbellingham.com or (360) 676-2542.

Apr. 5 — Berkeley YC Annual Swap Meet, 6 a.m. Info, Dave Douglas at ddouglas01@aol.com.

Apr. 5-26 — Free sailing at Pier 40 every Sunday courtesy of BAADS. Info, (415) 281-0212 or www.baads.org.

Apr. 8-May 27 — Sailing Skills & Seamanship course by USCGA Flotilla 17 on Yerba Buena Island on Wednesday nights, 7-9 p.m. \$75 fee. Info, dktalkton@comcast.net.

Apr. 9 — Howl at the full moon on a Thursday night.

Apr. 9 — Single sailors of all skill levels are invited to the Single Sailors Association monthly meeting at Ballena Bay YC, 6:30 p.m. Info, www.singlesailors.org, www.bbyc.org or (510) 233-1064.

Apr. 11 — Encinal YC's Nautical Flea Market, the largest in the East Bay. Breakfast, lunch and beverages available. 6 a.m.-1 p.m. Info, (510) 522-3272 or www.encinal.org.

Apr. 12 — Have an Around the Bay Easter Egg Hunt.

Apr. 15-19 — Strictly Sail Pacific & Power Boat Expo, Jack London Square. Info, www.strictlysailpacific.com.

Apr. 18 — Emeryville Marina's 2nd Annual Boaters Swap Meet, 9 a.m.-2 p.m. Info, (510) 654-3716.

Apr. 23, 1969 — Éric Tabarly wins the first solo race from San Francisco to Tokyo aboard *Pen Duick V* in 39½ days.

Apr. 23 — How the Tides Work for You presentation by Kame Richards at the Bay Model in Sausalito, 7 p.m. Space fills quickly for this popular seminar where you'll learn how to use the Bay's currents. \$15, cash only. Reservations, (408) 263-7877 or jimtantillo@comcast.net.

Apr. 23 — Line splicing class at San Jose West Marine, free. Only 20 spots available. Call (408) 246-1147 to hold a spot.

Apr. 24-26 — To celebrate Opening Day on the Bay, six Alameda-based yacht clubs are holding open houses, including food, casual racing, decorated boats and tons o' fun! Call for details: Aeolian (510) 523-2586; Alameda (510) 865-5668; Ballena Bay (510) 523-2292; Encinal (510) 522-3272; Island (510) 521-2980; and Oakland (510) 522-6868.

Apr. 25 — Opening Day on the Delta Boat Parade. Starts at noon in front of San Joaquin YC on Dutch Slough.

Apr. 25 — Stockton Sailing Club's Boaters Swap Meet, 8-11 a.m. Info, www.stocktonsc.org.

Apr. 25 — Sail a Small Boat Day at Lake Washington Sailing Club in West Sacramento. Info, www.lwsailing.org.

Apr. 26 — Opening Day on the Bay! Info, www.picya.org.

Apr. 26 — Cal Sailing Club's free introductory sail at Berkeley Marina, 1-4 p.m. Info, www.cal-sailing.org.

Apr. 28-May 26 — America's Boating Course by Santa Clara Power Squadron at Wilcox HS on Tuesdays, 7-9 p.m.

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42' Fountaine Pajot Venezia,
1995, \$199,000



36' Islander, 1972, \$25,000
36' Islander, 1975, \$38,500



32' Grand Banks Sedan, 1980
\$119,000



Bayliner 3218, 1987
\$28,700



27' Farallon, 1982
enclosed helm, \$35,000



37' Beneteau Oceanis 370
1991, \$69,800



35' Niagara, 1980
\$58,500



46' Moody, 2000
\$399,000

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CALENDAR

\$35 materials fee. Info, www.usps.org/localusps/santaclara or Steve at (408) 723-0619.

April, 1979 — It Was 30 Years Ago, from *Loose Lips*:

Moving ashore, even if only on a temporary basis, will create a horrible disruption in your living pattern, and it's more than likely you'll never be able to get accustomed to it. Our move ashore was particularly grievous since we ended up in an apartment on a busy street. In the afternoons, the smoke alarms go off, and at night the drunks whimper, snivel and throw rocks through windows. But mornings are the worst. Geez, we can so well remember the pleasures of taking a morning leak off the transom . . . but now try it even in the toilet and the old hag downstairs starts howling up the ventilator. It was enough to give us a complex, and our plumbing hasn't worked since.

After a friend from the old dock dropped by and noticed the symptoms of shoreside ailments — ring around the collar, hives and large tufts of our beard falling out — we decided to bring back remembrances of the good life aboard the boat. First off, we unplugged the refrigerator and shut off the hot water heater. If our spirits really need a lift, we plug up the toilet for a few days, rip out the phone, flicker the lights and sleep on some foam cushions on the floor.

All these things help, but they're really just cosmetic solutions to a deep ailment — akin to erasing the red spots on your face when you've got the measles. There's only one solution to the problem of moving off your boat — don't do it!

May 2 — Napa Valley Marina Nautical Flea Market, 8 a.m.-2 p.m. Info, (707) 252-8011.

May 7 — Marine Mammal Center benefit at Sausalito West Marine — 5% of sales to MMC. BBQ from 11 a.m.-3 p.m. and talks by MMC staff all day. Info, (415) 332-0202.

May 9 — KFOG KaBoom Concert and Fireworks Show off Piers 30-32. See www.kfog.com for details.

May 9 — Cal Sailing Team Auction and Gala at SFYC Cove House, starts at 6:30 p.m. A fundraiser to help maintain the fleet. Check out www.calsailing.org for details.

May 9 — 'Suddenly in Command' class by USCGA at San Jose West Marine, 10 a.m.-2 p.m. Info, (408) 246-1147.

May 9 — 10th Annual Marine Flea Market at Anderson's Boat Yard in Sausalito, 8 a.m.-1 p.m. Benefits Sausalito YC Junior Sailing Program. Info, (415) 332-5432.

May 16-17 — Corinthian YC presents their annual Women's Sailing Seminar. Go to www.cyc.org for details.

May 17 — Nautical Swap Meet at Marina Bay Yacht Harbor in Richmond, 8 a.m.-noon. Info, (510) 236-1013 or info@mbyachtharbor.com.

May 23 — Peninsula YC Marine Flea Market at Docktown Marina in Redwood City, 7:30 a.m.-2 p.m. Info, (650) 369-4410 or www.pychoating.org.

May 30-31 — 11th Annual Catalina Owners Rendezvous at Tradewinds Sailing School & Club at Marina Bay in Richmond. Info, www.raft.c380.org or (925) 820-7370.

Racing

Mar. 30-Apr. 5 — BVI Spring Regatta, British Virgin Islands. One of the Caribbean's best regattas, which includes a huge bareboat fleet. A great way to spend a week-long charter. Info, www.bvispringregatta.org.

Apr. 4 — Spring Tune-Up Race, the mother of all beer can races. RYC, www.richmondyc.org.

Apr. 4 — Spring Fever Regatta. South Beach YC, (650) 552-9260 or www.southbeachyc.org.

Apr. 4-5 — J/Fest, one design and PHRF racing for the J/boat faithful. StFYC, (415) 563-6363 or www.stfyc.com.



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48' MARINER CENTER COCKPIT KETCH, 1981. Three-stateroom layout, transferable slip to qualified buyer. \$175,000



44' GULFSTAR CC SLOOP. High end equipped, very little use, beautifully maintained. Just reduced \$30k for quick sale. \$119,500



33' HANS CHRISTIAN CUTTER, 1985. World class pocket cruiser. Exceptionally large, high quality interior. Excellent electronics. \$120,000



45' ANDREWS SLOOP, 1999
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42' PEARSON KETCH, 1978. Roomy, cruise ready, aft cockpit/cabin. Pearson quality construction. Priced right. \$76,000



44' HARDIN KETCH, '78. Beautiful condition in and out. 60 hp Isuzu diesel, full cockpit enclosure. \$119,000



54' HUNTER SLOOP, 1981. New Yanmar diesel. Upgraded & equipped for cruising. Redesigned transom, keel. \$99,000



41' CHEOY LEE KETCH, 1979. Cruise equipped with Monitor windvane, radar, color GPS & chart plotter, cruising sail inventory. \$79,000



46' ERICSON SLOOP, 1973. Flush deck, Bruce King-designed, rare C-model cruiser. 2 staterooms, large salon, Perkins diesel. \$99,500



50' CHEOY LEE LAPWORTH, 1961. Strip planked wood construction, vastly upgraded, superb condition, turn key. \$249,000

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37' NAUTOR SWAN, 1971. S&S designed classic. Full LP paint, canvas for all wood, fresh interior varnish, updated 'tronics. \$89,000



40' MORGAN NORTH AMERICAN SLOOP, 1979. Perkins diesel, almost everything is new, tons of upgrades! Call for details. \$55,000



40' CHOATE, 1979. New Yanmar diesel in 1997, low hours, new fuel tank, sleeps 9. Great racer or fast cruiser. ~~\$47,500~~ \$37,500



36' CATALINA SLOOP, 1989. Popular family sailer with two private staterooms. Beautifully maintained in and out. Priced for quick sale at \$58,000



38' CATALINA SLOOP, 1982
Original owner, consistently upgraded. New genoa, re-wired and re-plumbed. \$49,500



38' HANS CHRISTIAN, 1986 High quality Telstar underbody cutter with 50hp Westerbeke diesel. World class cruiser. \$149,500



35' ISLAND PACKET CUTTER, 2001
Yanmar diesel, 2 staterooms. Ready for bluewater cruising. Only one for sale on West Coast. \$178,000



34' GEMINI 105Mc, 2005
Loaded! Extensive electrical upgrades, screecher on bow track. Like new. \$159,750.



32' ERICSON, '90. Very clean/well kept; nicest brokerage sailboat on market in this size/price range. New main, jib and cruising spinnaker. \$59,000



27' NOR'SEA SLOOP, 1978
Center cockpit, new galvanized trailer, new Yanmar diesel, Aries windvane. \$35,000



35' HUNTER LEGEND, 1987. Nice family boat. Low hours on Yanmar diesel, walk-through transom, new standing rig 2002. \$39,500



35' CHALLENGER SLOOP, 1974
55 hp diesel w/low hours. Dark green hull, beautiful upgraded interior. A must see. \$49,500

Some boats shown may be sisterships.

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CALENDAR

- Apr. 5** — Spring Series #3. SSC, www.stocktonsc.org.
- Apr. 11** — BAYS C420 Winter Series #4. Info, www.bayarea-youthsailing.com.
- Apr. 11** — SSS Corinthian Race. Info, www.sfbaysss.org.
- Apr. 11** — YRA-WBRA Races. StFYC, www.yra.org.
- Apr. 11** — Singlehanded Race #2, SeqYC. Info, John Draeger at jdraeger@sonic.net.
- Apr. 11-12** — Trans-Folsom. FLYC, www.flyc.org.
- Apr. 18** — Bullship Regatta, the annual run of El Toros from Sausalito to the Cityfront. Info, www.eltoroyra.org.
- Apr. 18** — Oakland YC Rites of Spring, the 1- and 2-handed, and women crews mid-Bay race. George Gurrola, ggurrola@comcast.net or (510) 843-9417.
- Apr. 18** — Don Wan Regatta, TYC. Gary Proctor, (415) 827-2622 or Meritime@gspcc.net.
- Apr. 18** — YRA-OYRA Full Crew Farallones Race. SFYC, www.yra.org.
- Apr. 18** — 1st Annual Westpoint Marina Regatta, a new long distance Bay race. Start off Yerba Buena, round Alcatraz and finish at Redwood Creek. Party at Sequoia YC (transportation provided). Info, www.sequoiayc.org.
- Apr. 18** — J/105 & J/120 Ocean Race, www.stfyc.com.
- Apr. 18-19** — Resin Regatta, for Melges 24s, Etchells, Express 27s, Alerion Express 28s and J/24s. SFYC, (415) 789-5647 or www.stfyc.org.
- Apr. 24** — 62nd Newport to Ensenada Race, one of the largest international yacht races. Info, www.nosa.org.
- Apr. 25** — YRA-WBRA Olympic Circle. Info, www.yra.org.
- Apr. 25** — Konocti Cup Regatta on Clear Lake. Info, <http://kbsail.com/cup> or email firesail@netscape.com.
- Apr. 25-26** — Finn/Flying Dutchman Regatta. BVBC, www.bvbc.org.
- Apr. 26** — Spring Series #1 on Fremont's Lake Elizabeth. Info, www.fremontsailingclub.org.
- May 2-3** — The 109th annual Vallejo Race, one of the biggest races on the Bay, which also serves as the YRA season opener. Info, (415) 771-9500 or www.yra.org.
- May 2-3** — Camellia Cup Regatta on Folsom Lake, for centerboards, multihulls and keelboats. FLYC, www.flyc.org.
- May 3** — Spring Series #2 on Fremont's Lake Elizabeth. Info, www.fremontsailingclub.org.
- May 9** — YRA-WBRA Knox. Info, www.yra.org.
- May 9** — Annual El Toro Flight of the Bulls, Foster City Boat Park. Info, morrillgreg@aol.com.
- May 16** — 32nd Singlehanded Farallones Race, a local rite of passage. SSS, www.sfbaysss.org.
- May 23** — Master Mariners Regatta, hosted by Encinal YC. A must for woody-philes. Info, www.mastermariners.org.
- June 29-July 5** — 45th L.A. to Honolulu Race, better known as the TransPac, starts. Info, www.transpacrace.com.

Summer Beer Can Regattas

- BALLENA BAY YC** — Friday Night Grillers: 4/3, 4/17, 5/1, 5/15, 5/29, 6/12, 6/26, 7/10, 7/24, 8/7, 8/21, 9/4, 9/18, 10/2, 10/16, 10/30. Info, (510) 523-2292 or race@bbyc.org.
- BAY VIEW BOAT CLUB** — Monday Night Madness Spring: 4/13, 4/27, 5/11, 5/25, 6/8, 6/15 (make-up). Peter McCool, (415) 864-4334 or bayviewracing@sbcglobal.net.
- BENICIA YC** — Thursday nights: 4/2-6/25 & 7/9-9/24. Mike Munn, (408) 671-1484 or mmunn88@sbcglobal.net.
- BERKELEY YC** — Every Friday Night: 4/3-9/25. Bobbi Tosse, (925) 939-9885 or bobbj_ohn@jfbat.com.
- CAL SAILING CLUB** — Year-round Sunday morning dinghy races, intraclub only, typically in Laser Bahisas and JY15s. Email Gary and Alistair at racing_chair@cal-sailing.org.

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CALENDAR

CORINTHIAN YC — Every Friday night: 4/10-9/4. Donal Botkin, (415) 497-5411 or racing@cyc.org.

COYOTE POINT YC — Every Wednesday night: 4/8-10/28. Torin Knorr, (650) 863-2570 or regatta@cpyc.com.

ELKHORN YC — Friday Night Otter Cup Series: 5/1-5/29. Luc de Faymoreau, (831) 566-2009 or lucede@gmail.com.

ENCINAL YC — Friday Night Spring Twilight Series: 4/24, 5/8, 5/29, 6/12, 6/26. Matthew Dean, (510) 406-0851 or rearcommodore@encinal.org.

FOLSOM LAKE YC — Every Wednesday night: 5/6-9/16. Steve Galeria, (916) 635-3911 or www.flyc.org.

GOLDEN GATE YC — Friday nights: 5/8, 5/22, 6/5, 6/19, 7/3, 7/17, 7/31, 8/14, 8/28. Mont McMillen, (209) 481-5158 or ggycracedeck@aol.com.

ISLAND YC — Friday Night Spring Twilight: 4/17, 5/1, 5/15, 6/5, 6/19. Info, (510) 521-7442 or www.iyc.org.

LAKE TAHOE WINDJAMMERS YC — Every Wednesday night: 5/20-10/14. Mike Robinson, (530) 713-9080

LAKE WASHINGTON SC — Every Thursday night: 5/7-8/27. Roy Pitts, (530) 908-7160, rpitts@ucdavis.edu or www.lwsailing.org.

MONTEREY PENINSULA YC — Sunset Series, every Wednesday night: 3/25-9/30. Ray Ward, (831) 659-2401 or www.mpyc.org.

OAKLAND YC — Wednesday Night Sweet 16 Series: 5/6-6/24 & 7/29-9/16. Sheldon Haynie, (510) 368-5427 or sheldondhaynie@gmail.com.

RICHMOND YC — Wednesday nights: 4/1, 4/15, 4/29, 5/6, 5/20, 6/3, 6/17, 6/24, 7/1, 7/8, 7/15, 7/22, 7/29, 8/5, 8/12, 8/19, 8/26, 9/2, 9/16, 9/30. Eric Arens, (510) 841-6022 or ericarens@comcast.net.

ST. FRANCIS YC — Wednesday Night Series: 5/6-6/27 & 8/5-8/26. Thursday Night Kiting Series: April-Sept. Friday Night Windsurfing Series: April-Sept. John Craig, (415) 563-6363 or racemgr@stfyc.com.

SANTA CRUZ YC — Wet Wednesdays, every Wednesday night during Daylight Saving Time. Larry Weaver, (831) 423-8111 or lweaver@cruzio.com.

SAUSALITO YC — Tuesday Night Spring Sunset Series: 4/28, 5/12, 5/26, 6/9, 6/23. John Mount, (415) 509-8381 or race@syconline.org.

SEQUOIA YC — Every Wednesday night: 4/15-10/7. Joseph Curtis, (650) 416-4129 or joseph.syc@gmail.com.

SOUTH BAY YRA — Summer Series: 4/5, 5/2, 6/6, 7/11, 8/1, 9/5, 10/3. Richard, rjgreenawald@hotmail.com.

SOUTH BEACH YC — Friday Night Series: 4/24 (practice), 5/1, 5/15, 5/22, 6/5, 6/19, 6/26, 7/17, 7/24, 7/31, 8/7, 8/21, 8/28. Nancy DeMauro, (415) 409-1071 or rearcommodore@sbyc.org.

STOCKTON SC — Every Wednesday night: 6/3-8/26. Phil Hendrix, (209) 476-1381 or phil.hendrix@excite.com.

TAHOE YC — Wednesday Night Spring Keelboat Series: 5/27-7/8 (Pre-Season Race: 5/20). Monday Night Spring Laser Series: 5/25-7/13. Darren Kramer, (530) 581-4700 or www.tahoeyc.com.

TIBURON YC — Every Friday night: 5/15-8/11. Gary Proctor, (415) 827-2622 or www.tyc.org.

VALLEJO YC — Every Wednesday night: 4/1-9/30. Gordon Smith, (530) 622-8761 or fleetcaptainsail@vyc.org.

Mexico and Beyond

April 1-6 — Sea of Cortez Sailing Week. Revived as a 'greener' event by only allowing 30 boats and 100 people. While there will be a large multihull fleet, any kind of sailboat is welcome. Fun races will be held when the wind is blowing.

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J/100, 2005, Hull #11, J Bird

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J/44, 1990, Phoenix

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77' Andrews, '03, <i>Glory, ex-Alchemy</i> **	\$950,000
70' Custom Wylie, <i>Rage</i>	\$598,000
56' Andrews, '94, <i>Charisma</i>	\$364,599
48' J/145, Hull #9, '03**	\$700,000
48' Kristen, '01, <i>Trinity</i> **	\$629,000
44' J/44, '90, <i>Phoenix</i>	\$219,000
41' Passport, '90, <i>360</i> **	\$249,900
41' Bianca 414, '80, <i>Avion</i>	Reduced! \$43,500
41' J/124, 2007, <i>Gone Again</i>	SOLD 349,000
40' J/120, '01, <i>OuiB5</i>	Reduced! \$199,000
40' J/120, '95, <i>Attitude</i> **	\$189,000
40' J/40, '86, <i>China Cloud</i>	New Listing \$159,000
40' Sabre 402, '98, <i>Blow'n Away</i>	SOLD \$239,000
40' Tripp, '92, <i>Snake Oil</i> **	\$85,900
40' Catalina 400 Mk II, '07**	\$279,900
39' Dehler 39, '03, <i>Wild Redhead</i> **	\$329,500



J/100 2005 Hull #5 Reddie Freddie

Asking **\$125,000**

38' Sydney, '00, <i>Howl</i>	\$179,000
38' X-Yachts 382, '99, <i>XTC</i>	\$189,000
37' J/37, '88, Hull #30**	\$105,000
37' PSC, '89, <i>Zest</i>	New Listing \$129,900
36' J/109, '03, <i>Queen Bee</i>	\$215,500
36' J/36, '83**	\$57,900
35' J/105, '04, Hull #617, formerly <i>Chili Pepper</i> **	\$127,500
35' J/105, '02, <i>Breezy</i>	\$117,000
35' J/105, '01, Hull #382, <i>Anna Laura</i>	Reduced! \$105,000
35' J/105, '99, <i>Life Is Good</i> **	\$83,000

35' J/105, '99, Hull #255, <i>Roadster</i> **	\$105,000
35' J/35, '93, <i>Pegasus</i>	\$54,000
34' J/34, '85, <i>The Zoo</i> **	\$29,900
34' MJM 34Z, '05**	Reduced! \$384,000
34' Classic Hans Pederson Power Yacht, '63**	\$79,000
33' J/100, '05, <i>J Bird</i>	\$125,000
33' J/100, Hull #5, '05, <i>Reddie Freddie</i>	\$125,000
30' J/30, '84**	\$34,000
30' Sabre, '86, <i>Buena Vida</i>	Sale Pending \$49,500
29' J/90, '98, <i>Ragtime</i>	SOLD \$65,000
29' J/29, '85, <i>Masthead</i> **	\$28,000
29' Back Cove, '05, <i>Diamond Lil</i>	Reduced! \$179,900
29' Cobalt, '01**	\$69,000
27' Choate, '79, <i>Allegro Con Brio</i> **	\$9,900
26' J/80, '00, <i>Risky Business</i> **	\$32,000
22' Aquapro Raider 665, '04	Reduced! \$39,900

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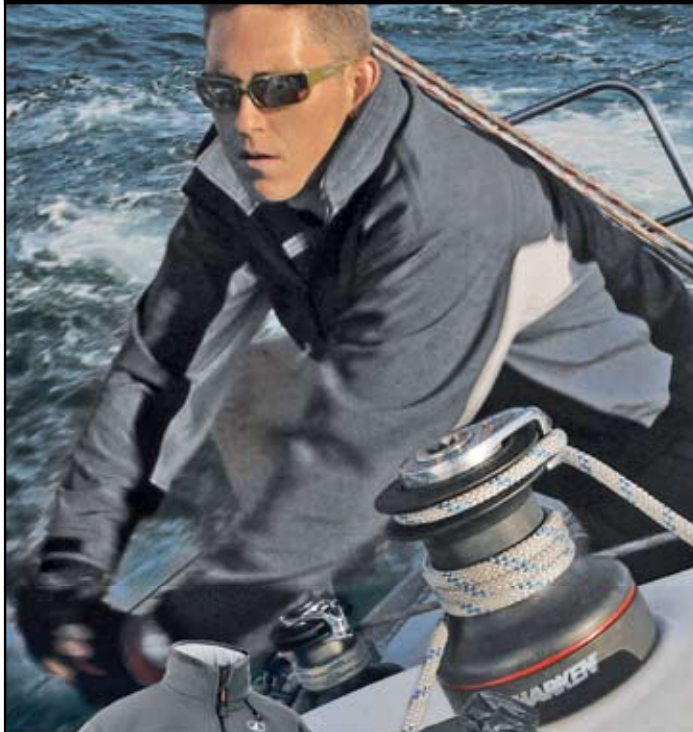
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CALENDAR

and plenty of potlucks are expected. The entry fee? A big smile and a great attitude. Confirm at richard@latitude38.com.

April 2-5 — La Paz Bay Fest. This will be the fifth year for this descendant of the (in)famous La Paz Race Week. An event for cruisers that includes races, potlucks, cruising seminars and other fun activities for the family. More info on Bay Fest 2009 can be found at www.clubcruceiros.org.

Apr. 30-May 3 — Loreto Fest and Cruisers' Music Festival. This classic Baja event, started to clean up Puerto Escondido, draws a very large crowd of cruisers and Baja land-travellers for a chili cook-off, dinghy races and other water activities, the Candeleros Classic race, and lots of participant-created music. The goals are to have fun and raise lots of money for Mexican charities in Puerto Escondido and Loreto. Visit www.hiddenportyachtclub.com.

June 19-21 — Tahiti-Moorea Sailing Rendezvous, hosted by *Latitude 38* and Tahiti Tourisme. This free event is focused on cross-cultural appreciation and includes a cocktail party, a sailing rally to Moorea, Polynesian music and dance performances, and cruiser participation in traditional Tahitian sports — the highlight of which is the six-person outrigger canoe races. Info, www.pacificpuddlejumps.com.

Please send your calendar items by the 10th of the month to calendar@latitude38.com. If you're totally old-school, mail them to *Latitude 38* (Attn: Calendar), 15 Locust Avenue, Mill Valley, CA, 94941 or fax them to us at (415) 383-5816. But please, no phone-ins! Calendar listings are for marine-related events that either are free or don't cost much to attend. The Calendar is not meant to support commercial enterprises.

April Weekend Tides

date/day	time/ht. LOW	time/ht. HIGH	time/ht. LOW	time/ht. HIGH
4/04Sat	0147/2.6	0735/5.3	1423/-0.2	2136/5.0
4/05Sun	0252/2.0	0848/5.3	1515/-0.1	2213/5.4
	HIGH	LOW	HIGH	LOW
4/11Sat	0050/6.0	0722/-0.6	1422/4.5	1910/2.2
4/12Sun	0121/5.8	0803/-0.5	1515/4.3	1950/2.6
	LOW	HIGH	LOW	HIGH
4/18Sat	0122/2.9	0630/4.4	1327/0.6	2055/4.4
4/19Sun	0219/2.5	0742/4.4	1415/0.6	2123/4.7
4/25Sat	0618/-1.0	1321/4.6	1803/2.1	
4/26Sun	0018/6.3	0702/-1.3	1415/4.5	1845/2.4

April Weekend Currents

date/day	slack	max	slack	max
4/04Sat		0044/2.0E	0404	0650/2.2F
	0932	1248/4.0E	1645	1957/3.6F
	2302			
4/05Sun		0146/2.7E	0504	0757/2.8F
	1041	1351/4.1E	1734	2042/3.8F
	2342			
4/11Sat	0232	0543/4.8E	0935	1234/3.7F
	1556	1813/2.6E	2128	
4/12Sun		0017/2.6F	0304	0623/4.5E
	1019	1318/3.3F	1646	1855/2.1E
	2205			
4/18Sat	0334	0604/1.3F	0840	1149/2.9E
	1602	1916/2.5F	2218	
4/19Sun		0049/1.8E	0429	0709/1.7F
	0947	1248/3.0E	1647	1954/2.8F
	2255			
4/25Sat	0128	0447/5.3E	0831	1133/4.1F
	1458	1719/3.0E	2021	2318/3.0F
4/26Sun	0202	0530/5.4E	0915	1219/4.1F
	1550	1805/2.6E	2059	

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LETTERS

↑↓ FULL BODY BURIALS AT SEA

Thank you for researching the legalities of scattering the ashes of cremated people at sea. But one more unasked question has been bothering me — is it still possible to do burials at sea the old-fashioned way? By that, I mean committing a full body, encased in a sailcloth shroud or casket, to the sea. We did this quite often from one of our charterboats when we lived in Christiansted, St. Croix, U.S. Virgins, in the '60s and '70s.

At the time, we worked with Wilhelm Samuel, the local undertaker, who would deliver the body to us, sewn in canvas, with a heavy weight at the foot. This was in the best tradition of the Royal Navy and, until recently, just about every seagoer. We'd place the body on a special board on the starboard side of our boat, which was loaded with family and friends, usually many flowers, and often musicians and clergy. Then we'd head out to sea. As I recall, Wilhelm used to specify that we go at least three miles out from land. These burials at sea worked out nicely. We usually knew the deceased, so we joined in the celebration of our friend's life, and a (reasonably) good time was had by all.

Burials at sea involve no embalming, cremating or other modern practices that are costly to the environment and pocketbook. In fact, I'd like to go to sea one last time that way myself. Can it still be done legally or do we have to do it illegally? Anticipating an unfavorable answer, I've been almost too afraid to ask.

Dick Newick
Sebastopol

Dick — Fear not, for it's still legally possible to do full body burials at sea. There are rules, however, which can be found in Section 229.1 of the Environmental Protection Agency (EPA) Regulations. Among the highlights: 1) The burial must take place at least three miles offshore and in at least 600 feet of water. 2) The body has to be prepared for burial according to the requirements of the Navy, Coast Guard or civil authority responsible for the arrangements. Indeed, what with there being such a lucrative trade in body parts, the trickiest thing might be getting a funeral director to release a complete body to a civilian. 3) Burials at sea are to be presided over by the captain of the vessel or a representative of the religion of the deceased. And finally,



WEBB LOGG

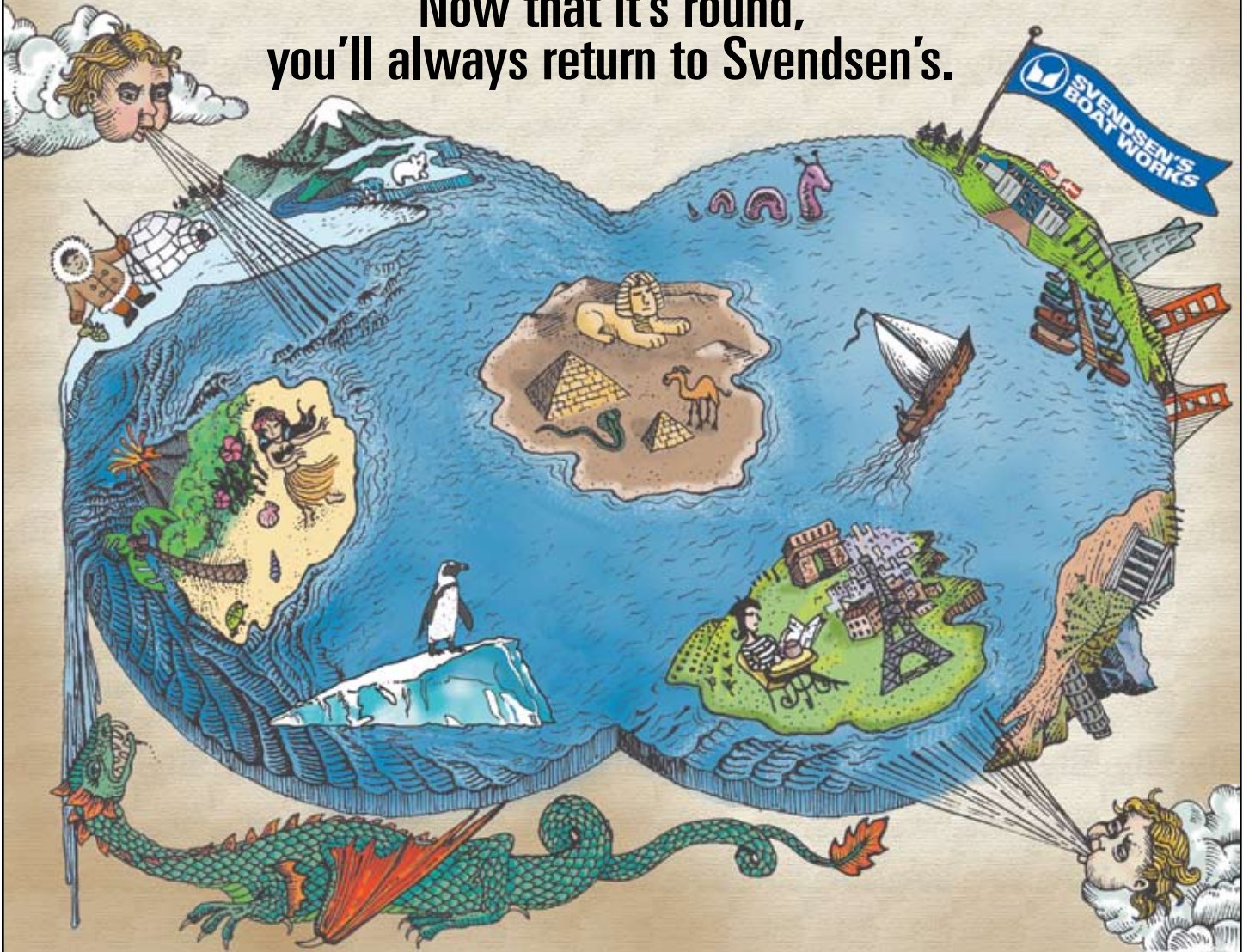
**Full body burials at sea are less complicated for
service members or their family.**

4) a burial at sea has to be reported to the Regional Administrator of the EPA within 30 days of the burial. Folks who were/are in the military — or who have family that were — can be buried at sea by the Coast Guard or Navy,

but with a number of restrictions on when and where. Points of departure for a U.S. Navy burial at sea are: Norfolk, Virginia; Jacksonville, Florida; Corpus Christi, Texas; San Diego, California; Bremerton, Washington; and Honolulu, Hawaii.

If anyone is contemplating a burial at sea, we'd recommend being buried in tropical waters. After all, the thought of spending eternity in cold water is hardly comforting.

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LETTERS

⇅ **BLACK BALLS IN THE RIGGING ARE A RARE SIGHT**

The maritime rules say that a boat anchored during the day should display a round black symbol. I've never seen anyone do this, especially when trying to hold against strong tide during races with no wind. Am I missing something?

Dan Borders
Rancho Palos Verdes

Dan — Except when in designated anchorages, all anchored boats are required to display a black ball in the forward rigging. In reality, about the only vessels that comply with this law are megayachts and commercial vessels. Heck, it's been our experience that lots of boats under 65 feet don't even show the required 360° light when anchored at night.

We've never heard of the Coast Guard or anybody else enforcing the black ball rule, which is probably why nobody complies with it. Of course, if someone slammed into your anchored boat and you weren't showing a black ball, it might be red meat for the defendant's attorney. If you anchor your boat during a race, we suppose you are technically required to show a black ball, but it's probably be the least of your worries.

⇅ **THAT WAS THE BEST LAUGH I'VE HAD IN 87 YEARS**

I alternated between guffaws and gagging after reading *Latitude's* contributions to the planet's best examples of *mal de mer* third-person journalism, while wondering if you have yet withdrawn your heads from deep within the sixes of Ted Halstead and Veronique Bardach. I'm referring to the February *Changes* about the Catana 52 catamaran *Verite*, and I'm still not sure if it was parody or a true story.

- They flew to France to take delivery of their \$1.5 million Catana 50 catamaran.
- They were total novices, having taken only a week of sailing lessons before buying the boat.
- They assumed all they'd have to do is pick the boat up in Canet, add fuel and oil, and enjoy themselves.
- They'd never flown a spinnaker before, and Ted had no idea what an impeller was.
- Even after they started cruising in the Med, Veronique was still asking what a boom was and the proper term for the left side of the boat.



MIKE HARKER

Ted and Veronique, in the flesh.

• They loved the cruising community, which they found to be unbelievably generous with their help.

• The first time they dragged anchor, other cruising skippers came over to help — maybe to protect their boats from Ted and Veronique's cat dragging through the anchorage?

• Ted had to attend a business meeting, so he left Veronique, who knew even less about sailing than he did, plus two other non-sailors, to sail the boat from Crete to France.

• Veronique normally drives the cat, but doesn't like to do the lines or trim the sails.

And then there was their close call: "We were motoring up

See us at
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Rich Wilson, sailing *Great American III*, finished 9th in the 2008-9 Vendée Globe. Rich is the 2nd American to ever finish the Vendée Globe.

PHOTO CREDIT: FRANCOIS VAN MALLEGHEM / DPPI

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LETTERS

a channel in Montenegro, and were naked because we like to sail that way. We were both inside, and because of the layout of the salon, there were some obstructions looking forward. We weren't aware that fast ferries charge back and forth across our path at high speed, and by the time I saw one, we were just feet from slamming into it. As I ran to the helm, which is way out on top of the hull, I could clearly see the alarmed expressions on the passengers on the ferry. I turned off the autopilot. We later learned that these ferry captains get their kicks by coming as close to other boats as possible."

Thank you, *Latitude*, for the best and most hilarious laugh I've had in 87 years. Are there really people like this out there cruising?

Ed Bynon

Aquarius 23, ex-Cal 20, ex-Catalina 30, ex-Westbay 45
Westminster

Ed — You're very welcome, we're glad that Changes brought you so much pleasure.

Ted and Veronique are not only real people, they aren't that unusual among the intelligent and adventurous cruisers that we come across these days. You might remember our report on Pat and Ali Schulte of the Chicago-based Wildcat 35 cat Bumfuzzle. Having gotten bored halfway through their first sailing lesson, they just flew to Florida to pick out their cruising boat. They spent all of about three hours before selecting their boat, in part because they didn't like the humidity in Florida, and in part because, if they made their selection quickly, they could fly back to Chicago in time to see the Fourth of July fireworks show. Yeah, it sounds crazy to veteran sailors, and indeed, they were halfway across the Pacific before they figured out the concept behind a two-speed winch. But hey, they made it around the world, and without too much trouble, on top of it.

Then there's Manhattan Beach's Mike Harker, another non-sailor who bought his Hunter 34 Wanderlust on a whim. After doing the Ha-Ha and a Baja Bash, he bought the Hunter 466 Wanderlust II in Florida, then singlehanded across the Atlantic and around the Med, then sailed back across the Atlantic, to French Polynesia, Hawaii and California. All this before completing his 11-month singlehanded circumnavigation aboard Wanderlust III, his Hunter 49. Harker, who still doesn't know the names of most of the lines on a boat, or much about the finer points of sailing, is about to take off on his second singlehanded circumnavigation.

While we feel strongly that folks new to cruising would be safer and enjoy themselves more if they took more sailing lessons and/or had a mentor along for the first couple of weeks of their cruise, many prefer to just buy a boat and learn as they go. And if the truth be told, there is plenty to the concept of learning as you go. If you read the Changes about Verite, perhaps you read the March Changes about Henry and Mattie McAlarney, who were just completing a 7.5-year circumnavigation aboard their Florida-based Corbin 39 2Extreme. Henry, who was a fine and experienced sailor before he took off, says the only way for them to learn about cruising — which he specifically said was an entirely different thing than sailing — was by doing it.

While it wasn't the laugh of our lifetime, we did get a chuckle when you said you couldn't figure out if it was parody or the truth that Ted and Veronique "flew to France to take delivery of their \$1.5 million Catana 50 catamaran." How else were they supposed to get there, by bus?

↑↓ NARCO GANGS AREN'T TARGETING TOURISTS

I found it very unusual that *Latitude* didn't run anything



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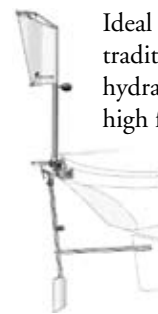
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LETTERS

about the attacks on the police in Zihuatanejo. I realize that *Latitude* has always been an advocate of Mexico's safety, and I usually agree. I've spent many years down there myself, and have never had an unpleasant experience. But with the recent outbreak of violence associated with the drug wars, I would think it a moral obligation on your part to reveal potential dangers that are becoming all too common for cruisers.

Stacey Dobson
Shaka, Blackwatch 26
Dana Point

Stacey — Had cruisers or even tourists been even indirectly threatened by those attacks, we would have reported on them. Normally we would have anyway, but it slipped through the cracks because our Cruising Editor was on assignment — cough, cough — in the Caribbean at the time. But as a rule, we don't try to hide the bad stuff about Mexico — or anywhere else.

In any event, here's what happened in Zihua, based on a report from the El Paso Tree, an online publication which seems to know what's going on south of the border. According to the Tree, among the hottest drug war zones in Mexico this year has been the so-called Southwestern Front, which includes the states of Michoacan and Guerrero, particularly in the Tierra Caliente and Costa Grande regions. The problem is that four cartels are fighting for control of areas that encompass opium poppy production, cocaine shipment corridors, methamphetamine maquiladoras, and local drug markets. There has been violence almost daily, although not in Zihua.

But on the weekend of February 21, two policemen and three civilians were injured after two grenades were tossed at the main police station in Zihuatanejo. The following Monday, the 345 members of the Zihuatanejo Municipal Police staged a 10-hour work stoppage for better protection, higher wages and improved working conditions. Days later, police headquarters was sand-bagged and resembled a military outpost.

Then on February 25, about 20 armed men in three SUVs ambushed a four-man squad of Zihua Municipal Police on the Acapulco-Zihuatanejo highway 15 miles from Zihua. The police



LATITUDE / ANDY

Tourism in Mexico, particularly the beach towns, is 'business as usual', despite the drug wars.

were killed by grenades and automatic weapons fire. The area between Zihua and 30-minute distant Petatlan was the scene of intense disputes between organized criminal gangs a couple of years ago, then calmed down. But violence began escalating last spring after a rupture within the Sinaloa cartel between Joaquin "El Chapo" Guzman, who Forbes magazine just listed as one of the richest men in the world, and Arturo Beltran Leyva and his "pelones." As a result of the rupture, police, many of whom are presumed to be on the take of one group or the other, are usually the targets of violence.

The Tree concluded its report as follows: "Although violence is on the upswing and many locals are unnerved, the narco-war

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has so far not significantly altered nightlife in the tourist destination of Zihuatanejo. Large numbers of people attend evening mass, turn out to nightclubs and restaurants, and show off at the Cultural Sundays program on the main beach."

In other words, Zihua and the rest of tourist Mexico is a lot like San Francisco, Oakland and Los Angeles. If you keep your nose clean, you'll have a great time and no trouble, because the fighting is between narco gangs for turf, and between narco gangs and the government. It's not between the narco gangs and tourists. It's been reported that there were over 6,000 drug war deaths in Mexico last year, a quarter of them in the border town of Juarez, with many more in Tijuana. To our knowledge no tourists have been killed, at least not in any coastal tourist areas. In addition, we've not received a single report from cruisers who said they are leaving Mexico out of fear for their safety. As for us, we're about to head to Banderas Bay for the Banderas Bay Regatta and then up to La Paz for the Sea of Cortez Sailing Week. We have no great concerns for our personal safety.

↑↓ LARRY'S UPCOMING 'SUMMER OF '69'

I appreciated the February letter from Bill Finkelstein and Mary Mack of the Valiant 50 *Raptor Dance*, who were kind enough to share their lifestyle change and the benefits of a way of eating that gives us older sailors the best chance of 'staying in the game'.

I will turn 70 in October, and although I did a marathon five years ago and have been an avid aerobic disciple since I was 29 years old, I was not exempt from the dreaded battle of the bulge. Three times a week I climbed 72 flights of stairs, but my potbelly persisted. I was maxed out on work-outs, and just didn't have the energy to put out more physical effort.

Then a friend introduced me to the *The China Study* by T. Colin Campbell. This is a 30-year longitudinal study conducted jointly by Cornell and Oxford universities, in conjunction with the Chinese Center for disease control and prevention. The relation between disease, especially cancer, and the Western diet was the primary focus. The guidelines in this study for a healthy, sustainable diet are nearly identical to that described by Bill and Mary.

By following the diet guidelines in *The China Study*, I went from 162 lbs to 154 lbs in three weeks, and yes, it was my belly that disappeared. I know *Latitude* is a sailing magazine, but for us sailors doing all we can to stay fit, such a diet would

seem essential if we want to extend our sailing years with energy, vigor — and even a dash of reckless abandon.

Besides diet and exercise, you can't overlook the factor of attitude. For me, Reese Palley's



Organic purple kohlrabi anyone?

Call of the Ancient Mariner is full of good advice and humor for us relics. One of my favorite quotes is, "You are only young once, but you can be immature your whole life."

So don't give up. Decapitate your TV, encourage your wife or girlfriend — or both — to join you in a life that takes to

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the sea. When most of our contemporaries are cashing it in, we are still capable — with a flat belly — of taking a walk on the wild side. This summer you will find me sailing my dark blue Cal 20 *Laika* on San Francisco Bay.

Larry Patterson
Laika, Cal 20
Fresno

JUST SQUEAKING BY THE 30-YEAR MARK

I barely qualify for the 'Over 30 Club', since I bought my 1971 Cal 39 *Catch the Wind* in November of '78. That was only 30 years and 4 months ago.

I originally purchased my boat to do the '80 Singlehanded Transpac. It was on that trip that I discovered I was just an around-the-buoys racer. After the first few hours of that event, the adrenaline rush of racing could no longer compete with the sheer enjoyment I felt of just being on the ocean. And in those days before affordable SatNav and the almost unknown GPS, the necessity to learn celestial navigation before I sailed past Hawaii provided me with many hours of mental exercise.

I did have other adrenaline rushes after the first few days, such as when the main had to be taken down and repaired. The adrenaline petered out long before I got the main into the cabin for sewing. It was an eye-opener to learn just how long it takes to do anything when singlehanded. It took four hours to get the main back up.

In the late '80s and '90s I did charters on *Catch the Wind*, mainly between Point Sur and Trinidad Head. The majority of my charterers wanted the experience of going to sea on someone else's boat before doing it with their own. We practiced things like anchoring, piloting, sail handling at sea, making landfall — things that cruisers should know but might not get from sailing in the Bay. And we did it in an area often hit by very strong winds and big seas. Many of my students did make trips on their own boats, to places such as Mexico, Alaska, New Zealand and Australia.

During this time I also delivered other people's boats from Hawaii, Washington and Mexico to San Francisco. A few years ago I finally cut the Northern California umbilical chord, and my wife Susie and I have been cruising on *Catch The Wind* ever since, mainly in the Sea of Cortez.

Presently *Catch the Wind* is in San Carlos, Sonora, Mexico, and Susie and I are in Maricopa, Arizona, where she is recuperating at her parents' after having both her knees replaced in Mexico. We should be back aboard *Catch the Wind* before this issue hits the streets.

Sam Crabtree
Catch the Wind, Cal 39
Mexico

Sam — We're surprised you didn't mention that you fell down the companionway steps on that Singlehanded TransPac, breaking some ribs, and having to duct tape your chest back together to prevent further injury.

ANOTHER MEMBER OF THE 'OVER 30' CLUB

I'm also a member of the 'Over 30 Club', which is for folks who have owned the same boat for more than 30 years. My wife and I bought our Pearson 26 in October of '76 when she was brand new and sitting on her cradle in front of Sailboats, Inc. in Oakland. As the years went by, all of our sailing friends kept getting 'two foot-itis' and buying ever-larger boats, but we just kept sailing our little Pearson. Our kids learned to sail on her, and our son later spent his honeymoon on her.

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ings, going on and off the anchor, docking, and making every mistake possible. We even learned to reef when it was blowing hard in The Slot. We practiced and practiced sailing — and had fun doing it — knowing that it would pay off. It did more



BILL GRUMMEL

'Midnattsolen' at anchor on her first Delta excursion in 1983. She's still enjoying the warm Delta waters.

then once, too, when the engine — and our 30-year marriage — failed.

After many years of sailing on the Bay and visiting many wonderful spots, the Pearson 26 is now a happy

Delta boat. My second wife Rose and I continue to explore the Delta waters during the warm summer months.

Bill Grummel
Midnattsolen, Pearson 26
Discovery Bay

↑↓ JUSTICE POSSIBLE IN OREGON BOATING DEATH

I first want to say that I really enjoy *Latitude*. I've been a reader since it was first available in Redondo Beach, where I used to live.

Second, I'm a member of the '30 Year' club, having owned the Yankee Dolphin 24 *Acamar* since '74. I used to cruise her to Catalina and the Channel Islands, and made it as far up as Cuyler Harbor at San Miguel Island. I currently keep her on the Snake River in Washington.

Finally, I thought you might be interested in this article about a boating tragedy that occurred last June on the Columbia River, in which a person operating a powerboat under the influence of alcohol collided with a boat at anchor, killing the owner of the anchored boat and injuring his wife. It's about to come up for trial.

Alan Brothers
Acamar, Yankee Dolphin 24
Pasco, WA

Readers — According to the article Brothers sent, at 8 p.m. on June 14 of last year, Michael Nethercutt was operating his powerboat at approximately 40 mph at the confluence of the Columbia and Snake Rivers, when he slammed into an anchored boat owned by Edward Gilbert and his wife Patricia. Edward, 74, was killed, and Patricia, 72, suffered a broken rib.

There were four people in Nethercutt's boat: Michael, his wife Cynthia, friend Cathie Melde and her son Andrew Melde. Cathie, who deputies testified had a strong odor of alcohol on her when she was interviewed, claimed that Nethercutt had been drinking, but assured them that "he was not intoxicated at the time of the accident." She helpfully added that Nethercutt was "very responsible about drinking and operating his boat." No wonder Nethercutt later pleaded innocent to charges of homicide and assault by watercraft.

Despite Melde's claim about Nethercutt's sobriety, authorities went ahead and had Nethercutt's blood-alcohol level tested anyway. It might have had something to do with what detectives found in Nethercutt's boat — two empty bottles of Jack Daniels and at least 53 empty beer cans. As such, they probably weren't all that surprised when Nethercutt scored a

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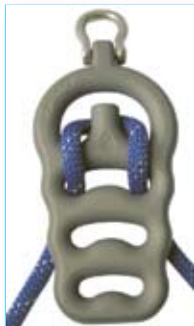
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blood alcohol level of 0.324, which is more than four times the legal limit — and in many cases would result in fatal alcohol poisoning. Responsible about drinking indeed.

The death penalty is legal in Oregon, and if the facts against Nethercutt are proven, we're Old Testament enough to believe he deserves the needle. Unfortunately, only people convicted of aggravated murder are good enough for the death penalty.

The story of a powerboat slamming into an at-rest boat and killing one of the occupants is all too familiar, isn't it? It reminds us of the ongoing legal abortion of justice in the death-by-powerboat case from Clear Lake in 2006. As most of you will recall, on that fateful and moonless night, Deputy Sheriff Russell Perdock foolishly decided to take his powerboat for a speed run on Clear Lake — despite knowing that there were often unlit boats and rafts on the lake. Driving his boat through the blackness, he slammed into the all but stationary O'Day 28 sailboat Beats Workin' II, at a speed even he estimated to be over 40 mph. Lynn Thornton, a just-retired law enforcement officer for the State of California, was injured so badly on the sailboat that she died a short time later.

In its infinite wisdom, the Lake County District Attorney's Office has filed no charges whatsoever against Deputy Perdock, the reckless operator of the powerboat. Yet they will soon be trying to convict Bismarck Dinius — the man who happened to be sitting at the helm of the idle sailboat — of vehicular manslaughter. Even the family of the deceased has written the judge telling them that the wrong man has been charged with the crime. There is no limit to the contempt we feel for the Lake County District Attorney's Office for trying the wrong man, and for State Attorney General Jerry Brown for not stopping this outrage more than a year ago.

For eight weeks at the beginning of this year we lived aboard at St. Barth, and during that time we made more than one nighttime dinghy ride of about a mile. In addition, we moved our 45-ft catamaran in the dark of night at least five times. Based on that considerable recent experience, we can unequivocally state that when there is no moon, or even just a little moon, you're all but blind when operating a boat at night. When we moved our cat in the proximity of other boats, even five knots was too fast. In these conditions, Perdock might as well have been driving his boat at 40 mph with a 55-gallon drum over his head for all the good his vision would do him. It is Perdock who should be charged and convicted of vehicular manslaughter.

By the way, if you'd like to help Bismarck Dinius with his considerable legal fees, send a check made out to Bismarck Dinius (writing "Bismarck Dinius Defense Fund" in the memo section) to Sierra Central Credit Union, Attn: Brian Foxworthy, Branch Manager, 306 N. Sunrise Ave., Roseville, CA 95661.

↑↓ ONE HAS STRIPES, THE OTHER HAS POLKA DOTS

The fish being held by Karen Vaccaro on page 150 of the March issue are sierra, not bonita. Bonita have stripes; sierra have polka dots. Sierra taste much better.

John Meyer
La Bellenita, O'Day 32
Point Richmond

John — Sorry, but our fish identification skills are limited to the barracuda and hammerhead sharks, both of which are quite distinctive.

↑↓ ACCOMPLISHED PROFESSIONALS

I very much enjoyed *Latitude's* February issue article titled *The Hidden Lives of Harbormasters*, and want to commend you for your choice of harbormasters that you interviewed.

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LETTERS

Sheila Chandor — or 'Her Majesty', as she is affectionately known — is a past president of the California Association of Harbor Masters and Port Captains (CAHM&PC). Jim Haussen-



LATITUDE / JR

Jovial Marina Village harbormaster Alan Weaver is always willing to lend a helping hand to boaters.

ger is known in the industry as the senior statesman of harbormasters, having also served twice as a past president of CAHM&PC. He is now the Executive Director of the California Marine Affairs and Navigation Conference (CMANC). Both of these associations are advocacy groups dedicated to advancing the issues of marinas, harbors and boaters at the state and national levels.

The other harbormaster in your article, Alan Weaver, has logged more bluewater miles than any harbormaster I know of, and is well-known and well-liked throughout the industry.

All three have demonstrated years of tireless efforts to improve and enhance boating in California, a distinction that should not go unnoticed. It has been my pleasure to be associated with these professionals during my career in marina management.

Although the article was meant to be lighthearted and entertaining — and it was — I feel it is well worth mentioning that the accomplished professionals you interviewed are so very honorable and distinguished, yet too modest to say so on their own behalf. I hope this letter accomplishes just that.

"And that," as the late Paul Harvey, the radio announcer, would say, "is the rest of the story."

Ted Warburton, Harbormaster
Brisbane Marina

↑↓ BEFORE YOU ASK, WE WON'T CHANGE THE DATES

One of my crew for this fall's Ha-Ha has a conflict with the October 26-November 7 dates. Are there any other groups of sailboats heading south about that time?

David Lott
Planet Earth

David — Sorry, but there really isn't anything else like the Ha-Ha. Other boats do start trickling south after November 1, however, so you wouldn't be entirely alone.

↑↓ FIGHTING BACK CAN BE DEADLY

The February 16 'Lectronic item on the two cruisers robbed near Chamela was very informative. I'm glad they only lost a little money, didn't resist, and weren't hurt.

As you know, there have been other attacks on sailors recently, and in cases where they did fight back, the sailors were sometimes killed. I don't think it pays to argue with thieves, particularly those who are armed with knives and guns. Let them take what they want, then report the incident.

Fighting back against thieves may be seen as heroic by some, but it isn't particularly intelligent. Especially the skipper of the megayacht in Antigua who was shot dead as he chased after a gunman who had tried to steal his wife's purse, grazing her toe with a bullet in the process.

Michael Gahagan
Flamingo IV, Catalina 30
South Beach Harbor

Michael — The most famous case of this type, of course, is

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LETTERS

famed Kiwi sailor Peter Blake getting killed after confronting thieves aboard his expedition sailing yacht when at the mouth of the Amazon River. Blake's gun jammed when he attempted to fire on the thieves, making them aware of his presence. Having upped the stakes and suddenly being helpless, he was fatally shot. Other members of the crew thought it was likely nobody would have been hurt if the thieves had just been allowed to take an outboard or two and other items of relatively insignificant value.

It's also difficult to second guess the actions of others when we weren't there, as there may have been cases where fighting back was the sailor's only chance at survival. Nonetheless, as a general rule we'd agree with you, it usually doesn't pay to get into knife or gun fights.

↑↓ **A HELPFUL PRESCRIPTION**

In his series of books on sailing and chartering, the late



ERIK WESTGARD

Nurse Sonia writing in her journal during a recent Sunsail charter in the Bahamas.

William F. Buckley, Jr. concluded that a vessel could only have one captain, and that it was best when he, Buckley, was it. Well, we've seen a lot of bossy male crew over the years, and have been leaving more and more of them back at the dock when we make our sailing trips. We've found that Swedish nurses, on the other hand, make excellent crew. We advise that anyone leaving on a voyage take at least one Swedish nurse with them.

Erik Westgard
Minnesota

Erik — We're a little fuzzy on the logical connection between Wil-

liam Buckley saying a vessel should only have one captain, preferably him, and you and the rest of your crew recommending that one or more Swedish nurses be brought along on all sailing trips. But whatever.

Ironically, Buckley, who often chartered Ocean 71s, sister-ships to Latitude's Big O, apparently wasn't the most careful of skippers. According to the captain of one of the Ocean 71s Buckley chartered, the author of God and Man at Yale not



Buckley earned his reputation as an arrogant skipper.

only drove the boat onto a well-charted reef but, along with his friends, spilled red wine all over the salon cushions. The ever imperious Buckley told the captain to just send him a bill, missing the point that there was no time to get the cushions cleaned or replaced prior to the arrival of the next charter party.

We editorially stuck it to Buckley from time to time because we thought his sailing books were pedestrian and because we thought he comported himself like an arrogant ass. As a result, we were pleased when Buckley, who suffered from delusions of erudition, and having missed our point entirely, referred to us as "dyspeptic" in one of his sailing books.

↑↓ **SAILNOT IS MORE LIKE IT**

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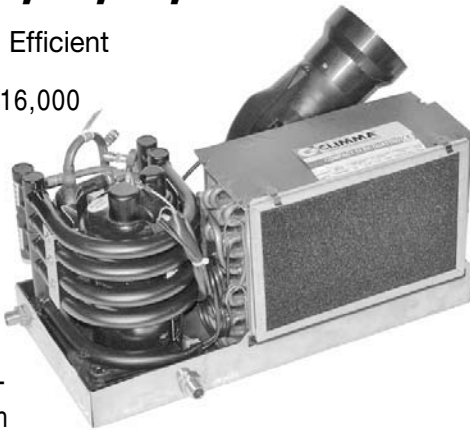
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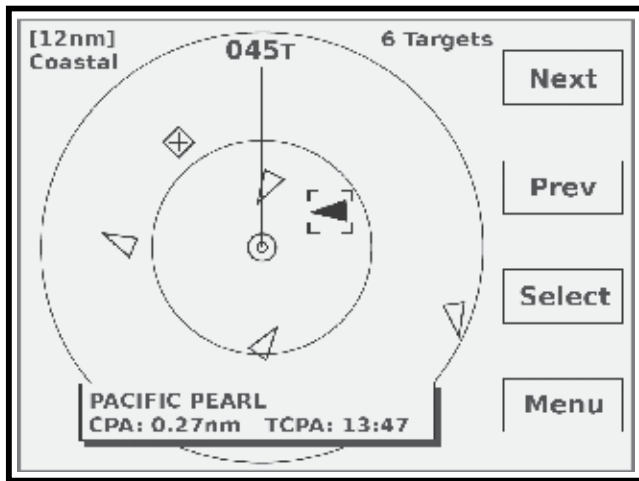


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LETTERS

years with little or no hassle, but a recent experience might be of interest to your readers. In February, I ordered a pair of binoculars from an internet company called *Sailnet.com*. After 10 days went by without a UPS truck stopping at my door, I made dozens of attempts to contact them on their 800 number but it was always busy. So I went to the 'Help Desk' on their website and inquired about my order. It was finally shipped two days later.

I got my binoculars 16 days after I placed the original order, but they arrived in a box without any cushioning material. When I opened the manufacturer's box, I found that the tube holding the objective lens had broken away from the main body! When I went back to the 'Help Desk' to complain, I got no response at all. After waiting three more days, I enabled scripts and found live help on the website. After some back and forth with a woman named Karen, I was required to ship the binoculars back to *Sailnet.com* — at my expense — in order to get a refund. All this because they'd neglected to properly pack my purchase for shipping.

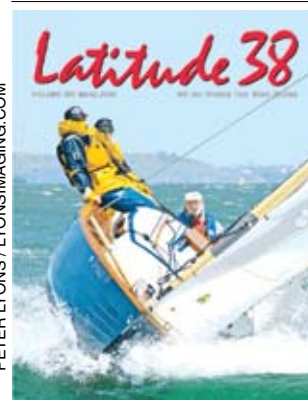
My experience is a good argument for buying at my local chandlery — or at least shying away from *Sailnet.com*.

Edward Kreps
 Bisbee, Arizona

Readers — We contacted Sailnet.com for comment. We received an automated email response that they'd get back to us, but they never did.

↑↓ **DESPITE THE RIBBING, I LOVE THE SHOT**

Thanks for the great cover photo on the March issue of *Latitude*. The San Francisco Bay Folkboat Association appreciates any coverage that we can get, as we are trying our best to keep this classic design vibrant and healthy on the San Francisco Bay sailing scene.



PETER LYONS / LYONSIMAGING.COM

The San Francisco Bay Folkboat Association is thriving.

Despite having just completed a tack with the jib trimmer still down in the cockpit, you wouldn't believe how much grief I've gotten from other members of the fleet for having *Faith* overpowered. "Let down your damn traveller!" they say.

In any event, I liked the shot so much that I have a 2-ft x 3-ft dry-mounted copy hanging on the wall of my office. Peter Lyons, who took the photo, is certainly a top flight on-the-water photographer.

Brock de Lappe
 President, San Francisco Bay Folkboat Association

↑↓ **THANKS FOR THE MEMORIES**

Wow! The January issue of *Latitude* had an International Folkboat featured on the cover. As an owner of an IF for 16 years, and having sailed in several other classes, I think she is one of the best small boats ever for San Francisco Bay. I wish I still owned one.

In the February issue, the editor made a couple of comments on IFs and their owners, among them that a minister from the Peninsula singlehanded his IF to New Zealand many years ago. So far as I know, I'm the only minister who lived on the Peninsula, sailed out of Coyote Point, and was a member

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LETTERS

of Coyote Point YC. My son Skip and I were season champions in our handicap division one year with our IF, and were also one-design champs for some five years. However, we never sailed our *Wind Song* to the South Pacific. The only one I know who did this was Henry Hotchkiss of the San Francisco YC, who sailed his *White Lightning* to Australia in the early '80s.

But as the former owner of an IF Boat, thanks for bringing back grand and lifelong memories.

Rev. Jim McAllister (retired)
Santa Rosa

Jim — We obviously got a little confused, so thank you for the correction.

↑↓ A LEAD IN THE CASE OF SEA RUNNER

In the February Letters, reader John Harrod of Lake Tahoe wondered if you had any photos of *Sea Runner*, "a gorgeous wooden boat" that he remembered from Monterey in the late '70s, and one that owner Bill Bacon apparently sailed around the world. I remember *Sea Runner*. In fact, I remember being on her and sailing wing-on-wing beneath the Golden Gate Bridge.

Sea Runner was a very pretty white-hulled 52-ft gaff schooner, a smaller version of Gloucester schooners such as *Bluenose*. In the late '60s and early '70s, she was owned by George and Judy Knab of Alameda, and took 3rd in class in the '71 Master Mariners. Later in the '70s, she was owned by Bob Wilson and kept on Pier 3 in Sausalito, next to *Freda* and *Mayan*.

I always thought that Bill Bacon owned her before the Knabs did, but I might be wrong. I don't know what's become of *Sea Runner*, but I'm still in touch with both Bob Wilson and Judy (Knab) Moore. If Mr. Harrod wants to contact them, he can get their addresses through me at www.howardrosenfeld.com.

Howard 'Howie' Rosenfeld
ex-Flirt
Friday Harbor, WA

↑↓ CARRY ASPIRIN FOR HEART ATTACK VICTIMS

I'm writing after reading the March issue *Cruise Notes* item about the British singlehander who suffered a heart attack in the middle of the Atlantic, seemed to do well for a number of days, but then died before he made it to shore.

I'm no medical expert, but I do know that most medical

experts say that taking 325mg of aspirin can be an immediate big help in the case of a heart attack. So I always carry the 325mg aspirin in my boat duffel bag and in my car's glove box. Mind you, only aspirin works, not other pain relievers such as Tylenol, ibuprofen or others. Also note that taking an aspirin after a heart attack is not the same thing as



One crushed 325mg aspirin in half a cup of water could save a heart attack victim.

taking aspirin on a daily basis, which has a long list of pros and cons, and should be discussed with one's doctor.



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LETTERS

Aspirin is a salicylate, so it can be used after a heart attack to prevent clotting. During a heart attack, the heart is deprived of oxygen, which can result in significant damage to heart muscle and tissue. The main thing is to get the whole aspirin into the body quickly. After the attack, most patients require treatment soon to reduce and repair the damage, and to improve their chances of survival.

I was aboard a boat returning from Mexico when a female crewmember suffered a heart attack. During the response to our *mayday* call, the Coast Guard doctor said, "Grind up one 325mg capsule of aspirin, put it in half a cup of water, and have the person drink it." Putting the aspirin in water is suggested because people in pain may not be able to chew properly, and it's important to get past any coatings on the aspirin tablet.

When kept in humid environments, aspirin degrades in about one year, so date your bottle and replace it when the time comes, and keep it sealed until needed. The 24-pill Bayer bottles are ideal, but they are coated aspirin, so you have to grind them up.

I also liked the fine letter in the February issue on alternators and alternator maintenance by Michael Daley. It brought back memories of the alternator problems I've experienced myself and have heard about on the various Ha-Ha's I've done over the last decade. Having 'been there and done that', I ordered an exact replacement alternator for our boat. My wife Marylyn, who is completely non-technical, suggested that I should 'alternate the alternators' at the dock just to be sure there wouldn't be any problem if I had to do it at sea.

"Yes, dear," I replied. But when I tried to replace it, I found that the pivot bolt on the exact same alternator was 5/16" rather than 3/8"! It only took a five-minute run to West Marine to get the stuff necessary to fix the problem, but I'm glad I didn't have to do it offshore or at night.

There are two good reasons for following my wife's suggestion. First, physical access to many alternators can be difficult, depending on how and where they are located. And second, putting the 'alternate alternator' on is a good way to know what tools will be necessary to do the job.

Mike Chambreau
Impetuous, Cal 34
Los Altos

Mike — Many doctors suggest giving a heart attack victim an uncoated aspirin, as it will act more effectively. Aspirin should never be given to anyone suspected of having a stroke, because the aspirin might only make the patient's condition worse.

↑↓ANGELMAN DESIGNED A SLEEK OCEAN RACER TOO

In a recent *Latitude*, reference was made to a Hugh Angelman ketch. We all know what kind of a cruising ketch that was referring to, right? The beamy, gaff-rigged Sea Witch or something similar. But I thought I'd share some local history about an entirely different Hugh Angelman ketch, a design that isn't as well known.

In '65 I was looking for a sailboat that my wife and I could live on while we did our medical and pediatric internships in San Francisco. I made the case to her that it would not only be fun, but a cost-effective living situation as well. After all, why pay rent? Being as madly in love with me as I was with her, she went along with this proposition. Eventually, I found the *Nelly Bly*, a 42-ft Hugh Angelman "ocean racing" ketch for sale at the Berkeley Yacht Harbor. She was a mess. In fact, the halyards were still on the dropped sails, which were slatting about.

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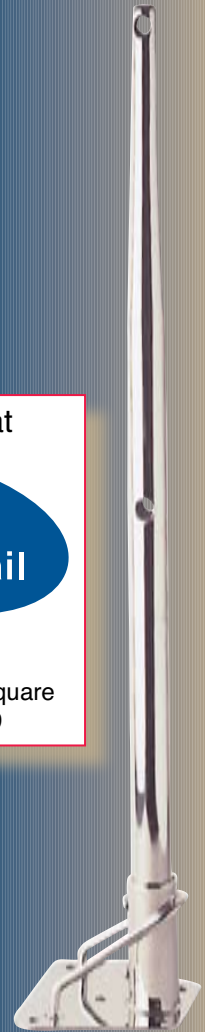


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LETTERS

The story was that she was owned by a UC Berkeley professor who decided to sail out to the Farallones in preparation for a cruise to the South Pacific. Apparently his singlehanded sail to the Farallones and back didn't go so well, for when he returned, he dropped the sails, tied the boat to the dock and simply walked away. He not only didn't remove any of his personal gear, he never stepped aboard her again! So for \$13,000 — and a lot of maintenance that needed tending to — my wife and I had a home. We donated the whiskey decanter to the boat broker who negotiated the transaction.

Angelman had drawn the ketch as a one-design ocean racer. In the accompanying photo, taken in the '60s by my friend Robert Van der Vegt, note the tumblehome and belaying pins — you can't see the cool stern boomkin. In all, three of these vessels were built by Wilbo, the Wilmington Boat Works in Southern California. They were actually pretty modern looking for having been built in the mid-'30s. After we bought *Nelly Bly*, my wife and I saw the two sisterships. One was in Southern California, the other in Honolulu.

Thanks to her low freeboard and narrow beam, *Nelly Bly* was a wet boat, but she was beautiful and fast — especially when sailing off the wind with her spinnaker and mizzen staysail set. Once her cloud of sail was up, she really pulled and was a glorious sight!

We enjoyed a wonderful year of living aboard *Nelly Bly* in the old Berkeley Marina, and did lots of evening sails after work. Initially the boat had some rats, but our cat quickly solved that problem. We sold *Nelly Bly* a year later for \$14,000, prior to being assigned overseas with the U.S. Public Health Service.

Years later, I saw an article about the *Nelly Bly* having become a charter vessel in Hawaii. Her provenance had been lost, so the owners had no idea of her history. I wrote a long letter to them explaining what I knew of their vessel. I never got a reply. I can't imagine that she's still afloat, given what it takes to keep a wooden sailing ship such as her intact. I would love to learn otherwise.

For the record, the boat's namesake was a fiery advocate of feminism in the earliest days of the movement. She was also

credited with becoming the first investigative reporter in the history of journalism. For in 1888, while working for Joseph Pulitzer's *New York World*, she posed as a mentally ill patient in order to expose the abuses and neglect in the Women's Lunatic Asylum on Blackwell Island. Her work created an uproar, major reforms followed, and investigative journalism was born. Bly went on to lead an active and fascinating life, including inventing and patenting the prototype of what would become



ROBERT VAN DER VEGT

The real *Nelly Bly* was as spirited as her namesake.

the 55-gallon drum. She did this while functioning as the only female industrialist of that time. She also set a world's record for circumnavigating the world à la Jules Verne.

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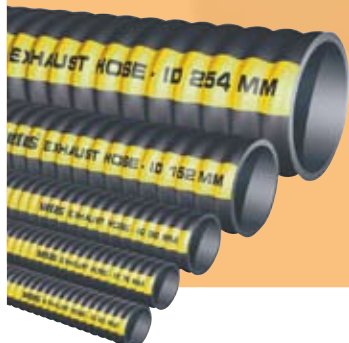


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LETTERS

I hope your readers find this additional information on Hugh Angelman ketches and *Nelly Bly* interesting.

O'Neil S. Dillon
Lagniappe, Ericson 38
Emeryville

O'Neil — Great stuff! To have owned a boat named after the inventor of the 55-gallon drum — that makes us jealous. As for that Angelman design, she looks surprisingly sleek for the '30s. We can imagine that she was at least as fast as she was wet.

↑↓IT'S BEEN DONE IN MUCH SMALLER BOATS

I just read the letter in the November issue about 'the right way to cruise', and *Latitude's* editorial response. I live up in the Delta aboard my Catalina 27. I sail the Delta during the summer, and also sail the coast. But I do the latter as skipper on my friend's O'Day 28. My sailing goal is to sail around the Pacific, then maybe continue around the world. In the November letter, the author seemed to grouse that some cruisers weren't really cruisers because they had one foot on their boat and one foot on land. I was offended by that attitude.

Let me tell you a story about my hero, who happens to be my father. He's almost 70 years old, and spent 26 years in the U.S. Navy. He went around the world twice in the late '50s and early '60s aboard the *USS Shangri-La*. He's now the owner of a Columbia 26 MKII. His boat sits in her slip a lot, but he's still a cruiser. He did it on a carrier.

And another thing: I look at all the cruising boats out there in which so much money has been invested. What happened to the days when a sailboat had rope for standing rigging, canvas for sails, and blocks made of wood? Is there any advantage to newer boat designs other than speed?

People talk about cruising funds. I don't have the funds, but I've got my boat, which is sound, although not well equipped. I'm going to have to get some safety gear and some navigation equipment, but I'll go cruising even if I have to do it with a sextant, compass, clock and charts. So am I doing it 'wrong'?

John Gardner
Serenity, Catalina 27
Owl Harbor, Isleton

John — You'd be doing it 'wrong' in the sense that you'd be much better off with a GPS — or two — than with a sextant, compass and clock. After all, a basic GPS not only costs a fraction of a sextant, but comes with a clock, a compass, and basic charts of the world built in. It will also give you your speed, so you don't need to spend money on a knotmeter, and tons of other information.

While we'd personally prefer to go around the world in a somewhat larger boat, if you did go around in a Catalina 27, it wouldn't be that unusual. After all, Berkeley resident Serge Testa once did it with a 12-footer, and different Northern Californians have gone around on a Columbia 24, a Contessa 26, a Cal 27 and other small boats. And there was a Virgin Islands-based sailor who did a circumnavigation with a Catalina 27 about 25 years ago. Prior to leaving, he beefed up the hull at critical areas such as the chainplates and bulkheads, and took extra care to make sure the rudder and rig were in good shape. So don't get the wrong idea, older boats such as yours have proven to be surprisingly capable. Many readers would be shocked at how little gear these people needed for long distance cruising.

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LETTERS

cheap, too. Our friend Jim Green of Martha's Vineyard left Panama for the Marquesas during the second of his three circumnavigations aboard his submarine-like 10 Meter Tango II with just \$150. He figured everything would somehow work out



COURTESY ACROHC AUSTRALIS

Serge Testa sailed the 12-ft 'Acrohc Australis' around the world in the '80s.

— and it did, because he salvaged the wreck of a new powerboat that the owner was attempting to deliver to San Francisco from Taiwan. While on a honeymoon in Bora Bora a few years back, we met a Greek guy named Thomas Grammatikos, who was three years into a six-year circumnavigation on a 23-ft boat. He was living on \$600 a year. He saved money by, among other things, never bothering to clear in and out of any ports or countries. Then there is Glenn Tieman of Ventura, who

spent 10 years cruising his 25-ft Wharram cat Peregrine to southeast Asia, and spending an average of less than \$1,000 a year. By the time you read this, Tieman should be part way across the Pacific toward the Marquesas aboard his new boat, a 38-ft cat he built from scratch for \$14,000.

Let anybody get the wrong impression, all of the above are moderate to extreme examples of sailing long distances or around the world, and would no doubt be a little more spooky and dangerous than if done on most larger boats. Similarly, if you're going to cruise on less than \$200 a month, you're going to have to give up a whole lot things most sailors would consider to be essential. Nonetheless, as a number of men and women — who have more balls and brains than us — have demonstrated, it can be done. It's just like the old adage, "It's not the boat, it's the sailor."

To answer your question about what happened to 'proper yachts', in general, only the very rich can afford them — or at least afford to keep them in fine condition. For unless you're a meticulous wooden boat expert along the lines of a Larry Pardey, who has the knowledge, skill, time and patience to properly maintain a wooden boat, or have an unlimited budget to hire other people to do the work for you, you're almost always better off with a plastic boat. Traditional wood boats — as opposed to wood/epoxy boats — require almost constant attention. Let a wood boat go for too long and she can rather quickly become all but worthless. Plastic boats, on the other hand, can be ignored for decades with little, if any, structural damage. In regard to sails, canvas can't hold a candle to synthetic materials when it comes to shape, durability and overall value. The same is true with natural fiber lines and wooden blocks.

The best way to appreciate the differences between wood and plastic boats would be to cruise on a wood boat — or just lend a hand in maintaining one. Find a wood boat that really appeals to you, then offer to give the owner a hand in maintaining her. You won't have to ask twice. Don't get us wrong, there is nothing more beautiful than a proper wooden yacht — as long as someone else is doing the work and footing the bills.

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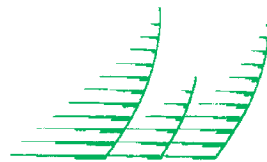
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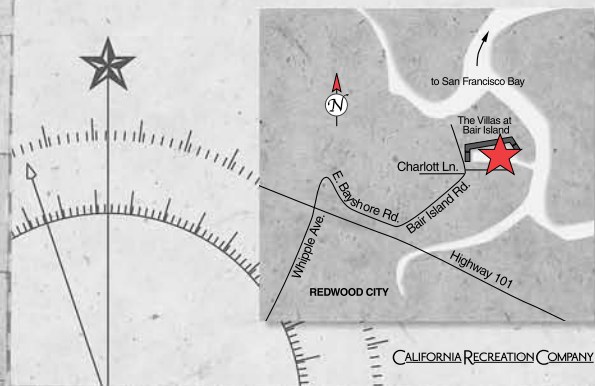
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LETTERS

the years, and they haven't been limited to speed. Most modern boats tend to have a much sweeter motion at sea and on the hook than older ones, in part because of more sophisticated designs and the use of plastic and/or composites in keeping weight out of the ends. Just the other day we were at an anchorage when a mild swell was coming directly in. Whereas all the more modern boats — most of which were typical charter boats — had a slight fore and aft motion, there was an old wood ketch that threatened to put her bowsprit under with nearly every swell. For any given length and budget, plastic boats tend to have more interior room and be more comfortable. This is true not only when comparing plastic boats with wood boats, but when comparing older plastic boats with newer ones.

With all due respect to your father, we'd categorize him as a 'local sailor'. We congratulate him for his service to our country, but we don't think going around the world on an aircraft carrier counts as cruising, at least as it's understood by most sailors.

↑↓ THE FRENCH THIEVES NEEDED NEW GLASSES

When I arrived on St. Martin/Sint Maarten in the French West Indies/Netherland Antilles for the Heineken Regatta in early March, I came across an interesting story about two thieves who were convicted as the result of some unusual evidence.

Guy and Christine, a Canadian couple, bought a timeshare on the Dutch side of the island years before they took delivery of *Princess of Tides*, their Knysna 44 cat in South Africa. Their delivery from South Africa to Florida was followed by a year of getting their boat fitted out the way they wanted her, as well as closing his law practice and her retiring from a radiology clinic. It all ended with *Princess of Tides* clearing Fort Pierce, Florida, for a cruise through the Caribbean.

In early January, *Princess of Tides* dropped her hook in Simpson Bay Lagoon. By coincidence, their Sint Maarten timeshare dates always put them on the island in early March, just before the Heineken Regatta. So Guy and Christine prepared to spend the first week of February in their timeshare, then move back aboard *Princess of Tides* to hang out on the hook during the Heinie. Guy is a hell of a chef, so half their boat galley gear had to be schlepped to their tiny rental car, driven to their timeshare in the resort, then carried 1,000 steps up to their condo. By the time they moved all their clothes, toiletries and dog paraphernalia, it had taken them six trips! And by the time it was done, they realized it hadn't been worth it for what was just going to be a six-day stay.

Two days after checking into their timeshare, Guy went down to check on *Princess of Tides* — and discovered she had been burgled. There was no damage to the any of the hatches, so the thieves had entered through the sliding glass door that separates the cockpit from the main salon. When the rollers on the bottom of such doors are out of adjustment, it's child's play to lift the slider enough to unlatch it, at which point the sliding door can be opened.

Guy was amazed to find that none of their big and expensive electronic gear had been taken, but rather just small and easily concealed items. He figures that the thieves just pulled the dinghy under the bridgedeck between the hulls where it couldn't be seen. Then one thief stayed in the dinghy while the other passed the stolen goods through the 12-inch by 12-inch Lewmar escape hatch in the hull to the guy in the dinghy. This way they had all night to empty the boat with little chance of being detected. Fortunately, things like the big, beautiful 52-inch flat screen LED TV and other large items wouldn't fit through the hatch. Unfortunately, small

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items such as jewelry, money, handheld VHF's, kitchenware, wineglasses, food and booze could be stolen.

Kitchenware, wineglasses, food and booze? Guy and Christine figured that no drugged-crazed West Indian would ever risk jail time or worse to steal equipment needed to prepare from scratch a béarnaise sauce, frozen daiquiris or serve a properly chilled pinot grigio. After all, these items couldn't readily be fenced at a San Francisco street fair, let alone a tropical island in cruiserland.

As soon as the couple discovered the theft, they moved back aboard *Princess of Tides* lock, stock and barrel — another



The stupid French thieves were caught red-handed with the loot from 'Princess of Tides'.

wear off, and routines on the cat resumed. Even the cruiser net traffic on the incident quieted down. The consensus was that it was simply another case of local West Indians breaking in and taking everything they could easily steal. End of story.

Not quite. You see, Guy and Christine have a dog named Princess, a once feral golden retriever that is not only the apple of their eye, but also their reason for avoiding British Commonwealth islands and the inspiration for the name of their boat. As it would turn out, the dog's need to poop would prove the downfall of the thieves. Two days after the burglary, Princess got into the dinghy with Guy, and they motored over to Great Cay (aka Explorer Island) for the dog's afternoon pooh-fest and stick chase. While strolling along the beach, Guy noticed two 30-something Continentals sunbathing and enjoying a bottle of chardonnay. Though the brand of wine was the same as had been stolen from *Princess of Tides*, Guy thought nothing of it. After all, it was the same \$3 stuff that half the cruising fleet had bought at the Match grocery in Marigot.

But then a familiar item caught his eye — a heavy, frosted, plastic, blue-green wine goblet. It was standing in the sand beside one of the Frenchmen. The other goblet was being drained by his friend. Guy and Christine had bought four similar goblets in Canada before they left, but one had been washed overboard at Grand Turk, leaving them with three. The stupid thieves had only stolen two of the three. Guy's attorney brain sprang into gear, and he played dumb, engaging the two men in casual conversation. As he did, he noticed that one of the men wore a watch identical to one stolen from *Princess of Tides*. But it was a Timex, and thousands had been made and sold. The brand of Chardonnay and the watch could be coincidences, but the unique goblets — not a chance!

Guy and Princess jumped back into their dinghy and headed

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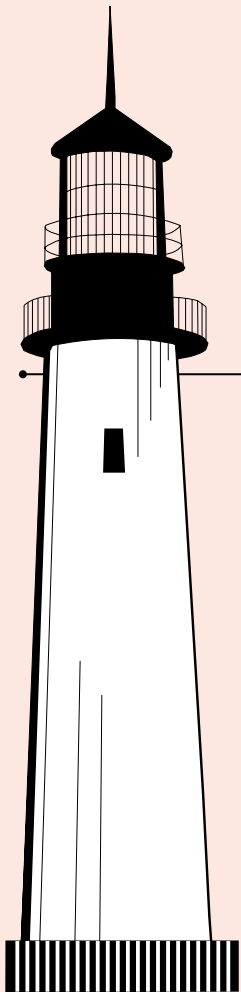


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for the *gendarme's* office on the French side of the lagoon. On the way, Guy stopped by *Princess of Tides* to tell Christine to get her camera. He then arranged for a neighboring cruiser to take Christine to the island in his dinghy for a photo shoot.

Guy expected nothing more than a big yawn from the cops, but they immediately sent a squad over to Explorer Island. When Guy identified his goblets, the two bad guys — much to their surprise — were arrested on the spot and taken to the *gendarmerie*. But the game wasn't over yet. Just because the two perps had made a frog walk into the station didn't mean the case was closed. All the crooks had to say was that they'd bought the watch and the wine, and were given the goblets by a couple of local druggies. In that case, the most that could be proven is that they were in possession of stolen wine glasses. The judge would say, "Sorry to bother you, but take this slap on the wrist and be on your way. Oh, and don't forget your new wineglasses."

While the two suspects were being questioned by the *gendarmes*, Guy hot-footed it back to *Princess of Tides* to retrieve the third goblet. In a scene out of *Perry Mason*, Guy arrived just as the suspects were being questioned about the goblets. He sat down in a chair against the wall in the back of the concrete block room, keeping the Coke-bottle green goblet in a plastic grocery bag while the cops grilled the two guys on the origin of the two goblets they had. The two Frenchmen kept to their alibi — they'd bought them on St. Barth a year before — confident there was no evidence to link them to *Princess of Tides*. Halfway through the fifth telling of their alibi, and in the best tradition of courtroom drama, Guy finally stood up and shoved the third goblet in their faces! Confronted with the evidence, the suspects melted and confessed. The two turned out to be French nationals who, after arriving from St. Barth, had been living aboard a derelict in Simpson Lagoon for a couple of months. One had a record, so he was definitely facing time behind bars.

Some things to think about: 1) Many cats have sliding glass doors. Make sure they are properly adjusted so they can't be lifted above the hatch. 2) During long stays, it's easy enough to rig a line or two between the bows of the hulls to stop bad guys from easily parking dinghies beneath the bridgedeck and out of sight. 3) If going ashore for a day or two, have a cruising buddy take you ashore so you can leave your dinghy tied to the boat, making it look as though you're there. 4) Leave on lights — a couple of LEDs will do — aboard the boat. And finally, 5) remember that it's not always the locals who cause the problems, so refrain from stereotyping.

Joe Russell

On Assignment in the Caribbean

Joe — In the March 9 'Lectronic, we reported that while in St. Martin, we recovered the dinghy and outboard that had been stolen from the W-76 Wild Horses in St. Barth. The thieves were French nationals on a ketch, not West Indians. So yes, stereotypes can be misleading.

↑↓ WHEN GETTING 'TOTALLED' IS A GOOD THING

I spent a week in a boatyard in Mazatlan in February while mechanics from Total Yacht Works replaced a leaking transmission seal on my 37-ft sloop *Xanadu*. A week later, while *en route* to Puerto Vallarta, I discovered that the new transmission seal wasn't doing its job, as oil was still dripping into the bilge. I fired off a message to the boatyard describing the problem.

Total Yacht Works responded quickly. "Return to Mazatlan. All work is guaranteed. You will not be charged for the repairs,



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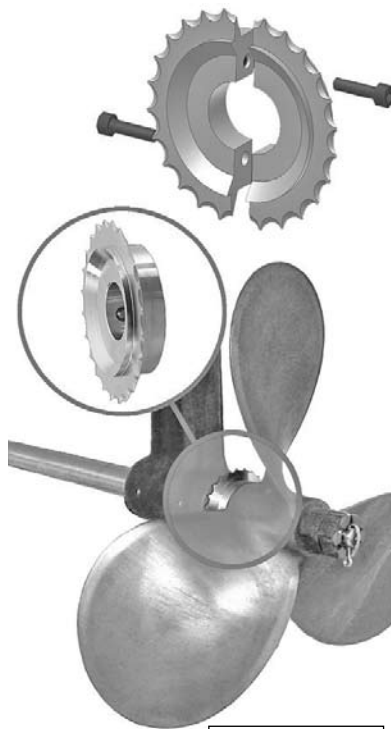
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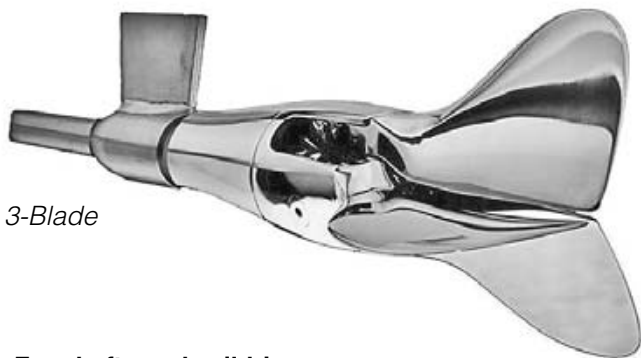
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LETTERS

slip or anything."

A lifetime of less-than-satisfactory dealings with ersatz 'Mr. Goodwrenches' has sharpened my cynical nature. Too often these 'good guys' have hemmed and hawed in an effort avoid responsibility and wiggle out of their guarantee. "Well, that wasn't part of our original repair," they would whine. "You only told us to replace the seal." But 30 miles south of Mazatlan, my pessimism went into overdrive. I was dubious, to say the least, but I felt we had no alternative than to return to the boatyard. Although not life-threatening, a leaky transmission seal is a problem that only worsens with time, and would foul the bilge with oily sludge.

Rafael Serrano and two other mechanics met us at the dock when we returned to Mazatlan the following morning. They quickly removed the transmission from the boat — luckily our boat has a V-drive — and discovered the problem. The sleeve that surrounds the propeller shaft had become badly corroded and pitted over the years, and prevented the seal from doing its job. Hence the oil leak.

Rafael offered no excuses. To the contrary, he apologized. "We should have seen this the first time. I'm sorry for the inconvenience. We will pay for all repairs as well as the dock fees." Whodathunk?! I offered to pay for the sleeve's re-facing, thinking it only fair, but he would have no part of it. An act of responsibility like Rafael's tends to ameliorate my otherwise cynical nature.

I thought *Latitude* readers ought to know that if ever they need marine mechanical work in Mazatlan, Total Yacht Works is a good place to go. They can be contacted on VHF channel 22 or via email at totalyachtworks@hotmail.com.

Paul Cahill

Xanadu, custom 37-ft sloop
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↑↓ TWO WRONGS FINALLY MAKE A RIGHT

I really enjoyed the March 9 *Lectronic* article about the dinghy being stolen from St. Barth and you guys finding and recovering it two days later in St. Martin. Good on you! That begs the question for many long time cruisers — what tactics and/or equipment should be used to prevent dinghy thefts. Perhaps you can collect the ideas and put them in an article.

George Backhus

Moonshadow, Deerfoot 62
Sausalito / Auckland, New Zealand

George — *The way we see it, protecting one's dinghy is complicated because you have to protect it in a number of different situations. For instance, in the 30+ plus years we've been sailing in foreign waters, we've had two dinghies stolen, but neither was the classic middle-of-the-night theft from the back of the boat. The first happened at Palm Island in the Caribbean, when we took our family to the resort for an evening jump up. The guard on duty at the dinghy dock told us not to worry, he'd keep a very close eye on the 15-ft dinghy with a 40-hp Yamaha that we'd got used at an incredible price. The problem was that the guard was actually a thief who was just posing as a guard. As soon as we walked away, he jumped into the dinghy and roared off through the night in the direction of Union Island. Although we chartered a small plane the next day, Easter Sunday, to search the mangroves for the dinghy, we never saw it again. We also had a smaller inflatable with a 15-hp Yamaha stolen from Big O when she was anchored about 200 feet off Club Nautico in Cartagena, Colombia. We'd been specifically warned not to leave our dinghy unlocked alongside*



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our boat. But one of our crew figured he need not bother to lock it when he'd gone in to just change his pants. Alas, in just the minute or two it took for him to change his pants, the dinghy and outboard were taken, never to be seen again.

When turning in for the night, the best anti-theft action boatowners can take is to lift the dinghy out of the water. This is



HEATHER CORSARO

An unidentified member of the International Dinghy Recovery Squad (IDRS) tows the 'Wild Horses' dinghy away from the thieves.

usually very effective, but not foolproof, as thieves in Costa Rica have been known to lower dinghies into the water from cruising boats in order to steal them. How do they do it without being heard? They wait until it starts rain-

ing like crazy, as it often does at night in Costa Rica. When the owner can't hear so well and isn't very inclined to check on odd noises, they strike. So to really be safe, we'd suggest lifting the dinghy out of the water, and then locking it to something solid on the boat. When tying a dinghy to a dinghy dock, we think the best protection is a heavy duty stainless steel chain, wrapped through the outboard, the dinghy and the gas tank, and secured with a big lock. It's a pain, but it's a lot more theft-proof than the more commonly used cable, which can easily be cut by thieves armed with only a hacksaw. Unfortunately, there are some places — such as the St. Martin YC in Sint Maarten — where locking dinghies to docks is prohibited.

In many cruising areas, it seems as if almost every dinghy looks the same — a grey inflatable with a dark colored outboard cover. Thieves love such pickings, as once the dinghy and outboard are stolen they won't be the least bit conspicuous. If, however, the dinghy is a red or yellow inflatable, and the outboard cover has been painted a bright color, it will be distinctive enough that it's less likely to attract smart thieves. Unfortunately, most thieves are too stupid, drunk or drugged up to know any better, so even that doesn't always help, as was the case with the Wild Horses dinghy.

None of these suggestions is new, but they are the best we can think of — short of keeping a pit bull in the dinghy at all times. Anybody else have some advice to share? Send suggestions to richard@latitude38.com.

↑↓STANDING TALL

I'm very interested in purchasing a sailboat. I'm tall, however, and therefore don't want to waste time searching and viewing boats that don't have enough headroom. Is there a way to find out how much headroom a given design has? I'm 6'9".

Jack Marshall
Novato

Jack — Sorry, but headroom height is rarely included in boat specs. We're not going to lie to you, it's going to be tough to find many boats that you can stand up in. If you gave us an idea of what size boat you're looking for and how much you're interested in paying, perhaps our readers could offer some suggestions.



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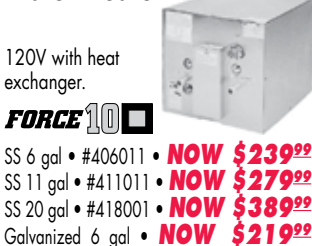
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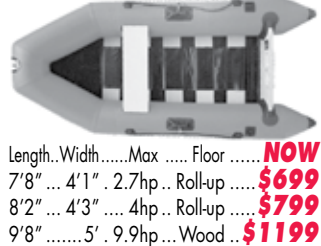
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LETTERS

↑↓A RANDOM ACT OF KINDNESS IN LA PAZ

A couple of weeks ago, I met and chatted with Dan, the owner of *Sea Venture* in Marina de La Paz. Dan has a business in San Diego, and comes down to La Paz to go fishing whenever he gets the chance. We talked about a lot of things, including the local foundation *Fundacion Ayuda Ninos La Paz* (FANLAP) that helps poor kids attend school; something that can really improve their prospects in life. A couple of days later, I got a call from Dan on the VHF, wanting to know if FANLAP could use some fish. We said sure, but were not prepared for the graciousness of his offer. Dan and the lads on *Sea Venture* gave us 100 lbs of dressed and frozen marlin. We took it out to the Colonia kitchen, from which 100 or so kids are fed most days. When the cooks saw it, their eyes lit up. They figured the fish would result in three or four dinners for each child.

The folks on 'Sea Venture' generously donated 100 lbs of dressed marlin to FANLAP.

So a big 'thank you' to Dan, his wife and the crew of *Sea Venture*.

Bob Walker
 Cactus, Hunter Cherubini 37
 Wofford Heights, CA

↑↓IT'S NOT THE NURSE'S FAULT, IT'S THE SYSTEM'S

Regardless if our boats are drifting toward the rocks, a huge concern for the majority of people in this country is where our health care system is drifting. The last couple of months there have been letters in *Latitude* comparing care received by folks cruising with similar care here in Northern California. For example, in the March issue there was a letter about a reader's very short ambulance ride in San Francisco that cost \$1,300.

Latitude's editorial response was that you didn't know why health care costs so much, but suggested that one factor might be high salaries — and cited the exceptional salary — \$332,601 in one year — for a nurse working for the City of San Francisco. I agree. I would, however, like to point out that more than half of that money was for overtime, and that the nurse actually makes \$63.80 an hour. Rather than blame the nurse for making that much in a year, you might want to look at why so much overtime was available/required. Through my association with working nurses, I have learned that poorly allocated and managed personnel is the culprit in many of the cases where there are exceptionally high salaries. It would have been a lot safer, and saved us all money, if the City had hired an additional nurse.

There are many factors that contribute to the outrageous cost of health care in this country. I, and many others, would argue that the most significant is the interjection of for-profit health insurance companies between the patient and the care. Health insurance companies swallow up 31 cents of every dollar paid to them in administrative costs. That is roughly \$350 billion, which, in addition to the money we already contribute to health care through our taxes, would be enough to provide health care to all Americans, regardless of employment or economic status.

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The answer to keeping our health care system from going up on the rocks is to eliminate the insurance companies from our basic health care, and to go to a single payer system. Now, before you recoil in fear, this is not socialism striking a wooden stake into the heart of capitalism. This is the way, like all other modern (capitalist) countries, for you and me and all those who contribute to this society, to have the basic health care that we deserve. Single payer means that the money paid out to medical providers comes from one single source, not the myriad of insurance companies whose principal motivation is to keep as much of it as possible.

Maybe someday we'll be able to afford to go to doctors in this country instead of having to sail off to St. Barth to get health care.

Capt. Joshua Gordon
San Francisco

Capt. Joshua — Our intent in reporting on the difference in cruiser health care costs in the United States versus other countries was to simply report that it exists and that it's dramatic, not to ignite a rehash of the familiar arguments for and against single payer health care. But since you brought it up, we're going to share our thoughts.

Many are against single payer health care because they say it's 'socialism'. They note that former British Prime Minister Margaret Thatcher once said the only problem with socialism is that you eventually run out of other people's money to pay for the things you want for yourself. But the concept of socialism has never bothered us, as the United States has never been remotely close to being purely capitalistic. Our objection to socialistic schemes such as a single payer health care system is that they would be run by the government, and the evidence is overwhelming that all levels of our government are monumentally incompetent and corrupt, and getting more so by the minute. One only need to look at the fiscal disasters at the local, state and federal levels, and the fact that the Obama administration — to which we're very sympathetic, by the way — seems to have every bit as many corrupt players as the Bush administration. It's hogs at the taxpayer trough on part of both people in government and the ones in private industry — many of whom used to be in government — whom they collude with.

You couldn't be more right, Joshua, it wasn't the nurse's fault that he/she made over \$16,000 a month in overtime, it was the fault of politicians and public employee unions in San Francisco for creating and enforcing a system in which such atrocities against taxpayers — and patients — are allowed to thrive. Unfortunately, we don't think you can expect better from any branch of the U.S. government, which couldn't make a profit on a snow cone monopoly in hell.

Don't get us wrong, we think the problems with the health industry are no different than with the sub-prime credit industries, in that there are plenty of guilty parties in the private, public and non-profit sectors. So no, we're no great fans of the health insurance industry — nor are we of fans of the epidemic of medical malpractice frauds, disability frauds and all the rest. There is a mountain of money in the government's health industry, and there are way too many hogs at the trough seeking to profit inordinately and fraudulently.

We've come up with our own single payer health care system, one where each of us would be in charge of our own health care, and one which would be far more efficient than anything the government or private enterprise has been able to put together. It's a 'single payer' system in which those who want health care, pay for it themselves with the money the government and the health care industry are no longer allowed to take from them

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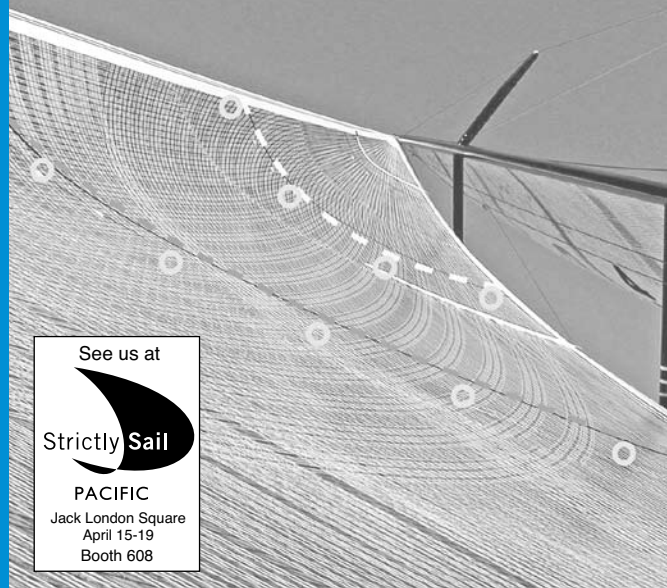
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LETTERS

to operate their overpriced and inefficient systems. Stop for a minute and ask yourself why should we pay for your health care and why you should pay for ours? If that's such a good idea, maybe you should have to buy our car and we should have to buy yours.

Wait a minute, let us restate the situation a little more accurately. Why should our children and grandchildren have to pay for your and our health care when there isn't going to be anyone to pay for theirs? Does anybody else find it ironic that Bernie Madoff has been sent to prison for life for his \$65 billion Ponzi scheme when, in the guise of the Social Security and Medicare, every President and Congress since the FDR administration has been working the identical fraud on American taxpayers? If people under age 45 had any realization of what was really going on, they'd overthrow the government — and with complete justification.

There are people who believe in 'nanny states' and people who believe in 'rugged individualism'. Since sailing is all about rugged individualism and personal responsibility, guess which philosophy we're partial to?

↑↓ ANOTHER ANTI-BIRD TIP

While reading the January *Changes*, I read your request for strategies to keep birds off mastheads. As the dockmaster at Cabo Isle Marina in Cabo San Lucas a number of years ago, I developed a strategy that worked pretty well — although better for masthead rather than fractional rigs.

As I walked around the marina, I would just give the genoa roller furling drums — which I could reach from the docks — a little spin. As little as a quarter of a turn, actually, since the furling lines and sheets prevented turning the drum any farther. But that quarter turn, transferred up to the swivel near the top of the mast, spooked the devil out of most roosting birds. Not only would they vacate immediately, they would often stay away for a few weeks.

Not to toot my own horn, but speaking of annoying 'wildlife', while cruising in the northern Sea of Cortez, I came across an utterly foolproof way of swatting flies. Using the technique, I almost couldn't miss. To my surprise and delight, I see that my old friend and writer Carolyn Shearlock shared the secret with the readers of the January edition of *Cruising World*. All you do is hold the swatter in one hand, putting pressure on the shaft with your thumb. With your other hand, pull the paddle end of the shaft back. Line it up with the fly from a good distance and let go, sort of like a catapult. The flies never see it coming and you can reel off a dozen hits in a row. I remember days spent in the upper Sea of Cortez where various boats compared their successful swatting streaks after having adopted this technique! There was abundant opportunity to use it.

By the way, I read your report about how the officials in St. Barth proposed to raise mooring fees dramatically, and that the publisher of *Latitude* and others were fighting it. Whatever happened?

Tim Schaaf
 Jetstream, Leopard 47
 Tortola, British Virgin Islands

Tim — Those birds at Cabo Isle must have been pansies, because down in Banderas Bay we often shook the living daylight out of one of Profligate's upper shrouds, causing the whole masthead to shudder, but the birds were still reluctant to budge. And even if they did, the bird — or one of his poop splattering buddies — would return to roost a short time later.

Speaking of flies in the Sea of Cortez, would you or anyone

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LETTERS

disagree with the assertion that Isla Ballena, right off Caleta Partida, is the fly capital of the world? On several occasions we've been stalled near that island in light air, at which point our boat was invaded by thousands of flies. We assumed that they'd quickly leave once the wind came up and we sailed away from their 'hood, but we were wrong. It seemed as though they wanted to get away as badly as we did.

As for the fees for anchoring — not mooring — at Gustavia's outer harbor, the proposal was to increase the price for boats such as our Leopard 45 to \$900 U.S. a month! Thanks to the efforts of Fafou and others, and a little encouragement on our part, the monthly rate is now, depending on the exchange rate with the euro, about \$240 a month for a Leopard 45. While we're not happy with the concept of having to pay for the privilege to anchor, we can live with it at that level. If we're not mistaken,



LATITUDE / RICHARD

it's still possible to anchor just around the corner at Shell Beach, or over at Columbie, for no charge at all.

Thinking of buying a medium-to-large powerboat? The captain of a 131-footer tied up at the quay in St. Barth told us that he pays \$10,000

Sure, anchoring here is beautiful, but is it worth \$900 a month?

U.S. for a stern tie. When our jaw dropped, he noted that the biggest yachts that can fit into the inner harbor, the 200-footers, pay over \$30,000 a month. "It's actually a bargain," he continued, "because over in St. Martin, I'd have to pay \$30,000 a month for a stern tie. The reason most boats go over there and pay the higher rate is that captains don't like the surge that we sometimes get here in St. Barth, and because the young crews prefer the more active nightlife on that island. I don't mind the surge, and I get better work out of my crew when we're here in St. Barth because they can't afford an active nightlife."

↕ MUTINY ON SAN DIEGO BAY

This really happened to me, and I'm sticking to my story. I hope you print it.

A neighbor who sails and her friend asked me if I would take them for a daysail on San Diego Bay aboard my boat. I said I would. As we were leaving the dock on a Sunday afternoon, one of them, a nurse, took the bow lines and threw them onboard.

"You need to help me turn the boat," I told her, so she grabbed the lines again and pulled. But when I motored off the dock, she wasn't able to climb aboard. She ran down to the end of the dock and waited for me to pick her up again. It was a bad place for me to have to stop, as it was between two large boats, but I still tried to get her aboard. Unfortunately, my top shroud caught on the big anchor of one of the large boats while she was climbing on. The snag turned my boat sideways. I tried going in reverse with my engine, then went forward again, nicking another boat. Finally, we got away from the dock.

'Nurse Ratched' told me that I'd damaged both my boat and other boats, and that we should return to report it.

"My boat's fine and I don't think I hurt the other boats," I told her, so I continued out onto the bay. But Ratched wasn't having it, and stopped me from putting up the main.

"That's mutiny," I told her. "My boat doesn't need two cap-



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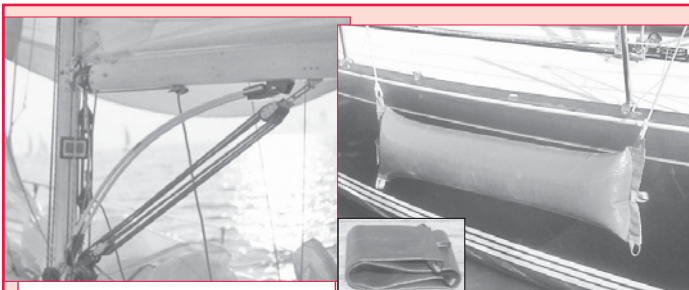
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LETTERS

tains." Because the two women weren't obeying my orders, I let them off at the fuel dock. Even though they abandoned me, I was able to take my boat out on the restful ocean because I know how to singlehand.

After a couple of hours, I started back. As I sailed into my slip, everyone was waiting for me, including the Harbor Patrol. They asked for my ID, so I got it for them. It checked out fine. They told me to be sure to let the other boatowners know about the accident in case there were insurance claims. But they looked over my boat for damages and found none.

Then I saw Ratched, and told her she'd never get on my boat again. A male friend of mine told me that Ratched was lucky. "In the old days they used to keel haul mutineers, and getting keel-hauled is no fun."

A female friend of mine was there, too, and told me that Ratched had also called my daughter and son to report me. After driving down to San Diego, my son met me in the parking lot. He told me to look at my car. I told him that someone had bumped into it in the parking lot and the fender had come apart, but that I'd had it fixed. He also checked the other boats I bumped, but couldn't find much wrong with them.

My son then took me out to eat and talk. He told me that he wanted to take me back home with him. This worried me, because I thought he might make me move away from the marina. I told him I'd move in with him, but reminded him that nobody had gotten hurt and that I loved living in the marina.

"I know you love living in the marina," he said, "but things are getting harder for you. I was very worried about you when I got the call about the accident."

After spending a couple of days at my son's place, he said he didn't want to see me unhappy and that I was hard to be around, so I could go back to the marina.

Once back in the marina, I saw my friend again who told me that Ratched had told the marina office and everyone else about the accident, and that she wished I would leave soon. But when I saw the owners of the other boats, they said everything was all right, and there would be no insurance claims. So it looks like I'll be around for some more sailing! But I now also realize what a big responsibility it is to be the captain of a boat.

M.F.
San Diego

M.F. — We're glad that everything turned out all right. But it seems to us that a lot of people care about your health and welfare — Nurse Ratched being one of them.

↑↓ THAT WAS SOME DRUNKEN WHIM

With the 62nd running of the 125-mile Newport to Ensenada Race coming up on April 24, I'm reminded of an incident from my youth. Back in the mid '70s, after a few too many cold beers in Blackies by the Sea in Newport Beach, two of us then-young surfers concocted a liquor-induced dare to sail the other guy's 18-ft Pacific Cat in the following morning's race to Ensenada.

So at about 1 a.m., we found ourselves standing in line at a supermarket to buy the following supplies: canned food, beer, water, more beer, a can opener and even more beer. It was then that it began to hit me that perhaps I wasn't making the best decision of my then-short lifetime. But since the other guy wasn't backing out, I was too drunk, stupid and/or stubborn to give up either. While it's true that I was an experienced Hobie and Pacific Cat beach cat sailor, I'd never sailed either offshore or at night, as we would have to do in

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LETTERS

the Ensenada Race.

When I was in the 6th grade, I worked for Carter Pile, the owner of Newport Pacific Boats, and Mickey Munoz, one of the top West Coast surfers in the era of *El Teléfono* and *El Quasimodo* surfing moves. My job was sweeping the floors and doing whatever for 25 cents/hour. And I was stoked at having the job. Among other things, I busted up the mold for the Pacific Cat, and watched Pile get a tear in his eye watching all the years and hard work that had gone into the molds pass by.

During my time working for Pile and Munoz, I more than once heard them tell stories about doing the Ensenada Race with beach cats. In fact, I clearly remember Mickey saying: "At this time of year, there's a full moon, and if you sail down the throat of the moon during the night, you'll be heading close to Ensenada. When daylight comes, you'll be able to smell Ensenada, so just follow your nose!" What I didn't find out until later is that neither one of them had ever made it past Rosarito Beach.

Anyway, my friend and I met at 7 a.m. on the day of the race, at which time it became obvious that he hadn't sailed the cat in several years, so she wasn't in the best shape. Nevertheless, we trailered her down to 15th Street, and launched her on to the beach to do some very quick repairs and updates. After that, we duct taped the shackles so they wouldn't come apart during the rigorous trip to Ensenada, and put the beers in the storage areas in the back of the hulls. As we were doing this, my friend's portable radio was blaring some cool surf music. We finally wrapped the radio in a trash bag then, while it was still playing, gingerly duct taped it to the masthead. We hoped it would work all the way to the finish. While we'd been drunk the night before, at the time we did this we were just hungover, stupid . . . and working on a new drunk.

We were late to the noon start of the race by about two hours. Once we cleared Newport Harbor, we headed — as per Carter and Mickey's instructions — to the Pacific Rim. We weren't so stupid as to have not brought a compass or have written down the course to Ensenada. Unfortunately, in the process of reaching for a cold beer as we passed the end of the Newport breakwater, I knocked the compass overboard. At this point I was inclined to give up on our mission, but since my friend didn't seem to want to give up, I decided not to either. Besides, two of the very best, Pile and Munoz, had given us all the directions not once, but twice.

Because she was a light cat, we were able to overtake most of the entries in the Ensenada Race during daylight hours. But as night fell, my friend and I realized that our best bet was to try to follow the masthead light on some boat in front of us. Assuming, of course, the white light was on a boat racing to Ensenada and not a ship headed to China. By this time it was wet, and despite having brought warm clothes, we were cold.

After many hours passed, we spotted what we were sure was a masthead light, so we headed toward that boat to confirm that we were on course. We thought we were, because the moon was out and, as per Carter and Mickey's instructions, we were sailing towards it. As we closed on the masthead light, we could see that it was on a beautiful schooner that looked to be about 80 to 100 feet in length. Once we got within shouting distance, someone looked over the side at us with a shocked look on his face.

"What in the hell are you doing out here?" were the first words out of his mouth. "Are you lost? Are you insane?"

As our beer had long been consumed, we soberly explained our mission had begun after a night of drinking, and that we just wanted to know that we were on course. After assuring

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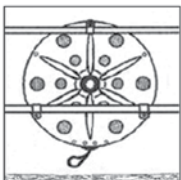
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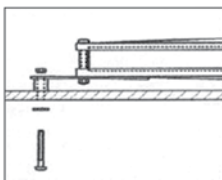


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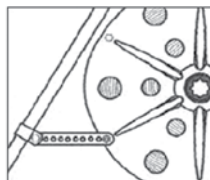
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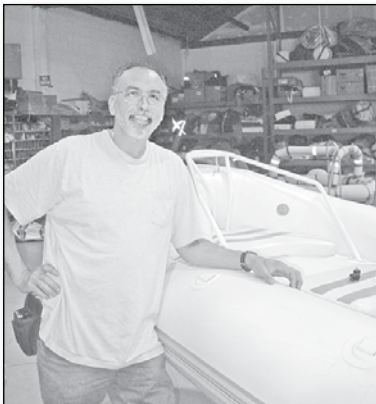
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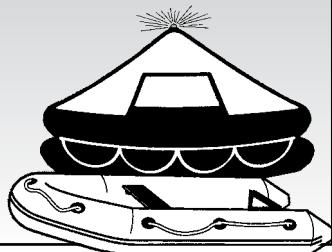
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LETTERS

us that we were heading in the right direction, he asked us to stay alongside for a moment. He went below, and all of a sudden we could see lights going on throughout the boat and people moving around inside. A few minutes later the entire crew of the schooner was clinging to the lifelines and looking at us, while the owner of the schooner was telling his crew to have a look at "true sailors." He continued to say that, while we were wet and miserable, we were nonetheless the epitome of tried and true sailors. As we left them behind, he was saying something about the chateaubriand and wine they'd had for dinner, and how he wanted us to come aboard for dinner when we all got to Ensenada.

Yes, it was a stupid drunken idea, but not only did we meet them in Ensenada and have dinner aboard the schooner, we met up with them again the following year when we yet again raced the Pacific to Ensenada.

It's been something like 30 years since we sailed the Pacific Cat in the Ensenada Race, so I can no longer remember the name of the schooner or the owner. Can anybody help?

Doug Rugg
Costa Mesa

Doug — Given your state of preparation — or more accurately, your lack of it — it's a wonder that you survived. Especially since you must have misunderstood the business about the moon. The date of the full moon changes from year to year, while the date of the Ensenada Race is relatively constant. Furthermore, sailing "to the throat of the full moon" would not take you to Ensenada, but would rather have you sailing a constantly changing course, and ultimately to the west. Surely Munoz, who went on to sail to victory in an America's Cup with Dennis Conner, knew better and you just misunderstood him.

As daring as your accomplishment was, beach cat enthusiasts have since pushed the envelope much further. Not that we recommend anybody else try any of the following, but in '86 Tony Laurent and Daniel Prada sailed a Hobie 18 some 2,500 miles from Senegal, Africa, across the Atlantic Ocean to Guadeloupe in the French West Indies in a time of 18 days. We can't be sure if they were the first, however, as every French offshore sailor worth his salt seems to have sailed a beach cat across the Atlantic at least once.

In recent years, the beach cat bar has been raised even higher. Singlehander Vittorio Malingri covered the same Senegal-to-Guadeloupe course in just 13 days, 17 hours with a 20-ft beach cat. Then a little more than a year ago, Frenchmen Benoit Lequin, 33, and Pierre-Yves Moreau, 35, did a 2,700-mile Atlantic crossing with a beach cat in a time faster than any of the 240 large boats in the 2,700-mile Atlantic Rally for Cruisers.

Of course, how can we forget Alessandro di Benedetto, who was not only the first person to singlehand a beach cat across the Atlantic, but then spent two months doing the same thing from Japan to San Francisco.

Once again, we do not recommend any such attempts for our readers.

In a typical month, we receive a tremendous volume of letters. So if yours hasn't appeared, don't give up hope.

We welcome all letters that are of interest to sailors. Please include your name, your boat's name, hailing port, and, if possible, a way to contact you for clarifications.

By far the best way to send letters is to email them to richard@latitude38.com. You can also mail them to 15 Locust, Mill Valley, CA, 94941, or fax them to (415) 383-5816.

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LOOSE LIPS

How high's the water, mama. . . ?

The latest studies show that sea levels are rising twice as fast as scientists thought only two years ago. The news was announced at a conference on climate change held last month in Copenhagen. The discrepancy was reportedly due to a lack of definitive information in 2007 about how the polar icecaps are behaving. Since then they have been closely monitored and, well, the news isn't good. In '07, a UN Panel on Climate Change predicted that sea levels would rise 7 to 23 inches by the year 2100. The revised figures estimate 19 to 39 inches — a (high end) average of more than 4 inches a decade or not quite half an inch per year. Of course, that's assuming nobody does anything about it. The UN announcement is specifically aimed at politicians worldwide in hopes they will thrash out an international plan that will address this issue — sooner rather than later.

High return on investment.

In a time where you can lament pretty much everything about the economy, it may seem trivial to bemoan the lack of American sponsorship in big sailing events. So we won't. But we did think that a recent interview in the *World Yacht Racing Forum 2009* was worthy of mention. In the recently-completed Vendée Globe Race (solo nonstop around the world), Groupe Foncia, one of France's largest residential real estate companies, continued a long involvement in high-end sailing events by backing eventual race winner Michel Desjoyeaux. Roxy, a women's clothing company, also based in France, was a first-time sponsor. It chose to get behind British sailor Samantha Davies, the fourth-place finisher. Two very different sponsors, two very different competitors, two very different sponsorship goals. Take a look at these excerpts from interviews with Julien Benoist of Foncia and Maritxu Darrigrand from Roxy (edited from translations).

WYRF — Why did you choose to sponsor a boat in such an extreme race as the Vendée Globe?

Foncia (Benoist) — "The 'extreme' aspect of the race is just one of its ingredients. More important for us is that it is the biggest race in terms of participants, public and media. It is also one of the most competitive. The Vendée Globe provides great visibility in a very competitive environment."

Roxy (Darrigrand) — "Nearly every offshore sailor dreams of competing in this race. It is the Everest of sailing. This new challenge for us was triggered by our love for the oceans, respect for nature, a taste for adventure and travel, and interest in outdoor sports."

WYRF — How did you choose Desjoyeaux/Davies?

Foncia — "Michel's personality is in line with our past endeavors in sailing. He is a great ambassador for our company values. We appreciate his sense of detail and spirit of innovation. He is a perfectionist, and has strong willpower — like us."

Roxy — "Over the past 18 years, Roxy has become the number one brand for women's outdoor sports. 'Gliding sports' (surfing, skateboarding, snowboarding, etc) are the soul of our brand. That's why we decided to support a woman active in sailing. It was a natural decision that we do it with Samantha Davies."

WYRF — What were your objectives in sponsoring a boat?

Foncia — "Our main objective was to increase our brand awareness, and make sure people understand our business. We also used the race to rally our employees around a common project. For example, we took 350 employees to the start and finish of the race."

Roxy — "Our goal, as well as Samantha's, was to participate and finish the race in the top 10. We supplied her with all the tools necessary to share this formidable adventure. Her talent, the quality of her team, the reliability of her boat and her passion



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LOOSE LIPS

did the rest. We also wanted to bring in some freshness, color and femininity to the sport of sailing. During her three months at sea, Sam showed that it is possible to ally sport with pleasure and personal achievement, and to share this with the public."

WYRF — Do you feel you achieved your objectives?

Foncia — "Although the final report isn't ready yet, we are obviously extremely happy. We wanted to have good visibility before, during and after the event and have achieved this goal. It has also been a great internal success. During the race, people walked into our offices just to ask how the boat was doing, and our sales agents ended up talking about the race. This helped create a special relationship with our customers."

Roxy — "The results have exceeded our expectations. Samantha is capable of sailing against the greatest while always keeping her *joie de vivre*. She is the perfect ambassador for our brand: fun and alive, naturally beautiful, confident yet daring."

"The media coverage has also been outstanding. Print, radio, TV and web coverage have been exceptional. Of the tens of thousands of messages sent to all skippers during the race, Sam received the most — more than even winner Michel Desjoeaux."

Pete slows down.

British sailor Pete Goss became famous in 1996 when, during the Vendee Globe race, he turned around and sailed upwind in storm conditions for two days in the Southern Ocean to rescue competitor Raphael Dinelli from his capsized boat. In 2000, Goss became infamous for losing the radical, multimillion-dollar, 120-ft catamaran *Team Philips*, which broke up during seatrials before she had a chance to compete in The Race, a crewed, round-the-world competition for maxi-multihulls.

Goss has kept sailing through all the ups and downs. His latest accomplishment was to sail *Spirit of Mystery*, a 37-ft replica of a 19th-Century fishing boat, nearly 12,000 miles from England to Australia to commemorate seven Cornish fishermen who did it in 1855. Goss and his crew — brother Andy, son Elliott, and brother-in-law Mark Maidement — departed Cornwall last October and, using only sail power and traditional navigation methods, made their landfall at Melbourne on March 9.

Abby's advice.

Recently emailed to us . . .

Dear Abby: My husband, "Mike," and I have been married for 18 years, but for the last few we have been growing apart. Mike has recently expressed a desire to quit work and sail around the world. He bought an expensive sailboat, took lessons, and is teaching our kids to sail. I tried it, but I'm afraid of the water. I have, however, been supportive of my husband's dream.

I knew Mike was looking for a "crew" for the boat because he couldn't sail with just the kids. Today he told me he has found someone. This crew consists of a married woman and her two kids. Mike invited her to crew after she first asked her husband. He did not ask *me* first. He simply announced he had found a competent sailor.

I expressed vehemently that I am against this. I have never met the woman or her kids, and I'm hurt that I wasn't consulted. Mike says he is hurt because I "don't trust him."

By the way, the sailboat is only 37 feet long, and they're planning their first two-week trip this fall. What do you think?

— *Landlocked in Northern California*

Dear Landlocked: I think you should start taking sailing lessons immediately. For the sake of your marriage, I advise you to remember that *you* are first mate, so haul anchor and get moving. If you think you and Mike are drifting apart now, it will be nothing compared to when he starts living his dream and sets sail without you.

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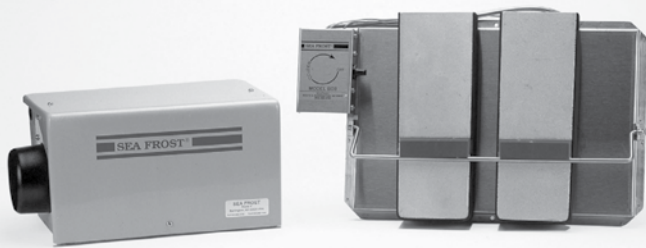
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SIGHTINGS

message in a bottle

Readers old enough to remember a young Dustin Hoffman in *The Graduate* will recall the single word of advice one character gives to the recently-graduated Benjamin Braddock: "Plastics." If only they knew then what we know now. Plastics are everywhere these days, and we don't mean that in a good way. The vast majority of litter that fouls habitats, kills wildlife and pollutes nearly every ecosystem on the planet is made of discarded plastic.

The nice thing about plastic is that most of it can be recycled or, in the case of this particular story, reused — given a second life in

its present form. Nowhere will that be brought to public consciousness more dramatically than when the 62-ft catamaran *Plastiki* sets sail under the Golden Gate later this spring for an ambitious 7,500-mile voyage across the Pacific. The ketch-rigged cat will be made almost entirely of plastic recycled from pop bottles — and its flotation will be provided *entirely* by the 2-liter bottles themselves — about 12,000 of them.

The project is the brainchild of British-born David de Rothschild, who most of you might correctly guess is a member of the famous Rothschild family of bankers and financiers. Befitting that lineage, he's reluctant to say how much the *Plastiki* project is going to cost, but you have to admire

that the man feels strongly enough about the environment to plan such an adventure in the first place.

"Our philosophy of throwing everything away has to change," explains the tall, bearded expedition leader. "I want to use *Plastiki* as a platform to help people think of waste as a resource."

The idea of this boat — and de Rothschild's commitment to the environment — began long before the first plastic bottle was strapped to *Plastiki*'s hull. In fact, something like this boat has been in the talking stages since de Rothschild formed Adventure Ecology back in 2005. AE's goal, in the words of one writer, is "to use the romance of adventure, and the power of the internet, to unite the world's schoolchildren in the fight against global warming and environmental degradation." So far he's done pretty well. Just 29 years old this year, de Rothschild has already trekked to both the North and South Poles — the youngest person ever to do so — and via the internet, thousands of school kids were right there with him.

Plastiki — whose name pays homage to Thor Heyerdahl's 1947 trans-Pacific crossing aboard the raft *Kon Tiki* — may be Adventure Ecology's most ambitious project ever. The upcoming expedition will be sailed by a crew of six mostly revolving crew, including two to three scientists at any one time. Onboard for the whole trip will be de Rothschild, professional sailor/skipper Jo Royle and one other experienced sailor who has not yet been chosen. (Though distantly related to the French-Swiss branch of the de Rothschild family who sponsor a stable of top-end sailing craft under the *Gitana* name, David admits to only limited sailing experience.)

The proposed route has the boat stopping first in Hawaii, then making a circuitous tour of the Pacific — Midway, Bikini Atoll, and Vanuatu are among the other stops. The expedition is scheduled to end in Sydney this September. Along the way, de Rothschild hopes to highlight the Pacific Gyre (a Texas-size area where floating trash can swirl for years), the effects of mass pollution, nuclear armament, coral bleaching, the sinking islands of Tuvalu and the effects on local

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boatyard

It's likely you've heard the rumors about two of the Bay's busiest boatyards. Well, they're no longer rumors: The lease for Anderson's Boat Yard in Sausalito was not renewed and, come November, the Richmond-based KKMI Boat Yard will start doing business at the central Clipper Yacht Harbor location.

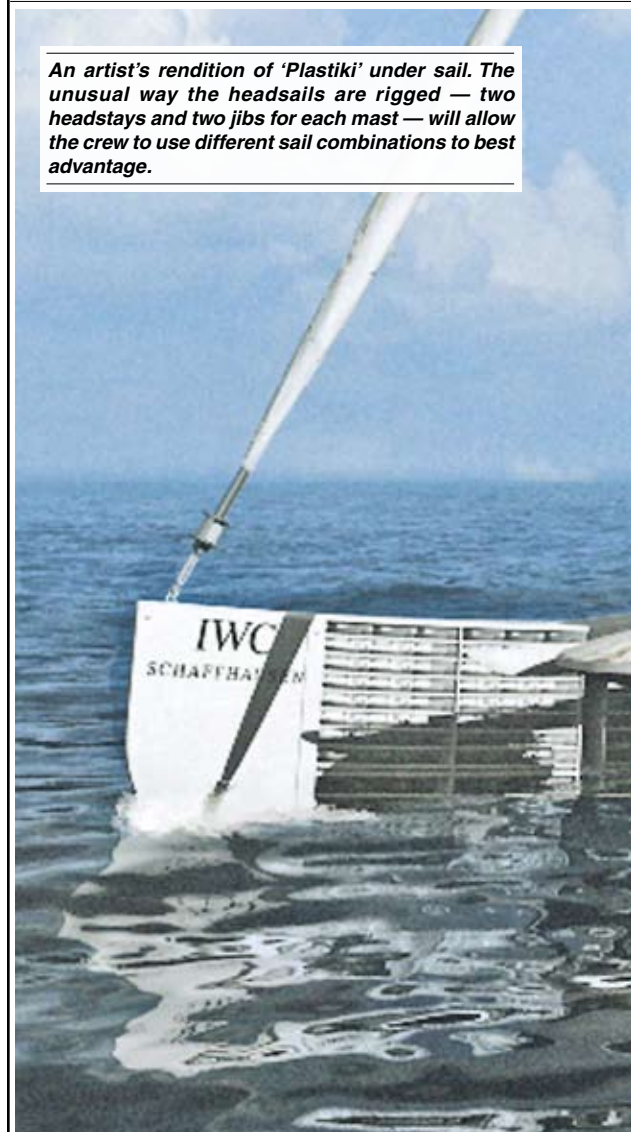
Anderson's was started by Ron Anderson back in 1967. Today it's run by his son, Tom. KKMI — Keefe Kaplan Maritime, Inc. — was started in 1996 by Ken Keefe and Paul Kaplan on the site of the old Sanford-Wood yard. They are two of the largest yards in the Bay Area and offer everything that 'full service yard' implies: top-notch service and repairs to boats of any size, on-site chandleries, EPA-friendly painting sheds, rigging shops, metal fabrication shops, specialized wooden

LUCA BABINI PHOTOGRAPHY NEW YORK



David de Rothschild.

An artist's rendition of 'Plastiki' under sail. The unusual way the headsails are rigged — two headstays and two jibs for each mast — will allow the crew to use different sail combinations to best advantage.



shuffle

boat repair, engine repair and repowering services — and much more. When the big boys bring their big boats to town, such as for the Rolex Big Boat Series, the two main yards they haul out at are Anderson's and KKMI.

It's important to clarify that Anderson's is not a victim of the recession. "We've paid our bills on time for 42 years and continue to do so," says Anderson. "And even the way the economy is, you come down here right now and the yard is full." What's happened is that their landlord, Clipper Yacht Harbor, chose not to renew the yard's five-year lease.

"In this economic climate you have to look forward and we felt that it was in our best interest in the long term, to find another tenant," says Clipper Yacht

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bottle boat — cont'd

communities of overfishing.

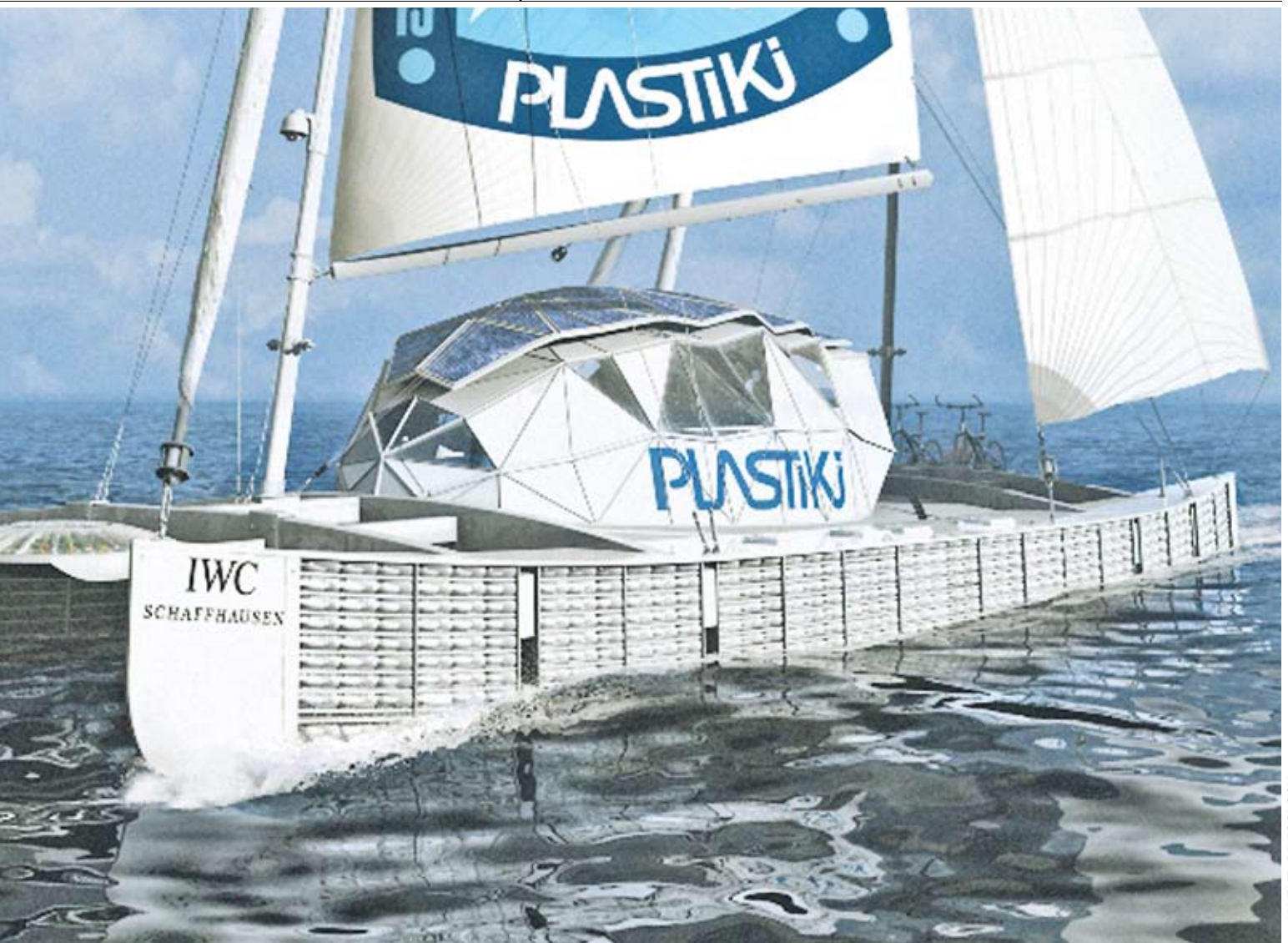
But there's a lot of work to be done before all that. Right now, most of it involves building the boat. As you read this, that process is underway at the far end of an otherwise deserted Pier 31 in San Francisco. There, the temporary lighting is complemented by natural lighting provided by the Pier's old skylights. During our visit, the shafts of diffused sunlight from above seemed to cast a heavenly highlight on the goings-on.

One of the main things it illuminated was the 1/3-scale prototype of *Plastiki*. A bit over 20 feet long, the 'mini-*Plastiki*' is festooned with proportionally smaller bottles, and made liberal use of sails and other parts scavenged from several Hobie cats. It was launched last fall and test-sailed in protected local waters. The results were mixed. When it sailed as intended, it did pretty well and was actually quicker than expected. However, without traditional rudders — more on that later — the boat also seemed just as happy to sail backwards.

But as with all prototypes, much was learned from the smaller boat that will be incorporated into the large one.

The recycled plastic components used in the construction of *Plas-*

continued on outside column of next sightings page



SIGHTINGS

bottle boat — cont'd

tiki come in three different forms. The first and most obvious are the bottles themselves. They are the same clear-plastic 2-liter bottles that populate row upon row of supermarket shelves filled with Pepsi, Coke, and other soda pop. A crew at the building site transforms them from mashed junk to boat-ready by dropping a bit of dry ice in each one and screwing the cap back on. As the ice vaporizes, the bottle expands until it is literally rock hard. You can stand on one without deflecting it. The estimated 12,000 bottles used on the boat will be attached to the central hull structure by tying and netting bunches of them snugly between the 'frames'. In theory, the boat can endure many punctured bottles and even the loss of a few sections-full of bottles and still keep going. And of course, they can be replaced relatively easily while at sea — again, in theory.

continued on outside column of next sightings page

shuffle

Harbor President Ken Pederson, adding, "Anderson's has always done quality work and I've always had the greatest respect for Tom."

While the move has been portrayed in some local media as a rivalry or even a 'hostile takeover', those are rumors that Pederson and Kaplan both say are not true. "In the past I've had many boats serviced by Anderson's and they've always done a wonderful job," says Kaplan. "We hope to continue to serve the maritime community in the same timely and efficient manner as they have for all these



PHOTOS LATITUDE / LADONNA EXCEPT AS NOTED

— cont'd

years.”

KKMI's move to Sausalito will constitute a new 'branch' of the main yard, which will continue operations in Richmond.

What will become of Anderson's?

“Don't count us out yet,” says Anderson, noting that the company is looking at other locations and has some things in the works. “Until then, we're hitting on all eight cylinders. We'll keep giving customers top service until the day we're out of here.”

— jr



A whole lotta looking good goin' on — Counter-clockwise from above: Getting moody in a *Santana 22*; 'Makoa Kai Hele' must be Hawaiian for 'Looking Good'; the crew of 'Juno-esque Jones' know how to get their mugs in the mag; spume flies from 'Pendragon's nose'; Beverley Bryant, 66, who's been sailing for 60 years, joyfully 'took the con' of the Sausalito-based Beneteau 43 'Sijambo' on a fine March day.



DIANA DEMEO

bottle boat — cont'd

The other building material is srPET — self-reinforcing polyethylene — in both 1/2-inch thick sheets that look like foam, and as a cloth that looks just like fiberglass. Using heat, pressure and a resin made of sugar and cashew oil, the building team of students and volunteers forms large slabs of cloth-foam 'sandwich'. Like the more familiar foam-carbon (or glass) sandwich construction used in boatbuilding, the resulting sheets are both rigid and strong, although demonstrably heavier than foam. And despite the candy bar image it evokes, the sugar-cashew glue has proven amazingly strong and watertight.

The only parts of *Plastiki* not made of recycled material will be the aluminum masts, rigging, dacron sails and the actual hardware needed to sail the boat. Underway, *Plastiki* will have a full array of navigation and communications equipment, and will rely on small electric motors in each hull for docking and in-port maneuvering.

The original departure date for *Plastiki* was the end of March. As with all boatbuilding projects, there have been a few delays. Now they're aiming to launch toward the end of April, with local sea trials and departure not long after.

If all of this sounds vaguely familiar, there have been a few sort-of similar projects over the years. For example, 10 years ago, Ken-Ichi Horie sailed from San Francisco to Jap on a 33-ft catamaran whose hulls were made of aluminum beer kegs. And just last summer, *Junk* — a raft made of 15,000 plastic bottles, old sailboat masts and part of an old Cessna fuselage — successfully 'sailed' from Long Beach to Hawaii. Both voyages had similar ecological themes.

In that vein, *Plastiki* seems like a decent-enough craft to carry the message that we need to clean up the planet — a message we personally feel can't be repeated enough. Although we're no naval architects (and not sure it would help if we were), the construction process so far seems well-thought out and tested. The design itself is by Australian Andy Dovell, a Berkeley-educated naval architect whose work with the the New South Wales firm of Murray, Burns and Dovell has given the world, among other things: the Sydney 38 and several other production boats; design work on three America's Cups; and a super-efficient fin used on high-end surfboards.

There are many other smart, creative, free-thinking and downright cool people working on the project.

But when we heard that the boat would use no rudders, instead 'steered by sail trim' . . . well, you know that sound an old record player makes when you mash down the needle and the music comes to a squawking halt? Our mind did that.

Fortunately, skipper/sailing master Jo Royle cleared it up. She says the boat will not have 'traditional' rudders hung off the transoms because of the anticipated flex of the hulls. However, there are plans for a steering system, fixed possibly to a crossbeam or other more rigid structural part of the boat.

As with most aspects of the construction, the *Plastiki* folks are taking everything one step at a time and learning as they go. We're confident the boat will sail out under the Golden Gate in fine form this spring to carry her message near and far.

— jr

oh, to be young again

Decades ago, parents issued the same command to their kids almost every day: "Go outside and play until dinner's ready!" But back in the '50s, '60s and '70s *outside* was where most kids wanted to be anyway — riding bikes, playing ball, hiking in the hills or, if you were really lucky, goofing off at the beach. Being inside was boring. In the pre-cable days, even TV programming was, like, 'dullsville'.

But somewhere along the line, things changed. When home computers and electronic gaming devices became prolific, spending active time

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SIGHTINGS

youth sailing — cont'd

in the great outdoors became a foreign concept in many households. Add to this the fact that many parents nowadays are understandably paranoid about letting their kids go outside without supervision. It's no wonder that an ever-increasing percentage of American kids are physically unfit, if not obese.

Fear not, though. We've got the perfect solution to this sorry state of affairs. To our way of thinking, the ideal antidote to the 'adolescent couch potato syndrome' is for more kids to get out sailing and



'Pegasus' is just one of several community access youth sailing programs on the Bay.

revel in the glory of Mother Nature. Luckily, here in the Bay Area there are a wide variety of opportunities for kids from age 7 to 18 to do just that — in some cases at no cost. Here's an overview of the many options, and an invitation to do further investigation on your own.

Yacht Club Programs — As you might imagine, many Bay Area yacht clubs have instructional 'junior' programs for kids, particularly during the summer months. There are more than a dozen Bay Area YCs that offer summer programs and almost that many that offer them during the school year, making the sport accessible to any and all Bay Area kids, regardless of their familiarity with watersports or socio-economic status. Now is an ideal time to check out their various offerings and sign up well before summer begins, as most programs have limited space.

Although most YC summer sessions charge a fee, many offer scholarship programs for folks who can prove financial need. It's important to note that parents usually *do not* have to be club members. At YCs where youth membership is required to participate, kids are typically offered a youth membership rate between \$15 and \$55. The idea, after all, is to bring new blood to the sport, not set up deal-breaking obstacles. Most clubs require that young trainees know how to swim, but don't require previous boating experience.

At YCs, the focus is almost always on dinghy sailing, as the idea is to build basic skills which will serve as a solid foundation for a lifetime of sailing fun. A wide range of boats are used in junior programs, and in most cases are provided at no additional cost. The vast majority of young sailors start out in El Toros or Optimist prams. Once they learn the ropes, they're likely to move up to Lasers, and eventually to two-person FJs or 420s (both jib-and-main boats). Some clubs also work with nearby high schools to support their racing teams.

Junior programs tend to be a winning idea all the way around — the kids have a blast, get some healthy exercise, gain an appreciation for the simple physics of wind power, and perhaps even pick up a lifelong hobby. And their parents get the satisfaction of knowing they've introduced their kid to a new form of active, outdoor fun. Many probably wish they'd had such opportunities when they were young.

Non-Yacht Club Programs — For the purposes of this overview, we'll lump together all non-yacht club sailing options. But in fact, they all have distinctly different qualities and offerings. That said, all 'community access' programs do tend to share the same overarching goal: to expose as many kids as possible to the joys of sailing in the Bay Area's unique aquatic realm. Often, kids also come away with a greater awareness of the Bay's delicate marine ecosystem, and an

continued on outside column of next sightings page

death, taxes

For most people, April 15 means tax deadlines. But for licensed mariners, it's also the deadline for having your TWIC — Transportation Worker Identification Credential. If you don't have a TWIC card by April 15, you won't be allowed into secure areas of any U.S. port facility. More importantly, you won't be able to renew your Coast Guard license or Merchant Mariner document.

Youth sailing programs are a great opportunity for kids all over the Bay to have fun and learn a little in the great outdoors.



and twic

Although the TWIC program will mainly affect merchant mariners and licensed captains operating commercial craft, according to the letter of the law, anyone with a Coast Guard Six-Pack or better license is required to have a TWIC card, even if you have no intention of ever docking at or setting foot in a secure area.

The TWIC program was mandated by

continued in middle column of next sightings page

youth sailing — cont'd

appreciation for the region's colorful maritime heritage. Most, if not all such programs, have provisions for kids to sail for free through need-based grants and scholarships. Here's a quick look at some popular community programs:

Treasure Island Sailing Center — Located literally in the middle of the Central Bay, this multi-faceted facility's programs have continually expanded over the years to promote sailing to the broadest possible spectrum — including at-risk kids and those with mental or physical disabilities. A broad range of programs give 7- to 18-year-old trainees exposure to sailing aboard dinghies and keelboats. Thanks

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PHOTOS COURTESY THE PEGASUS PROJECT

SIGHTINGS

youth sailing — cont'd

to extensive community support and volunteer fundraising, nearly 80% of participating kids sail for free at its unique location on the edge of Clipper Cove.

Oakland Park & Recreation Dept. — Lake Merritt Boating Center, near the city center, offers a number of introductory programs at the lake for grade-schoolers, including after school learn-to-sail courses in El Toros. The action at Jack London Aquatic Center, located along the north shore of the Oakland-Alameda Estuary, is geared toward high schoolers from any area school who race and train aboard Lasers.

Blue Water Foundation — As evidence that on-the-water experience for kids is a benefit to society, this nonprofit, volunteer-run group is heavily supported by both the San Francisco School District and the

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twic

the Transportation Security Administration to assure extra security at U.S. ports after 9/11. The TWIC itself is a tamper-proof plastic ID card with a photo and fingerprint of the holder.

The Coast Guard anticipates that over 1.2 million individuals will apply for a TWIC — in addition to mariners, it's required for longshoremen, truck drivers, port facility workers, etc. As of mid-March, nearly that many had already done so and 800,000 cards had been issued.

Obtaining a TWIC card is similar to



DENNIS OLSON

— cont'd

getting a passport. To apply, you must appear in person at an authorized office (there are several in the Bay Area), pay \$135 and have your photo and fingerprint taken. After that, it can take up to a month to get the card, and you have to return to the same office to pick it up.

For more information on the TWIC office nearest you, as well as how to pre-apply and make an appointment, log onto www.tsa.gov/twic or call (866) DHS-TWIC.

— john skoriak

youth sailing — cont'd

San Francisco Police Department. Since its founding in 1992, more than 8,000 young salts from virtually every S.F. public school have sailed aboard the foundation's 20-ft daysailers or its flagship, the 46-ft former ocean racer *Golden Bear*.

The Pegasus Project — Over the past 10 years, some 4,000 kids have been introduced to the joys of sailing the Bay aboard the well-kept Alden 51 ketch *Pegasus*. Drawing primarily from East Bay schools, the volunteer staff's mission is for young trainees "to become productive members of a sustainable society through positive outdoor environmental education, and by reinforcing life skills." With the support of several partner organizations, and profits from mainstream charter work, many kids can attend these hands-on sessions for free.

Call of the Sea — This well-respected organization offers three-hour programs aboard the traditional, 82-ft schooner *Seaward* (which also offers mainstream charters). Hands-on sessions focus on seamanship, local history and navigation, and align with 4th and 5th grade social studies curricula — yet are adaptable to other grade levels.

Nehemiah — Capt. Rod Phillips and his wife Joni saw sailing as an avenue for at-risk kids to garner a new perspective on the world, and decided to offer their classic 57-ft ketch and their maritime knowledge to young people from nearby communities. They've taken literally hundreds of kids out for booming sails on the Bay. A longtime professional mariner, Capt. Rod and other volunteers instruct kids in the arts of traditional seamanship aboard this sturdy vessel, which has twice circumnavigated the globe. The free or nearly free youth programs are supported by occasional mainstream charter work.

Spaulding Center & S.F. Maritime — We were excited to learn that, although not specifically affiliated, both the Spaulding Wooden Boat Center — one of the maritime treasures of the Sausalito waterfront — and the S.F. Maritime National Park have developed innovative multi-phase programs that teach kids traditional woodworking skills, then teach them to build a small boat, and finally, instruct them on the fine points of sailing it. Here, too, scholarships are available. S.F. Maritime also works with *America True's* ongoing Tall Ship Semester for Girls (TSSG) program, a three-part curriculum which includes a six-week internship and six weeks crewing aboard a tall ship.

So where to find all the pertinent contact information for these programs? As luck would have it, they're published on pp. 66-72 of the *2009 Northern California Sailing Calendar and YRA Master Schedule*, available at many of the places you find *Latitude 38*. The info is also online at www.latitude38.com/YRASchedule/youth.html. With so many ways to get out on the water, there's no reason the young couch potato shouldn't become an endangered species.

— andy



COURTESY THE PEGASUS PROJECT

This pirate-in-training learned more than just how to plunder.

"Most Laser and other dinghy photos feature someone hiking hard around the buoys or planing on a reach," says Santa Rosa's Dennis Olson, "but I thought you might like this one — see, you can have a happy passenger aboard a Laser!"

a bear of a project

My siblings and I have a soft spot for Bear Boats. It runs in the family — our grandfather owned Bear #9 from 1953 to 1965, and our family currently owns *Magic* (#65). So when *Panda* came up for auction recently, my 11 siblings and I bought her with the hopes of restoring her to her former glory. Taking on a 69-year-old wooden

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SIGHTINGS

panda — cont'd

boat with a significant starboard leak may not have been rational, but we were convinced it needed to be done.

We hauled out *Panda* at Berkeley Marine Center in November, and immediately began preparing her for the start of sister framing.



The 'Maloney Fair Block System' was considered innovative by wooden boat experts.

When the furniture and ceiling were removed, 30 broken and cracked frames — 15 per side — were revealed at the turn of the bilge. After reefing out the seams and cutting out the knuckled frames, we installed and tensioned four all-thread rods amidships in an effort to pull her back

into fair and close up the seams. The all-thread was secured on each side of the hull to a pair of blocks cut to the curve of the hull. When the nuts were tightened up, the arrangement hugged the old girl back into shape.

While steam-bent sister frames would have been ideal, cold-molded laminate is the way to go for inexperienced workers paying for lay days. Brother Daniel, the project leader, milled white oak planks into 1/8-inch laminate strips. Brother Steven and brother-in-law Mike were the laminate frame dream team, wrestling that oak into submission.

There was plenty of work for the rest of the family. Layers and layers of old paint from the topsides and bottom were scraped, sanded, heated, and stripped. We held family work days where as many as nine of us showed up at once. We were the envy of the do-it-yourselfers!

When we first talked about taking on the project, our dad thought we were nuts, so we decided to just make it a siblings' project. During all the work, some wondered if Dad would be surprised. "He'll be surprised, all right," I'd remark. "Surprised at how dumb we are." But at the end of his first day helping to repair his father's old boat, he asked if he could come back.

We worried about caulking the seams. It was a critically important job, but none of us had done it and it was the linchpin of the repair. Steve Hutchinson of Hutchinson Marine Services not only took on the job on short notice, he and his crew did it in about 30 minutes.

The last step of *Panda's* restoration was the painting. After meticulous prep work — "I've never seen someone pet a boat so much," one yard worker told me — we painted her topsides white and her bottom black, just like a panda. Daniel painted the boot strip red after a Chinese proverb about an unbreakable red thread that connects those who are destined to meet.

On January 14, *Panda* was returned to the water. We expected to spend a couple days pumping water from our dried out boat hoping the seams, especially the newly caulked ones, would take up tight but she hardly wept at all.

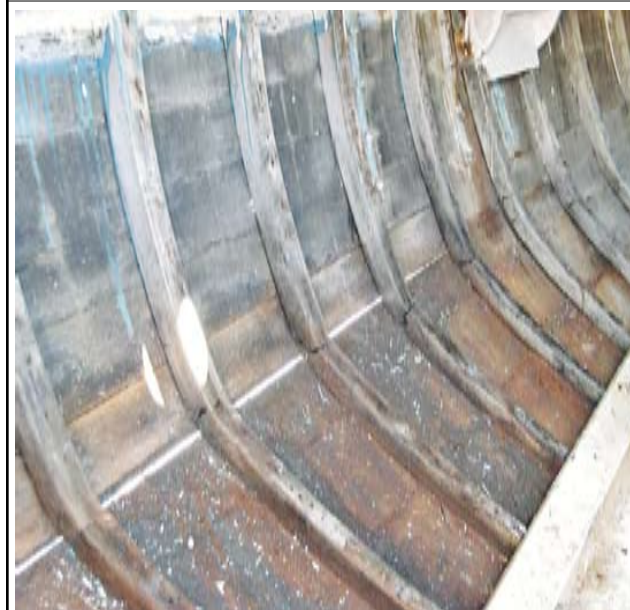
As amateurs we were unencumbered with common practice. While we raised eyebrows by stripping the top side down to the wood, we also learned that our fair blocks were considered innovative. People remarked that we must have done this before. On one occasion we overheard Steve Hutchinson explaining our scheme and giving it an endorsement. When Daniel asked yard owner Cree Partridge for advice, he was told, "You don't need my advice. You're doing fine." Thanks, Cree. *Panda's* doing fine too.

— tim maloney

conspiracy

People love a good conspiracy theory. Remember the 'Paul is dead' movement that claimed the real Paul McCartney had died in 1966 and an imposter had taken his place in The Beatles? Or the patently absurd 'Michael/La Toya Jackson' urban legend that contended one was the other and that they'd never been seen in the same room together? You might be surprised to find out there's a similar theory about some *Latitude* employees.

Rumor has it that Doña de Mallorca and LaDonna Bubak are one in the same. "Just a pen name," some scoff. "*Latitude's* just trying to confuse us," others may



theory

think. Not so, and we'd like to set the record straight.

Doña (aka Donna Andre) is the long-time girlfriend of the publisher, skipper of *Profligate*, Baja Ha-Ha Chief of Security, and holder of a 100-ton Master's license. If she's not in one exotic port or another, she's probably on her way there, delivering *Profligate* to the next port of call.

LaDonna, on the other hand, lives aboard with her salty dock rat of a husband, cruised Mexico as a teenager with her folks, and has sailed from the Bay to Sitka and back. She's never done a

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gosport bound

Early one late-April morning last year, Charles Willson happened to glance out the window of his former office, which overlooks Santa Cruz Harbor. On any other day, he may not have seen anything out of the ordinary. But April 22 wasn't an ordinary day. When *Uniquely Singapore* and *Nova Scotia* finished that morning as the first two arrivals in the 2007-2008 Clipper 'Round The World Race, it marked the first time a 'round the world race made landfall in California, specifically Santa Cruz.

"The boats dropped their sails and put their promotional signage up," the 49-year-old Willson said. "I saw the URL and punched it in. From that day forward, I read all 700 historical blog posts from that edition of the race."

But Willson — an advertising executive based out of San Francisco now — didn't stop with the backstory. As the race continued on from

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Grin and Bear it — Clockwise from below: Broken frames were no match for the Maloney Family; sister Anna knows how to handle a sander; 'Panda' wears her name proudly; the family that restores together, sails together; restored to former glory.

PHOTOS COURTESY, PANDA

SIGHTINGS

gosport — cont'd

Santa Cruz, he kept following it “fanatically.” Before it had even ended, he’d already lodged his request for an information packet with the race’s organizers, Clipper Ventures.

That led to him signing on for one leg of the race initially; it didn’t take long before he’d signed up for another. Willson will be sailing legs 4 — Perth to Qingdao with a stop in Singapore — and 7, which will take the fleet from the Caribbean back to the UK with a short stop elsewhere in Northern Europe. But first there’s the mandatory training, the first two parts of which he will have completed as we went to press for this issue of *Latitude 38*. As the first area sailor — of the six or so who are signed up to do all or part of the race — to complete

continued on outside column of next sightings page

theory

Ha-Ha, sailed in the Caribbean or slept with the boss. She can normally be found chained to her keyboard while pounding out pithy prose (such as you’re reading right now) in the course of her duties as *Sightings* Editor.

Readers never had much problem delineating between the two Johns at *Latitude*, or the fact that we’ve had two different racing editors named Rob, but the Doña-LaDonna thing remains a constant source of confusion, bordering on



— cont'd

our very own urban legend. "People think I'm lying when I tell them I didn't write a story they liked," Doña confesses.

So in an attempt to prove the theories wrong, we submit Exhibit A: "Los dos Doñas" together at last month's Crew List Party. That's Doña on the left, LaDonna on the right. The defense rests.

And if you look closely, you can just make out Michael and La Toya in the background.

— *ladonna (not doña)*

Proof positive — Doña (on the left) and LaDonna (on the right) in the same room. If you're ever confused as to who's who, Doña always has the better tan.



gosport — cont'd

the first two-of-three training modules, Willson will have had a rapt audience awaiting his post-training debrief.

"I've been tasked with bringing back a detailed overview for everyone in Northern California who's doing part of the race," he said, explaining that Clipper Ventures has been working on how to deliver just that to the sailors who, from the standpoint of the race, are a fairly new constituency. "The American sailors want information; we've all got a thousand questions."

So do we, for that matter, and we'll check in with him when he gets back from Clipper Ventures' base in Gosport, UK. But while we're curious to see how the training went, after hearing about his sailing background, we were more curious to find out what it is about bashing around the world in a heavy, 72-ft monohull that appeals to him.

It turns out his introduction to sailing — albeit a different kind — came in much the same way as his introduction to the Clipper Race. The same week he moved to Santa Cruz in 1996, the city was host to that year's Hobie Cat Nationals.

"There were 120 Hobie Cats sailing off the beach," he said. "They seemed to be having a really good time, so I bought a catamaran."

After starting with a Nacra 5.2, Willson, who was born and raised in the UK, progressed to a Nacra 6.0, a Hobie 20 and a little, although not much, keelboat sailing. But he said the impetus for doing the Clipper Race lies in aspirations beyond the beach.

"My long term goal is to do some bluewater cruising, and I wasn't getting the sea time I wanted," he said, adding that henceforth, most of his offshore sea time had been logged on long-range scuba diving trips. "This represented the best way to get a few thousand hours."

Look for a report on Willson's training experiences in an upcoming issue of *Latitude 38*. In the meantime, check out www.clipper-roundtheworld.com for more on this year's edition, starting September 13, from the North Sea port of Humber, UK.

— rob



Charles Willson.

salute to john guzzwell

Fifty years ago, a 28-year-old singlehander from Victoria, B.C., named John Guzzwell completed an unprecedented circumnavigation aboard *Trekka*, a 21-ft wooden yawl he'd built with his own hands. The book he published about his adventures, *Trekka Round the World*, became a cult classic among would-be voyagers, and is credited for sparking the dreams of many who have circumnavigated since.

As keepers of the 'official' West Coast Circumnavigator's List, *Latitude 38* has invited John to attend a special gathering on Thursday, April 16, at the Oakland YC to honor the 50th anniversary of his historic homecoming. (No-host bar at 6:30 p.m., presentation at 7.) At the time, *Trekka* was the smallest boat ever to have gone around. John will also spend some time at Strictly Sail Pacific on Thursday and Friday in the Author's Corner and at *Latitude's* booth.

In a sport often dominated by massive egos, John Guzzwell is a refreshingly humble hero who normally shuns the spotlight. So we are thrilled that he has graciously offered to share insights from his lifetime of voyaging and custom boatbuilding. He'll show vintage Southern Ocean film footage shot while accompanying Miles and Beryl Smeeton on their ill-fated Cape Horn attempt aboard *Tzu Hang* in 1957 — chronicled in another sailors' classic, *Once is Enough*. If you haven't

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SIGHTINGS

guzzwell — cont'd

had the pleasure of reading it, let us explain that the threesome got caught in a horrendous storm that pitchpoled *Tzu Hang* and dismasted her. Thanks to John's carpentry skills, they finally arrived safely in Chile after 87 days at sea. In those days, of course, the electronic nav and communications devices we now take for granted were the stuff of science fiction. Not only were there no GPS units, watermakers, roller-furlers or solar panels, but there was no accurate weather forecasting. In the far reaches of the world's oceans, sailors — especially singlehanded sailors — were truly on their own.

Born and raised on Britain's Channel Islands, John grew up around boats, the son of a sea captain. But the tranquility of his childhood was shattered when WWII broke out, as the family was soon interned in a Nazi POW camp. Afterwards, he was trained as a shipwright and eventually emigrated to British Columbia, where, at age 22, he began building *Trekka* in his spare time to a J. Laurent Giles design. Her light-displacement hull was many years ahead of its time.

John Guzzwell, at 28, sailed 'Trekka' around the world.

John later became a pioneer in cold-molded construction, a method he still advocates at annual workshops in Port Townsend. During his distinguished career as a custom boatbuilder, he has lent his expertise to a diversity of projects ranging from the 65-ft Farr-designed *Lively* to the 158-ft topsail schooner *Tole Mour*.

Between projects, John cruised extensively with his family, and in 1994 did the Pan Pacific Yacht Race from L.A. to Osaka, returning via the Aleutians and mainland Alaska. In both 1998 and 2002 he raced to Hawaii in the Singlehanded TransPac aboard a cold-molded 30-footer called *Endangered Species*, a half-sized Open 60 that he designed and built himself. He was 71 for the '02 race.

This special April 16 event will also serve as an informal gathering of West Coast circumnavigators and singlehanders. But it's open to all, free of charge, thanks to our partners, the Singlehanded Sailing Society, Scanmar and Waypoint. We hope you'll join us in raising a glass to the 50th anniversary of John Guzzwell's historic homecoming. He is one of our greatest sailing heroes, and a living legend among singlehanders.

— andy

party time!

As a youthful Keanu Reeves exhorted endlessly in the endlessly goofy movie *Bill and Ted's Excellent Adventure* — "Party on, dudes!"

That wouldn't be a bad motto for one of the most successful racing ideas to come down the pike in the last couple of decades: the San Francisco Yacht Racing Association's Party Circuit.

It's no big secret that YRA has been in a state of gradual decline since — well, since about the time *Excellent Adventure* came out in the late '80s. With the benefit of hindsight, one of the key reasons may have been an inflexibility in scheduling. Without taking away from any of the good stuff YRA has done over the years — which is lots — some folks felt the scheduling amounted to 'our way or the highway'. Many chose the highway, with a dozen or more fleets eventually dropping out of YRA to set up their own schedules.

In that sense, the current YRA board, headed by longtime Bay sailor Pat Broderick, is just the opposite. These days, YRA bends over backwards to give its various fleets — ODCA (one design), HDA (PHRF divisions), WBRA (wooden boats) and OYRA (ocean racing) — just the

continued on outside column of next sightings page

sailing the

Every marina has them — neglected boats covered with green gunge and bottoms so foul they could be declared their own ecosystems. But what happens when the owners stop paying their moorage? Besides being eyesores, these abandoned boats cost local marinas thousands of dollars — not only in lost revenue but also in labor to keep them afloat, file lien requests and, after months (if not years), sell the boats at auction.

COURTESY JOHN GUZZWELL



green mile

One such auction happened last month at Berkeley Marina, with 10 boats on the block. Harbormaster Ann Rial Hardinger reports that eight of the boats — which owed on average \$2,500 each — sold, some for the opening bid of \$250. “We never make back what we’re owed,” Hardinger said, “but at least we can rent the slip again.” Hardinger said most lien sale boats are in the 25-ft range but a

continued in middle column of next sightings page

party — cont'd

events they want to sail on the days they want to sail them. YRA has even created *faux* one design fleets composed of boats in the PHRF 99 and 180 rating bands, so that those boats can still race one another boat-for-boat rather than having to join the handicap ranks.

Still, overall YRA numbers have remained static for years — every year a few more boats might sign up, but an equal number drop out.

Then somebody came up with the idea of the Party Circuit. This schedule allows participants to sail only a few weekend events rather than commit to multiple weekends through the summer. And the PC weekends would be full ones, with pursuit races on Saturday, a raft-up, dinner and party at the hosting club, and a shorter race on

continued on outside column of next sightings page



Lloyd Ritchey's Santana 35 'Breakout' is part of the Party Circuit — and proud of it.

SIGHTINGS

party — cont'd

Sunday to get them home early. The Great Vallejo Race was a natural, as was the Second Half Season Opener — whose Saturday course takes boats out to Point Bonita and back to the sponsoring Encinal YC. The third event is Corinthian YC's Season Closer.

In 2007, 64 boats signed up for the first PC season. It proved popular and in 2008, 114 boats took part. This year, as of the end of March, signups were up more than 200% over the same date last year and looked well on track to obliterate previous numbers by the mid-April deadline. Ironically, some of the of the new PC sign-ups are boats opting out of their 'regular' YRA fleets to do just the Party Circuit (although the schedule is set up so you can sail in both if you want). But YRA's Laura Paul is also seeing many new sign-ups, especially old racing boats coming back under new owners.

continued on outside column of next sightings page

green mile

Catalina 30 in the latest auction sold for a paltry \$1,150! Of course, these boats are not for the faint of heart . . . or wallet — they've typically been neglected for so long that it'll cost thousands of hours and dollars to get them back in good shape again. "But there's nothing I like better than to see one of these boats brought back to her original beauty," said Hardinger. We have to agree.

Lien boats go through two auction cycles at Berkeley Marina. Then, if no one buys them and no donation program wants them, they're sent to that big

Dead boat sailing — Spread: A line-up of 10 junkers on their way from Berkeley Marina to an appointment with the wrecking ball. "They'd already gone through the lien process twice and had been here two or three years without paying moorage," noted Berkeley Harbormaster Ann Rial Hardinger. **Inset:** Some of the luckier lien boats will get a second chance at life with more conscientious owners.



SPREAD: LATITUDE / JOHN A.; INSETS: LATITUDE / LADONINA

— cont'd

boatyard in the sky. As part of the Department of Boating & Waterways' Abandoned Watercraft Abatement Program, Matt Butler at San Rafael Yacht Harbor receives dozens of derelict boats to destroy every year, including the line-up below from Berkeley.

Butler and his crew remove any hazardous waste — fuel tanks, batteries, cans of paint — from the boats and scrap as much as they can before crushing them. They can break up two or three small boats in a day, or maybe one large boat.

continued in middle column of next sightings page



party — cont'd

Winning is great, but we've always felt that most people participate in racing more for the fun than the competition. That's where the Party Circuit really shines — it maximizes fun and camaraderie, with the added icing of some pretty good competition, too. And talking about winning: With divisions for just about anything with sails — including non-spinnaker boats, shorthanders and multihulls — and bargain entry prices, the Party Circuit itself is a winner any way you look at it. YRA has kept their 2008 pricing, so here's the breakdown: To participate in the Party Circuit, you will need to get a PHRF certificate (\$40, or \$30 if renewed from last year), join YRA (\$40) and pony up the entry fee for the Party Circuit (\$135, or \$120 for members of U.S. Sailing). That's a tad over \$200 for three weekends of sailing fun. You'd spend that at Disneyland in about five minutes — and they don't even have a sailing ship ride anymore.

For more on the YRA in general or the Party Circuit in particular, log onto www.yra.org, or call Laura directly at (415) 771-9500.

— jr

more power to 'em — sail and power boat shows combine

As you've no doubt discovered by now, a pre-planner for the Strictly Sail Pacific Boat Show at Jack London Square is bound into this issue. Inside, you'll find a comprehensive listing of all boats, booths and seminars scheduled for the show's five-day run from April 15-19.

What you won't find in the planner is a fairly significant change announced a few days before this issue went to the press — the Strictly Sail Pacific show will be combined with the Northern California Marine Association's (NCMA) Power Boat Expo. The new show is called the Strictly Sail Pacific and Power Boat Expo — although we're not quite sure why they're keeping the 'strictly' part.

"In today's challenging market, there was a strong case to combine the shows," said one press release, citing significant savings for both exhibitors and sponsors, and increased value for show-goers.

For the in-the-water portion of the show, the new format should work well. The marina at Jack London Square has two main basins, so the powerboats will be in one and the sailboats in the other. Ashore, exhibitors will share space under the 'big top tent' in the recently remodeled east end of JLS. Trailer boats will occupy the west end of the Square.

All told, Strictly Sail Pacific & Power Boat Expo will bring together more than 300 exhibitors who will be happy to show you the latest and greatest in boats, accessories, gear and services. Hundreds of educational seminars are planned, as well as many special events ranging from demonstration sails for kids to the Green Boating Zone, featuring the latest eco-friendly boating products and practices.

Here are a few highlights:

- The gravity-defying Bladerider Moth, an 11-ft dinghy that 'flies' along on foils two feet above the surface and can hit 25 knots.
- Catalina 455 — the latest in styling, comfort and performance from Catalina.
- Sails on *Seaward* — Kids aged 10-18 will have an opportunity to take a short Bay Sail aboard the steel schooner from 2-4 p.m. daily. Don't worry, parents, you can go along, too. To sign up, visit *Seaward* while she's docked at the show.
- Step aboard the *Derek M. Baylis*, a 65-ft cat ketch designed by Tom Wylie and currently owned and operated by Sealife Conservation, a non-profit organization that works to inspire people to reduce pollution and support healthy fisheries. One of the few 'working' sailboats in the country, the *Baylis* is active in monitoring orca populations in Monterey Bay and has served as mothership for white shark research at the Farallones.

continued on outside column of next sightings page

boat show — cont'd

• On the 50th anniversary of his singlehanded circumnavigation on the 20-ft yawl *Trekka*, noted sailor and boatbuilder John Guzzwell will discuss a lifetime of sailing and sign copies of his book *Trekka Around the World*, which inspired so many young sailors' dreams — including ours. (Look earlier in *Sightings* for more details.)

• Kimball Livingston, former sailing correspondent at *The San Francisco Chronicle*, author of *Sailing the Bay*, one of the screenwriters of the movie *Wind* (most of the parts that actually made sense were his) and current West Coast editor of *Sail* magazine, will talk about a lifetime love affair with the waterways of Northern California. He's also good for an opinion or two on the important sailing events of the day, including the America's Cup.

• John and Amanda Neal return to the boat show with several free hour-long cruising seminars between Wednesday and Friday, followed by a full-length Offshore Cruising Seminar (\$165, includes lunch and a copy of the *Offshore Cruising Companion*) on April 18. Register online at www.mahina.com or call 800-875-0852.

• New to the show this year is an appearance by sailing vagabond and writer Captain Fatty Goodlander. Cap'n Fatty has lived aboard various sailboats for 49 of his 57 years and has a fittingly skewed view of the world that has appeared in numerous books and magazines, including this one. When Fatty is in the house, gale warnings should be up, for gales — of laughter — are imminent.

• Kame Richards has been one of the most recognizable faces in Northern California sailing for decades. The co-founder and co-proprietor of Pineapple Sails with wife Sally Richards, Kame returns to the microphone to lend his expertise in sailing trim and tactics. If there's anything Kame's better at than making sails, it's taking the mystery out of the complex theories of sail trim and racing tactics. Be sure to arrive early for his seminars — in past years, many of them have been standing room only.

• Finally, those interested in participating in this year's Baja Ha-Ha will want to check out Grand Poobah Richard Spindler's talk on the enormously popular cruisers' rally that starts in San Diego at the end of October and ends in Cabo a couple weeks later. Assistant Poobah Andy Turpin will also be dishing on the Pacific Puddle Jump and cruising in Tahiti. At 6 p.m. on Friday evening, veterans of the Baja Ha-Ha and Pacific Puddle Jump are invited to a reunion get-together at the *Latitude 38* booth.

For times, details and contact information for all these events, see the shows website at www.strictlysailpacific.com.

— jr

bond exemptions for puddle jumpers

As you'll read later in this issue, despite the hellish state of the world's economy, there's no shortage of cruisers heading west this season, bound for the sunny, palm-fringed anchorages of French Polynesia. Luckily for them, this year the process of clearing in will be much less 'painful' than in year's past.

Why? Normally, each person entering by boat must surrender a security 'bond' of roughly \$1,700 (per person!), which they do not get back until they are about to leave the territory — and the back-and-forth currency conversions usually result in a significant loss of cash. This year, however, thanks to the generosity of Michel Alcon, director of the Tahiti YC, we were able to offer bond exemptions free of charge to every Puddle Jumper who 'officially' registered with us prior to February 20. As a special favor to *Latitude 38*, Director Alcon petitioned Tahiti's High Commissioner, who in turn granted exemptions for all 70 registered boats. This is a first, but we hope it will become a regular feature of the annual Puddle Jump rally.

Many Jumpers were extremely grateful — especially those with

continued on outside column of next sightings page

green mile

Butler says the fee to dispose of a boat can range from \$50-100/ft, depending on size, composition and what they have to do to prep it. But despite the rates, he's busier than ever. "I'm getting a call just about every day," he said. And the numbers are going up.

Indeed, it seems many marinas are holding more auctions than ever. So what can you do if you find yourself falling behind in your moorage payments? Hardinger recommends talking with



Spread: A traditional outrigger canoe glides across the Moorea lagoon. **Inset:** The Pacific Puddle Jump fleet always gets a warm reception when they arrive in Tahiti — especially so this year thanks to the bond exemption.



— cont'd

your harbormaster about a payment plan. If you just can't afford it to keep paying a monthly nut anymore, do your best to sell the boat, being sure to disclose to potential buyers any back-moorage you may owe. If you can't find a buyer, consider donating it to one of many Bay Area charities — but be forewarned, few will take real junkers. "Whatever a boatowner does," Hardinger says, "the most important thing is to act before your marina puts a lien on it."

— *ladonna*

exemptions — cont'd

families. Dave Heimke of the Homer, Alaska-based Pacific Seacraft 37 *Amikuk* wrote: "Not sure if a simple email can express our family's gratitude for your hard work on behalf of the PPJ for the bond exemption. We are a family of three who are cash-strapped and did the saving routine for years to pull off this trip. The bond exemption is very helpful."

When the bulk of the '09 fleet is gathered in Papeete in June, many have promised to pay a visit to the YC to express their thanks directly. And we expect more boats than ever before will attend the Tahiti-Moorea Sailing Rendezvous, June 19-21, a free welcome-to-Tahiti event put on by Tahiti Tourism and partners, including *Latitude 38*.

— *andy*



PHOTOS LATITUDE / ANDY

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.

• *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

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' memory to a Bay sail for newbies.

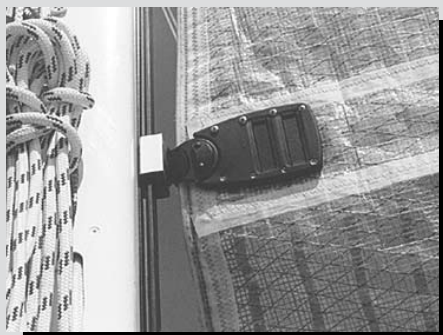
• *Boldly go where you've never gone before* — We're always somewhat stagered to learn that some longtime local boaters have never been to, for example, the Delta. This is like living in Anaheim and never going to Disneyland — except

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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We are out of Strictly Sail Pacific to protest the new combined sail/power format.

Our normal show discounts of 10%-20% off will apply for up to a week after the show.

Sorry to miss you!



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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 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 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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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.

Jerry 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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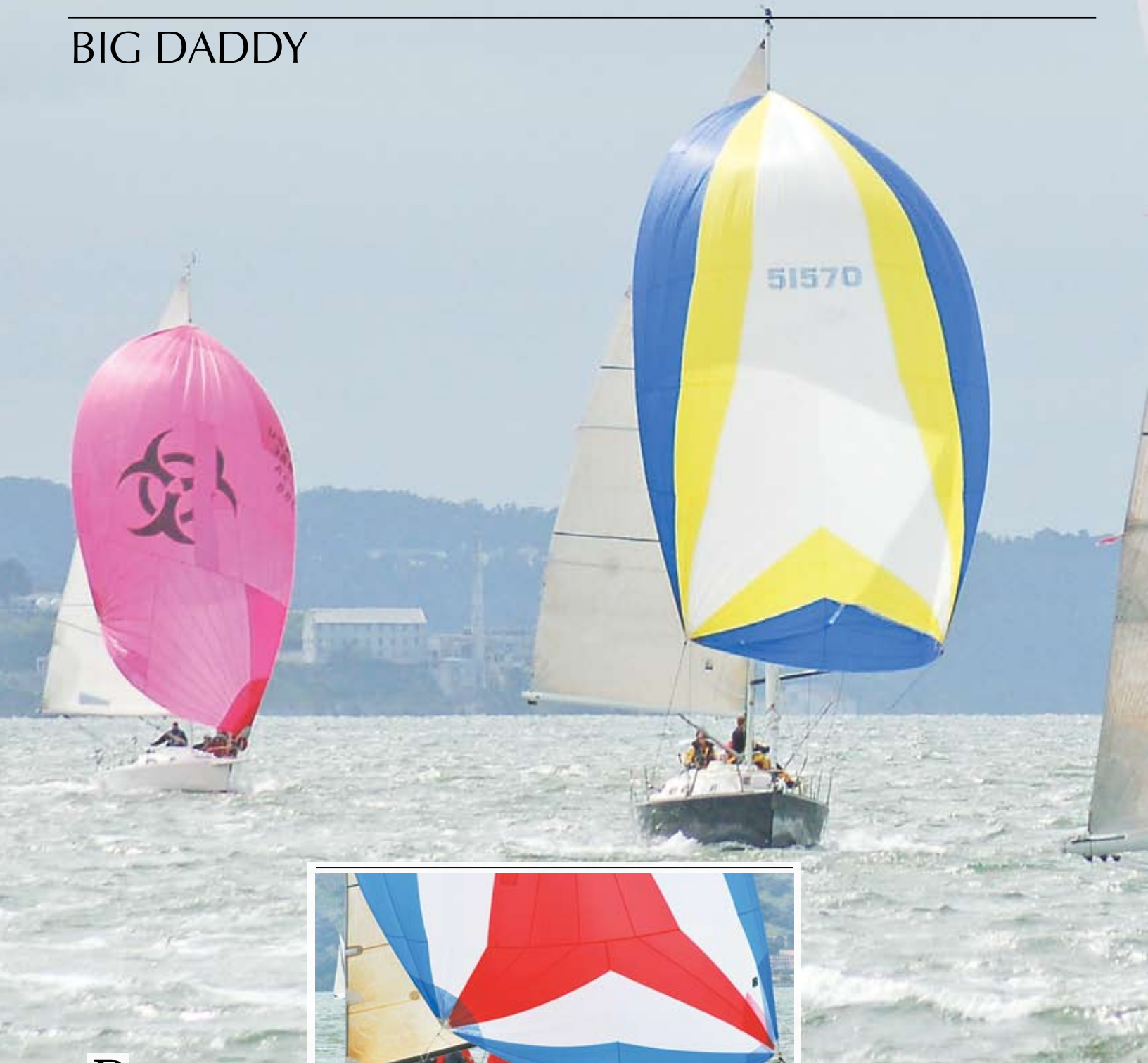
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BIG DADDY



Bob "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

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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

LATTITUDE/ROB



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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.LYONSMAGING.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)

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GROWING UP

Wow, 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

transition, it was hard to drive away. I looked around to 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

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

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

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.

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

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-

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

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.

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.



We 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

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.



rounding area.

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

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

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.

We 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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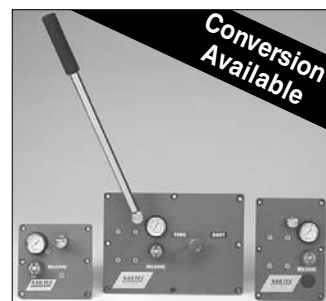
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WESTBOUND WANDERERS

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

Eva	Michael & Gerald Traum	Nor'Sea 27	Cp Mendocino, CA
Flashback	Geoff Deuschmann & Julie Nolan	Choate 40	Marina del Rey
Follow You Follow Me	Allan & Rina Alexopoulos	Hunter 466	Volcano, CA
Gabrielle	Sarah Andrews	Ericson 39	Melbourne, AUS
Gallivant	Bruce & Marianne Burman	Tayana 42	Bellingham, WA
Gallivanter	The McGeorge family	Hylas 47	St. Thomas, USVI
Hello World	Axel & Brit	Sunbeam 53	Flensburg, DEU
Herodotus	Peter Hendra	40-ft sloop	NZL
Hipnautical	Roger, Bobbie Jo & Robin Curley	Morgan O/I 51	Ventura, CA
Incantation	David Ratner	SC 50	Vancouver, CAN
Journey	Jeff & Dori Beller	Passport 40	Ventura, CA
Jubilant	Denis Morgan & Jorgen Sorensen	Spencer 53	Seattle, WA
Jubilee	Joe Dubis	Corbin 39	Norfolk, VA
Julia Max	George & Sue Stonecliffe	Passport 45	Portland, OR
Kailani	David & Christy Dykkestern	Columbia 43	Portland, OR
Kalalau	George Hill & Kathleen Whitney	Lapworth 43	Port Townsend, WA
Kaumoana	Richard Tyree & Suzanne Stelmock	Hunter 49	Auckland, NZ
Kena	The Hunter family	N/A	NZL
La Palapa	Roger & Tobe Hayward	Morgan 440	Long Beach, CA
Lanikai	Mike & Leilani Costello	Saga 43	Kona, HI
Lauren Grace	Herman & Charlene Kelley	Knysna 44 cat	Port Penn, DE
Leavenativity	Howard Hodgins	N/A	CAN
Leonidas	Tom & Ann Carr	Dreadnought 32	USA
Lightheart	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 home-schooling her sons, Tim, 10 and Finn, 7, along the way.

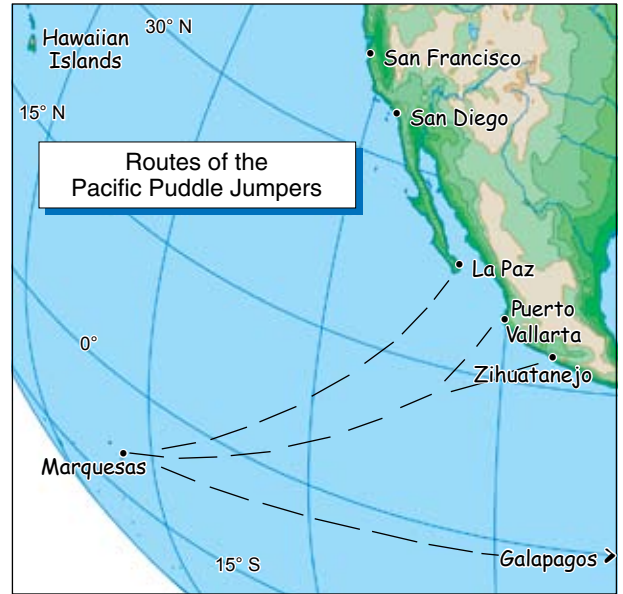
Scott (Dad) puts things in perspective: "Our last big trip was nine months in a VW bus. When we upgraded to a Cal 227, Mary was thrilled: 'Oh my God,' she said, 'we've got built-in plumbing!'"

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'.

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

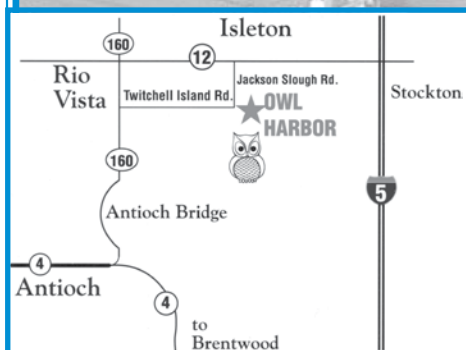
We assume Patrick and Rebecca named their boat for its heavy construction. Then again, perhaps they're big Commodores fans.



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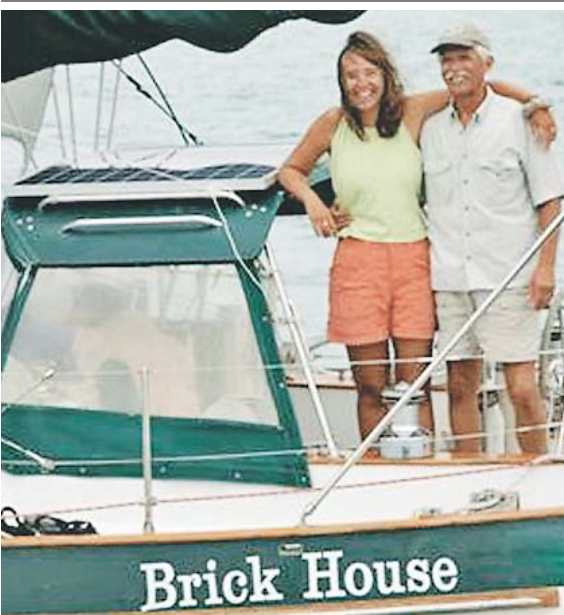
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This cruise is like a busman's holiday for Rebecca and Patrick of 'Brick House'.

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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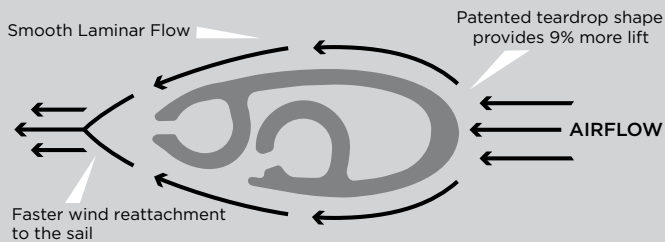
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EYE ON THE BAY



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



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



Enough 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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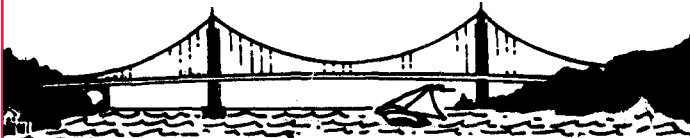
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MAX EBB

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 my 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.

Before 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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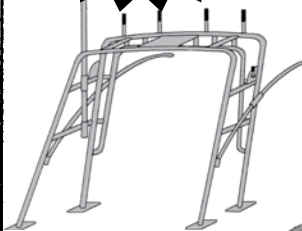
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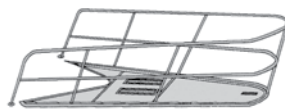
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THE RACING

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



LATITUDE/ROB

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



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.

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



ALL PHOTOS/PETER LYONS/WWW.LYONSIMAGING.COM

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.



LESLIE RICHTER/WWW.ROCKSKIPPER.COM

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)



LATITUDE/ROB

'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

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.

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) **Trimalcious**, 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

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; and 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

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.

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

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 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

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

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/

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



ERIK SIMONSON/WWW.H2OSHOTS.COM

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.

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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#111
Ventura, CA 93001
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Deke Klatt

Santa Barbara
Ken Kieding
(805) 965-4538
Gary Swenson
(805) 644-9579

Santa Cruz
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Ruhne Racing
(831) 295-8290 mobile

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(253) 988-7245



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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. If that doesn't answer your questions, you can direct them to the club. For more on the marina check out: 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



CLUB NAUTIQUE

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'.

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-

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

- 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; website: 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; website: 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; website: 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; website: 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; website: 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; website: 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

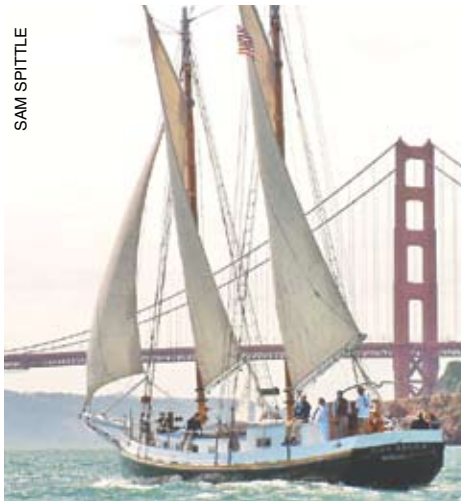
The custom Wylie 65 'Derek M. Baylis'.



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; web: 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; website: 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; website: 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; website: 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; website: 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; website: 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; website: www.callofthesea.org; and for Mexico: 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

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; website: 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;
website: 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; website: 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; websites: www.apparition.com or 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; website: 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; website: 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; website: www.sfbaysail.com

WORLD



'Imi Loa' blasts across the Bay.

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; website: 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.

The C&C 48 'Incognito'.



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OF CHARTERING

- Available for all types of private charters, including corporate and special events; specializes in instructional 'performance sailing' charters.

- (415) 868-2940; (415) 987-1942; email: captainmarco@cs.com; website: www.captainmarco.com or alternately, www.sailingsf.com.

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.



MARIAH'S EYES

The Alden classic 'Pegasus'.

- (831) 429-1970; email: sail@lighthallcharters.com; website: 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; website: 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

• (510) 478-4600; email: info-AT-pegasusvoyages.org; website: www.pegasusvoyages.org

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; website: 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; website: 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 or see website 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

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

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

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— 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. *Voila!* 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

CHANGES

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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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.

ALL PHOTOS COURTESY HONEYMOON



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

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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

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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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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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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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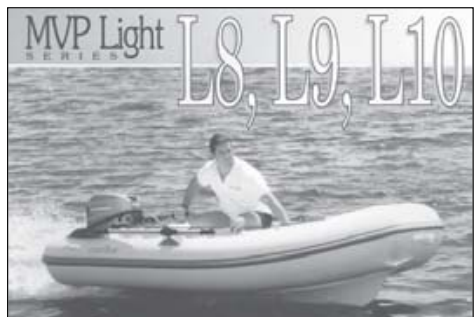
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SABRE 28, SERIES III, 1985 #584. Freshwater sailed only prior to 2002. Excellent condition. Nice Triad custom double-axle trailer. Westerbeke FWC 2-cyl diesel 13-hp, 1,400 hours. Autohelm 3000, wheel steering, Standard VHF, furler, Origo 4000 alcohol stove, 4 sails, recent lifelines and stanchions, new bimini, includes good Avon dinghy, whisker and spinnaker poles, cockpit cushions, new bottom paint. You probably won't find a better deal on a good Sabre 28. Tucson, Arizona. \$19,750. rode7runner@yahoo.com for info and pictures.



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J/27, 1986. Sleek performance boat for club racing, daysailing. Excellent condition. Balanced, nimble, points high, PHRF 120. Numerous sails, extras. \$16,000/obo. In San Rafael, CA. Call (415) 456-2397 or portobello40@earthlink.net for specs/photos.

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 (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>>

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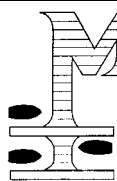
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COLUMBIA 35 (10.7m), 1980. Recently serviced 22-hp Yanmar diesel, good main and jib, dodger, bimini, radar, VHF, Loran, etc. Shower, hot and cold pressure water, large interior, good condition, extra gear and sails, great liveaboard. Brickyard berth. \$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&c-yachts.com details this exciting design. Priced to sell now \$89,500. (916) 933-4079 or 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 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.



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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.

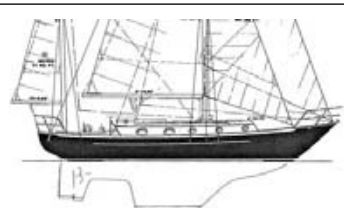


38-FT SLOOP, 1970. Sparkman & Stephens-designed, Canadian-built Hughes. Asking \$24,000/obo. Sails well, has new diesel inboard engine. Located in Monterey, CA. (831) 915-4984.

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 \$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. Inquiries: amjudy@yahoo.com.



TARTAN 4400, 2004. Hull #1 of Tartan's newest deck salon. Electric winches, Vacuflush 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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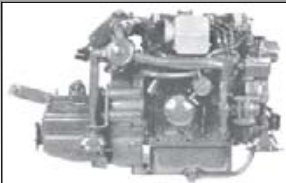


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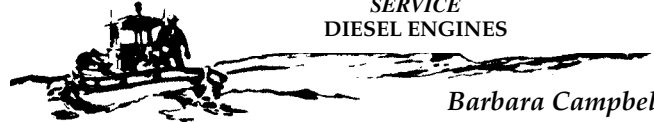
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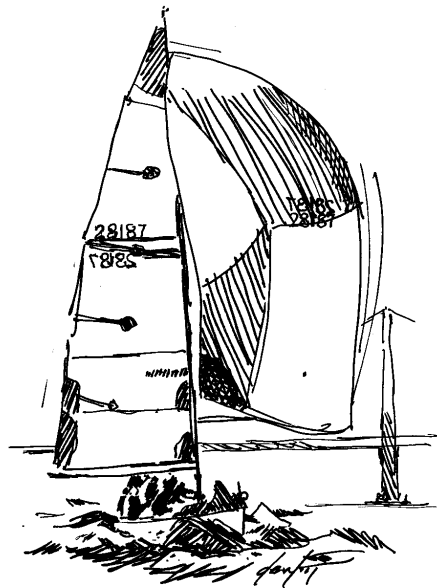
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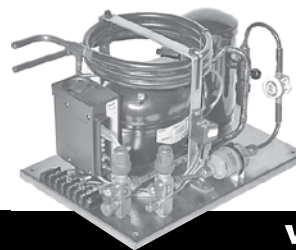
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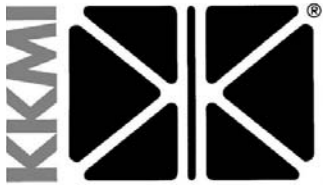
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Sydney 36 CR (2006) w/fractional rig, four swept-back spreaders, non-overlapping head sail, high aspect ratio and very long waterline. Extremely competitive IRC racer. Fitted w/all factory options incl. electric winches, extensive sail inventory and rigging set by Easom, *Encore* is arguably the best 36 built. **\$295,000**



Beneteau First 40.7 (2001)
White Dove has just won the 2008 West Coast IRC Championship and is in top condition.
Asking **\$199,500**



Swan 371 (1981)
A Ron Holland design which is very well equipped with newer electronics, sails and has been well maintained.
Asking **\$134,900**



Swan 42 (2007)
Nautor Club Swan 42 *Amelia* has a winning record and has been prepared for racing at the highest level. All class legal rigging modifications completed. Asking **\$700,000**



Grand Banks Eastbay 38 HX (2003)
A premier designer and quality builder make the Eastbay a first class motor yacht. Extensive factory options, comprehensive electronics and superbly maintained. **\$365,000**



Swan 53 (1987)
Mistress has been exceptionally well maintained by a professional crew and is a beautiful Swan 53. Her factory-installed aft companionway makes her much more accessible than the standard 53. She has a new teak deck and is in excellent shape. Asking **\$575,000**



Swan 43 (1977)
S&S-designed motorsailer is a very comfortable and spacious two cabin, two head cruising yacht. A one-owner yacht that is immaculate and in absolutely Bristol condition. Asking **\$199,000**



Swan 411 (1979)
With essentially every aspect of the yacht upgraded or replaced, this S&S-designed racer/cruiser is arguably the best mid-size vintage Swan on the market. Winner of the San Diego YC's prestigious 'Best Maintained Yacht Overall'. **\$190,000**



Mumm 30 (1996)
A turn-key race boat immediately available on the West Coast. Well maintained with fresh sails and trailer. Asking **\$75,000**



Swan 53 Blue Swan Hydraulic lifting daggerboard, twin-rudder version. Extensively equipped and ready for bluewater cruising. The three-cabin layout makes her one of the most versatile and comfortable Swans ever built. Asking **\$1,350,405**



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36' Columbia sloop	1968	\$ 29,900	7163
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45' HUNTER 450, 1998

All the amenities one would expect from Hunter with two spacious staterooms, two heads, very functional galley area and HUGE comfortable salon. This low time vessel is in nice shape overall and lying in a transferable Sausalito Yacht Harbor slip. She'll make an ideal Sausalito pied-a-terre. All in all a great turn-key package and competitively priced to boot!

\$169,500

See at: www.marottayachts.com



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.

\$149,500

See at: www.marottayachts.com



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.

\$134,900

See at: www.marottayachts.com



36' CASCADE CUTTER, 1989

Custom-built raised cabintop cutter that was designed specifically for a cruise that was never taken, almost \$30,000 spent over the past couple of years. She shows very nicely today — new electronics, new sails and rigging, low time on the Yanmar diesel and a hard dodger that's a work of art.

She's ready to head anywhere you see fit.

\$89,000

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40' CUSTOM PILOTHOUSE KETCH, 1982

Very nice pilothouse ketch with lines and configuration very much like a Nauticat (which sells for about three times as much). She's had only two owners since new and is in very nice shape with a major \$100,000 refit in 2004, sails and Profurl roller furler are from the mid-1990s and in very good condition, full suite of integrated electronics also installed in the mid-1990s, much more. \$89,000

See at: www.marottayachts.com



34' TARTAN, 1987

S&S design in OUTSTANDING shape inside and out — meticulous long-term owners and spent the first 15 years of her life in fresh water. Most systems have been updated, including electronics and sails. With less than 500 total hours on her Yanmar diesel, she's been very lightly used.

\$56,000

See at: www.marottayachts.com



35' SANTANA, 1979

Deep lead keel and fractional rig make for a stable ride on the Bay whether racing or daysailing, and this particular example is in fine shape with an \$18,000 refit in 2004 — all new rigging, reworked mast/boom, new Navman wind instruments, new batteries. Additional work done since includes new: depthsounder, stereo, exhaust elbow, cushion covers.

\$17,000

See at: www.marottayachts.com



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.

\$64,000

See at: www.marottayachts.com



27' CATALINA, 1981

With \$12,000 spent on recent upgrades, this is one of the nicest on the market: new sails, new Profurl roller furler, new running rigging, new self-tailing main halyard winch, perfect exterior brightwork, new cushions below, bottom just painted August 2008. Plus transferable Sausalito Yacht Harbor slip.

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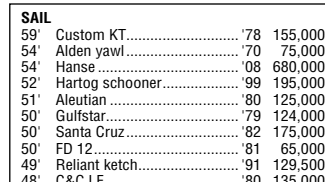
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New teak deck. New blue Awlgrip.
New elec. panel. New fuel tanks. \$99,000



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44' Brewer CC KT.....	88 99,000
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42' Passport PH.....	84 130,000
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36' Catalina, nice.....	93 85,000
36' Palmer Johnson.....	74 46,000
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32' Silverton FB, 370 hrs.....	'98 55,500
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31' Fishing boat, steel.....	'89 28,000
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29' Boston Whaler.....	'95 99,000
29' Monterey.....	'95 29,000
28' Silverton FB.....	'78 17,500
28' Bayliner 2855 w/trailer.....	'99 32,900
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28' Mako CC.....	'96 32,500
28' Cruiser, nice.....	'86 28,000
27' Skagit Orca XLC.....	'98 85,000
27' Seaport w/trailer.....	'96 90,000
26' Osprey long cabin.....	'03 85,000
26' Osprey.....	'02 98,000
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36' ISLANDER SLOOP, '76	36,500	32' BOUNTY, '02	185,000
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