

Latitude 38

Latitude 38

VOLUME 383 May 2009

WE GO WHERE THE WIND BLOWS



MAY 2009

VOLUME 383

MMMMMM . . . BEER





... CAN RACING

Although we tend to be pretty environmentally-conscious here at *Latitude 38*, we have to say that the arguable reduction in the country's energy consumption isn't the best thing to come from 2005's Energy Policy Act, which since 2007 has extended Daylight Saving Time roughly another month. No, the best thing about the Act is that it gives us potentially four more nights of beer can racing!

If you're not an adherent of this most satisfying of weeknight pursuits, then the time has come for you to take the plunge and carve out at least one night a week to go sailing. If you were lucky enough to grow up looking forward to this weekly spring and summer ritual, then

you know what we're talking about.

Maybe you're from the cruising and daysailing camp and feel like anything beyond your boat, friends, beverages, and a plate of crackers and crudités is a bother. We can understand that, but we also can't help thinking that there's no better way to give 'racing' a try than taking a shot at a beer can race — with all of the above included. Need more incentive? Okay: There's no need for matching crew gear, or an encyclopedic knowledge of The Racing Rules of Sailing to have a really enjoyable time on the water, with just a little more focus.

Del Olsen minds the sheet on 'Ay Caliente' as 'Light 'N Up' surfs their wake during a windy Richmond YC Wednesday Night Race.

There are as many different types of beer can racing as there are weeknight series, which means you should have no trouble finding one that suits your fancy, geographic realities, or schedule.

It doesn't matter if you want to sail your latest-and-greatest IRC cruiser-racer, IOR battlewagon, one design keelboat, cruising boat, woodie, dinghy, kiteboard or windsurfer — there's a weeknight series to suit all these craft.

It doesn't even matter if you don't have a boat! If you're looking to crew, you'll always find boats looking for bodies. Oftentimes, the openings are a no-experience-necessary type of position, and you'll come away with a night's worth of

continued on page 94



LATITUDE/ROB

LATITUDE/ROB

MMMM. . . BEEER

THE 10 COMMANDMENTS OF BEER CAN RACING

1) **Thou shalt not take anything other than safety too seriously.** If you can only remember one commandment, this is the one. Relax, have fun, and keep it light. Late to the start? So what? Over early? Big deal. No instructions? Improvise. Too windy? Quit. Not enough wind? Break out the beer. The point is to have fun, but stay safe. Like the ad says, "Safe boating is no accident."

2) **Thou shalt honor the racing rules if thou knowest them.** The *ISAF 2009-2012 Racing Rules*, unless specifically stated elsewhere in the Sailing Instructions, is the current rules bible. Few sailors we know have actually studied it cover to cover: it's about as interesting as reading tax code or the phone book. For beer can racing, just remember some of the biggies (port tack boats shall avoid starboard ones; windward boats shall avoid leeward ones; and outside boats shall give room at the mark). Stay out of the way of bigger boats, pay your insurance premiums, and keep a low profile unless you're sure you know what you're doing. Like most things, it boils down to common sense.

3) **Thou shalt not run out of beer.** Beer (a.k.a., brewskis, chill pills, thought cylinders) is the beverage that lends its name to 'beer can' racing; obviously, you don't want to run out of the frothy nectar. Of course, you can drink whatever you want out there, but there's a reason these things aren't called milk bottle races, Coca-Cola can races, hot chocolate races, or something else. Just why beer is so closely associated with this kind of racing escapes us at the moment, but it's a tradition we're happy to go along with.

4) **Thou shalt not covet thy competitor's boat, sails, equipment, crew or PHRF rating.** No excuses or whining; if you're lucky enough to have a sailboat, just go use it! You don't need the latest in zircon-encrusted widgetry or unobtainium sailcloth to have a great time out on the water with your friends. Even if your boat's a heaving pig, make modest goals and work toward improving on them from week to week. Or don't - it's only beer can racing.

5) **Thou shalt not amp out.** No screaming, swearing, or overly aggressive tactics. Save that stuff for the office or, if you must, for Saturday's 'real' race. If you lose it in a Friday nighter, you're going to run out of crew - not to mention friends - in a big hurry. Downing a quick chill pill on the way to the starting line has been medically proven to have a calming influence on the nerves.

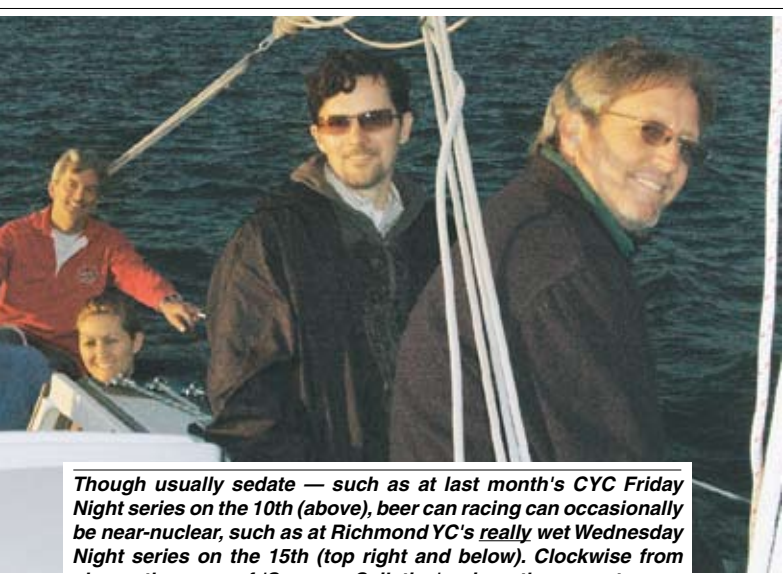
6) **Thou shalt not protest thy neighbor.** This is extremely tacky at this level of competition and should be avoided at all costs. Perhaps it's justifiable if one's boat is damaged and blame needs to be established, but on the whole, tossing a red flag is the height of bad taste in something as relatively inconsequential as a beer canner. Besides proving that you're unclear on the concept of beer can racing, it screws up everybody's evening, including yours. Don't do it - it's bad karma.

7) **Thou shalt not mess up thy boat.** Everybody knows some hardcore weekend warrior who ripped his sails up in a Friday night race and had to sit out the championship race on Saturday. The point is that it's not worth risking your boat and gear in such casual competition: like the song says, you got to know when to hold 'em, and know when to fold 'em. Avoid other boats at all costs, not to mention buoys and other hard objects. If you have the luxury of two sets of sails, use the old ones.

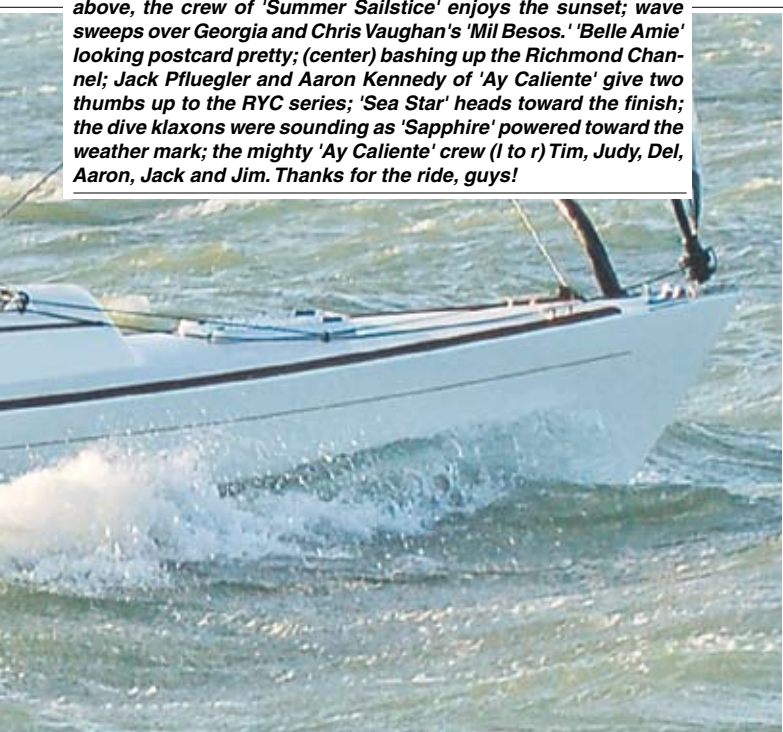
8) **Thou shalt always go to the yacht club afterwards.** Part of the gestalt of beer can races is belling up to the yacht club bar after the race. Etiquette demands that you congratulate the winners, as well as buy a round of drinks for your crew. Besides, the bar is a logical place to see old friends and make new ones. However, when meeting new sailors, avoid the gung-ho, overly serious types who rehash the evening in such gory detail that the post mortem (yawn) takes longer than the race. As much as we enjoy a quick romp around the cans, there's more to life.

9) **Thou shalt bring thy spouse, kids, friends and whoever else wants to go.** Twilight races are great forums for introducing new folks to sailing, such as your neighbors, out-of-town visitors, co-workers or maybe even the family dog. Always bring your significant other along, too - coed crews are happy crews. And don't just make the newcomers watch - give them a job on the boat. Get everyone involved.

10) **Thou shalt not worry; thou shalt be happy.** Leave the cell phone in the car, bring the ghetto blaster. Lighten up, it's not the Big Boat Series. Have fun, and we'll see you out there!



Though usually sedate — such as at last month's CYC Friday Night series on the 10th (above), beer can racing can occasionally be near-nuclear, such as at Richmond YC's really wet Wednesday Night series on the 15th (top right and below). Clockwise from above, the crew of 'Summer Sailstice' enjoys the sunset; wave sweeps over Georgia and Chris Vaughan's 'Mil Besos.' 'Belle Amie' looking postcard pretty; (center) bashing up the Richmond Channel; Jack Pfluegler and Aaron Kennedy of 'Ay Caliente' give two thumbs up to the RYC series; 'Sea Star' heads toward the finish; the dive klaxons were sounding as 'Sapphire' powered toward the weather mark; the mighty 'Ay Caliente' crew (l to r) Tim, Judy, Del, Aaron, Jack and Jim. Thanks for the ride, guys!



BEER CANS

more experience than you had before. And for owners with aspirations of putting together a season program, there's no better way to get your feet wet (literally and figuratively) than a weeknight series.

It also doesn't matter if you live in Vallejo, Stockton, the East Bay, City, North Bay or Peninsula, there's a weeknight series that's close enough to you that the "It's too far" excuse just doesn't have any legs.

Beer Can series range from 'friendly-competitive' to downright laid-back. Richmond YC, for example, determines winners by throwing all the finishers' names in a hat and holding a drawing for who gets the bottles of wine that suffice for trophies!

A weeknight race is almost always followed by a rap session at the club bar, and often a grill-your-own, fill-in-the-blank meal — which tastes just that much better after an evening on the Bay. Whether in the bar burrowing your way through the crowd to get to the well, or jostling to flip your burger at the grill, you're bound to rub elbows

with old friends or, just as good, make new ones.

Need yet another reason? Say you're a committed racer who keeps a regular weekend racing schedule, which means you've probably used up all the year's hall-passes in advance. No problem! Just bring your spouse, kids, brother, sister, aunt, uncle, parents, boss, friends from work, PTA president or anyone else you owe some of your time. Not only will get yourself some extra sailing days, but you'll give them some great memories in the process.

One such memory is our own — Dad got this reporter hooked on sailing at a very early age at Wednesday night series during the summer. And while having to wear a lifejacket with a leash and crotch-strap doesn't stand out as one of my happiest memories, traversing the transom while clinging to the pushpit during tacks at the age of five or so sure does.

If you're looking to get your offspring interested in junior sailing, take it from one who's been there: Spending a few years watching everyone else sail the

boat whetted my appetite to jump in a dinghy of my own well before I reached junior program age. As the years went on, it all came full circle — progressing from the running backstays to the mast, then bow, and then back again to the cockpit with Dad.

There are many more reasons to go beer can racing, but we're about out of room. Suffice it to say that once you try it, we think you'll be hooked. If that hook sets deep enough, consider the *Latitude 38* Beer Can Challenge: sail every weeknight at a different beer can venue, send us photo documentation, and we'll send you some swag to commemorate your pursuit of sailing satisfaction.

The best place to find a beer can series near you is the *2009 Northern California Sailing Calendar and YRA Master Schedule* — available at many of the places you pick up your copy of *Latitude 38*. You can also find the schedule online at www.latitude38.com/YRASchedule/YRAindex.html. See you out there!

— latitude/rg



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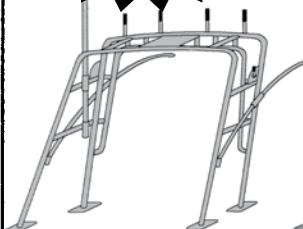


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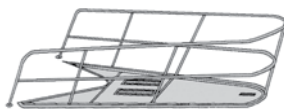
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CRUISER RACING ON BANDERAS BAY

There are many different kinds of cruisers that head south of the border. Most get to Mexico, then do a season or two of sailing and lots of motoring around to all the various spots before heading across to Polynesia or back north to California. Others get to Mexico, find a town they love, and thereafter rarely use their boats as anything but floating homes. Finally, there are those who not only sail as much as they can between the various ports and anchorages from Acapulco to Conception Bay, but hanker for still more. In fact, they even lust for an activity dreaded by most cruisers — racing.

For this last group of folks, the Ha-Ha-like, 'nothing serious' racing events for cruisers in Mexico are the Banderas Bay Blast in early December, the Banderas Bay Regatta in March, and the Sea of Cortez Sailing Week in April. Obviously everyone should cruise the way it suits them, but this month's feature is about cruisers who hadn't gotten enough of normal sailing and therefore couldn't resist the friendly competition at Banderas Bay Regatta and/or Sea of Cortez Sailing Week. Indeed, about a quarter of the boats at Sailing Week made the 400-mile migration from Banderas Bay to La Paz to be able to participate in both! In several cases, boats — such as Patsy Verhoeven's Gulfstar 50 *Talion* from La Paz, and John and Gilly Foy's Catalina 42 *Destiny* from Banderas Bay — had to travel 800 miles out of their way just to sail in both events.

The Vallarta YC's 17th edition of the three-day Banderas Bay Regatta, orchestrated by Regatta Chairwoman Laurie Ailworth and Race Committee Chairman Mike Danielson, was a smash. This fun racing event for cruisers was free, like always, but featured a number of improvements. With 40 boats, participation was up nearly 30% from the last couple of years, and the event was run as smooth as silk. The old ratings base had been tossed out, and the new ratings seemed to produce close finishes and general

'Island Mistress'.

satisfaction. A popular new twist was a 21-mile middle-distance race for the bigger boats, which provided a swift and scenic tour of the eastern part of Banderas Bay. And the usual sunny, mid-80s weather with vivid blue skies was



pleasing to all.

In recent years, normally reliable Banderas Bay has served up some unusually light and/or erratic winds for the regatta. The first of three races this year was a bit odd, with generally strong winds, yet curious holes and shifts all about the course. On some occasions boats less than 100 yards apart were beating to the weather mark on parallel courses — yet on opposite tacks. You know that ain't right! But for the last two races, the wind was glorious, in the

12- to 22-knot range, and remarkably consistent over the entire course.

Louis Kruk and Laura Willerton — who sailed to Mexico intending to spend four months, but who have cruised two seasons and will do yet another — took Class A honors with their San Leandro-based Beneteau 42s7 *Cirque*. Not only that, they did it with all bullets. *Latitude's* Surfin' 63 *Profligate* nipped Greg Dorland and Debbie Macrorie's

AND THE SEA OF CORTEZ

PHOTOS ON THIS PAGE BY JAY AILWORTH, HEATHER CARSAO, AND LATITUDE/NICK



Banderas Bay Regatta photos, more or less from left to right, starting at the top: Lou and Laura's victorious 'Cirque'. Rafael Fernandez, with wife and daughter, of Mita Pizza and the Catalina 30 of the same name. George Hill's Lapworth 43 'Kalalau', to leeward of Tom Jones' Liberty 458 'Clarissa'. 'Cirque' juggler Lou Kruk; Catana 52 'Escapade' skipper Greg Dorland says, "What J/180 is directly in front of us?!" Kent and Jim Milski of the Schionning 48 cat 'Sea Level'. Tom Brown's F/31 tri 'Wind Trekker' kicks her heels. Dean Laurin's Catalina 380 'PanaSea'. Onboard goddess and domestic artist, Lisa Zittel. Jody Ward of the Lapworth 36 'Eros'. Joel Young's beautiful Beneteau 523 'Transformer'. A lovely spinny run. A trio of boats sails across blue Banderas Bay. Byron Chamberlain's lovely 51-ft 'Rose of Sharon', the only schooner in the event. Bob Smith of the custom 44 cat 'Pantera' and Patsy Verhoeven of the class winning Gulfstar 50 'Talon' mix it up in the sand. Mark Steinbeck's beautifully restored Alden 64 'Nirvana'.

Lake Tahoe-based Catana 52 *Escapade* in the multihull class, which might well have been won by David Crowe's San Jose-based M&M 70 *Humu-Humu* had

she not blown out her only chute in the last race. Class C went to Joaquin Bargello's Vallarta-based J/24 *Tenza*, which bested a trio of J/World J/180s. Class D went to Patsy Verhoeven's always well-sailed La Paz-based Gulfstar 50 *Ta-*

lion, which benefited from having about a dozen of Patsy's friends fly down from her native Portland to crew for her. Class E went to *Eros*, Jody Ward's La Paz-based Lapworth 36, which was crewed by an ultra-enthusiastic big group of local kids.

CRUISER RACING ON BANDERAS BAY



More on that in the next issue.

One of the more unusual entries in this year's regatta was Byron Chamberlain's Newport Beach based 51-ft classic *Rose of Sharon*. You don't see many schooners racing these days except in classic regattas. *Rose* did well, too, winning the first two races, but dropped to third overall after her main blew out in the final race. An even older woody on the course was Mark Steinbeck's San Diego-based Alden 64 *Nirvana*, a beauty he's spent big bucks bringing back to proper condition.

If you're a racer-cruiser who will be sailing to Mexico this winter, you don't want to miss next year's Banderas Bay Regatta. It's got everything going for it

— a great base, a great venue, and ideal flatwater sailing conditions in the tropics. If you do participate, we're going to give you one bit of advice that nobody from this year's event will dispute: right is right, and left is always wrong.

Having founded the original Sea of Cortez Sailing Week back in the early '80s, and having been thrilled at the huge participation of those early years, it has always irked us that the event was allowed to fall into a long decline and finally die a few years ago. So last year we decided to do something about it. Along with Patsy Verhoeven of *Talion*, we revived the event in a somewhat different incarnation. We wanted it to be a much smaller event, one for cruisers who enjoy a sailing challenge, and who don't automatically turn their engines on

just because their boatspeed drops below three knots. (Not that there's anything wrong with that.)

Last year's event attracted 12 boats and 34 sailors, which seemed about right, because it allowed us to accommodate all the skippers and crews aboard *Profligate* for costume parties, potlucks and sunset cruises. But apparently the word got around about how much fun it had been, because a whole lot more boats and sailors wanted to participate in this year's event. Saying 'no' to folks who are eager to sail has never been a strong point of ours, so despite misgivings, we ended up with 36 boats this year. Because there was a total of 87 participants, we could only host one event aboard *Profligate*, the around Isla San Francisco sunset costume cruise.



AND THE SEA OF CORTEZ

PHOTOS ON THIS PAGE COURTESY OF MANY MEMBERS OF THE SEA OF CORTEZ FLEET



Sea of Cortez Sailing Week photos, left to right, starting from the top left: Bob Smith's 44-ft 'Pantera' screams along to leeward of Wayne Hendryx's 45-ft 'Capricorn Cat'. Mera and Aeron of 'Don Quixote' pause for play during the trash cleanup. David Cherry and Sylvie Heasman of the U.K.-based Catana 40 'Puddy Tat'. Debbie Macrorie kayaks in clear waters of Isla Partida. John and Gilly Foy's 'Destiny' sailing wing-on-wing. The anchorage at Isla San Francisco. An aerial view of the 67 people — count 'em — on 'Profligate' for the sunset cruise. Beach volleyball netted a lot of fun. Tom Wurfl's 'Catatude' gets off the starting line of the first race. The awards ceremony at Rancho Viejo. A hot-looking Tiffany in her pirate duds. Tom Wurfl and Helen Downs of 'Catatude'. Who is this masked man? It's Richard of 'Cirque'. Dave Addleman and Heather Corsaro's Monterey-based Cal 36 'Eupyschia'. Because of a broken diesel, they had to sail all the way to La Paz from Puerto Vallarta. It took seven days, meaning an average of 2.3 knots. The spectacular view overlooking the anchorage at Caleta Partida. Dolphin love. Padre Dino of 'Profligate' enjoys hearing the confessions of Jaime Gemme and Debbie Macrorie of 'Escapade'. The Catana 52 'Escapade' looking sweet sailing down the Sea. David 'Fuzzy Butt' Gemme of 'Escapade' remembered to bring his guitar to the costume cruise, but forgot his pants! Far lower left, John and Sharon Warren's Passport 47 'Warren Peace'.

And that was pushing our comfort zone, so hopefully this article won't encourage any more boats to do it next year.

Given the fact that the Sea of Cortez is notorious for capricious winds, the skippers and crews of the participating boats couldn't have been more pleased with this year's sailing conditions. True, the first and fourth races were relatively typical of the Sea of Cortez, which means

somewhat light and spotty winds for the 11-mile courses from La Paz to Caleta Partida, and from Partida back to La Paz. Nonetheless, all but two or three boats sailed all the way both days. As for the second and third races — the 18 miles between Caleta Partida and Isla San Francisco — the conditions were absolutely superb. Miraculously, it was downwind on the way up to San Francisco in 12 to 18 knots of wind, with spinnakers all over the horizon, and also downwind

all the way back down to Partida after a lay day, in 13 to 22 knots. Three of the boats — Jim Milski's Berkeley-based Schionning 48 *Sea Level*, Bob Smith's Vancouver-based custom 44 *Pantera*, and *Latitude's* Surfin' 63 *Profligate* — all hit speeds over 18 knots on the way back to Partida. Even more impressive, Tom Wurfl got his San Diego-based Lagoon 42 *Catatude* up to 14 knots, Dean and Toast Conger got their Seattle-based Lagoon 38 *Don Quixote* to 13 knots, and

CRUISER RACING ON BANDERAS BAY

John and Gilly Foy got their Alameda-based Catalina 42 *Destiny* to record a wing-on-wing personal best of 11 knots. Who won the races? Every single skipper did. What's more, they each received a 'First In Class' plaque to prove it!

When you get a great spinnaker run up the Sea of Cortez one day, and then two days later get a great spinnaker run down the Sea of Cortez, you must be doing something right. In the case of the Sea of Cortez fleet, it was coming up with nearly \$1,000 USD to support Fundación Ayuda Niños, A.C., a charity selected by Mary Schroyer of Marina de La Paz. Mary says the money will be enough to keep either three junior high or two senior high students in school for one year. A little money goes a long way in Mexico, something cruisers headed to Mexico this winter should remember.

Sailing Week wasn't just about sailing, of course. The day after arriving at



The mermaid of Caleta Partida only appeared at dusk, and only for a short time.

Caleta Partida, 10 members of the group mounted an assault on the north peak. It was a hot and slippery climb, but the spectacular view from the top made it worthwhile. There were also beach potlucks, volleyball games, explorations by dinghy and kayak, and almost every night small groups would gather on different boats for cocktails, tall tales, dinner and sometimes even a movie. It was like cruising on steroids. We tried to

balance the fun with a little responsibility. We made sure, for instance, that we left the beach at Caleta Partida cleaner than we'd found it, and organized a group pickup of trash at Isla San Francisco to take back to La Paz. We removed a bunch of trash from San Francisco, but couldn't take it all. Based on the evidence we collected, the debris is mostly left by fishermen.

All good events benefit from special effects, and in the case of Sea of Cortez Sailing Week, it was provided by the space station, which streaked overhead for a minute or two each night. How ironic it was to watch the height of man's technology zipping across the sky at thousands of miles an hour from our perspective on relatively very slow boats in one of the most untouched areas of the world. "Flush! Flush! Flush!" members of the fleet shouted, hoping for the cosmic display that accompanies the space station 'relieving' itself. That it never happened was about the only disappointment of the entire week.

— latitude 38

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HEAT WAVE

When longtime Sausalito resident Dave Wilhite was diagnosed with leukemia in 2004, he moved to Bellingham, WA, to be close to his parents while he waited to die. Thankfully, chemo did its job and Wilhite, 51, is in full remission. "Three months ago, my doctor told me I'd die from getting hit by a bus before I died from leukemia," he recalled. "I can't wait to tell him I almost died in a yacht race."

Wilhite started planning for BAMA's Doublehanded Farallones Race, held March 28, in January. Since he doesn't own a boat on the Bay, he asked his old friend Peter Truce of San Rafael to borrow his 1994 J/80 *Heat Wave*. Truce readily agreed and Wilhite began preparing for the race.

"This is a tough race," he said of the nearly 60-mile course around the Farallones and back, "and I never took it lightly." Indeed, he was meticulous in his preparation of *Heat Wave* and himself, putting together safety gear, travelling to the Bay to work on the boat — even going so far to have the boat surveyed — and recruiting an excellent crewmember.

Wilhite met Dave Servais, 24, while racing on Puget Sound. After Servais moved to San Diego to pursue his goal of being a professional sailor — he's a professional rigger and has taught at J/World — the two kept in touch. When it came time to choose crew for the race, Wilhite quickly contacted Servais, who just as quickly said yes. "We've only known each other a couple of years," Wilhite noted, "but we have really great communication and sail well together."

For most racers, the DHF was a total bust — about 90% of the entries retired due to lack of wind. But a handful held on, including the two Daves. "I'd spent too much time and money on this race just to bail out," Wilhite said. So the pair stuck it out with a group of five or six other boats until the wind filled in. The Daves report wind in the low 20s with gusts to 30 on the way back from the Rockpile. A little higher than forecast, but not dangerous.

"A little after 8 p.m., we were beam reaching under jib and reefed main," Wilhite recalls. He noted that the waves were 12-14 feet with a fairly long period between, a fact the Coast Guard confirmed, though they put the wind speed closer to 40 knots. "Dave (Servais) was setting us up on a wave, reaching across it at about 20 knots, when we heard a *whuump*," said Wilhite. "The helm turned to slush, the boat rounded up and the

wave we were shooting broke over us. We heard a cracking sound like a tree falling over — that was the keel ripping off."

The boat immediately turned turtle, submerging the pair, who were tethered to the boat and wearing PFDs. "I kept thinking 'The boat's going to roll back up, and we'll get rolled under it' because we were tethered in," Servais recalled. "I couldn't understand why it wasn't rolling back up."

Once the boat had settled and they popped up alongside, they discovered the reason for the capsize — nothing at all was left of the keel. "*Heat Wave's* sump (a molded-in stub to which the keel is bolted) failed completely," Wilhite said. "The only thing sticking out of the bottom of the boat was the bilge pump hose. Whatever happened, I can say with absolute certainty that we didn't hit anything."

But there was no time to investigate further. Wilhite's tether was keeping him too close to the water — "He kept getting pulled under," said Servais, whose own tether was longer, allowing him enough slack to climb onto the upturned hull. Wilhite cut his tether with a knife he'd stowed in a pocket. "It was weird not to be attached to the boat," he said.

Moments later, the Daves realized that a Moore 24 — they have no idea which one — was screaming by about 100 yards away. Wilhite, who was still in the water, handed a small-but-powerful LED flashlight (also stowed in a pocket) to Servais, who tried to catch the attention of the Moore. They went unseen.

"My first thought was, 'Oh my God, we're going to die,'" Wilhite remembers. Instead of panicking, the two experienced sailors discussed their options. They had the knife and the flashlight, but without a way to communicate, things would turn ugly fast.

A few hours earlier, as the wind started to pick up, Wilhite noticed the waterproof handheld VHF sitting loosely in a cup holder. He handed it to Servais to put in his pocket but it didn't fit, so they stowed it in a sheet bag. "If he hadn't moved the VHF," Servais noted, "we wouldn't have had a chance."

But the radio was in the now-submerged cockpit.

"I saw that Dave's PFD wasn't inflated," said Servais, whose own PFD inflated as soon as he entered the water. "He had it set to manually inflate, and without really thinking, I said, 'You



The hero of 'Heat Wave' — Dave Wilhite knew what he had to do to survive, and he did it without hesitation.



Dave Servais says next time, he'll have a ditch-bag containing flares, a GPS, VHF and hand-bearing compass lashed to the stern rail.

should grab the radio before you inflate.' He just looked up at me for a second, then disappeared!"

"I was presented with a choice," Wilhite said. "I remembered a line from *Shawshank Redemption*: 'Get busy living or get busy dying.'" It took him a couple tries, but within 10 seconds, Wilhite was handing Servais the radio.

Miraculously, the VHF hadn't fallen out of the sheet bag when the boat flipped. Servais took over communications with the Coast Guard, calling a *mayday* around 8:23 p.m. He gave the Coast Guard their approximate location — eight miles from the Gate — and reported that a couple Moore 24s were nearby. The pilot boat *California* was close to the scene and began searching. Two USCG rescue boats and a helo were dispatched as well.

Servais has no idea how many times he was swept off *Heat Wave's* hull, but



SPREAD, PETER LYONS / WWW.LYONS IMAGING.ORG; TOP INSET, DAVE WILHITE; BOTTOM INSET, COURTESY DAVE SERVAIS

he estimates it was at least 50. "Every time I was washed off, I got right back up again," he said. "I felt it was important to stay out of the cold water." Wilhite felt differently. "Dave is young and strong, so it was easier for him to get out," he said. "I was afraid of sapping all my strength, so I conserved energy and just hung out."

Meanwhile, rescuers were desperately searching for a keel-less, dark blue boat bottom in 12- to 14-ft seas and 40-knot winds on a moonless night. "I had a new PFD that included a water-activated strobe," Servais noted, "but the strobe never went off." Wilhite admits that he normally has a strobe in his PFD, but for some unknown reason, it was missing. So the Daves were left with one LED flashlight and a radio to guide their would-be rescuers.

"I could see the pilot boat," Servais said, "so he panned his spotlight until I

yelled that it was pointing right at us. I waved my light at them but I got washed off the boat and lost it." As he'd done so many times that night, Servais climbed right back on the hull and continued guiding in *California* via VHF.

Until the next wave knocked the radio out of his hand.

For those listening to the drama unfold on the radio that night (ourselves included), the *California's* desperate plea of "Heat Wave; talk to us Heat Wave," was the first moment we actually doubted the crew would be found in time. As it was, the time was about 9:15 and the Daves had been in the water nearly an hour. As we've written many times, most experts say you've got less than 45 minutes to live once you hit 50-some-degree water. Now the rescuers had lost contact with the crew. The tension was palpable as we prayed to every god we knew of to bring these sailors home safely.

The crew of *California* were first to get a fix on *Heat Wave*, and guided in the Coast Guard. "I was watching the helo work a grid with a spotlight coming right at us," Wilhite recalled. "I turned around and the pilot boat was right there. I wasn't going to wait, so I swam over to them." It took a couple throws of the LifeSling but Wilhite was ultimately pulled aboard *California* "like a wet seal."

Meanwhile, Servais sat tight, knowing the Coast Guard wouldn't want more than one man in the water at a time. "It was really hard not to cut my tether and jump in," he said, "but I decided not to be stupid." As soon as he was given the all-clear, Servais slashed his tether and swam to one of the Coast Guard boats.

The Daves commend the Coast Guard and crew of *California* for their amazing rescue efforts. Both Wilhite and Servais suffered hypothermia — Wilhite's

HEAT WAVE

A WORD FROM THE MANUFACTURER

A few days after *Heat Wave* was lost, J/Boats posted a notice on their website (www.jboats.com/blog/jblog.html) that said, in part, "in the absence of a specific incident, such as a collision, hard grounding or drop from a crane, a failure of this kind is highly unusual without some kind of warning sign. In the only other keel loss incident among 1,150 J/80s worldwide, the composites surveyor judged the boat to have had significant longitudinal crazing visible at the exterior hull fairbody/keel sump juncture that predated the failure by a substantial period of time."

Although a bit generic, it was a timely response from this well-respected manufacturer. J/Boats launched an investigation that involved several independent outside sources. Unfortunately, it had not been completed at presstime, but J/Boats President Jeff Johnstone pledged to get a copy to us as soon as

it was. Here's a bit more from the correspondence we had with him in April:

"There are several potential factors over the course of a 15-year history that could have contributed to the loss of a keel: how the boat was used, maintained, engineered, built, etc. On the engineering/build side, the information we've gathered so far from the builders has checked out with independent sources. On the use/maintenance side, trailering, grounding, keel fairing, loading, previous repairs and more need to be considered.

"Historically, the J/80's durability has been one of its most sought-after features when it comes to choosing boats for windier venues. The J/80 is one of the few boats of its type that's achieved CE Category B status, where most sportboats are C — meaning they should stay in bays and relatively close to land. Some have even criticized the J/80 for being too overbuilt ("heavy"),

despite the easy double-digit rides it delivers with the kite. The boat has had a great track record for standing up to just about anything.

"In going through this review process, we've discovered there are very few industry guidelines regarding pro-active maintenance, inspection and periodic replacement of key components on aging composite boats.

"The big picture is that we, as an industry, need to identify pro-active steps owners can take to ensure the continued safe operation of their aging boats. There are critical areas on every boat that need to be vigilantly looked after and routinely inspected, from the structure to steering, rigging, rigging attachments and spars. If we can help by sharing what's learned from this incident and circulating a call to action for all of our owners and the sailing community in general, then that would be a first step."

being more serious — but were treated and released from the hospital that night. They're both back at their respective homes, and moving on to the next chapters in their lives. There's no word

on *Heat Wave's* whereabouts, though Wilhite reports it was insured.

"This was the second toughest contest of my life," Wilhite says. "What's ironic is that I wanted to do this race to prove

to myself that I was alive. It would have been sad if I'd died, but I've lived a damn good life. It wouldn't have been a stupid way to go."

— **latitude**/ladonna



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B.V.I. SPRING REGATTA

It's tough work, if you can get it, but sometimes a Racing Editor is forced to take one for the team and travel to a far-flung destination to track down Northern California sailors who've ventured beyond our region for some competitive sailing. Faced with the daunting prospect of a massive climate and culture differential, we headed down to the British Virgin Islands late last month for six days of sailing, starting with the B.V.I. Sailing Festival and culminating with the three-day B.V.I. Spring Regatta.

As it was this particular editor's first trip to the event — or any Caribbean regatta, for that matter — we were curious to see just what could draw 113 boats. While air temps in the 80's, water temps not far behind, breeze in the 8- to 16-knot range, rockin' parties, and solid race management must all play a part, there's more to it than that. The Islands are, hands-down, the most-written-about cruising and bareboat destination in the world . . . for good reason. There's something about the B.V.I. — maybe it's the islands' scale and the mellow vibe of the locals — that, when combined with all of the above, make it a fundamentally sweet place to go sailing, or better yet, racing.

The allure of the regatta isn't lost on Sausalito's Justin Barton, winner of the Bareboat A division this year aboard his Beneteau Oceanis 473 *Justice*; although he hasn't sailed the regatta every year, his first Spring Regatta was back in 1976. After a hiatus, he jumped back



TODD VANSICKLE/BVI SPRING REGATTA

that time, he's racked up runner-up finishes at the Heineken Regatta in St. Maarten and Spring Regatta, to go with a win in Antigua two years ago. Having

sailed as both a boat owner and a charterer, Barton — a member of Corinthian and the Royal B.V.I. YCs — knows both sides of the coin.

"Having *Justice* in the charter program has worked out well for me," he said. "It covers expenses of the boat and they keep it working well. When I get down here, the boat's fresh and well-maintained. Otherwise it would be pretty expensive just to have a boat here and only sail it a few weeks a year."

Barton's crew included former Bay Area sailor Armand Mazza, now liv-

The racing classes had some pretty tight starting lines. On the cruising and bareboat courses, there was a little more room.

ing in New York, plus friends from the B.V.I. and Barton's native England: John Sheffield, Presley King, Pam Lendzion, and Jessamy Howorth. After starting the regatta with a pair of bullets, the group counted a 6-4 on day two, which dropped them into second going into the final day. But a second in the last race put them into a three-way tie for first, which they won on a countback. And while the other bareboat class wasn't that tight, the racing always was, putting a premium on any kind of edge.

"It's a fairly competitive boat, but the Beneteau 50s are tough to beat," Barton said. We asked him what his advice would be to someone trying to find the most competitive charter option, and surprising-



LATTITUDE/ROB

Corinthian YC's Justin Barton (second from left) and his international crew aboard the 'Bareboat A'-conquering 'Justice,' included (left-to-right) are John Sheffield, Armand Mazza, Presley King, Pam Lendzion and Jessamy Howorth. They came out of the blocks strong and finished with a deuce for the win.

into the fray in 2000 and has sailed the event six times since then — the first few as a charterer before buying *Justice* and putting the boat into charter management with B.V.I. Yacht Charters. In



TODD VANSICKLE/BVI SPRING REGATTA

— CARIBBEAN SOUL



ly, size wasn't the first thing that came to mind. "One of the most important things is to get the newest boat in the fleet, so it's important to work with the charter company to figure that out. The recent arrivals are in the best shape;

The 'gentleman's' J/24, the IC 24 is endemic to the islands and ranks as one of the most competitive classes at both the Spring Regatta and the Rolex Regatta immediately preceding it in St. Thomas, U.S.V.I. The 11-boat fleet sailed 18 races in three days off Nanny Cay.



they haven't been beaten up too much and they have better sails and cleaner bottoms."

While Barton may get competitive in the Caribbean, on the Bay, his ride of choice is a Choate 37 named *Liberty*, which he usually just daysails, aside from the odd beer can race.

We, on the other hand, had kind of an opposite trajectory. Someone decided it would be a good idea to have the foreign journalists — us included — race in the sailing festival and then the regatta on six very sharp Sunsail Jeanneau 362s. And so it happened that we were teamed up with Elaine Lembo from *Cruising World*, Tim Day from *Bluewater Sailing*, and Greg Nicoll from *Canadian Yachting* to constitute Team North America with some help from Sunsail's Josie Tucci, an avid Snipe sailor from Florida. We had a great time sailing together from day one, when we raced from Nanny Cay up to the Bitter End Yacht Club on Virgin Gorda's North Sound.

Maybe it was the heat, or the scenery, or the island vibe, but somehow we all came down with a mild case of the f*%k-its. It seemed wrong to get amped-up while sailing in the B.V.I. so, we just enjoyed ourselves on the Virgin Gorda lay day, which also featured an around-the-island race for those who chose to partake,

followed by racing on the Bitter End's Laser and Hobie Fleets.

There wasn't much change in the attitude on the race back to Nanny Cay the following day, nor for the Spring Regatta that followed. And while just about everyone was trying to sail as fast as possible, no one was sweating the small stuff. For the char-

terers, the combination of the Festival and the Regatta made for a nice variety in a one-week trip.

Given that we were already in a pretty mellow mood by the time the Spring



Santa Cruz's Brent Ruhne was sportin' the colors of Jim Mitchell's R/P 52 'Vincitore'.

Regatta started, we could only stare incredulously as the top journo-team from Puerto Rico prepared their boat, taking the anchor down below instead of just leaving it in the bow locker, and removing not only the bimini, but the whole frame! This would prove to be our undoing for the rest of the weekend — well, that and the fact that only two of our crew ended up sailing on the boat for the entire regatta as we took days "off" to get out and track down our stories.

Although we were slackin' on the racing, we ran into some people who weren't. Santa Cruz's Brent Ruhne was down there, sailing aboard



North Sound, Virgin Gorda is just about the best place in the world to get sideways on a Laser.

Jim Mitchell's Racing A-winner, the electric-blue R/P 52 *Vincitore*, which you may remember tearing around the Bay at last year's Rolex Big Boat Series. And former *Latitude 38* Racing Editor, 'Evil Rob' Moore was sailing on Phil and Lotz's Club Swan 42 *Arethusa*, runner-up in Racing A.

Then on the final morning of the regatta, while walking the docks, we were lucky enough to meet up with Mill Valley's Ashley Perrin who, before she heads off to Antarctica in September, is keeping busy as the boat captain for Royal Ocean Racing Club Staff Commo-

B.V.I. SPRING REGATTA

dore David Aisher's stable — represented in this year's Caribbean regattas by his Rogers 46 *Yeoman XXXII*. We were invited aboard for the final day of racing after four members of the crew — all in the Royal Air Force — were forced to return home for work. What we didn't come to find out until it was too late, was that we were replacing the grinders. At first we thought, "no overlapping headsails . . . no problem." That is until we got through our first outside jibe of the boat's asymmetrical kite, and nearly crumpled over. Despite not doing much for the boat's performance, we were pleased if nothing else to give the crew a good laugh as we feebly struggled against the pedestal's recommended gears and tapdanced on the 'engage' buttons.

It was pretty hard to leave that all behind and come home, and we can say without hesitation, if you've never been down for the B.V.I. Spring Regatta, definitely give it a look. It's easy to make a vacation of it and spend some time relaxing. While the walking missive seemed to be, "no one's taking the rac-



LATITUDE/ROB

David Aisher (far right), boat captain and Mill Valley resident Ashley Perrin (second from right) and the crew of 'Yeoman XXXII' made us welcome and put us to work on the final day of the regatta.

ing seriously," we didn't find that to be entirely true. People were sailing hard, but never at the expense of pursuing fun with an equal amount of vigor. With

bonafide windward/leewards and non-stop regatta support, the racing urges were sated too. For full results, more photos and reports check out: www.bvispringregatta.org.

— **latitude**/rg

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GUIDE TO



Is there anyone out there who's not feeling the pinch of the recession? We doubt it. And yes, many are feeling more than a pinch. We're reminded of the advice of Thomas Jefferson: "When you get to the end of your rope, tie a knot and hang on!"

Speaking of ropes and knots and hanging on, while the 'suits' rage from shore while the economy struggles to extricate itself from the tarpit — we submit that the best thing the rest of us can do is go sailing. Leave all your 'cares and woes' at the dock and think about nothing for a few hours but the song of the wind, the pull of the tiller, and the laughter of family and friends.

But even sailing requires decisions — an 'economy of scale', if you will — that rewards you for certain sailing choices and penalizes you for others. Since this is supposed to be a de-stressing exercise, we've made many of the choices for you — especially those of you new to sailing our local waters. In the next few pages, we've condensed several years'

worth of learning the hard way into one grand tour of the Bay done in style and comfort. We call it the The Perfect Day-sail, and it goes like this...

Start anywhere east of Alcatraz about 11 a.m., at which time the fog is beginning to burn off and a light breeze is filling in. You're going to be sailing counterclockwise around the Bay, so from Alcatraz, head around the backside of Angel Island and sail west up Raccoon Strait. (If there's a strong flood in the Strait, you may need to motor through this part.)

Once around Belvedere Point — you do have a chart aboard, right? — you can reach off toward Richardson Bay and the Sausalito waterfront. If you bear way off to hug the west shore of Belvedere, be careful not to stray past Cone Rock or you'll run aground. The Sausalito side of Richardson Bay is dotted with everything from floating trash to megayachts

The bailout for the automakers? Gajillions. The bailout for the banks? Bazillions. Going sailing and forgetting all about it for a while? Priceless.

and is worth a pass. Stay in the channel though, as the northeast side is shallow and the bottom is riddled with debris.

Sailing back out the Sausalito Channel, hug the shoreline and enjoy the Mediterranean look of southern Sausalito. Generally, the closer you stay to this shore, the flukier the wind — until you get to Hurricane Gulch. It's not marked on the charts, but you'll know when you're there.

Once you round the corner at Yellow Bluff, you'll have little Horseshoe Cove on your right and the magnificent Golden Gate in full view ahead. If the conditions are right (slack water or a moderate flood), you might want to slip under the most famous bridge in the world and enjoy the unspoiled scenery of the Marin Headlands. If you're on a small or slow boat, however, make sure you're not rocketing out on the start of an ebb or it will take you forever to get back in.

Now comes the best part: turn around. If everything has gone as planned, you've

continued on page 116



GUIDE TO

Chill Pill

Sailing on San Francisco Bay in the summer is not warm. We don't care if it's 100 degrees in San Rafael, it will always be cold on the Bay. So you need to dress for the occasion, but leave the Levis at home. The correct method is 'layering' with modern synthetics, which not only insulate better, but also wick moisture away from the skin. So go for undergarments of polypropylene, then polyester, and a top layer of quality foul weather gear (those made with Gore-Tex are best if you can afford them). Too warm? Remove a layer. Not warm enough? Add a layer — this isn't rocket science. As with most things, the more you spend on quality gear, the more comfortable and dry you will remain. We also strongly urge all boaters to wear flotation. If you fall in our cold local waters without a lifejacket, all the layering in the world won't keep you from going hypothermic quickly. And it's all downhill from there.

Flat Water Sailing

The main Bay offers great sailing, but you're going to get wet doing it. If you want some of the best flat-water, stay-dry (well, dryer, anyway) sailing of your life, head down the Oakland/Alameda Estuary. Again, it's best to beat to windward early in the day, then downwind sail back, perhaps stopping at one of the many waterfront restaurants that has a dock out front. Short of being kidnapped by the Swedish Bikini Team, there is simply no better way to rejuvenate your soul after a tough day at the office — even if it was the unemployment office.

Counterclockwise for Comfort

If your plan of the day calls for a grand tour of the Bay, always do it in a counterclockwise direction. It makes no difference if you start from the Estuary, Pier 39, Berkeley or Sausalito — and it's doubly applicable if you start in the afternoon rather than in the morning.

Sausalito

Richardson Bay

Golden Gate

Hurricane Gulch

Belvedere Point

Tiburon

San Francisco

Raccoon Strait

Strait

Alcatraz

Angel Island

THE SLOT

Bay Bridge

Clipper Cove

Yerba Buena

Treasure Island

Oakland Estuary

That's Easy for You to Say

"If you can sail in San Francisco," the saying goes, "you can sail anywhere in the world." While that may be a bit of a stretch, the reverse is certainly true: "You can sail anywhere in the world on San Francisco Bay." We're speaking figuratively, of course. Check it out:

Caribbean — Reaching back and forth behind the Tiburon Peninsula on a hot September afternoon feels an awful lot like the Caribbean.

Mediterranean — A few passes from Richardson Bay to Hurricane Gulch and back are just like the Med: There's either way too much wind or practically none, and it comes from all directions.

Roaring Forties — Sail out to the Farallones and back on one of those 40-knot days. Cape Horn will seem like a piece of cake.

South Pacific — Sail up to the Delta around July and you'll get a taste of what sailing the tradewinds is like. When the wind shuts off, you'll also get a good idea of what the South Pacific bugs and humidity are like.

BAY SAILING

Fogbound

One of the weather phenomena most associated with San Francisco is our famous fog. We once brought an out-of-towner to the Marin Headlands who was actually disappointed because he could see the Golden Gate.

A couple of things sailors should know about fog: 1) The classic Bay stuff comes through the Golden Gate and streams down the Slot toward Berkeley. It pretty much stays right there, so all you have to do to get out of it is sail perpendicular to the flow. 2) Even when the fog is in, you can sail most of the Bay in perfect visibility if you just avoid the Slot. In fact, one of the most spectacular sails you can ever make is in the early evening between sunny Sausalito and Angel Island as a thick carpet of fog streams over the Marin hills and through the Gate. A true Kodak moment.

Cruising

Whether you have a week or a weekend, there are plenty of cruising destinations in and around San Francisco Bay. For the weekenders: Angel Island, the Petaluma or Napa Rivers, or even across the Bay to the Oakland Estuary or Sausalito. For those with more time: the Delta, or perhaps out the Gate and south to Half Moon Bay, Santa Cruz or Monterey.

Richmond
Bridge

Red
Rock

The Delta



Dreams and Nightmares

Two scenarios: 1) You want to introduce the man/woman (circle one) of your dreams to sailing; or 2) Your incredibly irritating mother-in-law has been whining for a year because you've never taken her sailing. Here's the best way to deal with them both. For the boy/girlfriend, follow the advice under 'Counterclockwise for Comfort,' ending with a quiet anchorage behind Angel Island. Break out some crackers, cheese and a bottle of vintage Merlot and he/she will be putty in your hands.

Now for the mother-in-law. Leave Berkeley at 2 p.m. and head for the South Tower. Don't reef! Plan to be there at max ebb. Then reach back and forth across the Golden Gate until she begs for mercy. If that doesn't work, sail her out to the Potato Patch via scenic Point Bonita. When she feels the need to "call Ralph on the porcelain telephone" make sure she does so over the leeward side — just as you punch through another breaking wave.

If you're somewhere between these two extremes, say out for an afternoon with the boys from work, or your daughter and a few of her friends, just take things slow and easy. As soon as you perceive the slightest fear or hint of seasickness, crack off and head downwind to a less windy area.

One more thing: for any newcomers to the Bay, make it a point to sail under the Golden Gate. They'll remember it for a lifetime.

Richmond

Little/Big Boats

We hate to burst anyone's bubble, but in our opinion, boats under 20 feet are too small for sailing the open Bay. There are exceptions, of course, notably organized races sailed by properly attired small boat sailors where 'crash boats' hover nearby to help anyone who gets in trouble.

On the other end of the scale, San Francisco is a vibrant maritime port, and all manner of commercial shipping comes in and out at all hours. The main thing to remember is that big ships always have the right of way. If one of them gives you more than four blasts on its horn, it means, "I don't understand what you're doing and it's worrying me." It's probably time to tack and go the other way.

BAY SAILING GUIDE

gone as far to weather as you're going to. With the breeze approaching maximum strength midafternoon, there's no better time to start reaching and running.

Go ahead and cross over to the San Francisco side of the Bay. If you've sailed out under the Bridge, be sure to give the South Tower a wide berth on the way back in. Otherwise, the South Tower Demon may steal your wind, redouble it and throw it back at you, causing your boat to momentarily head straight for the tower's cement cofferdam. Whee-ha, we're having some fun now!

Once back inside the Bay, the wind machine will probably be in high gear and whitecaps will ruffle the Bay. But you won't care because you're sailing downwind at what should be close to hull speed. The proper etiquette is to wave and smile beatifically at the cold, wet sailors pounding upwind past you. And at the sailboarders and kiteboarders who, on weekends, will be whizzing by you. Don't worry, they won't hit you. At least not too often.

This part of The Perfect Daysail will afford you one of the great views of San Francisco, the place locals call "The City"

(never "Frisco" or "San Fran"). If any greenhorns aboard felt queasy earlier, now's the time to roust them out from their bunks below and tell them to enjoy the view. No one pukes downwind.

Want an interesting detour? Jibe out toward Alcatraz. The likes of Al Capone and Richard 'The Birdman' Stroud once gazed out from behind those forbidding walls. The prison closed in 1963. Now it's a popular tourist destination and occasional Hollywood movie locale.

Once you've checked out Alcatraz — no landings allowed for recreational boats — jibe back and head over to Pier 39. Follow the curve of the shoreline around toward the Bay Bridge. The wind will usually drop quickly, giving you an easy and relatively warm sail while you enjoy the world-class skyline along the Embarcadero.

From here on, you have several options. You can power reach across the Slot to the lee of Angel Island, where you can drop the hook for the afternoon or the whole evening and celebrate cheating death once again. Or you could slip around the backside of Yerba Buena and into Clipper Cove. If you're looking for a


warm and gentle downwind run, keep right on going down the Oakland Estuary — an especially good destination if you happen to keep your boat there.

As you might have surmised by now, the secret to the Perfect Daysail is to get as far to weather as you're going to go before the wind really starts honking. Most days, that's about 2 p.m., with max breeze around 4. Reef early and make sure your guests are dressed warmly — remember, terrorizing chilly people by sailing rail-down for long periods is the fastest way to become a singlehander.

If you (or they) didn't bring warm enough clothes, definitely head for the warmest place on the Bay: the northeast (lee) side of Angel Island.


If you're not quite up to The Perfect Daysail yet, practice on the lighter-air, flatter-water Richmond Riviera or behind Treasure Island/Yerba Buena.

Oh, and don't worry about missing too much ashore. We guarantee Cramer or some other talking head will still be bellowing about some dire circumstance no matter when you get back to the dock. You may even surprise yourself by turning him off rather than up.




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WESTBOUND WANDERERS, PT. II

You might call this our interim Puddle Jump report, as about a third of the fleet has now arrived in the islands, another third is en route — from California, Mexico, Panama or the Galapagos — and the final third is frantically attending to last-minute chores so they can finally up-anchor and follow in the wakes of the leaders.

So far we've heard no reports of major carnage, dismastings or even engine breakdowns. The few crews who have written detailed reports so far seemed extremely excited to have made landfall in the dramatically beautiful Marquesas Islands, an event that, for most, has been dreamily anticipated for years.

We're also happy to report that for the first time ever, Pacific Puddle Jump rally members have been granted special bond exemptions by the Tahitian government — thanks to our friends at the Tahiti YC — which saves them time, money and hassle. Many of them — especially families with passels of kids — were overjoyed to be given this special privilege. We're hopeful that receiving the exemptions will become a regular feature of future Puddle Jumps.

Picking up where we left off last month, we'll introduce you now to another batch of passage-makers. As is always the case, they sail aboard a wide variety of boat types, and come from a broad range of backgrounds. Some are lifelong sailors, while others were smitten by the sailing bug only in recent years. Some are intent on circumnavigating at a meandering pace, while others are committed to a tightly defined timetable, before they have to return to the mainstream.

This year, as always, the common denominator within the fleet is a thirst for adventure, and an eagerness to experience new cultures and view new horizons. En route, the vast Pacific will test them and temper their seamanship skills, giving them an education that cannot be found in any classroom.

Here then, is installment two of our Pacific Puddle Jumper profiles. Many whom you'll meet here are taking the 'southern route', via Panama, Ecuador

and the Galapagos. Look for a complete recap of the crossing in an upcoming issue, in addition to a report on the Tahiti-Moorea Sailing Rendezvous, June 19-21, a special welcome-to-Polynesia event put on for cruisers by Tahiti Tourisme with support from *Latitude 38*.

Jubilee — Corbin 39 **Joe Bayne, Norfolk, VA**

Joe's homeport of Norfolk, Virginia, may have tipped you off that he's a former Navy man — but as a submariner, he mostly served beneath the water, rather than above it. Nevertheless, he says he's dreamed of blue-water cruising since he was a teen, and since then has sailed in a variety of places around the globe, including the Indian Ocean and the Med. This time, he's singlehanded and his itinerary is open-ended.

A circumnavigation is probably in the cards for Joe, but he'll avoid colder latitudes along the way. What's impressed him the most so far? "The luck of the unprepared."

Wasabi — Oyster 56 **Brian Randolph & Isabelle Peloquin** **Long Beach, CA**

Most South Pacific cruisers that we interview say they've been planning, preparing and dreaming about getting 'out there' for years — sometimes decades. But not Brian and his girlfriend Isabelle. Apparently their trip was planned only last summer, after he bought the boat the year before.

Since then they've been busy, having already cruised the Americas as far south as Ecuador before jumping off for the Galapagos and the Marquesas. Wherever they end up, their classy Oyster 56 will take them there in style.

Sidetrack — Morgan 38 **Erik Dix, Seaside, OR**

We don't know too much about Erik, as he was underway before we'd heard of him. As a self-sufficient singlehander, we're sure he'll be horrified to learn that his mom actually contacted us to see if he would be eligible for the much-coveted bond exemption.

Erik, who's an engineer in his late 30s, spent several years sailing in the



Northwest, then a year in the Sea of Cortez before making the big jump — which his mom assures us is the most adventurous thing he's ever done. And believe us when we tell you she is very proud of his bravery, independence and self confidence, as well she should be.

Zephyra — Morgan O/I 41 **Russ & Debbie Noorda** **Lake Tahoe, CA**

"The boat will never be ready, so set a date and go," say Russ and Debbie knowingly. We've heard similar comments from hundreds of cruisers, all of whom probably wished they'd headed out sooner. The Noordas themselves spent eight years preparing to cut their docklines.

We have no worries that this couple — both of whom are longtime racers — will do well out there, because between them they've got an impressive set of pertinent skills: rigging, sail repair, mechanical repair, and accounting proficiency. This season they'll head to New Zealand, then reassess.

Camelot — Pan Oceanic 46 **Neil & Jackie Michell, Clitheroe, UK** Neil and Jackie left the UK 15 years



Isabelle and Brian will be travelin' in style aboard 'Wasabi'.

— PACIFIC PUDDLE JUMP 2009



Neil and Jackie strike a pose on the bow of 'Camelot'. Theirs is one of dozens of boats 'jumping' from Panama this year.

ago and began an itinerant lifestyle, living and traveling — initially overland — around the world. After a few years of schlepping backpacks all over the planet, it occurred to them that traveling by boat would be a whole lot easier. Little did they know at the time that cruising sailors actually do a lot of schlepping too!

They bought this boat as a fixer-

"Get rid of your 'stuff'. You'll be a different person when, or if, you come back."

upper, built up a cruising kitty while working in the Bay Area, and took off for Central America, the Galapagos and beyond. They hope to fatten their purse again in New Zealand.

Amikuk — Crealock 37

The Heimke Family, Homer, AK

Believe it or not, David's dreams of blue-water sailing were launched in his youth, hundreds of miles from any ocean

— on Lake Superior. Many years later he sailed from Seattle to Hawaii and back to Alaska, which undoubtedly rekindled his cruising ambitions.

Six years ago David apparently convinced his wife Jill that world voyaging was in their future, even though she was only a neophyte sailor at the time. That year they bought this boat — when their daughter Rachel (now 7) was only 1 — and began making cruising plans.

Today their game plan is to make a circuit to New Zealand, then back to Alaska within two years. When she returns to elementary school, Rachel will undoubtedly be the most worldly kid in her class.

Thin Wolf — Kelly Peterson 44 Luke Tornatzky & Mike Ward Wauconda, WA

According to their entry forms this pair of old friends is heading west to find "new inspiration for Luke's art and some direction for Mike's life!" They expect to spend two years in the South Pacific, then "who knows where."

During the nine months they've been cruising so far, their two biggest revelations have been that "there are more babes per capita in Mexico than

in the U.S." and the composting toilet they installed before leaving is "stupid, worthless and gross."

Their advice to future cruisers? "Think twice; the reality may not be as dreamy as the dream. That said, we couldn't recommend it too highly."

Tender Spirit — Hans Christian 33 Joan & Chuck Martin, Sitka, AK

Both hardy Alaskans, Joan and Chuck seem like practical folks: "We will cruise as long as we are both having fun," they write.

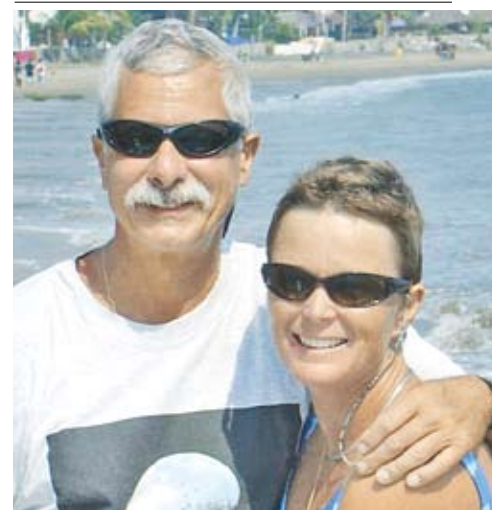
Given that their homeport is Sitka, in Southeast Alaska, it's no surprise that they've spent much of their lives out on the water. But it was Joan, not Chuck, who first caught the cruising bug — at age 13! She started sailing and single-handing many years ago, and eventually "sweet-talked" Chuck into joining her on an extended cruise.

Having picked up this stout double-ender four years ago, they headed south two years later. A circumnavigation is not out of the question, but time will tell.

Carina — Mason 33 Philip DiNuovo & Leslie Linkkila Kingston, WA

Having prepared for a decade, then cruised together for the past five years, Philip and Leslie have learned a thing or two, such as, "How simply you can live — and live happily."

As they head for Polynesia, they don't have a fully choreographed itinerary, they're just "putting one passage in front



Philip and Leslie of 'Carina' try to keep their plans loose.

of the other." The only places they plan to avoid are those that will try to impound their cat, who's reportedly ready to deal with the toughest agricultural inspec-

WESTBOUND WANDERERS, PT. II



David and Marcie of 'Nine of Cups' are now experts on cruising South America.

tors. Their advice to the wannabes back home? "Go now, don't wait. And get rid of your 'stuff'. You'll be a different person when, or if, you come back."

Nine of Cups — Liberty 458

David & Marcie Lynn, Denver, CO

David and Marcie's story is unique within the fleet. They've already cruised for nearly a decade, logging more than 50,000 miles. For the past five years they've circumnavigated South America. They jumped west from Porto Montt, at the north end of the maze-like Chilean fiords, and will stop at Juan Fernandez, Easter and Pitcairn islands before making their first Polynesian landfall at the Gambiers archipelago. They say they've always intended to do a full circumnavigation, but they are simply taking their time.

What has impressed this seasoned crew the most so far? "The warmth, help and hospitality extended to us in the most remote places."

Wind River — Contessa 32

Paul & Susan Scott, Maple Bay, B.C.

After a lifetime of sailing — which included offshore trips in the Med, Atlantic and Pacific Northwest — Paul and his son Ian headed south with the Baja Ha-Ha fleet last year.

Now, with his wife Susan and good friend Art Lamoureux aboard, this retired professor has his sights set on the Marquesas. He and Susan plan to spend two years island-hopping to New Zealand, then circling back to B.C.

Nomad — Westsail 42

Brian & Megan Thom, Santa Cruz CA

"One of the best things about our trip has been the kindness of strang-

ers in every port we go to," say Brian and Megan. "We've been invited into homes of local fishermen for lobster, we've been given rides to hard-to-find places, strangers have made phone calls for us... Of course, there's all the free advice, too."

Because both are teachers who are only in their mid-30s, we assume this open-ended cruise is some sort of self-designed leave of absence. But after reaping the benefits of a long stint in the 'school of life', it may be tough to return to a traditional classroom.

As odd as it sounds, Brian developed his love of sailing in Kansas. Megan says she "married into the sailing life," but is now fully invested in her husband's long-held cruising dreams.

Yohelah — Baba 40

Rob & Teresa Sicade, Seattle, WA

Not long after meeting in college, Rob and Teresa got the sailing bug, and it's had a hold on them ever since. Prior to entering the cruising life full time three



Rob and Teresa of 'Yohelah' have been sailing together since their college days.

years ago, they lived aboard in Seattle for 10 years.

They've been planning to circumnavigate for as long as they can remember, and they intend to work along the way when opportunities arise — they're both software developers. Teresa credits a book by Lin Pardey as one of the early inspirations that steered her toward her

current path.

Incantation — Santa Cruz 50

David Ratner, Vancouver B.C.

When it comes to offshore sailing, David is certainly no slouch. Since buying *Incantation* in '81, he's done thousands of miles of blue-water racing, including a Vic-Maui, a TransPac, a Pac Cup and a Melcourne-Osaka.

After completing some major upgrades, he took off from Vancouver in 2004 on an open-ended cruise. Since then, his wanderings have taken him as far afield as the Falkland Islands — really! On the trip to French Polynesia, and perhaps beyond, he's singlehandedly. David's future plans? "Live long and prosper!"

Estrella — Magellan 36

Adam & Kristina Yuret, Portland, OR

"After more than five unchanging years in our cubicle jobs, we decided that we needed to spice up our lives," explain Adam and Kristina. Can anybody out there relate?

Both now in their early 30s, they bought this 1997 fixer, spruced her up, and spent 16 months cruising Mexico and Central America before returning home to fatten their purse.

Now headed for the Galapagos and points west, they plan to cruise for two more years before selling *Estrella* and returning to the workaday world. They advise, "If you're planning to cruise with loved ones, be realistic about their commitment to the dream. . . ."

Sanity — Hans Christian 38

Deane Lindbloom, Auburn, CA

This trip to French Polynesia should inspire Deane to quote Yogi Berra's famous quip, "It's déjà vu all over again!" You see, he spent five years cruising Mexico and the South Pacific in the late '80s and early '90s. Based in New Zealand most of the time, he spent several years zig-zagging between the land of the kiwibird and a number of tropical South Pacific isles. "There is so much to see — great diving, great food, and great people!"

As we go to press, he's about to begin a repeat performance — as soon as he finds crew, that is. Sailing directly from the Bay this time, he hopes to spend at least a month in the Marquesas, which he considers to be "some of the most beautiful islands I've ever encountered."

— PACIFIC PUDDLE JUMP 2009



Our guess is that Denis of 'Jubilant' enjoys the underwater realm.

Jubilant — Spencer 53 **Denis Morgan & JT Sorenson** **Seattle, WA**

Of all the crews who are currently considering circumnavigations, Denis may be the only one who really knows what he's getting into. After all, he went around already, years ago.

And if that isn't impressive enough for you, consider that Cap'n Denis is now 69 years young. Joining him this time will be friend JT Sorenson.

This time, Denis has been out and about since 2002. He expects to cross his tracks again in 3 to 5 years. As for advice: "Stay flexible. Learn your boat systems along the way so skilled workers will not always be needed as things break. Slow down inside and enjoy this different lifestyle."

The 'Monkey Feet' crew is focused on family bonding in faraway places.



Journey — Passport 40

Jeff & Dori Beller, Ventura, CA

Jeff and Dori still have fond memories of their two previous cruises through Mexico — the last being 15 years ago. Ever since then, they've been looking forward to getting 'out there' again, and that day has finally come. This time they intend to stay unplugged from the workaday world for two to three years.

After exploring French Polynesia, the Cooks and Tonga, their Plan A is to head north to the Marshalls to avoid the hurricane season — a sensible option that, in our opinion, too few westbound cruisers choose.

"Life was beginning to tear us away from the important things."

Monkey Feet — Slocum 43

The Primrose Family, Edmonton, AB

Kasey and Giselle took an atypical approach to entering the cruising life. They quit their jobs, sold everything they owned, then went shopping for the right boat.

After a few weeks of boat-shopping in Florida, though, they found this sturdy cutter, which they consider to be an ideal ride for their cruise to Australia. Once there, they'll put their sons Blake, now 13, Radik, 7, and Talon, 5, in Aussie schools. (They have dual citizenship.)

Why take such radical steps? "Life was beginning to tear us away from the important things," says Giselle. "We wanted to get back to the basics and spend quality time with our children before it was too late."

QuickStar — Beneteau 46

Peter Bruckmann & Diana Young, Vancouver, BC

Peter and Diana will be among the late arrivals this year. They plan to sail for the Galapagos in June, then make the long crossing to French Polynesia with friend Doug Roehrig and his 11-year-old daughter Shelby. After several thousand more



Setting out later than most, Peter and Diana of 'Quickstar' will arrive via the Galapagos.

miles of island-hopping, they'll summer in New Zealand.

For those who are considering following in their wake, they advise: "Each couple has to fine-tune their relationship so that both partners are happy. The sea has a tendency to turn normally enlightened men into despots!"

Sea Wolf — Warner 33

Adam & Jessica Stone **New Orleans, LA**

Adam and Jessica say they set out from New Orleans two years ago to get away from George W. Bush, the aftermath of Hurricane Katrina, and work.

When they initially threw off their docklines we suspect that they had no plans of taking on additional crew. That changed a year and a half ago in Guatemala when Tallulah was born. We're pretty sure she's the youngest Puddle Jumper this season — too bad she probably won't remember the crossing. The couple's itinerary is wide open.

Zulu — Amazon 44

Russ Nason & Marilyn Marais **Blaine, WA**

In 1979 Russ and Marilyn took off from San Francisco aboard a 33-footer built by Sausalito legend Myron Spaulding. In addition to being lots of fun, you might say that four-year Pacific cruise was also very 'productive'. Their son was born in Hawaii and their twin girls were born in Brisbane, Australia.

Now retired, they intend to retrace some of their earlier steps and complete a lap around the planet. During the 10 months they've been out this time, they've been most impressed by "the beauty of Alaska, Mexico's sun and good people, and mangos!"

Their advice: "Cut the lines and va-mous. It's all waiting for you."

WESTBOUND WANDERERS

**Xanadu — Cooper 37
Paul Cahill & Tamar Lowell
Auburn, CA**

We don't know a heckuva lot about Paul and Tamar, as their answers to our questionnaire were extremely succinct.

We can tell you, however, that their 37-footer is a custom-built composite sloop, which they bought a decade ago. Their game plan is to complete a full circumnavigation on an open-ended schedule.



Eric and Emmy of 'Nataraja' strike a pose during their aborted cruise last year.

**Nataraja — Flying Dutchman 37
Eric Willbur & Emmy Newbould
Zephyr Cove, NV**

"This trip is actually a 'do-over,'" explains Eric. "We sailed to the Marquesas from Mexico last year, but experienced some major engine problems that forced us to rethink things. After three months in the islands we sailed back to the Bay

Area via Hawaii to repower."

He's no stranger to the cruising life, as he cruised the South Pacific with his parents back in the '70s. Emmy began racing and pleasure sailing on Lake Tahoe 20 years ago.

With a new engine, a thirst for ad-

venture and an open-ended timetable, we don't expect to see Eric and Emmy back in the Bay any time soon.

Like storage space on a sailboat, sometimes you just run out of room! That's exactly what's happened to us here. Although we managed to squeeze in all the West Coasters, there are perhaps two dozen East Coast and European boats we simply don't have room to profile here.

Hopefully, however, you'll eventually have a chance to meet some of them through cruising reports sent in from far-flung landfalls all over our planet's watery realm.

And for those of you who are envious of these lucky travelers, remember, if you want this lifestyle badly enough, you can make it happen.

— **latitude/andy**



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"Dry rot everywhere," she scowled after tapping the keel with her plastic hammer.

My heart skipped a beat in the fraction of a second before I realized she was kidding.

"Very funny, Lee. Now what do you make of that crack?"

Lee Helm is a naval architecture graduate student, and she doesn't pretend to be a marine surveyor. But she does know her way around marine structures, so I thought I'd have her swing by the boatyard and take a look at a suspicious crack where my keel connects to the hull.

"Chill," she assured me. "They all do that. It's just a little flexing between the lead fin and the fiberglass keel stub. If it gets worse, sometimes they tighten up the nuts on the keel bolts, but I don't think there's any reason to do that now."

"That was what I was thinking," I said, "but it's good to hear you say it. You know, with keel failures in the news, we can't be too careful."

"All depends on what kind of boat and what kind of keel," she said while pounding along the hull listening to the sounds of the hammer impacts.

It was a fairly modern sportboat, about 26 feet long. The deep fin with a bulb at the bottom had been removed from the fiberglass keel stub, and large patches of hull around the garboard area, where the keel meets the hull, had been ground down to bare fiberglass.

"Two months ago that would have been keel-failure paranoia," I said. "But in light of recent events . . ."

"For sure," Lee confirmed. "They built about 1,200 of those boats, and like, now two of them have had keels completely fall off. And probably only a small fraction of them sail in really rough water."

"Hey, what do you guys think would happen if one out of every 600 houses had its roof cave in?" asked a voice coming from inside the hull of the sportboat. A small patch of the hull had been completely removed, and as a result, the worker inside could easily hear our conversation.

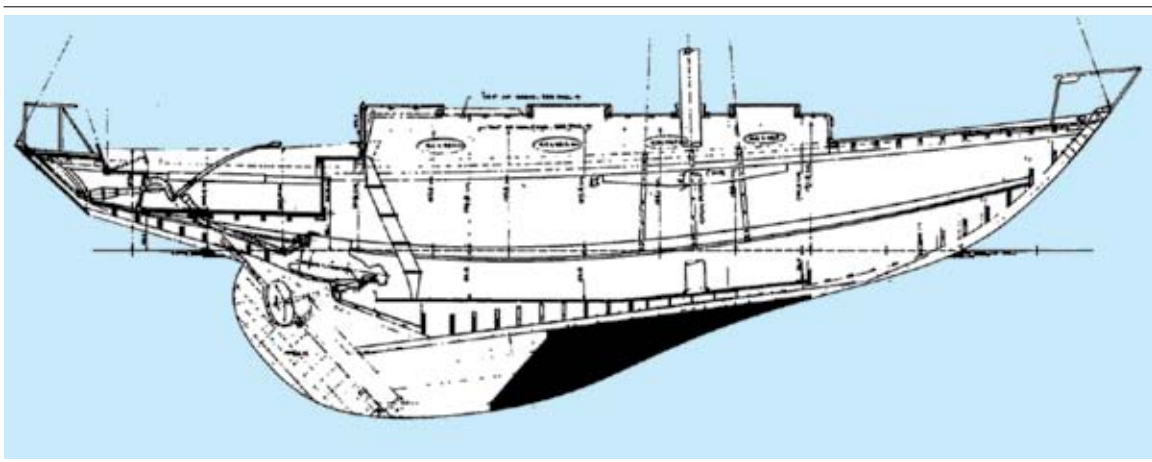
"There'd be hell to pay!" the voice said.

"A roof collapsing doesn't make for a good day, but it's probably less likely to be fatal than a keel falling off," added Lee.

"Yup. Keels ain't supposed to fall off,"



LATITUDE / JR



"No dead spots, no rattles," Lee concluded after she had gone all around the hull. "A few little zits, but you can, like, pop 'em and sand smooth. Eventually you should strip off all gazillion layers of old paint, and fair and seal the bottom."

"Maybe next year," I said. "This time it's just some light sanding, new paint, and then the usual couple of hours with 600-grit wet sandpaper. Now that I know my keel isn't about to fall off, I'll be back before for the next race."

"Not like your neighbor over there," she said, pointing to the boat next to me in the yard.

For this type of traditional keel, with outside lead ballast, all you need to know is the weight of the keel to size the keelbolts. The formula is based on the "zeroeth" moment of mass.

said the unseen voice. "And this one won't either, after I get through with it."

"You'd think that yacht designers would have this figured out by now," I said. "What are they missing?"

"I have theories," said Lee. "Let me show you something."

I followed her over to an older wood boat on the other side of the yard.

"This is the traditional kind of sailboat keel," she explained. "If you look in *Skene's Elements of Yacht Design* you find a rule for attaching lead keels: One square

inch of keelbolt area for every 1,500 lbs of outside ballast."

"Fair enough, if it works."

"This rule ignores the bending moment! It doesn't even, like, consider the distance from the center of the ballast to the attachment point. Even as late as the 1973 edition of *Skene's*, the one revised by Francis Kinney, who worked for Sparkman and Stephens when they were the top dogs of the biz. The keel attachment is based on the keel weight alone, or the zeroeth moment of mass."

KEEPING AN EVEN KEEL



Many older designs like Knarrs, Folkboats and Bears, have their ballast attached as shown in the diagram.

"Is 'zeroeth' a word?"

"Now look at a boat more like yours," she said, ignoring my dig and turning to a somewhat newer boat of about the same size. "It's got a very normal trapezoidal lead fin, tapering toward the bottom. Not very deep by modern standards, and the center of gravity is, like, seriously less than half-way down. Seems nutty to have more weight at the top of the keel than at the bottom, but that's partly because this boat was designed during the dark years of IOR when stability was heavily penalized, and partly because it's a cheap kind of keel to build."

"Does the same rule of thumb work for these fins?" I asked.

"Nope. Check out Larsson and Eliasson's *Principles of Yacht Design*, published in '96, which in a lot of ways replaces *Skene's*. They take the bending

moment that the keel would apply to the hull if the boat was on its side at a 90 degree heel angle, with the keel in the air."

"That sounds a lot more accurate."

"Now they're using the first moment of mass to estimate the keel root loads. If you know the moment, and know the allowable stress, you can calculate the required section modulus in inches cubed."

"Inches cubed?" said the same voice that had been inside the boat. It came from a large man in a white dust-proof paper space suit. "I thought I needed square inches of glass in the keel cross-section to get enough stiffness, not cubic inches."

"Section modulus is in length units cubed," insisted Lee.

"Now, tell me, how am I going to measure how many cubic inches I have in a section through the keel stub? Gotta be square inches any way you measure it."

"Actually, for stiffness, it's inches to the fourth power. For strength, it's inches cubed."

"Aw, come on. Maybe for some reason you need to measure volume of the structure, but what's this fourth power bullpucky?"

"Bending stiffness of a cross-section is in length units to the fourth power," Lee insisted. "And I can totally prove it with a little thought experiment."

"I'm game," I agreed, thinking this would probably not be too hard. Even after decades of neglect, part of my brain still thought it remembered some of this material.

"Imagine a playground seesaw," Lee began.

"Gotcha."

"Now put a coil spring under one side. Not all the way at the end, but halfway between the midpoint fulcrum and one of the ends."

"Right."

"Now imagine how hard you would have to pull up on the other end of the seesaw to make that end go down one foot."

"Okay."

"Now move the spring to a point right under the end of the seesaw, instead of half-way out. How hard do you have to pull now?"

"Twice as hard, obviously — no, wait! The spring has twice as much leverage, but you squeeze it from twice as far away. Force on the spring doubles, leverage arm doubles . . . you have to pull up four times as hard."

"Cognitive traction with a six-part tackle!" exclaimed Lee. "The effectiveness of the spring depends on its distance squared from the center of rotation. How does this apply to keels? Imagine several springs arranged in some pattern. Now imagine these springs are really keelbolts, which are like very stiff springs. If the keel tries to bend, the stiffness provided by the keelbolts (I'm neglecting that they don't actually behave the same in compression as in tension because the keel really pivots on one edge) is proportional to the sum of the area of each bolt times the square of its distance from that bolt to the centerline."

"That's the second moment of area, right?" I volunteered.

"Hey, you remember!" said Lee. "It's the sum of all the bolt areas times all their distances from the centerline squared, so you get length to the fourth as the dimension. Same with a fiberglass structure in bending — area times the

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square of the distance out from the centerline."

"Well, darn, it makes some sense now. But then where does this inches cubed come from?"

"That's what they call the section modulus. If you're designing something not to break, you might not care how stiff it is as much as you care how much stress it sees. So, like, the stress level in the bolts or the fiberglass might be more important. Stress is proportional to the amount of bending times the distance from centerline. Those bolts farther from the center are more highly stressed, so you divide inertia by distance from the center and end up with length cubed."

Our new friend was looking sideways at Lee. Clearly, she had lost him.

"Back to the seesaw," she said. "Let's say the spring breaks if it bottoms out on itself, with the coils all touching each other. Let's also say that with the spring halfway out to the end, you can move your end of the seesaw so that the spring just bottoms. Then what happens when you move the spring all the way out?"

"Heck, you already convinced me

that I have to pull four times as hard to move my end of the seesaw the same amount."

"But the spring would have to compress twice as far!" I said, now realizing what Lee was after. "So you can only move it through half as much distance before the spring breaks. But stiffness is four times as much, so you end up

"You grok?"

with twice the strength by doubling the distance to the spring."

"Ha!" said the man in the white suit. "I was right all along!"

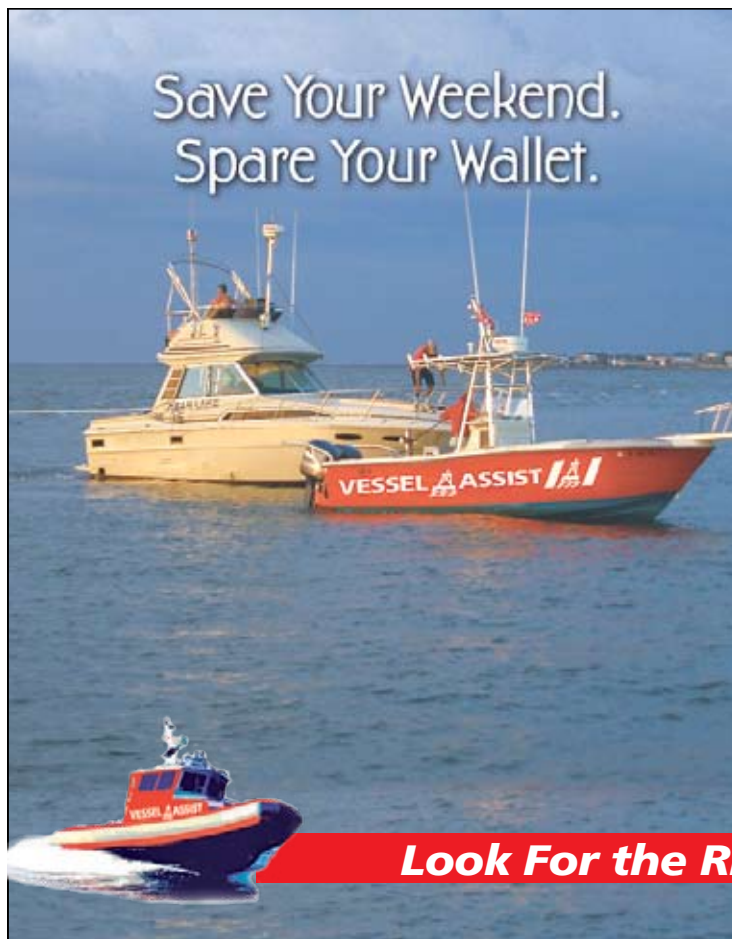
"No, it's the difference between strength and stiffness," Lee explained. "Stiffness still depends on distance of the material from the center squared. But

if the structure is limited by maximum stress or strain in the material, then you have to divide again by distance from the center, so you end up with a length unit cubed. You grok?"

"Good review of why section modulus — which is just the ratio of bending to the strain in the material — is in the units of inches cubed," I allowed. "But that's just basic structures. How does that account for recent keel failures?"

"We need more dimensional analysis, but this time it's the difference between static and dynamic loading," she said. "Take the Larsson and Eliasson method, still pretty much the industry standard. The amount of bending that a keel puts on the attachment point at the hull will be the sum of the weights of all the pieces of the keel times their distance or lever arm from the hull, times some assumed acceleration factor, like four, as the book recommends."

"That would seem to account for the effect of bulbs on deep fins," I said. "How



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KEEPING AN EVEN KEEL

else would you do it?"

"It only accounts for static loads and for linear accelerations," she continued. "If the loading is caused by rotational acceleration, then we need to look at the rotational inertia, or like, the second moment of the keel, not the first moment."

"You mean it's not mass times distance anymore?"

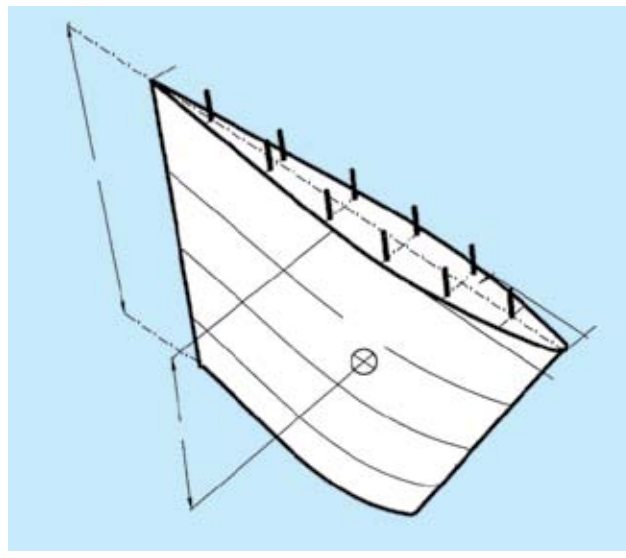
"Mass times distance squared. If a breaking wave crest hits the boat and causes a sharp roll acceleration . . ."

"That don't make no sense at all," insisted our friend in the white suit.

"Back to the seesaw," said Lee. "This time let's say there's, like, a 50-lb kid sitting all the way out at the end, and you're holding down the other end. How much force?"

We both answered: "Fifty pounds."

"Now what if there's a 100-lb kid sitting on another seesaw, but this one's only halfway out. How much down force



A typical trapezoidal lead keel, with a high center of gravity. Standard practice was to calculate the first moment of mass about the attachment point, and multiply by a safety factor to account for dynamic loads.

on your end?"

Again, we both said: "Fifty pounds."

"Now let's not always see the same

hands," she teased. "The thing is, by the conventional way of calculating the loads on the keel root, the two kids produce the same load. The light one at the end of the seesaw is like a deep keel with a bulb, the heavier one halfway out is like a conventional trapezoidal fin, heavier but with a center of gravity much closer to the hull."

"We're with you," I said.

"Now the fun part. What if you want to push down sharp on your end of the seesaw, accelerating at, let's say 32 feet per second squared, or one G, just to keep the numbers simple. How much

extra force?"

"For the 50-lb kid at the end, it's easy," I said. "The kid goes up at one G, so it's an extra 50 lbs."

"So far so good."

"And the 100-lb kid halfway out goes up at half a G, so they also add 50 lbs of force."

"But hold on a minute," said our friend. "That extra 50 lbs is only halfway

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out, so the big kid only adds 25 lbs of force to my end of the seesaw."

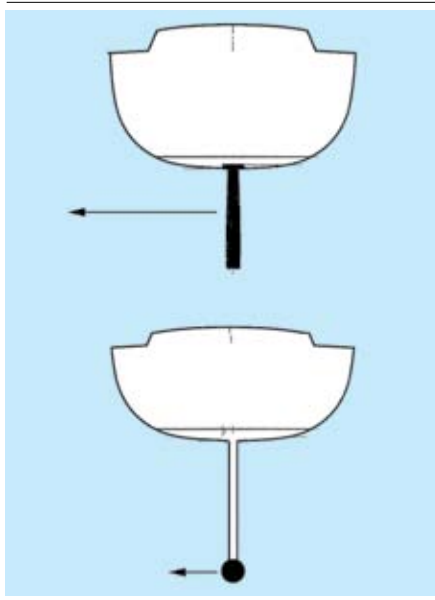
"Get it? Same first moment, different second moment. The deep bulb keel puts twice as much dynamic load on the keel root when it's subjected to angular acceleration, like when a breaking wave crest hits a small boat beam-on. But if you use the normal first moment method to size the two keels, you'd design them both with the same structure."

"You think designers are really missing this?"

"Keels are falling off," observed Lee. "It's probably not a problem for the lead trapezoids with the higher C.G. But for deep bulbs, the rotational dynamic loads start to get big — remember they go up by distance squared — so at some point it needs to be considered."

"Is this also why they had so much trouble with early canting keels?" I asked.

"Those programs probably do full-on dynamic simulations with detailed finite element analysis of the structure. On the other hand, no one really knows what sort of wave to use to generate the



The short trapezoidal keel and the deep fin with bulb both produce the same first moment on the attachment point. By the standard method, both attachments would be designed for the same loads. But the deep bulb keel, with one-third the ballast centered three times as deep, produces three times as much bending due to angular acceleration.

loads. I mean, in a breaking wave you can, like, think of some of the water as surfing down the wave face at very high speed, so if you want to be conservative, you end up with a really hard wave impact on the topsides as the design condition. Then for the keel, it's not just the rotational inertia of the lead, but all the water entrained around the fin that also has to move when the boat rotates. So it's not just dynamic effects from the ballast that's being underestimated, it's also the inertial forces from the water around the fin during angular acceleration."

Our new friend didn't seem to be following this turn of the conversation — Lee had lost him and his mind was elsewhere. "You know," he said suddenly, "I just realized. It's not really a scam when they charge twice for static and dynamic wheel balancing."

"Amazing what you can learn on the playground," said Lee. "Next time we'll do angular momentum and Coriolis effect on the merry-go-round."

— max ebb

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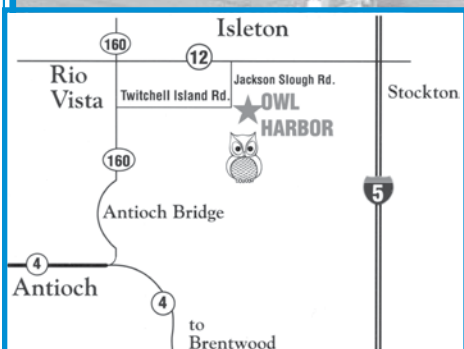
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THE RACING

What a Month! April gave us some great stories from both old standby events and newcomers that have already established solid fleets. In the former category, we had the **Bullship**, **J/Fest**, and both the **Crewed** and **Doublehanded Farallones**. There was **Ski/Sail**, **The Rites of Spring** and a huge **Corinthian Race**. But in that mix we also had a couple newbies: the 15-boat **Westpoint Marina Regatta** and the 50-boat **Harken Regatta**, the final stop on the **Northern California Optimist Winter Series**. With so much to choose from, it's amazing we found a place to put it all. Lucky for you, it's all right here, and it's trying to tell you to, "take me to Vallejo, in case it's light."

Slingin' the Bulls

It was about mid-morning on April 18 when the theme from *Rawhide* started playing in our heads: "Movin, movin, movin; Though they're disapprovin'; Keep them dogies movin' — Rawhide!"

As the lyrics tumbled forth, whip-cracks and all, from that long-forgotten '50s TV show (and *The Blues Brothers* movie), the subconscious became conscious: we were in the midst of a mighty herd of 38 El Toros charging across the Bay in the 56th annual Bullship Race. Along our flanks were a dozen or so 'cowships' — larger yachts assigned to keep tabs on up to three Toros apiece. Right from the start off the Horizons Restaurant in Sausalito, to the finish off the end of the San Francisco Marina breakwater, it was a seagoing cattle drive of epic nuttiness.

First there was the wind, or in this case, lack of it. A nice five-knot morning breeze turned to almost zilch shortly after the 9:10 a.m. start, leaving the herd to 'graze' toward the Cityfront — and

Golden Gate broke through first, only to find that the 'dying ebb' was in fact having a Hollywood death that involved lots of prolonged gyrations. That's when the equivalent of a 'stampede' occurred, with Toros getting flushed out under the bridge — an automatic DSO — faster than the cowships could round them up. But the 'cowboys' and 'cowgirls' did a great job of wrangling the little boats before they got too far out on the range.

Only nine boats made it to the countercurrent off the Cityfront — and thereby to the finish. First in was Skip Shapiro, a 10-time participant and first-time winner. John Pacholski was second, with Fred Paxton third. Shapiro also won the 'Clydesdale' division, for sailors over 200 lbs. And what about the two-boat *Team Latitude*? Our 'A' boat was in second place until the big flush. As for the 'B' boat, remember in those western movies when they sent cowboys back to search for lost strays . . . ?

Shapiro didn't stick around to gather up his awards. He and fellow Bullshipper John Dukat were whisked over to the Circle to climb aboard Buzz Blackett's Express 27 *New Wave* in time for the second race in the Resin Regatta. *New Wave* won the Saturday race and, with Shapiro driving on Sunday (Blackett had a prior commitment), got a first and second. When you're on a roll, you're on a roll.

Special thanks to John Amen and John Dukat for lending *Team Latitude* boats for the race. We'll be back!

In addition to first, second and third, the plentiful awards — most with a 'bullish' theme — included *First Woman*: **Vicki Gilmour**, *First Maiden Voyager* (and 'El Viejo' — oldest finisher): **Chris Boome**, *First Woodie*: **Eric Beckman**; *Longest Distance Traveled to Attend*: **Frank Healy** (Gualala);



LATITUDE/LADONNA

and *Tail Ender*: **Nick Nash**. For complete results, visit www.eltoroyra.org.

J/Fest

The 'main event' for local buoy racing April 4-5 was the 2009 J/Fest Regatta, hosted by the St. Francis YC and sailed on a breezy and sunny Cityfront. Forty-four boats in four divisions took part. Three one-design classes including 23 J/105s, seven J/120s and eight J/24s, shared the racing area with a hodgepodge of a J/90, J/109, J/92 and several other J-boats in a six-boat handicap fleet.

The most consistent performance of the weekend came from Michael Whitfield and his crew on *TMC Racing*. They didn't win any races, but three seconds in a row put them at the top of the J/24 fleet with a three-point lead — the largest of the weekend — over the second place boat.

Perhaps the most notable win went



LATITUDE/JR

Skip Shapiro, left, and John Pacholski ran an end-around on the entire Bullship fleet to take first and second respectively .

quashing plans for a massive 'starboard tack' assault on the departing crewed Farallones boats that started half an hour later. Then there was the big tide rip that stalled the fleet in a line stretching from about Horseshoe Cove almost to Harding Rock. The group closest to the



Okay, maybe it wasn't exactly the 'running' of the bulls, but the 2009 Bullship did produce deserving winners — anyone who made it across the Gate successfully cheated a ripping ebb without breeze.

to John Horsch in the J/105 fleet, who sailed *Business Socks* to a two-point win over 22 other boats with a 4,6,3 weekend. *Arbitrage*, *Cuchulainn* and *Donkey Jack* all scored a bullet in the series, but all three tanked one of their other races, allowing Adam Spiegel's *Jam Session*, and Scooter Simmons' *Blackhawk* to sneak in behind *Socks*.

The two tightest series were sailed by the J/120s and handicap boats. Barry Lewis' *Chance* pulled out a one-point victory in the always-exciting J/120 fleet, while Soren and Liga Hoy's J/109 *Crazy Diamond* scored a single-point win over Trig Liljestrand's J/90 *Ragtime* — which started life as designer Rod Johnstone's personal boat — in the handicap fleet.

J/FEST 4/4-5 (3r/0t)

J/105 — 1) **Business Socks**, John Horsch, 13 points; 2) **Jam Session**, Adam Spiegel, 15; 3)

Blackhawk, Scooter Simmons, 15. (23 boats)
J/120 — 1) **Chance**, Barry Lewis, 5 points; 2) **Grace Dances**, Dick Swanson, 6; 3) **Mr. Magoo**, Steve Madeira, 11. (7 boats)

J/24 — 1) **TMC Racing**, Michael Whitfield, 6 points; 2) **Small Flying Patio Furniture**, Ed Walker, 9; 3) **On Belay**, Don Taylor, 11. (8 boats)

J/ HANDICAP DIVISION — 1) **Crazy Diamond**, J/109, Liga/Soren Hoy, 6 points; 2) **Ragtime**, J/90, Trig Liljestrand, 7; 3) **Frisky**, J/105, Steve Harris, 7. (6 boats)

Complete results at: www.stfyc.org

OYRA Crewed Farallones

The OYRA's Crewed Farallones brought out solid fleet of big boats April 18. With Paul Cayard aboard, Andy Costello's J/125 *Narrow Escape* corrected out to a half-hour win in the nearly 50-boat fleet, the win coming about a month after Costello claimed the same honors in the Crewed Lightship #1.

Peter Stoneberg's Formula 40 *Shadow*

took elapsed time honors after six hours and 51 minutes of sailing while Mark Jones and Will Paxton on Jones' TP 52 *Flash* were the monohull elapsed-time winner, finishing some two minutes behind *Shadow*.

OYRA FULLY-CREWED FARALLONES 4/18

OVERALL — 1) **Narrow Escape**, J/125, Andy Costello; 2) **Bloom County**, Mancebo 31, David West; 3) **XL**, Antrim 40, Antony Barran; 4) **Criminal Mischief**, R/P 45, Chip Megeath; 5) **Always Friday**, Antrim 27, John Liebenberg; 6) **Banditos**, Moore 24, John Kernot; 7) **Eclipse**, Express 37, Mark Dowdy; 8) **Inspired Environments**, Benteau 40.7, Timothy Ballard; 9) **Shadow**, Formula 40, Peter Stoneberg; 10) **Wicked**, Farr 36 ODR, Richard Courcier. (46 boats)

MULTIHULL — 1) **Shadow**. (1 boat)

PHRO 1A (PHRF<0) — 1) **Narrow Escape**; 2) **Criminal Mischief**; 3) **Cal Maritime**, 1D48, Charlie Arms-Cartee. (9 boats)

PHRO 1 (PHRF 0-99) — 1) **XL**; 2) **Eclipse**; 3) **Inspired Environments**. (15 boats)

PHRO 2A (PHRF 63-99) — 1) **Bloom County**; 2) **Always Friday**; 3) **Ay Caliente!**, Benteau 36.7, Aaron Kennedy. (9 boats)

PHRO 2B (PHRF 105-174) — 1) **Nancy**, Wyliecat 30, Pat Broderick/Michael Andrews; 2) **Red Sky**, Olson 34, Brian Bochmsma; 3) **Trial Run**, Passport 40, Jack Bieda/Charles Johnson/Kathy Pickup. (8 boats)

SHORTHANDED — 1) **Banditos**; 2) **Zsa-Zsa**, 1D35, Stan Glaros; 3) **Moonshine**, Dogpatch 26, Dylan Benjamin. (7 boats)

Complete results at: www.yra.org

Resin Regatta

San Francisco YC's Resin Regatta, brought out 44 boats — Alerion Express 28s, Etchells, Express 27s, J/24s and Melges 24s — for a four-race series April 18-19.

Sailed on the Berkeley Circle in breeze in the low 20s with puffs in the 30s on Saturday, everyone got what they came for. In the seven-boat Express 27 fleet, '08 season Champion Tom Jenkins and his Morro Bay-based *Witchy Woman* team sailed to a five-point win over runner-up *New Wave*, which overcame missing the first race to finish one point clear of Mark Lowry's *Xena*.

Ed Walker kept *Small Flying Patio Furniture* airborne for a straight-bullets win in the seven-boat J/24 division, while Robert Tennant's *Where's Bob?* bested nine Melges 24s to take that division.

In the Alerion Express 28 fleet, '08 season champion Ralf Morgan sailed *Ditzy* to a straight-bullets performance in that nine-boat division.

The Etchells had the tightest top-three of all the divisions, with just one point separating the top-three finishers. Both runner up Jeff Moseley's *Dinner Roll* and the third-placed *JR*, belonging to Bill Melbostad and Bryan Moore, scored an

THE RACING



ALL PHOTOS ERIK SIMONSON/WWW.H2OSHOTS.COM

The Resin Regatta got all it could handle on Saturday — clockwise from top-left: 'Ditzy' and 'Eagle' pummel the chop; Etchells bustin-loose; 'Jam Jam' gets lit up; J/24s channeling their inner battlewagon; 'Trezentos' lets it all hang out; an Express feeling the pressure; Melges 24s lifting-off.

8, punctuating an otherwise consistent series that saw both boats win a race and notch a second. But it was Andrea Cabito's *Spindrift* in the top spot when the chips were cashed. After starting with a 5-6 on Saturday, Cabito finished with

a pair of bullets on Sunday to vault into the top spot.

RESIN REGATTA 4/18-19 (4r/0t)

ALERION EXPRESS 28 — 1) Ditzy, Ralf Morgan, 4 points; 2) **Flying Machine**, Peter Campfield, 10; 3) **Eagle**, Chuck Eaton, 10. (7 boats)

ETHELLES — 1) Spindrift, Andrea Cabito, 13 points; 2) **Dinner Roll**, Jeff Moseley, 14; 3) **JR**, Bill Melbostad/Bryan Moore, 15. (13 boats)

EXPRESS 27 — 1) Witchy Woman, Tom Jenkins, 8 points; 2) **New Wave**, Buzz Blackett/Skip Shapiro, 13; 3) **Xena**, Mark Lowry, 14. (8 boats)

J/24 — 1) Small Flying Patio Furniture, Ed



Walker, 4 points; 2) **On Belay**, Don Taylor, 10; 3) **Rail To Rail**, Rich Jepsen, 14. (7 boats)
 MELGES 24 — 1) **Where's Bob?**, Robert Tennant, 7 points; 2) **Personal Puff**, Dan Houser-
 man, 10; 3) **Smokin'**, Kevin Clark, 12. (9 boats)
 Complete results at: www.sfyc.org

Doublehanded Farallones

While the big news story to come

out of the 30th edition of the Bay Area Multihull Association's Doublehanded Farallones Race was undoubtedly the successful rescue of *Heat Wave's* David Servais and Dave Wilhite, unfortunately it overshadowed another.

On March 28, nearly 80 boats set out for the Islands. Only 11 finished, so few,

in fact, that three of the seven divisions didn't count a finisher among them. To our minds, those 22 sailors are the race's other great story.

We weren't surprised to find that among their ranks are veterans of multiple Hawaii races, professional sailing and various big-time world champion-

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ships. You have to have different kind of focus and perserverance to hang in there in a race where the elapsed-time and overall winner — Stephen Marcoe's Newick 38 *Native*, with Curtis Pitts on board — needed a little under 10.5 hours to sail the 58-mile course.

While many — ourselves probably included — would have thrown in the towel after being pushed backwards by the morning's flood on more than one occasion, these guys toughed it out, and while all but one won some kind of trophy, we thought we'd go beyond our normal convention of only naming the top-ten overall in the results below.

In addition to the individual accolades, the Santa Cruz YC contingent — represented by Trevor Baylis and Paul Allen aboard Baylis's J/100 *Brilliant*, Dan Nitake and Randy Labos aboard Nitake's Moore 24 *Absinthe*, plus Andy Hamilton and Simon Garland aboard Hamilton's Moore 24 *Bar-ba-loot* — took home the Pineapple Sails Club Trophy.

While the early going was slow, the trip home sounded like it more than made up for it, which — if you tough it out every once in awhile — you're bound to get sooner or later.

So if you want to hear the amazing story of the two Dave's and *Heat Wave*, check out the feature about their ordeal on page 104, but don't do it without having a look at these results.

DOUBLEHANDED FARALLONES 3/28

OVERALL — 1) *Native*, Newick 38, Stephen Marcoe/Curtis Pitts; 2) *Mooretician*, Moore 24, Peter Schoen/Roe Patterson; 3) *Dragonsong*, Olson 30, Sam McFadden/Don Shultz; 4) *Brilliant*, J/100 Mod., Trevor Baylis/Paul Allen; 5) *Absinthe*, Moore 24, Dan Nitake/Randy Labos; 6) *Flying Tiger*, Moore 24, Vaughn Seifers/Kurt Lahr; 7)

The GPS plot from Dan Nitake's 'Absinthe' during the DHF. The squiggly, irregular northerly route is their outbound track. The loops are pure light-air frustration. The southerly return track was one of 'Absinthe's' rewards.



Bar-ba-loot, Moore 24, Andy Hamilton/Simon Garland; 8) **Comfortably Mumm**, Mumm 30, Bill Erkelens/Rusty Canada; 9) **Wetsu**, Phil Krasner/Dylan Benjamin; 10) **Papillon**, Corsair 27, Andrew Scott/Andrew Hartman; 11) **Sweet Jane**, J/90, Blake Davis/Dave Van Houten. (68 starters)

DIVISION 1 (MULTIHULLS) — 1) *Native*; 2) *Papillon*. (9 starters)

DIVISION 2 — 1) *Brilliant*; 2) *Comfortably Mumm*; 3) *Sweet Jane*. (6 starters, 3 finishers)

DIVISION 3 — 1) *Dragonsong*; 2) *Wetsu*. (9 starters)

DIVISION 4 — 1) *Mooretician*; 2) *Absinthe*; 3) *Flying Tiger*. (14 starters)

Complete results at: www.sfbama.org

Shake Before Opening

If April 11th's Corinthian Race — formerly known as the In-the-Bay Race — was any indication, the Singlehanded Sailing Society is really on a roll this year. Nearly 100 boats — about 30 more than normal good year — in multihull, singlehanded, and doublehanded divisions made it to the start for this year's edition of the 18-mile Bay tour. The trek starts off the Corinthian YC race deck, leaves Little Harding to port, Blossom to starboard, Blackaller to starboard, and Southampton Shoal to port before heading back

to Little Harding for a starboard rounding and then back to the barn.

The 98-strong fleet was caught in an epic battle between dueling westerly and northerly breezes that made for plenty of passing opportunities — in either direction — and an archetypal springtime challenge. And while the battle was heroic, and the



Ben Landon, left, and Bart Hackworth get Landon's T 650 'Flight Risk' rolling during this year's Corinthian Race.

fleet huge, the overall winner wasn't. Petaluma-based furniture maker Richard vonEhrenkrook opened a food-service sized *Can O' Whoopass* on the rest of the boats in his trapeze-assisted Cal 20 of that name. With Paul Sutchek hanging from the wire, the duo showed less mercy than Captain Insano, correcting out some ten minutes ahead runners-up Dan Alvarez and Mark Hadfield on Alvarez' JS 9000 *Jetsream*.

VonEhrenkrook told us how they did it, despite not getting off on quite the right foot.

"We won three of the four races within the race," he said. "We started out perfect on the first one — to Little Harding — going low toward Belvedere and short-tacking to the Pt. Belvedere buoy before heading west toward the sewage treatment plant. We saw the fleet, well behind us, parked in the weak westerly and beastly flood, but with Little Harding 120-degrees off the port bow, we got confused, and tacked. Thirty minutes later we finally fetched the Green Monster, after watching the folks who watched us



ERIK SIMONSON/WWW.H2OSHOTS.COM

'Spiderman,' who only started sailing 18 months ago — kept on pushing.

"The second race was the grind up the Cityfront," vonEhrenkrook said. "What a zoo. It's one thing to work a 3.5-kt flood in a one-design fleet, but to be the slow boat in front of 60 under-crewed rides — all just a bit close to being out of control in the 15-18-knot breeze — was quite a challenge. "We went into dual processor mode, and emerged unscathed for our trip down to Southampton. Imagine our joy to find the bulk of the fleet waiting, as we brought the westerly down with us!"

From there, things turned really weird for all the boats as they tried to work their way up Raccoon Strait.

"The westerly and northerly were fighting each other all day," said Gordie Nash, who with wife Ruth Suzuki won their Doublehanded class on his modernized Santana 27 *Arcadia*. "We passed the same boats multiple times. When we were sailing up Raccoon Strait on the way back up to Little Harding, the boats on the Angel Island side were reaching on port tack, and the boats on the Marin side were reaching on starboard."

VonEhrenkrook and Sutcheck made the most of the schizoid breeze.

"With a 90-degree argument, things were going to get weird, so we worked the shifts, ending up at Pt. Stuart and getting slingshotted by the big eddy into the westerly," vonEhrenkrook said. "Most

work the the great circle route set kites off Crissy Field."

But vonEhrenkrook, who said he couldn't do it without Sutcheck — a.k.a.

Paul Sutcheck is holding down a 'Can O' Whoopass' while owner Richard vonEhrenkrook keeps his sweet little Cal 20 driving forward. The duo dispatched all-comers in the Corinthian Race.



CHARLIE BERGSTEDT/CBERGSTEDT.MYPHOTOALBUM.COM

of the other boats in the strait fought the lingering flood to a draw on the north side."

Can O' Whoopass rounded Little Harding, and on its way back to the finish pulled off one more hero move.

"The fourth race was between us, the rear end of the Express 27 fleet, the Tunas, Rangers, et cetra, all entering the strait again," vonEhrenkrook said. "The common thinking was to work the northerly up into Belvedere Cove, but it just led to sailing in place against the strengthening ebb. We were the only boat who flew the kite in the westerly toward Kyle Cove, and worked the northerly puffs over to the finish line. We left some 20+ boats with that one."

CORINTHIAN RACE 4/11

DOUBLEHANDED OVERALL — 1) **Can O' Whoopass**, Cal 20T, Richard von Ehrenkrook/Paul Sutcheck; 2) **Jet Stream**, JS 9000, Dan Alvarez/Mark Hadfield; 3) **Desperado**, Express 27, Mike Bruzzone/JP Sirey; 4) **Tackful**, Santana 22, Frank Lawler/Mark Miglio; 5) **Mirage**, Black Soo, Lucie & Ben Mewes; 6) **Abigail Morgan**, Express 27, Ron Kell/Bret Allen; 7) **Downtown Uproar**, J/24, Darren Cumming/Andrew Molitor; 8) **Flight Risk**, T-650, Ben Landon/Bart Hackworth; 9) **Pocket Rocket**, Mull 22, Brad & Steve Cameron; 10) **Arcadia**, Modernized Santana 27, Gordie Nash/Ruth Suzuki; (69 boats)

CLASS 1 (MULTIHULL) — 1) **Tatiana**, F9RX, Bill & Tom Quigley; 2) **Roshambo**, F31R, Darren & Dan Doud; 3) **Shadow**, Formula 40, Peter Stoneberg/Jay Crum. (4 boats)

CLASS 2 (PHRF<104) — 1) **Timber Wolf**, Farr 38, David Hodges/Scott Parker; 2) **Carmelita**, Catalina 42, Christian Lewis/Dan Lockwood; 3) **TESA**, Catalina 42 Mk. II, Steve Haas/Jeff Walter. (13 boats)

CLASS 3 (PHRF 104-155) — 1) **Arcadia**; 2) **Friday Harbor**, Beneteau 323, Ryle Radke/Howard Curtis; 3) **Ad Lib**, Aphrodite 101, Neil Dodds/Bruce Baker. (14 boats)

CLASS 4 (PHRF>155) — 1) **Can O' Whoopass**; 2) **Downtown Uproar**; 3) **Pocket Rocket**. (7 boats)

NON-SPINNAKER — 1) **Tackful**; 2) **Meritime**, C&C 30, Gary Proctor/Wayne van Loon; 3) **Arabella**, Alerion Express 28, Harry & Cobi Allen. (14 boats)

EXPRESS 27 — 1) **Desperado**; 2) **Abigail Morgan**; 3) **Dianne**, Express 27, Steve Katzman/Mark Gilnes. (6 boats)

SPORTBOAT — 1) **Jet Stream**; 2) **Mirage**; 3) **Flight Risk**. (9 boats)

WYLIECAT 30 — 1) **Dazzler**, Tom Patterson/Sue Estey; 2) **Lotta'tude**, Jonathon Bloom/Spencer Green. (2 boats)

SINGLEHANDED OVERALL — 1) **Crazy Rythm**, SC 27, John Simpson; 2) **Outsider**, Azura 310, Greg Nelsen; 3) **Wetsu**, Express 27, Phil Krasner; 4) **Uno-129**, Wyliecat 30, Steve Wonner; 5) **Taz!!**, Express 27, George Lythcott; 6) **Sweet Ness**, Olson 25, Reuben Rocci; 7) **Chyenne**, Wylie 34, James Fryer; 8) **Firefly**, Dehler 34, Chris Case; 9) **Doctor Who**, Merit 25, Brent

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Botta; 10) **Eyrie**, Hawkfarm ODR, Synthia Petroka. (28 boats)

CLASS 1 (MULTIHULL) — 1) **Puppeteer**, Thom's 24, Thom Davis. (2 boats, 1 RAF)

CLASS 2 (PHRF<104) — 1) **Lightspeed**, Custom Wylie 39, Rick Elkins; 2) **Quintessence**, Olson 40, Chuck von Schalscha. (2 boats)

CLASS 3 (PHRF 104-155) — 1) **Cheyenne**; 2) **FireFly**; 3) **Painkiller**, J/80, Eric Patterson. (3 boats)

CLASS 4 (PHRF>155) — 1) **Doctor Who**; 2) **Eyrie**; 3) **Blueberry**, Nonsuch 22, John Foster. (4 boats)

NON-SPINNAKER — 1) **Sweet Ness**; 2) **Storm Rider**, Aphrodite 101, Don McCrea; 3) **Even Keel**, Catalina 320, Mike Meloy. (12 boats)

SPORTBOAT — 1) **Crazy Rythym**; 2) **Outsider**; 3) **Wetsu**. (5 boats)

WYLIECAT 30 — 1) **Uno-129**. (1 boat)

Complete results at: www.sfbayss.org

Westpoint Marina Regatta

The inaugural Westpoint Marina Regatta drew 14 boats for the 25-mile course which started off Treasure Island, rounded Alcatraz to port before beginning a long downhill slide to the brand-spankin' new Westpoint Marina in the South Bay.

Drawing everything from Lani Spund's SC 52 *Kokopelli*² to the overall winner, Patrick Kohlman's Davidson quarter-tonner *Joyicity*, the newest distance race on the Bay gave the pioneering sailors in the nine-boat spinnaker division and five-boat non-spinnaker division plenty to think about. Sequoia YC's Sherry Smith checked in with a report:

"The real action started between the



LESJIE RICHTER/WWW.ROCKSKIPPER.COM

Bay Bridge and San Mateo Bridge where San Francisco sailing conditions jumped into the mix," she said. "The fleet split, showing three different strategies. One group hugged the Oakland Airport while

one played with the western shore. The third group showed some big cojones and made love with the San Bruno Shoal."

While we understand that action was strictly PG, there was plenty of competition for the leading role.

"The lead changed hands at least six times," she said. "The race was a testament to the Northern California PHRF system. After 25 miles, the corrected time gap between the first five finishers in both fleets was less than 25 minutes."

Organized by the Sequoia YC's Ron Brown — whose Platu 25 *Black Sheep* served as the starting boat before weighing anchor and joining the fray — the race is already being planned again for next year.

"We'll be adding live music," Smith said. "One day we hope to rival the Jazz Cup and Vallejo Race."

WESTPOINT MARINA REGATTA 4/18

SPINNAKER — 1) **Joyicity**, Davidson 26, Patrick Kohlman; 2) **Head Rush**, Antrim 27, Charlie Watt; 3) **Mirth**, Catalina 34 Mk. II, Rick Gilmore. (9 boats)

NON-SPINNAKER — 1) **Fancy**, Ericson 33, Chips Conlon; 2) **Iowa**, Hunter 38, Rick Dalton; 3) **Northern Light**, Cal 39-2, Jeffery Dunn. (5 boats)

Complete results at: www.sequoiayc.org

'Joyicity' and 'Pursuit' leave the Central Bay behind in the inaugural West Point Marina Regatta.



ERIK SIMONSON/WWW.H2OSHOTS.COM



San Francisco YC's Will Cefali in fast-forward mode at his club's 50-boat Harken Regatta, the final stop for the inaugural 2009 Northern California Winter Optimist Series.

Positive Thinking

The first ever Northern California Optimist Winter Series wrapped up with the San Francisco YC's Harken Regatta April 18-19, and 50 young Optimist sailors showed up to put the series to bed. They were rewarded with breeze in the high teens on day one, and just enough to get two races off on Sunday when the high-pressure system that gave the Bay record-breaking temperatures killed the wind.

"The forecast for the weekend was not looking great for wind with the heat wave arriving," said the club's junior sailing program director and PRO Forrest Gay. "The racing venue was changed from the primary venue in Richardson Bay to the secondary venue at Knox which gave us a chance at better wind."

Fighting the additional current and deeper-water mark sets, the race committee was able to get things started after only a half-hour postponement. The first race started in a puffy 6-12 knots of westerly breeze with almost two knots

of left-to-right cross-course current.

The boats struggled to get around the course, but were rewarded for their persistence in the form of on-the-water pizza delivery from Waypoint Pizza before sailing three more races in breeze gusting to the high-teens.

"The steep chop in the ebb made for conditions right on the edge for many of the youngest sailors, and 12 retired during the afternoon," Gay said. "For most of the fleet it was a great day in fairly big breeze."

With Sunday's forecast not looking promising, racing was postponed an hour onshore before 10 coach boats towed all 50 Optis across Raccoon Strait, before anchoring off Knox to wait for the wind to fill. The wind never filled, so once again the diehard organizers and coaches towed the sailors to a another racing area — Yellow Bluff. Despite a substantial upwind current, the r/c was able to get off two races.

Over the six-race regatta, Dane Wilson of Santa Barbara YC put on a show, finishing 15 points clear of second place Kyle Larsen, sailing for the San Francisco YC and the Peninsula Youth Sailing Foundation. Marin County local Jack Barton from San Francisco YC sailed to third, which was more than good enough for him to claim the 29-race Winter Series, that had previously visited St. Francis and Encinal YC's.

While all that action was going on out on the Bay for the Championship Fleet, the Green Fleet — for the youngest and newest sailors — struggled to get four races off in Belvedere Cove. The 22 Greenies enjoyed a sunny and mostly windless Cove in contrast to the White, Blue and Red fleets out on the Bay, but nonetheless got plenty of instruction from visiting coach Tom Colman, who came in for the weekend from Tennessee to lend a hand.

HARKEN REGATTA 4/18-19 (6r/1t)

OVERALL — 1) Dane Wilson; 2) Kyle Larsen; 3) Jack Barton; 4) Cooper Weitz; 5) Will Cefali; 6)

Kristopher Swanson; 7) Julius Hallstrom; 8) Romain Screve; 9) Lola Bushnell; 10) Jack Toland. (50 boats)

RED FLEET — 1) Dane Wilson; 2) Kyle Larsen; 3) Jack Barton; 4) Lola Bushnell; 5) Esteban Forrer. (16 boats)

BLUE FLEET — 1) Cooper Weitz; 2) Will Cefali; 3) Kristopher Swanson; 4) Julius Hallstrom; 5) Romain Screve. (27 boats)

WHITE FLEET — 1) Frank Dair; 2) Derek Pickel; 3) Cameron Feves; 4) Kaili Campbell; 5) Sam Barton. (6 boats)

NORTHERN CALIFORNIA OPTIMIST WINTER SERIES (29r/2t)

OVERALL — 1) Jack Barton; 2) Kyle Larsen; 3) Kristopher Swanson; 4) Will Cefali; 5) Julius Hallstrom. (21 boats)

Complete results at: www.sfyc.org

Ski/Sail

The Ski/Sail National Championships might not be an ISAF Grade 1 regatta, but there's no doubt the event has a singular flavor. Vanguard 15 sailor Kevin Richards summed up this year's edition, held April 11-12 of the event which includes a day of ski racing and a day of sailboat racing that sandwich a dinner party — complete with another kind of boat race.

"Another good Ski/Sail," Richards commented. "Skiing in T-shirts, floating guacamole, and bacon swizzle sticks in our bloody marys."

The brainchild of Tahoe's Ralph Silverman, Ski/Sail is in its 15th year, and like bacon swizzle sticks in a bloody mary



The sailing day at Ski/Sail was way mellow compared to last year.

and the day-glo yellow downhill suit that's foisted on the "winner" of Saturday night's party, it's not something you'll find just anywhere.

This year the ski racing kicked off the regatta on a mellow slalom course at Alpine Meadows Saturday morning, followed up by the on-the-water action

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which involved 12 Lasers from the Lake Tahoe area and six Vanguard 15s that made the trek from the Bay.

The ski racing is usually dominated by the Laser fleet, most of whom are Tahoe locals and far better ski racers than the weekend warriors from the Bay; this year was no exception. Luckily for the sea-level denizens, the fleets are scored separately in both events.

Rick Raduziner trumped Doug Pierini and Paul Kirkland in the Laser fleet. Leading the Vanguards after the skiing were Chad Gray and secret weapon Adam Eichhorn, followed by this writer and Matt Gregory in second, and Kevin Richards and Greg Stemler in third.

The post-skiing recovery took place in the hot tub, where Vanguard Fleet 53 neophyte Andrew Watters provided perhaps the first-ever floating pot of guacamole . . . enough said.

The party at Tahoe Yacht Club is considered one of the three events in this regatta, always involving "boat races" and other ploys to hurt competing teams' performance the following day. Given that the after party migrated to an '80s heavy metal-band show, it was 'mission accomplished.'

In the highest honor one can achieve at Ski/Sail, Laser sailor Luke Frederick claimed the spandex day-glo yellow ski-racing suit awarded to the winner of the party. With great adulation comes great responsibility, and Fredrick not only completed the winner's obligatory two-laps of the party while wearing the suit, but followed it by making bloody marys — with, you guessed it, bacon swizzle sticks — for everyone the next day.

For better or for worse, the 35-knot puffs of 2008 never materialized for Sunday's sailing. The breeze never filled in, but the race committee squeezed out three races in little more than thermals from the parking lot at Tahoe City's



ERIK SIMONSON/WWW.H2OSHOTS.COM

Just like these two are trimming their Folkboat, we have to balance all the plastic in these pages!

Coast Guard ramp. Andrew Watters and Dani Neri, fresh out of college sailing with superior roll tacks led the Vanguard fleet by half a leg in each race. Second place in the sailing went to Richards and crew Greg Stemler, who generally found that hugging the shoreline allowed them to string the puffs together. Chad Gray and Adam Eichorn finished third. Former Canadian Laser rockstar Nick Pullen owned the Laser fleet, followed by event organizer Caroline McNally in second, and Todd Jackson in third.

Proving once again that consistency

pays, overall honors went to Laser sailor Dan Hauserman who scored fourths in both the sailing and skiing. Pierini took second and McNally third. Gray and Eichorn took home the Vanguard honors, with Richards and Stemler in second, and this writer and Gregory in third.

— Avery Patton

Rites of Spring

Oakland YC's 21st short handed Rites of Spring Race began with sunshine, light, warm wind and 64 boats with number one headsails teed-up the morning of

THE BOX SCORES

We would like to keep a running tab on Beer Can results through the summer — and we need your help. We don't have the time or manpower to chase down results. You have to either post them on a website or send them directly to the race editor at rob@latitude38.com. Our format, lo these many years, is to include the name of the boat, the type and length of boat, and the first and last names of the owner(s). The following are the only results that were posted online for April. Note that many clubs do not begin their summer evening series until this month. 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!

BVBC MONDAY NIGHT MADNESS (4/13)

DIVISION A — 1) **Pilot**, Islander 36, Paul Zingaro; 2) **Crazy Horse**, Ranger 23, Nick Ance; 3) **Kai Manu**, Cal 29, John Jaundzems. (5 boats)

DIVISION D — 1) **Jayhawk**, Coronado 25, Peter McCool; 2) **Hunky Dory**, Cape Dory 27, John Mazza; 3) **Sanity Check**, Coronado 25, Xenon Hermann. (3 boats)

Complete results: www.bayviewboatclub.org

BENICIA YC THURSDAY NIGHTS (4/9)

A FLEET — 1) **Bay Loon**, Grant Harless; 2) **Bluefin**, Noble Griswold; 3) **Enigma**, Radel Lesley. (3 boats)

B FLEET — 1) **Too Tuff**, Tom Hughes; 2) **Stolen Moments**, Deborah Lyons; 3) **Kelika**, Mike Weaver. (3 boats)

C FLEET — 1) **Alte Liebe**, Jerry Martin. (1 boat)

CORSAIR FLEET — 1) **Gaijin**, Pete Adams; 2) **Flash**, Brett Nelson. (2 boats)

Complete results: www.benicia yachtclub.com

CYC FRIDAY NIGHT SERIES (4/17)

J/105 — 1) **Vim**, Garry Gast. (1 boat)



April 18. The forecast was for breeze in the twenties, but not until later in the day, just in time for the downwind work. Wrong. The breeze picked up before the first gun, and it wasn't long before those number ones gave way to blades.

"Because the crews were sailing short handed, spinnaker divisions sailed courses with just one set and douse," said the club's George Gurrola. "We sent the non-spinnaker boats on a two-loop course that gave them an equal opportunity for passing and mistakes, and we gave the multihulls a bonus course this year that included a

screaming, amas-up reach right across the slot."

As it turned out, that may have been a bit much for the multis, as half the starters in their division dropped out at some point during the 12-mile course. From a start at Olympic Circle "E", all the boats beat to Alcatraz or one of the Harding buoys.

"The fog blew in and really made it exciting for those rounding Harding," Gurrola said. "For most, Alcatraz was the next mark. No problem, right? The trouble was, you couldn't see it, and who the hell puts Alcatraz in their GPS?"

This little navigational conundrum begat some creative dead reckoning responses from the fleet.

"I just sailed east until I saw the anchor chain for Alcatraz then followed it to the Island," said Mike Jackson, who along with Murk Vliestra sailed his Columbia 5.5, *Wings*, to a win PHRF>137.

Multihull division-winners Ross Stein and Henry van den Bedem, sailing Stein's Corsair 24 *Origami* had a different read on the situation.

"We could only see the tops of Sutro tower and the Transamerica building," Stein said. "Alcatraz had been removed for cleaning."

From there the fleet sailed to a mark behind Treasure Island before taking a short beat to the finish near Clipper Cove. According to Gurrola, there wasn't a lot of nylon flying at any point.

"With some anemometers registering 30-plus knots in gusts, it's not too surprising that many spinnakers stayed in their bags," he said.

Yet despite the breeze, waves and other assorted problems, overall monohull winner, Dan Alvarez's JS9000 *Jetstream* averaged seven knots and multihull-winner *Origami* averaged a tad over nine over the nominal distance.

As usual when things get so nuclear, there was damage beyond shredded kites; Darren Doud's F-31R, *Roshambo* suffered a blown-out mainsail clew. Gurrola said he figures that the 13 DNF's is probably a record for the race.

"It was San Francisco Bay at its best and worst, with the wind a little too strong, the waves a little too square, the fog a little too thick and the sailing just too exhilarating," he said. "It was just one of those races that you might skip if you knew what was in store, but were very happy you sailed."

RISES OF SPRING 4/18

SPORTBOATS — 1) **Jet Stream**, JS 9000, Dan Alvarez/Mike Tyng; 2) **For Pete's Sake**, Ultimate 24, Peter Cook/Rodrigo Fulzeto; 3) **Vitesse Too**, Hobie 33, Grant Hayes/Bill Schwob. (7 boats)

SPINNAKER (PHRF<135) — 1) **Roxanne**, J/105, Charles James/Panda Love; 2) **Harp**, Catalina 38, Lynda Farrabee/Mike Mannix; 3) **Green Onions**, Express 34, John Tuma/Ric Wee. (4 boats)

SPINNAKER (PHRF>137) — 1) **Wings**, Columbia 5.5 Meter, Mike Jackson/na; 2) **Nice Turn**, Cal 2-29, Richard Johnson/Jim Jessie; 3) **LeLo Too**, Tartan 30, Emile Carles/Allan Ross. (8 boats)

NON-SPINNAKER (PHRF<135) — 1) **Q**, Schumacher 40, Glenn Isaacson/Joss Wilson; 2) **Spirit of Freedom**, J/124, Bill Mohr/Mike Berndt. (5 starters)

NON-SPINNAKER (PHRF 136-154) — 1) **Sea Spirit**, Catalina 34, Laurence Baskin; 2) **Musica**, Catalina 34, Bob Englehart/Bob Bauman; 3) **Keteau**, Beneteau First, Jim Catto/Pete Gibson. (7 boats)

NON-SPINNAKER (PHRF>155) — 1) **Ara-bella**, Alerion Express 28, Harry Allen/Henry Culp; 2) **Scrimshaw**, Alerion Express 28, Michael & Judith Maurier; 3) **Slipaway**, O'Day 27, David Opheim/Michelle Bentzen. (8 boats)

SANTANA 22 — 1) **Carlos**, Jan Grygier/Jerry Thompson; 2) **Tchoupitoulas**, Steven Buckingham/Chris Giovacchini; 3) **Atunamatata**, Bill King/na. (4 boats)

WYLIEMAT 30 — 1) **Uno-129**, Steve Woner/Dave Green; 2) **Life is Good**, Andy Hall/Tom Carlon; 3) **Dazzler**, Tom & Robert Patterson. (4 boats)

ALL-WOMAN CREW — 1) **Bandido**, Merit 25, Deb Fehr/na. (1 boat)

MULTIHULL — 1) **Origami**, Corsair 24, Ross Stein/Henry van den Bedem; 2) **Peregrine Falcon**, F-27, William Gardner/Amy Wells; 3) **Humdinger**, Greene 35, Larry Olsen/Kurt Holmgren. (11 boats)

SINGLEHANDED — 1) **Taz!!**, Express 27, George Lythcott. (3 starters)

SINGLEHANDED NON-SPINNAKER — 1) **Svenska**, Peterson 34, Fred Minning; 2) **Krissy**, Ericsson 35-3, Allen Cooper. (3 starters)
Complete results at: www.oaklandyachtclub.com

SPINNAKER 2 — 1) **Abigail Morgan**, Express 27, Ron Kell; 2) **Low Speed Chase**, Sydney 38, James Bradford/Adam McAfee; 3) **Tiburón**, Santa Cruz 37, Steve Stroub. (4 boats)

SPINNAKER 3 — 1) **Dragonfly**, Rhodes 19, Kevin Cole. (1 boat)

NON-SPINNAKER 1 — 1) **Topgallant**, Tartan 10, Jim Lindsey; 2) **QE3**, Tartan 10, Tom Perot; 2) **Ariadne**, Beneteau 36.7, Tristan Ruhland. (9 boats)

NON-SPINNAKER 3 — 1) **Fjording**, Cal 20, Tina Lundh. (1 boat)

All other divisions DNF.

Complete results: www.cyc.org

IYC ISLAND NIGHTS SERIES (4/17)

DIVISION A — 1) **Galatea**, Aphrodite 101, Ken Viaggi; 2) **Ad Lib**, Aphrodite 101, Neil Dodd; 3) **Jet**

Stream, JS9000, Daniel Alvarez. (6 boats)

DIVISION B — 1) **Bewitched**, Merit 25, Laraine Salmon; 2) **Dire Straits**, J/24, Dawn Chesney; 3) (no name), Merit 25, Scott Wilder. (3 boats)

DIVISION C — 1) **Magic Carpet**, Ranger 23, Ralph Woodward; 2) **Wuvulu**, Islander Bahama 30, John New; 3) **Shadowfax**, Olson 25, Mark Simpson. (4 boats)

DIVISION D (Non-Spinnaker) — 1) **Domnatrix**, Santana 22, Heidi Schmidt; 2) **Blueberry**, Nonsuch 22, John Foster. (2 boats)

Complete Results: www.iyc.org

MPYC WEDNESDAY SUNSET SERIES (4/22)

PHRF A — 1) **Bustin Loose**, Pulford; 2) **Calphurnia**, Duncan. (2 boats)

PHRF B — 1) **Fleeboflam**, Chaffin; 2) **Travieso**, du Preez; 3) **Impetuous**, Blaskovich. (4 boats)

SHIELDS — 1) **October**, Jackson; 2) **Stillwater**, Hobson; 3) **Harriet**, Stratton. (4 boats)

VYC WEDNESDAY NIGHTS (4/22)

A FLEET — 1) **De'Gage'**, Ranger 23, Ruszler; 2) **X-Ta-C**, Olson 29, Sweitzer; 3) **Tutto Bene**, Beneteau 38S5. (5 boats)

B FLEET — 1) **Scarlett**, Tartan 30, McClenaghan; 2) **Pretty Penny**, Custom Mull 30, Sinclair; 3) **Splash**, 'Beneteau', Mullens. (6 boats)

TISC THURSDAY NIGHT SERIES (4/16)

VANGUARD 15 — 1) Philip Laby/Heather Martinelli; 2) Kevin Richards/Becca Bartlett; 3) Ken Turnbull/Rebecca Beard. (20 boats)

LASER — 1) Drake Jensen; 2) James Vernon; 3) Kurt Wessel. (7 boats)

WORLD

With reports this month on a **Tall Ship's Run to Hawaii**, the close-to-home attractions of **Schoonering in Maine**, a Bay Area sailor's quest to find **The Perfect Waterfall**, and miscellaneous **Charter Notes**.

Doing the TransPac The Old-Fashioned Way

According to California-to-Hawaii race aficionados, there hasn't been a square sail seen on the TransPac race course since the inaugural event in 1906. Not until this year, that is.

When the starting gun fires on June 29, a standout within this year's fleet will be the 122-ft square tops'l schooner *Lynx*. Built as an historically accurate replica of an early 1800s privateer, she will race with both professional crew and paying 'sponsors' aboard. If you hurry, you could be one of them. At this writing, there are only one or two spaces left, so act fast if you want to catch a ride on the saltiest sailing craft to do this 2,225-mile, L.A.-to-Honolulu sprint in a century. "We will match the traditional strength of *Lynx* against the technology and speed of 21st century sailing machines," says Director of Operations Jeff Woods.

With her gaff rig, gun ports and triple headsails, *Lynx* will be a bit incongruous with the rest of the fleet, but that's fine. Her operators, the *Lynx* Educational Foundation, hope to create a stir this year, and spark some enthusiasm for a whole division of tall ships in the 2011 event — perhaps including a few mammoth Class A vessels like the U.S. Coast Guard's sail training barque *Eagle*.

The privateer 'Lynx' blasts along with a bone in her teeth. Imagine being aboard her as crew on the TransPac starting line.

Wouldn't that be cool.

Lynx's participation this year is also meant to honor the memory of the great schooner *Lurline*, which won the 1906 race. And *Lynx's* eight professional crew are eager to see if they can beat *Lurline's* time of 12 days, 10 hours.

During the race, the paying crew (sponsors) will participate in all aspects of running the vessel, from standing watches to trimming sails to navigating. They'll also undoubtedly enhance their knowledge of early American history. *Lynx* carries ordnance and flags from the War of 1812 era and is operated using the time-honored techniques of olden days. In a typical year, she travels 7,000 miles along the West Coast and out to Hawaii in her role as a living history museum and classroom, offering a variety of programs to 'students' of all ages.

Woods explains that he's set up various levels of sponsorship, all of which help support the vessel's long-term operations. In addition to crew spots, special daysails can be scheduled for sponsors and up to 40 of their guests, or a sponsor's logo burgee may be flown during the race — not a bad way to get some corporate P.R., as no event photographer will be able to resist snapping a few frames of this classic beauty. Crew berths are also available, by the way, for the return trip from Hawaii to San Diego, beginning August 18.

For more info, see www.privateerlynx.org and www.transpacificyc.org, or give Jeff a call at (866) 446-5969.

Summer Sailing Through Midcoast Maine

If the spread photo of *American Eagle* above looks familiar, it may be because it was published a few years ago in these pages as part of a feature on charter options within U.S. waters.

As we recall, we



chose to run that particular shot because it epitomizes the power and beauty of Maine's 'Windjammer' charter schooners, many of which have been designated as National Historic Landmarks. Most carry between 20 and 30 passengers on 3- to 12-day cruises. The granddaddy of the fleet is the 64-ft *Lewis R. French*, built in 1871, which is the oldest vessel of her type in the U.S.

Last fall, longtime Southern California yacht broker Charlotte Schmidt and her sales staff took a four-day cruise aboard the spectacular 92-ft *American Eagle*. Launched in 1930 at Gloucester, MA, she served as a workhorse in the Gloucester fishing fleet for 53 years before entering charter service.

Charlotte's trip began at Rockport, ME, one of the principal homeports of the Windjammers. "Sunday evening we got settled in our cabins and met with Captain John Foss and his crew members," she writes. "Early Monday morning we woke up to the smell of bacon, coffee and fresh bread that had just finished baking



LYNX EDUCATIONAL FOUNDATION

OF CHARTERING



FRED LeBLANC / MAINE WINDJAMMER ASSOCIATION

Built to last. After decades serving as a fishing schooner, the 92-ft 'American Eagle' is still going strong in the charter biz.

in the schooner's wood-fired oven. Wow! What a way to start a four-day cruise in Penobscot Bay." Delicious home-cooked food became a highlight of the cruise.

This area of what's commonly called Midcoast Maine is as historic as it is beautiful. Peppered with islands, small coves and bays, the Penobscot Bay region is an ideal summer sailing destination that is relatively easy and inexpensive to reach when compared to most other prime chartering venues. A small fleet of modern bareboats is available for charter there, but we're sure Charlotte would agree with us when we say that 'schoonering' is definitely the way to go in these waters.

Aboard all these vintage vessels, passengers are invited — though not required — to lend a hand pulling lines, steering, and standing watch. Even neophyte sailors regard pitching in to be a big part of the fun. While itineraries vary

depending on what special event might be happening in nearby towns and villages, each day of a typical trip includes a sail from one point to another.

An excerpt from Charlotte's log reads, "We set sail in the afternoon and eventually arrived at a new anchorage. Guess what we are going to do later? That's right, we're having a traditional lobster bake on one of the remote islands."

While Charlotte and her friends hiked through the woods, the crew baked lobster by the traditional method: in an open pit covered with seaweed. "We

FRED LeBLANC



gorged ourselves on lobsters, wine, and freshly baked bread. And for dessert we had homemade blueberry and apple pies that were still warm!"

The serenity of sailing this region and learning about its rich history makes it unique among American charter destinations. "We would stay up at night, looking at the stars above while listening to Capt Foss read aloud from his favorite books," Charlotte recalls.

"This was my second trip aboard the *American Eagle* and I'll do it again because of her wonderful captain and crew."

A quick look at the summer calendar reveals a variety of seasonal events where the fleet comes together to race, raft-up, and/or celebrate the summer season.

- *Schooner Gam*, week of June 15 — Like a giant floating tailgate party, this gathering of the fleet features nightly raft-ups at locations throughout the region.

- *Windjammer Days*, week of June 22 — Schooners come from up and down the coast to participate in this grand sail parade through picturesque Boothbay Harbor. Shoreside activities include music and fireworks.

- *Great Schooner Race*, week of June 29 — 2009 marks the 32nd anniversary of this much-anticipated race, which is North America's largest annual gathering of tall ships. More than two dozen vintage and replica vessels are expected to compete in the all-day race, with guests participating in the sail-handling. Nightly raft-ups.

- *Maine Windjammer Parade*, July 17

Maine's sailing season is relatively short, but as you can see here, the sunny summer days are glorious.

— The entire Windjammer fleet participates in an afternoon parade of sail past the mile-long Rockland Breakwater, providing spectators with stunning, close-up views of the fleet. Shoreside festivities afterwards.

- *Music Festival*, week of August 3 — Many of the Windjammers gather midweek for the Sweet Chariot Music Festival on Swans Island, where more than a dozen groups perform traditional music of the sea. On Friday night, the fleet gathers for live shipboard performances ranging from sea chanties to story-telling. Raft-up.

- *Camden Windjammer Weekend*, September 4 & 5 — The fleet gathers in picturesque Camden Harbor for a variety of festivities including a parade of sail, flag-raising ceremonies, live music, dancing and fireworks. Raft-up.

- *WoodenBoat Sail-In*, week of September 14 — Now in its 23rd year, this fall gathering of the fleet takes place in Brooklin, ME, headquarters of *WoodenBoat Magazine* and the WoodenBoat School. There will be live music, tours and a harbor full of historic schooners.

Sound like fun? Most definitely. But whether you book a trip timed with one of these special events or not, it's a safe bet that a Maine schooner cruise will yield many fond memories.

For more info on the *American Eagle*, see www.schooneramericaneagle.com. You can learn about similar vessels at the Maine Windjammer Association site, www.sailmainecoast.com.

— latitude/andy

We still have wonderful memories of our own trip to Desolation Sound (below), a dozen years ago.

In Search of the Perfect Waterfall: BC's Toba Inlet

The Pacific Northwest is one of our favorite cruising grounds, with our most favorite spot being Desolation Sound in British Columbia, Canada. Last May, we chartered a sailing yacht from Desolation Sound Yacht Charters in Comox, BC, and revisited this gorgeous area.

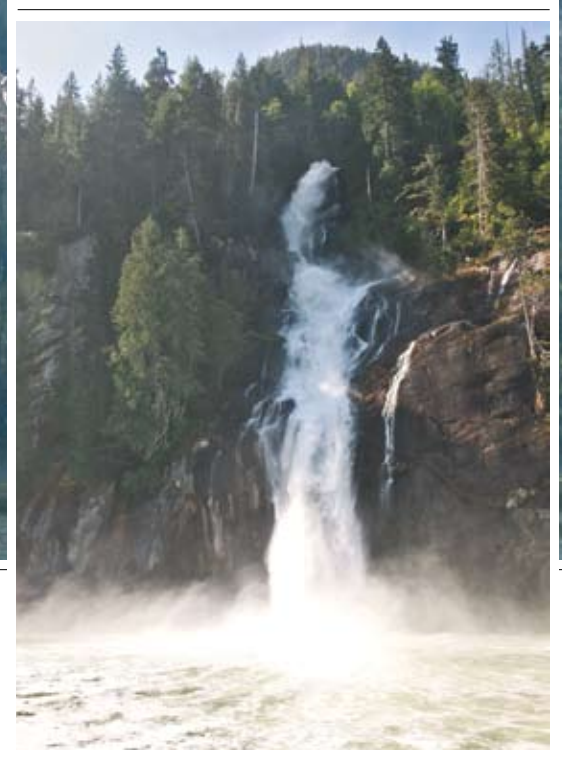
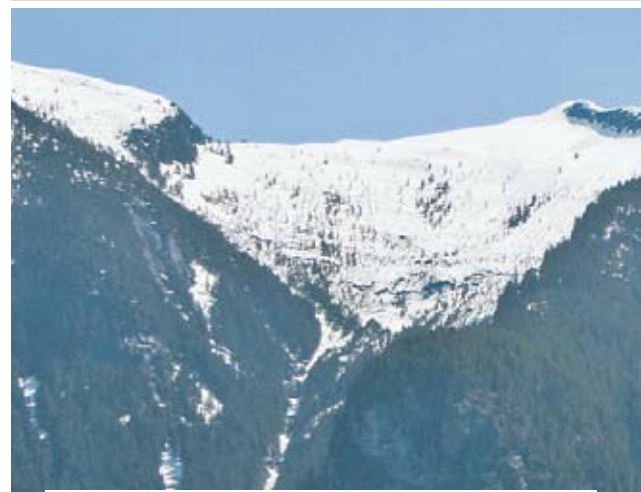
Having been to the Sound a number of times, our destination on this trip was Toba Inlet. We intentionally chose to travel in May, as the days are longer, there are no crowds, the winds are fresh, and the daily temperatures are around 70°-72°. The waterfalls are the most awesome then, and the resorts and businesses, while open and fully stocked, are less harried than during mid-summer. We love the peace and solitude the early season offers and, of course, the lower charter rates and our strong dollar helped too. We'd heard from DSYC that the snow pack had been particularly high last winter, so we figured the waterfalls would be roaring in May — we weren't disappointed.

My husband and I chartered a new three-cabin Jeanneau 42 with two other couples. We all flew from SFO to Comox, BC, via Vancouver. We chose DSYC for its location on the east coast of Vancouver Island, just 22 miles from Desolation Sound. When we arrived we were able to go through the boat's systems, receive an excellent chart briefing, provision at the local grocery store, and

stay on the boat that first night.

We got up early the first day to sail over to the Sound in 15 knots of wind on a perfectly clear, 70° spring day. We decided to anchor that night at Squirrel Cove, where we met only two other boats. It was still light enough for a great barbecue dinner on board.

The next day we were anxious to get up into Toba Inlet, but we also wanted to visit Teakerne Arm on the way to check out the famous Cassel Falls, so we were up and gone early. Teakerne Arm is the site of one of the best swimming spots on the south BC coast. There is a fabulous 90-foot waterfall cascading right out of Cassel Lake down into the bay, and it was blasting that day. We quickly stern-anchored in the bight west of the falls and then rowed into the dinghy dock a few feet away. An easy 3/4-mile trail



LATITUDE / ANDY



ALL PHOTOS: JEAN DODD

Sailing up Toba Inlet, even the most jaded travelers will find themselves 'oing and ahing' at the wildlife and scenery.

leads past the falls to the shore of Cassel Lake and, yes, we tried swimming in May. It was *brisk*, shall we say, but we all went in anyway. That woke us up!

After our swim, we went back to the boat and continued on our adventure to Toba. As we sailed around the corner of West Redonda Island into Pryce Channel, we heard a strange sound in the distance, and after a moment, realized that on the rocks to our right there were about 50 sea lions barking. We veered over to watch them play, fight and loll around in the water. Wow! They were huge and loud.

Finally, we continued sailing up Pryce Channel into Toba Inlet. The 7,000-foot peaks were still snow-capped and absolutely breathtaking. We decided to spend that night at Toba Wilderrest Resort, and tied up along their dock. The anchorages in Toba Inlet are few and far between, with Brem Bay being really the only option and then, only if the weather is good. Docking at Toba Wilderrest Re-

sort allowed us to sleep easy that night and get off the boat for a walk up to the waterfall behind the Resort. We sat on deck and thoroughly enjoyed the stunning mountainous view all around us.

The next day we sailed into Toba Inlet, which extends 20 miles into BC's 7,000-foot-high coastal range. We knew the first waterfall would be on our left. At first this appeared to be a small ribbon of water, but as we got closer it became a roaring torrent. Wow, it was so steep and deep we were able to come right up to the falls, with water practically falling on our deck. We scored it a perfect 10!

We continued along the Inlet and bypassed Brem Bay because we saw a mist cloud in the distance indicating another fall farther along on the right side of the Inlet. This fall was even more spectacular

than the first. As we got closer we realized its true magnitude. It roared down the side of the cliff and split into three sections at the bottom. Breathtaking! We saw about ten more waterfalls as we carried on up the inlet and rated them between 7 to 9.

It was getting late so we headed back out the inlet, wondering where we should spend the night. We decided against staying in Brem Bay because the outflow winds were really high that day and it would have been a very uncomfortable night. Instead, we decided we would go to Walsh Cove in Waddington. This is a small, cozy anchorage at the north end of Waddington Channel, with Indian pictographs on the cliffs behind the bay.

As we sailed back, we were thankful we were so lucky with the weather. It was still crisp and clear and we knew our photos were going to be great.

Suddenly, we spotted three black bears on the beach to our right. We slowly pulled up very close to shore — it's very deep throughout the inlet. A mother black bear and her two large cubs were eating mussels off the rocks at low tide and we could hear them crunching! We were told later that bears eat mussels in the spring to clear out their systems. By then it was getting too late to anchor at Walsh Cove, so we went back to Toba Wilderrest and relaxed. What an awesome day!

The next morning we had a leisurely cruise to Desolation Sound Marine Park via Homfray Channel, which boasts the deepest soundings in coastal North American waters — 2,400 feet! We spent our evening in Laura Cove, our favorite of the three anchorages in the park. We were there by early afternoon and two of our crazy guys decided, since the weather was holding, to play on the rope swing there. The water wasn't as cold as Cassel Lake, but still a bit chilly.

The next morning our luck ran out with the weather. The skies were cloudy, threatening rain. We lazed around and eventually made our way to Lund, where we went out for dinner for a change. The next day we sailed back to Comox.

After one more night on the boat, we flew home with our cameras loaded with 100s of images of waterfalls and beautiful mountain vistas. What an excellent

WORLD OF CHARTERING

week! We can hardly wait to do it again. Next time, if we have a few extra days, we may try to get up Bute Inlet and check out the views from there.

— jean dodd

Jean — Thanks for your enticing report. Having been up Toba Inlet ourselves years ago, we're not surprised at your enthusiasm. We're overdue for a return trip ourselves.

Readers — Mid-summer does bring more boats, but relative to most prime charter venues, it is never what we would call 'crowded'. Another alternative is to sail the Sound and neighboring regions in early fall — right after Labor Day.

— ed.

Charter Notes

Being lifelong travel buffs, we tend to be bullish on traveling in good times and bad. But we hope that fact doesn't dilute our argument that this summer will be the **best time to travel in Europe in 30**



CROATIA TOURISM

Lying near the water's edge, Croatia's Pula Arena — originally a Roman amphitheater — is evidence of the area's rich cultural history.

years. "Huh?" you say. Seriously, think about it. Ever since the heyday of backpacking and Eurailing around Western Europe in the '70s, the place has been overwhelmed by North Americans all summer long. But not this year. Most Americans and Canadians will be staying close their nests, patiently waiting for someone to tell them it's okay to start spending money again.

So, not only will North Americans

be few and far between on 'the continent' this summer, but your European hosts — in **restaurants, hotels and shops — will be grateful to see you.** Add to that the fact that the dollar has finally regained strength against the Euro and air prices have been slashed lately due to the drop in fuel costs.

For sailors, there's more good news. Bareboat companies are hurting, and are thus offering all sorts of incentives and discounts that will disappear when boom times return. With fewer people of all nationalities traveling, there'll be fewer boats in the anchorages of Europe's top cruising grounds: **Greece, Turkey, Italy, Croatia, the Balearic Isles and the South of France.**

A similar argument could be made for heading to the **Eastern Caribbean** this summer. With fewer travelers, popular venues like the BVI, St. Maarten and the Grenadines will have fewer boats in every anchorage. Now, which mattress did we stash our 'rainy day' fund in?

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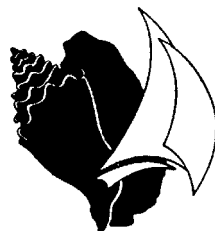
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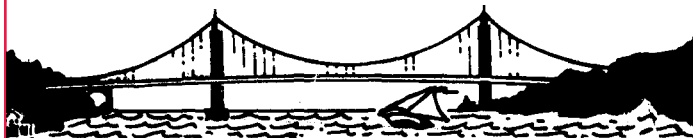
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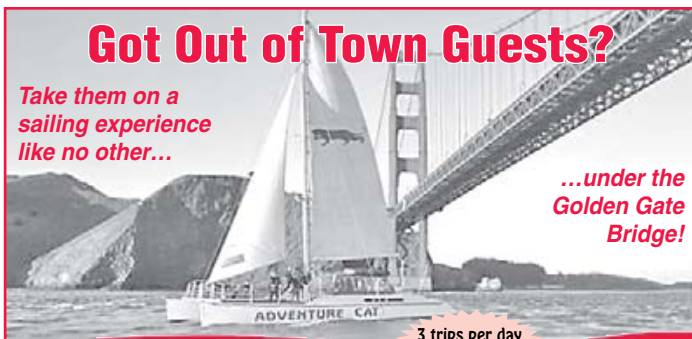
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CHANGES

With reports this month from **Moonduster** on a summer in New Zealand; from Jeff of **Sailors Run** on singlehanding around Cape Horn; from **Talion** on being taken to a prison island in Mexico; from **Hurulu** on crewing across The Pond on another boat; from Thailand on the horrible and senseless murder aboard **Mr. Bean**; from **Moonshadow** on cruising Southeast Asia; and lots of **Cruise Notes**.

Moonduster — S&S 47 Wayne Meretsky Winter In New Zealand (Alameda)

I can't believe a quarter of a year has passed since I arrived in New Zealand. Nor can I believe it's been longer since



Meretsky, best dressed in blue.

I've written. So much has happened that I really don't know where to begin. Among the highlights have been fixing some niggling problems with the boat, finding some great restaurants, meeting a few dozen boatbuilders, racing on Wednesday nights on a carbon-fibre-canting-keel sport boat, racing **Moonduster** in the Bay of Islands Race Week with a pickup crew of 12 and breaking absolutely nothing except the budget, speeding tickets, whales, dolphins, penguins, mussels, scallops, watching the exchange rate move in my favor by 30%, having my boat in the Auckland Viaduct for the three weeks of the Louis Vuitton Pacific Series — perhaps the biggest event in sailing this year — and best of all, meeting a truly amazing woman.

Life up north in Opua and the Bay of Islands was beautiful, slow and relaxing. Unfortunately, it was also fraught with the anxieties of the international cruising community who choose to simply mill about for three months waiting for the tropical storm season to pass so that they could continue their journey through the pages of Jimmy Cornell's

New Zealand's Bay of Islands. It's a beautiful racing venue, but tricky if you're not familiar with the currents and locations of rocks.

World Cruising Routes, the how-to guide for the uninspired circumnavigating cruiser.

I stayed quite a bit longer than I'd wanted, waiting for a small masthead jib halyard sheave to be ordered, sent back, manufactured from scratch, lost, delayed at the anodizer, delayed with the courier, and delivered during three days of howling wind and torrential downpours before finally being installed. By the time it arrived, my plans to cruise the Bay of Islands had to be severely curtailed in order to get the boat ready for Race Week.

Race Week was a blast. We did fairly well, especially when one considers that a dozen people who had never set foot on the boat had to get things figured out with no practice days at all. I took a literal ton of stuff off the boat, dug out the racing sails, ordered crew shirts — hey, we won Best Dressed — and arranged box lunches. We finished mid-fleet, having pretty good boatspeed considering the top wind speed was only about 10 knots. Our big problem was local knowledge, or lack thereof, and, thus, not knowing where the current was or how close to the beach we could sail as we wound our way through the islands. However, big fun was had by me and, I believe, everyone involved.

With Race Week over, I moved south to Auckland for the Louis Vuitton Pacific Series. On a complete lark, I called the harbor master at the Viaduct, the centrally located facility built for the 2000 edition of the America's Cup, and got a really great side-tie for only \$36 NZ a day, or less than \$20 U.S. The Viaduct is an amazing place, right in the heart of Auckland and just a three-minute walk to the LVPS Pavilion where many

of the world's best sailors were milling about for 15 days of match racing in IACC boats. The local boys won the LVPS, defeating the Swiss 3-1 in the best-of-five finals on Valentine's Day.

With the series over, the Viaduct has emptied out, and it's time to see

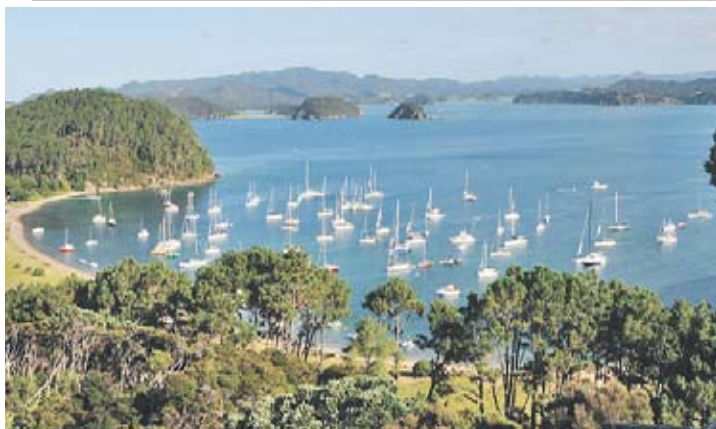


more of New Zealand. Within the next two days, weather depending, I'll go back north to Opua to collect some cruising gear and then head even farther north, around the northern tip of the North Island, and then 400 miles south to Nelson, which is located on the northwest tip of the South Island. Nelson is the Santa Barbara of New Zealand — great pinot noir, rich farm land, a thriving art community — and all far enough off the beaten path so as to not get overrun by tourists or even Kiwis.

— wayne 03/05/09

Sailors Run — Baba 40 Ketch Jeff Heartjoy Singlehanding Around The Horn (Longbranch, WA)

After many years of cruising around the Pacific and doing two Ha-Ha's with my wife Debbie aboard our 1980 Bob Perry-designed Baba 40 ketch, I decided that I wanted to do a nonstop single-handed passage from Callao, Peru, to Buenos Aires, Argentina — which, of



IN LATITUDES



SAILORS RUN

Spread; Jeff found the cold even harder to deal with than the wind and seas. Inset; This photo of a wave gives no idea of its size or power.

course, would involve rounding Cape Horn. I did this passage of a lifetime between December 11 and January 25, taking 45 days and 10 hours to cover 5,629 miles. That's an average of 123 miles a day.

The sailing conditions the first 2,500 miles were the best, sailing close hauled on a course that kept me 800 miles off the west coast of South America. After 12 days, I reached 90 degrees W, where I attempted to change my course from southwest to a southerly one along 90 degrees longitude.

After three weeks at 45 degrees south, everything began to change. It became much cooler and the humidity was almost 100%. The seas were a minimum of 15 feet, increasing with each new front to about 25 feet. And my estimates of the size of the waves are probably conservative. The typical sailing conditions went from one day of fine sailing, to one day of

rough sailing, to one day of survival-type sailing where I just tried to keep the boat speed below 6 knots to avoid broaching while charging down the face of steep waves.

After 3,000 miles I arrived at Cape Horn in relatively calm conditions that lasted about four hours. This allowed me to sail within about 10 miles of *Cabo de Horno*.

The next 500 miles out to the Falkland Islands were good, with wind on the beam

and much reduced seas because I was in the lee of the South American continent. But the last 1,000 miles to Argentina featured some of the hardest miles, as I was facing headwinds with the same low pressure systems hitting me every three days. Once again, the wind, as measured on deck ranged from 20 to 50 knots. Thirty knots was the average windspeed.

Because of all this, it took me 1,500 miles to cover the 1,000-mile straight line distance. The seas were smaller, however, seldom exceeding 22 feet. Nonetheless, they were steep, and the pounding was horrific.

It was during a 50-knot gust while I was hove to that I took what was the closest thing to a knockdown. Stuff belowdecks came loose like never before. Some of the oil deep in the bilge found its way up to the turn of the bilge, creating quite a mess.

The final hurdle was the 200-mile sail up the Rio de la Plata to Buenos Aires. This was a very long distance to have to dodge heavy ship traffic, follow channel buoys, and avoid numerous shipwrecks. It was complicated by the fact that the diesel had seized up, so I had to dodge ships while under sail.

The collateral damage from the passage is as follows:

1) The Perkins 401 diesel seized up. The cause was oil draining out of a cracked dipstick tube while under extreme angles of heel for long periods of time in rough seas.

2) The Monitor windvane's main vertical support tube broke off after being slammed by a huge breaking wave.

3) Wind generator blades were broken after the mizzen halyard blew into them.

4) The 110% genoa was torn in the area of the clew while rolled in 85%. It was the result of flogging while gybing in 50 knots of wind.

5) The Boom Brake line parted during a gybe in heavy winds. Fortunately, it

Above; Remarkably, Jeff found energy left to fish. Below; Pointing at 'old Cape Stiff' from about 10 miles away. Then it got rough.



SAILORS RUN

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had already absorbed the energy of the gybe.

6) The depthsounder failed upon reaching the shallows of the Rio de la Plata. The failure was caused by water — from waves breaking into the cockpit — being forced into the instrument.



My greatest fear during the voyage was personal injury that might have incapacitated me. My injuries were as follows:

1) A minor gash to the head while being tossed around belowdecks.

2) A smashed finger, the result of getting it caught between the main traveller and the stop for the main traveller.

3) A fractured hand when I took a tumble on deck into the Sampson post in rough seas in the Rio de la Plata. Fortunately, this happened on the last day of my adventure.

This singlehanded trip around Cape Horn has been the greatest challenge of my life. It tested me to my limits — and at times, beyond my limits. The highest winds I saw were about 50 knots, the biggest seas about 40 feet. The hardest thing to deal with were the cold and damp conditions south of 40 degrees latitude. I had a good diesel heater, but it wasn't safe to operate in those extreme conditions. A vented propane heater might have worked. I burned 40 gallons of diesel during the trip.

The most amazing thing? According to my trip odometer, the highest recorded speed, averaged over a period of five seconds, was 28 knots! I just don't know how this could have happened other

Above; Debbie and Jeff reunited in Buenos Aires. Below; Either Jeff lost a couple of fingers, or he's giving 'the bird' to Mr. Perkins.

than ripping down the face of one of the huge waves.

My loving wife Debbie — who supported me from land and who rejoined me here in Buenos Aires — and I both hope solo passages are behind me for a long time to come. It took me more than a week to recover from the weariness I felt upon arrival, but I've since healed and mustered the energy to replace the diesel and get *Sailors Run* back into shape for future adventures.

Would I do it again? "Hell no!" is my resounding answer. Once was enough. Furthermore, I believe that I was lucky to have had it as good as I did.

— jeff 05/24/09

Jeff — Congratulations on a tremendous personal achievement! Having now done it, we can only imagine the appreciation you must now have for the likes of Francis Joyon, who singlehanded around the entire world, including rounding Cape Horn, in just 57 days aboard his maxi trimaran IDEC.

Talion — Gulfstar 50 Pasty Verhoeven Getting Taken To A Prison Island (La Paz / Portland)

About 80 miles NNW of Punta Mita on the rhumbline between Banderas Bay and La Paz is a group of four islands that are collectively about 50 miles long and five miles wide. Why four islands are called the Tres Marias is a mystery to me. What is well known is that there is a prison on one of these islands, and the sailing directions and cruising guides warn all vessels to stay clear of them. If you don't, the guides say you'll be subject to interception and detention.

I've hated detention ever since grade school, so we've always passed to the south side of the islands. We've never seen any sign of life ashore, but the sea life in the area — probably because even commercial fishing boats are prohibited — seems abundant. Since nobody seems to know how far off the islands you're supposed to stay, or even which one is home to the prison, and since we've never been inclined to follow the rules, we've gotten closer and closer every time we've passed by. And we've still never seen anyone. That is until the end of March, when we left Banderas



Bay after the Banderas Bay Regatta, and headed to La Paz for Sea of Cortez Sailing Week.

My crew consisted of me, Allison Cary, and her 20-year-old daughter Mercedes. Yes, we were an all-women crew. Anyway, the wind took us north of the islands, so as we closed on them, we plotted a course that would take us three miles off the north side of the islands. When I came on watch just after midnight, Allison had us on a course five miles to the north of the islands. We could see lights on one of them.

Ten minutes after Allison went below, a white light approached the port side of *Talion*. Not wanting any trouble, I smiled at it and waved in an attempt to be friendly. As the light got closer, I could see that it was coming from a panga with about eight men aboard. Three of the men were dressed in camo with big black boots, and they carried automatic weapons.

Before long, the panga was so close



IN LATITUDES



BOTH PHOTOS LATITUDE/NICK

Just prior to being taken into custody, Verhoven, 'Talion' and her Portland crew had taken honors in the Banderas Bay Regatta.

that she was slamming into the slide of *Talion*. I wasn't very happy about that. The men started screaming in Spanish, and the ones holding the automatic weapons looked to be about 17 years old and their eyes seemed to twitch. Given the narco violence in certain non-tourist areas of Mexico, members of the Mexican police and armed forces have reason to be twitchy. Since I only know enough Spanish to order a taco and find a bathroom, I called out for Allison. She didn't have much success communicating with them, so she yelled for Mercedes, who grew up in La Paz living aboard the boat *Free Run*. She knows her Spanish.

After a few minutes, two men, one of them with a gun, jumped onto *Talion*. Things seemed to be getting worse! One guy crouched down near Mercedes and started talking to her. After short time, Mercedes reported that we'd passed too

close to the prison island for their liking. They wanted us to turn around and follow them to the island for an inspection. At the time, we were motoring away from the islands as quickly as *Talion* could go. "Tell them we apologize, we'll leave right away, and we won't do it again," I told her. I suggested they could inspect the boat right where we were.

Alas, the man told Mercedes that the guy who needed to do the inspection was on the island. Deciding that the men were just following orders and couldn't free us, we felt our only choice was to go to the island. So we turned *Talion* around.

The island did not have the best yacht facilities. In fact, we were instructed to tie to a massive ship dock, with truck tires

for fenders that were larger than *Talion*. After I said, "No way!", they offered a crumbling concrete pier with rebar sticking out as an alternative. Right. Finally, they agreed that we could anchor. Naturally, the first time we tried to set the anchor, we dragged. We held on the second attempt, but as we were setting it good, the panga came along our starboard side, slammed into *Talion*, and a bunch of men screaming in Spanish jumped aboard. Letting go of the wheel, I stood up on the cockpit seat and screamed at them to back off. They might not have understood my words, but they picked up on my mood. They let us finish anchoring, at which time we opened the lifeline gate and motioned for them to come aboard.

So there we were, three beautiful women having been taken to not just a prison, but a prison on an island in Mexico. It seemed like the beginning of a plot for a movie a lot of guys might enjoy watching. In any event, we were told that the Director could not inspect our boat until morning. Until that time, we would not be allowed to remain on the boat. Let's see, they wanted us three women to leave the safety of our boat to spend the rest of the night at a Mexican penal colony. No way! We argued. We pleaded. We begged. "Señor, por favor, deja al compromiso, por favor."

They told Mercedes that if we did not cooperate, they had the right to confiscate *Talion*. "Okay then, give us a minute to pack. Martha Stewart wasn't around, so we had no idea what to pack to spend a night in a Mexican prison. Let's see, jammies, change of clothes, toothbrush, jewelry and cash. What about the flare gun? Hair-dryer? Sheets, for god's sake. Would we need our own food. Let's see,

Once she hones her new 'hot mama' persona, Patsy figures she'll be able to talk Mexican prison guards out of any sticky situation.



LATITUDE/NICK

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camera, boat papers, computers, cell phone . . . should we set off the EPIRB while we're at it? We were tossing suitcases, duffel bags, backpacks, groceries, and anything else we could think of in the cockpit. The pile was huge. It was 3 a.m. before we decided that we had all the necessities, so we went up into the cockpit.

As we got topsides, the men looked at the pile, waved their arms, and said something to Mercedes. Apparently the big pile had changed their minds. They'd decided we could stay on the boat! Before they left, they did a short inspection, took down some information and kept our passports.

We were awakened the next morning at 8 a.m. Seeming to be in a big hurry, they gave us our passport and said we needed to leave right away because another boat was coming. As we left, we took the opportunity to pass as close as possible to the remaining island. We saw whales breaching, schools of dolphins, birds, and the beautiful topography of these remote islands. There has been talk of making the islands a maritime park or even a resort with casinos. We hope they leave it the way it is.

Before we left, we were told that all vessels are required to stay at least 12 miles from the Tres Marias — but that it's possible to obtain a permit to visit the islands and the little village near the prison.

— patsy 04/15/09

Hurulu — Islander 36 Nathan and Naomi Beckord Another Boat Across The Puddle (Sausalito)

After doing last November's Ha-Ha aboard our boat, we spent an excellent couple of months cruising the Sea of Nathan didn't actually hitch a ride to the Marquesas, but he and his wife Naomi did sail there on a different boat.

Cortez and Mexico's Gold Coast, making it as far south as Zihuatanejo. The highlights included Isla San Francisco, Tenacatita and Chacala, and the fact that the exchange rate went from 10 pesos to the dollar to nearly 16 to the dollar — making Mexico extremely affordable.

By mid-February we were back in La Cruz Marina on Banderas Bay, berthed next to multi-Puddle Jump veteran Bob Bechler and his wife Caryl on their Gulfstar 41 *Sisiutl*. Without intending to, we found ourselves getting seriously swept up in all the Puddle Jump excitement, what with all the seminars, slide shows, and rooftop sunset happy hours. However, we had only budgeted for a seven-month 'sailing sabbatical' and had never planned to make the Jump. Further, we didn't want to deal with getting our Islander back home from French Polynesia.

Fate stepped in and provided a solution to our new desire to sail to the South Pacific. One afternoon I helped Mike and Veronika, new arrivals, dock their Jeanneau 46 *Apple*. During a dinner of street tacos, we were invited to do the Puddle Jump with them! Almost before we knew it, on March 10, we set sail for the Marquesas.

The first few days were a little rough, as we had choppy seas and we were all still getting our sea legs. We were also working out the kinks in our watch schedule, and trying to keep the autopilot, SSB, radar, and fridge all powered up without running the diesel too often. By the 10th night, we were in the groove, and spent day after day flying the spinnaker in 8-12 knots of wind, trying to catch *Bravado*, the fleet leader. Other boats in this first wave of Puddle Jumpers included *Love Song*, *Carinthia*, *Avatar*, *Milonga*, and *Hypnautical*. Our radio check-ins were always fun because Roger on *Hypnautical* brought a DJ-like presence to the net.

By Day 13, at 3°N and 128W, the wind suddenly shifted to come from the southeast. For the next two days we flew along at 8.5 knots. Could we have already made it across the Inter-Tropical Convergence Zone? Alas, we were not, as just south of the equator — where we all became shellbacks — the puffs died out and we were effectively be-



calmed in 1 to 3 knots of wind. For three days and nights the sails flogged.

Finally the calm broke, at which time we started to have some of our fastest runs yet toward the Marquesas. We finally arrived at Hiva Oa on the morning of March 31, having taken about 21 days to cross. After all that time, the smell of land — a mixture of bougainvillea, citrus and earth — was wonderful. *Lovesong* and *Bravado* were already in the anchorage, and *Carinthia* and *Hypnautical* sailed in that afternoon. That night, a vibrant and boisterous party took place on *Carinthia*. By midnight, the big Lagoon 440 catamaran was awash with empty rum bottles, all the captains, and crew, which included at least eight kids and five dogs.

After exploring Hiva Oa a bit, Naomi and I hopped a plane to Papeete, and as we write this are waiting for our friends Roger and Tobe of the Redondo Beach-based Catalina 440 *La Palapa* to make it across. They recently took off as part of the second wave of Puddle Jumpers. Once they arrive, we'll join them for a couple weeks of cruising the Marquesas. Then we'll fly back to our boat on



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INTERLUDE



ALL PHOTOS HURULU

Sometimes travelers end up in places they never intended to go. Clockwise from upper left: Nathan and Naomi aboard 'Apple'; a pasture with a view; Naomi and Veronica ride the bow; a typical Marquesan anchorage; a receding tide reveals a black sand beach.

Banderas Bay to wrap up our cruising season.

Overall it was a fun crossing — much easier than I had expected — and was a nice way to break up the cruise on our boat. I just wish there was a way to bring Mexican prices — and street tacos — to Polynesia.

— nathan 04/09/09

Mr. Bean — 44-ft Sloop Malcolm and Linda Robertson Murder In the Land Of Smiles (Hastings, England)

Attacks on cruisers are fortunately very rare, but if it seems like more cruisers have been attacked or murdered lately, it's true. The most recent incident was the attack on the 44-ft British sloop *Mr. Bean* in southern Thailand waters on the night of March 34, which resulted in the death of Malcolm Robertson, 64. How and why it happened is absolutely pathetic on several levels.

Robertson and his wife Linda, 57, had owned a number of coffee shops

in East Hastings, England. It had been Malcolm's lifelong dream to retire at age 50 and cruise the world. The couple had started with their dream in '98, and had made it about three-quarters of the way around the world before spending the last three years based out of Langkawi, Malaysia. They planned to sail back home later in the year and, in fact, had put out feelers for other boats to join them in a convoy for the dangerous approach to the Red Sea.

Prior to the tragic incident, the Robertsons had been making their way from Phuket to Langkawi. They stopped to spend the afternoon and evening on a mooring at Tarutao National Park off Butang Island. Unfortunately, it was off this very island where three teenage ethnic Burmese — Eksian 'Ek' Warapon, 19, Aow, 18, and Ko, 17 — had been working until three days before on a Thai fishing boat. After committing the murder

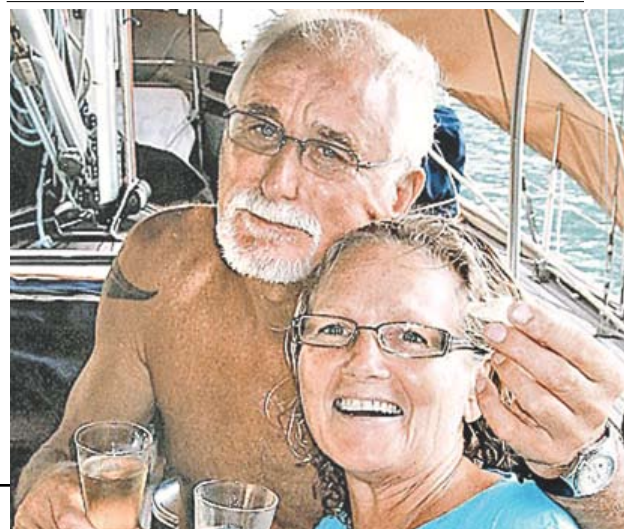
and being captured, Ek explained to several journalists, including Andrew Drummond, how — at least superficially — the tragedy came about.

Ek, who had been born in Phuket to Burmese parents, said that both his parents had been killed in a car crash when he was 14, so he, like the other two, who are Burmese immigrants, were working on a Thai fishing boat to survive. Burmese immigrants, many of whom have tried to flee the pogroms of the military junta in Myanmar — formerly Burma — are generally hated by the Thais. Indeed, human rights groups have accused the Thais of treating them terribly, often sending them away to die.

In any event, Aow and Ko said they had been in an immigration detention center when a Thai policeman sold them, for \$150 each, to an employment agent. They were put to work on *Chai 6*, a Thai fishing trawler based out of Phuket, along with Ek. Ko claimed that he'd been working on the ship for eight months with little food and no pay, during which time he'd not been allowed to go to shore. As horrible as minors being treated as all but slaves sounds, it's not uncommon in that or other parts of the world.

Having been on the *Chai 6* for months with little food or pay and made to work extremely hard, the Burmese trio noticed a light on at the ranger's office at Tarutao Park, not far from where the fishing trawler was anchored for the night. Dressed in nothing but shorts, the three swam ashore in search of food and freedom. At this time *Mr. Bean* was still on her way from Phuket, nowhere in the vicinity.

The boys made it to the ranger's office, but unfortunately discovered that **Malcolm Robertson, the victim of a senseless murder in Thailand, with his wife Linda aboard their 44-ft sloop 'Mr. Bean'.**



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not only was nobody there, there wasn't any food either. Having been marooned on the island for two days without food, by the time the third day rolled around, they thought they were going to die. It was on that day that Malcolm and Linda showed up with *Mr. Bean* and took a mooring. Desperate, Ek said the three young men decided they would wait until dark, then swim out to the yacht and steal some food and the dinghy.

Why in the hell they didn't just swim out to the boat during the day and beg for food is not clear at all. Or just swim out and beg the Robertsons to call authorities to take them off the island. But for whatever reason they didn't, and it would cost Malcolm his life.

"At midnight," Ek said, "we swam to the yacht and climbed aboard. At first we looked for food on deck, but there was none. Then I found a hammer and decided to go downstairs to look for food. When I got below, I found a flashlight. Then I opened one door and saw a woman sleeping. I quietly shut it before she woke up. Looking around again, I found a knife that I could use to cut the line to the dinghy.

"Then I heard a cough from up front, and figured that the wife must have been sleeping in one room and the man in the other. Initially the man just turned over and didn't wake up. So I crouched down and started looking for food again. But the man turned over again, and quickly sat upright. Our eyes met. He came towards me shouting. I struck him twice with the hammer, knocking him semi-conscious. He fell down, and

The hammer and knife used to kill Malcolm Robertson, along with some stolen items including binocs, cash, and a computer.



I went straight for the ladder. The lady must have heard, because as I was going up the companionway, she came out and screamed. Showing her the knife, I shouted 'Stop!' in English. She stopped, and after making her go back in her room I tied her up."

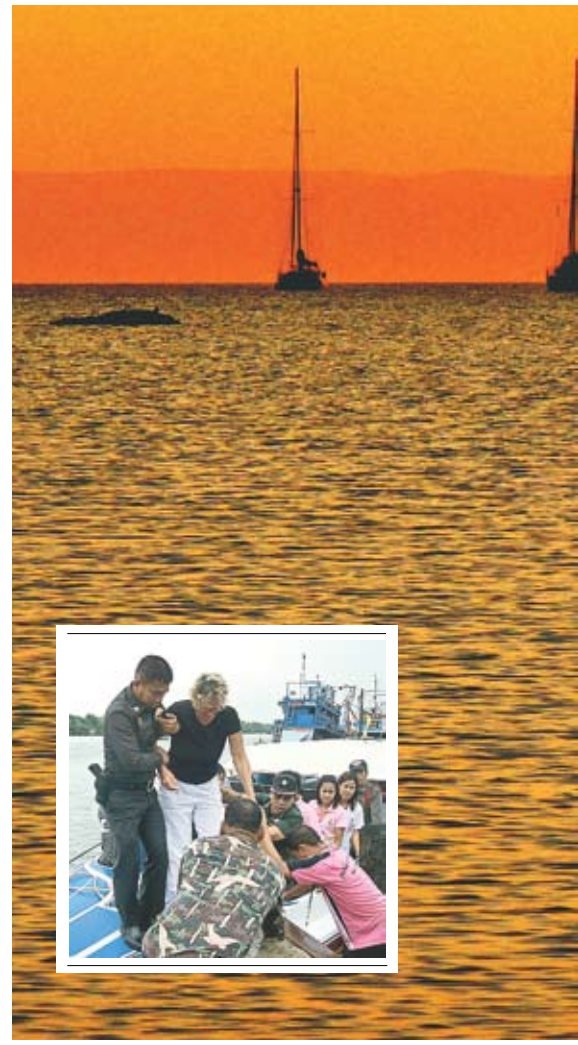
"I shouted for Ko to check to see if the man was dead. Ko said that he was not dead. I told the boy to watch the lady, then went to see the man myself. As I went in that room, he stumbled into me, sort of head-butting me. I was shocked and scared, so I hit him with the hammer three or four more times. The final blow cracked his skull, and he collapsed to the floor. Police claim that I slit his throat, too, but I just used the hammer.

"After that, we got the lady to start the boat. Then we sent her back to the room and tied her up again. We drove the boat for what seemed like only a couple of minutes before we put the engine in idle. I went down below with Aow, and we pulled the man's body up on deck, then threw him overboard. We did it because there was blood all over the boat and people would get suspicious.

"I don't know why or how I could have done it," said Ek, who readily confessed that he alone was responsible for the murder. "From then on we ate everything we could find, and decided to motor far away. After about nine hours, we got near a port, which we found out was Satun. Deciding to leave the boat, we left the woman tied up naked in her cabin, but loosened the ropes a little because she complained of the pain. Then we got into the dinghy to motor away. But it broke down about 30 yards away."

Once the trio had left, Linda Robertson managed to untie herself. Knowing the 2-hp outboard was notoriously unreliable and that only her now-dead husband could get it to run, she rushed ondeck to weigh *Mr. Bean's* anchor. The young men were already trying to paddle back to the boat, but fortunately they had only let out about 30 feet of chain. Robertson was able to get the hook up quickly and motored away.

She then motored over to some fishing boats tied up not too far away. Her yelling and gesticulations initially frightened the fishermen, so she ultimately had to jump from her boat to theirs to make them understand. They quickly called the police, who responded immediately and in force. The three young men, who had made it to

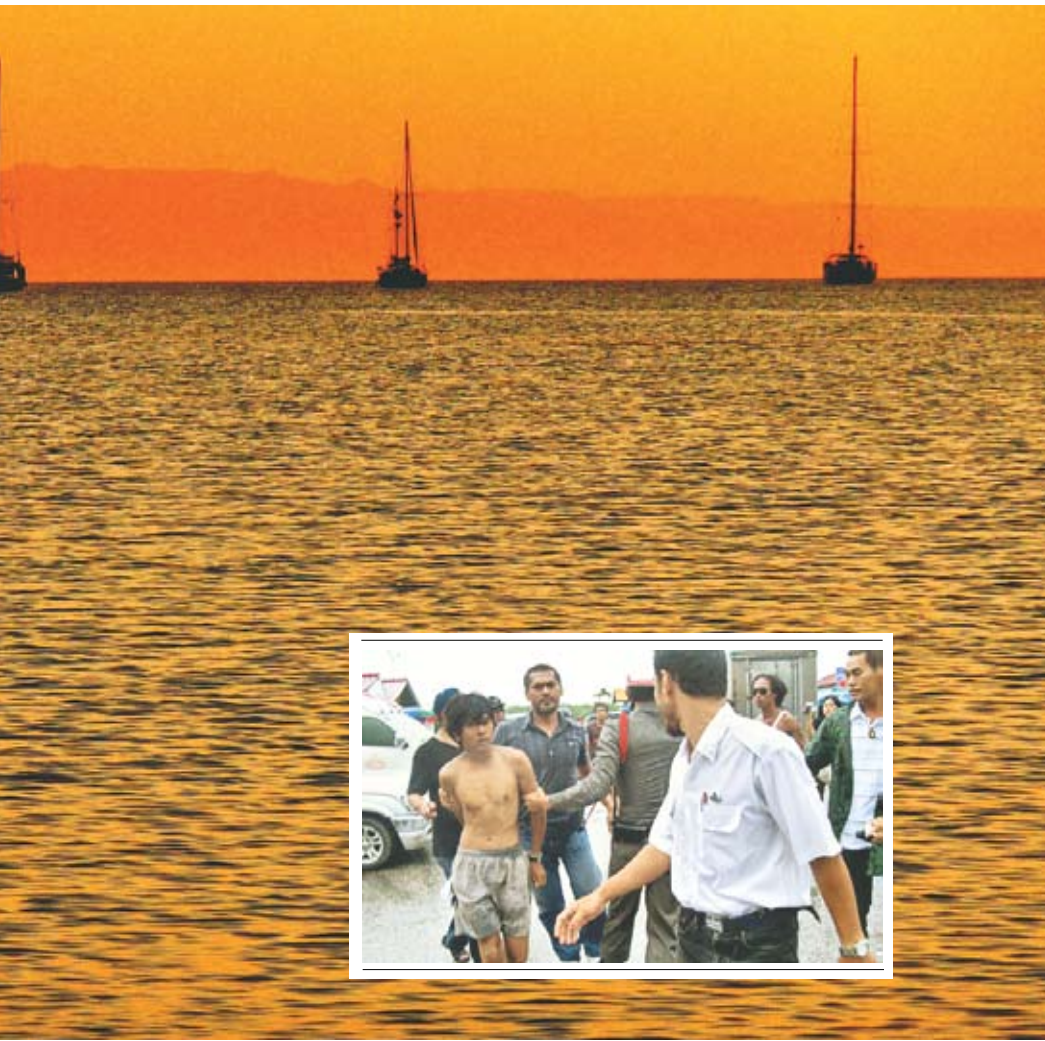


shore, were quickly picked up. Once the local Thais learned what was going on, a mob formed and tried to beat them. As mentioned before, there is a lot of bad blood between Thais and immigrants from Myanmar, made worse by the terrible refugee situation.

Ek made no bones about who was responsible for the senseless murder. "I did it, and I did it alone," he said. "First I knocked the *farang* [foreigner] down with a hammer. Then when I learned he was still alive, I hit him several times until I heard his skull crack."

In a truly unmoving coda, Ek said, "Please tell the lady that I'm sorry. I know I do not deserve to live. If I ever get out of jail, I'm going to lead a good and proper life." Wonderful.

Robertson wasn't moved by Ek's confession. "It's easy to confess to a crime when you've been caught red-handed. The youngest of the three was the only person who showed any remorse. He brought me food and drink, and stroked my feet which were in agony because



Spread; The nearly blood red sea. Inset left. The widowed Linda Robertson being helped by Thai authorities. She got tremendous support from the officials and citizens in Thailand, and blames neither for what happened. Inset right; Ek, the confessed murderer being led away by police.

they were so tightly bound. I was trussed up naked like a chicken. It was humiliating. After killing my husband, these people had a picnic aboard our boat. I could hear them laughing and joking as if they didn't have a care in the world."

Ironically, Robertson says she doesn't want any of the three to be put to death for their crimes. Ek, on the other hand, says he deserves to die. We're siding with him on this one.

"Malcolm was unique," said Linda. "He was a wonderful, caring man. He wasn't perfect by any stretch of the imagination, but we all loved him. He was a warm, kind person with a loving heart — and a bit of a temper."

When one's boat is boarded or one is being attacked, there is always a difficult strategic decision to be made — do you fight back or do you try to comply enough with the attacker's wishes so they let you live? Speaking of her deceased husband,

Robertson said, "He was not the sort of man who would just sit back and let something happen. I really wish he'd been that way. The fact that he tried to get them off the boat was a mistake."

With all respect to the grieving Mrs. Robertson, they might well have killed Malcolm anyway. Desperate people do desperate things.

The attack shocked yachties in the southern Thailand and Malaysia region. For despite their being in the Malacca Strait, which has a long history of piracy, there hasn't been a yacht attacked in the area in recent memory. Almost all yachties there usually feel safe.

Curiously, Tarutao National Park, about 15 miles off the coast of mainland Malaysia, and about 15 miles north of Langkawi,

was an area notorious for pirates during World War II. There were two prisons on the island, and the guards and the prisoners joined forces to go into the piracy business. The well-known Thai novel *The Pirates of Turatao* is based on this era. British troops eventually stopped the piracy.

"I'm trying to close my mind to the bad memories and relive my fond ones with Malcolm," said Robertson. "Malcolm was a great kidder. He had everyone convinced that Rowan Atkinson — the actor who played Mr. Bean, the very popular comedic film character in England — sent him a sizeable cheque every year for using the name Mr Bean. Of course it was tosh, but he earned a few drinks out of that one."

— *latitude 38 (based on information from multiple news sources)*

Moonshadow — Deerfoot 63

George Backhus

Looking Back At SE Asia

(Sausalito / Auckland, New Zealand)

Shortly after we arrived in Croatia last fall, we put *Moonshadow* in mothballs, so we haven't done much cruising here yet. But we plan to spend at least two months cruising the Dalmation coast this summer.

You asked for my impression of cruising in Southeast Asia, and I have to say that it was one of the highlights of my 16 years of cruising. I didn't think I would be all that interested, but I have to say that between the beauty of the area, the fascinating cultures, the wonderful people, and great food, we totally enjoyed it. We still look back on those years fondly and miss the places where we hung out.

It's been a few years since we were in Southeast Asia, but that said, I believe it has to be about the least expensive

Lord Byron called Dubrovnik 'The Pearl of the Adriatic'. With so much competition, that was quite a compliment.



MOONSHADOW

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place to cruise these days. I don't know what Mexico is like, but when I left P.V. — many years ago — I was paying about \$800 for a 62-ft slip. When we were in a full service marina — with wifi and all the usual amenities — a few years ago, we paid \$300. I'm sure the prices have gone up since then.

We got to Southeast Asia by joining the Darwin to Kupang, Indonesia, rally. While Indonesia was beautiful and interesting, it was very hard work to cruise there. The officials are difficult to work with and corrupt, the people are poor and hassle tourists endlessly, and provisioning — even if not expensive — was a real mission.

Our next stop was the big city-state of Singapore. The prices for berths were high, but Singapore has a lot to offer the city slicker. We spent a lot of nights on the town. The good restaurants there are probably on par with the States for price, but the adult bevies were very expensive. Singapore heavily taxes sinful things such as booze, gas, tobacco and so forth. That said, a lot of bars did 2-for-1 happy hours, and we enjoyed many delicious meals at the 'hawkers' stands' all over the city. And it was only \$3 to \$5 for a main dish. The variety of food was tremendous, and this being Singapore, the hygiene was second to none.

We then headed up the Strait of Malacca to Malaysia, where life was much less intense and way less expensive. The people were great and the prices are very reasonable. We hauled in Penang for half of the quote we got for hauling in Phuket, Thailand, and were pleased with the work. Penang is an epicurean heaven, with Thai, Malay, Indian and many other cuisines all within a short walk of the marina. Marinas in Malaysia were very reasonable — if a bit rough

Backhus sees Langkawi, just a few miles from where Malcolm Robertson was murdered, as *Moonshadow's* final destination.

around the edges. But hey, it was part of the ambience.

We left *Moonshadow* at Langkawi, Malaysia, on numerous occasions in order to take land trips to China, Vietnam and Cambodia. I paid a minder about \$70 a month to check in on the boat and wash her weekly. We took an Intrepid Journeys tour in China because of the language issue. We spent a month in Vietnam, planning our own trip as we went, traveling by bus, train and plane from top to bottom. It was fantastic! We found clean and comfortable hotels for \$15 to \$20 a night with A/C, wi-fi and breakfast. Food in Vietnam and Cambodia is very reasonable if you eat like the locals. If you opt for the better places with a French influence, you might spend near U.S. prices. I would not recommend Vietnam by yacht, as they have no facilities to speak of.

Thailand is not much of a bargain anymore. That said, with Tesco, Carrefour, and Costco-type warehouse stores, provisioning is as good as it gets. The marinas are a bit more pricey, but first class. We rented a Suzuki Samurai for about \$240 for the month to drive around. The cities like Phuket and Bangkok were way cheesy and mostly catered to sexual tourism. We saw lots of fat old Yanks running around with 'Thaitakeaway'. We liked the small islands in Phang Nga Bay and off the west coast much better than the mainland.

For those who enjoy cocktails, Langkawi is the place to stock up. It's duty free, so everything is very inexpensive. Mt. Gay was \$11 U.S. for a quart, the same as Bombay Sapphire. We also found a good range of New Zealand wines. Provisioning was easy, and because of tourism there are plenty of decent restaurants at reasonable prices. Langkawi is a cruiser's paradise. There are lots of beautiful anchorages short distances apart, but there is also an international airport, so friends could easily connect to and from anywhere in the world. The Langkawi area was our absolute favorite!

To sum it all up, I would say Southeast Asia is the new Mexico — but it's a very long way from the States. I would recommend that people get here by a Puddle Jump and Coconut Run down to New Zealand, then enjoy a southern hemisphere



summer before continuing on.

If I have any of my portfolio left after we finish our circumnavigation, I plan to take *Moonshadow* back to Queensland, Australia, for a couple years, then head back up to Malaysia and leave her there permanently.

— george 02/05/09

Cruise Notes:

Coming home from work last night, we bought half a barbecued chicken from Whole Foods. Our feathers got a little ruffled because the somewhat scrawny half bird cost \$5.99. Whole Foods isn't nicknamed 'Whole Paycheck' for nothing, of course, but nonetheless we'd just come home from La Paz, where we'd bought plump and delicious **rotisserie chicken** at CCC for about \$4.50 USD. It's indicative of how inexpensive food can be in Mexico — even when dining out at almost everywhere but the tourist traps. Take **Bandito's**, a pleasant outdoor restaurant among the palm trees behind Marina de La Paz, where they



IN LATITUDES



Spread; A Bandito grilling under the hood of a Chevy pick-up. Inset; Overcooking tomatoes. Inexpensive food in Mexico tastes best.

cook on a grill that's been installed under the hood of a Chevy pick-up truck. Here are some sample prices: Quarter-pound hamburger — \$1.75. Club sandwich — \$3.50. Fish filet — \$8.50. Fourteen-ounce rib-eye steak dinner — \$12. Taco, burrito, or chimichanga dinner — \$4.50. It's so inexpensive to dine out in Mexico that many cruisers seldom cook aboard. Frugal cruisers have had a couple of great things going for them in Mexico this last season. First, the exchange rate between the dollar and the peso turned in the favor of gringos by up to an astonishing 40%. The second is expressed in a truism that somebody at Sea of Cortez Sailing Week — we can't remember who — came up with: The less expensive the food in Mexico, the better it tastes. Speaking of other good deals, we had to take the bus from La Paz to the airport in San Jose del Cabo via Cabo San Lucas. The bus was nothing short of luxurious,

with seats out of business class on an airplane. The three-hour trip only cost \$16.

The one cost that is headed in the wrong direction, at least in the La Paz area, is berth rates. "**Marina Palmira** in La Paz has changed hands, with the guy who built the marina, then lost it to the bank, having regained ownership," write a couple with a boat in the marina who wish to remain anonymous until they leave. "The previous harbormaster and office staff have all left, reportedly because they did not agree with the management principles of the new owner — which included being expected to work 12-hour days. In addition, the new management has become, at least in our opinion, unfriendly to cruisers. For example, they immediately raised the

rates dramatically, cancelled discount agreements announced for the summer, and are not honoring the quoted prices for those who had prepaid. Worse still, they are not returning the deposits of people who have arrived and don't want to pay the higher rates. If that wasn't bad enough, they are now charging \$1/day for water! All of this was done without notice to tenants. Trying to discuss the situation with the general manager is difficult, as he wants people to believe that he doesn't understand English. But the marina's response to most complaints is that they are a new company, and therefore agreements with the old company are no longer valid! Needless to say, lots of boats have left, and there are many open slips."

We were in La Paz shortly after the Marina Palmira ownership and policies changed, and it's true that many customers were very unhappy, and that the berth rates — which had been the lowest in town — have skyrocketed. For example, the berth fee for a 40-footer, including water and electricity, has gone up to \$738/month. Compare this with Marina de La Paz, a longtime cruiser favorite, where it's \$530/month, or Marina Costa Baja, which is much more luxurious and offers many more amenities, where it's \$745/month. Cruiser after cruiser has told us that Marina Palmira is now "half empty". What makes this so puzzling is that when we called Marina Palmira on April 18 and asked what it would cost to berth a boat for the next three months, the woman who answered was apologetic. "We might be able to find a berth for you for a day or two, but we have almost nothing in the 36- to 50-ft range." Who knows, maybe they are trying to get slips vacated in order to

Thanks to its current combination of plentiful amenities and reasonable pricing, Marina del La Paz is packed, while other marinas aren't.



NICK

MARINA DE LA PAZ

CHANGES

begin much needed maintenance. By the way, **Eduardo Corona Arballo**, the former harbormaster at Marina Palmira, says he misses all his friends, but wants everyone to know that he is the corporate dockmaster for Grupe Marinas de Baja, which has two small marinas in Cabo San Lucas, and the marina at Rocky Point.

Before anybody planning to head south freaks out about marina prices, we want to remind everyone that it's still possible to anchor right off the La Paz waterfront for free. About 100 skippers were doing it when we were there. We should also point out that berth rates for the summer in Banderas Bay, where the supply ratio is much different, are considerably less expensive. Harbormaster Raffa Alcantara at the nearly new **Riviera Nayarit Marina** reports they are charging \$552 during the summer for a 40-footer, and that Marina Paradise is just a few cents per foot less than that.

"Mexico is still a great place to cruise, and the weather is turning really nice," writes J. Mills of the San Francisco and Newport Beach-based Catalina 470 **Lo-**



LATITUDE/RICHARD

Don't want to pay for a berth in Mexico? No worries, as there is an unlimited number of places to anchor — such as off La Cruz.

caution. "At the end of the month, I will be heading north to the Conception Bay to begin a singlehanded sailing adventure. Given the poor economic times, it seems like the best of all possible strategies right now. The economy in California is so bad that I had to close up one busi-

ness, my consulting prospects are thinning out, the job market is bleak, and the stock market and political news are on a short-loop repeat cycle of fear and recession. What more can you say than "Time to go cruising!" I haven't listened to the news for four days, and I'm already sleeping better. Now if I can only figure out a way to pay for my boat. But the nice thing about regular cruising, as opposed to 'commuter cruising', is that you don't have to have a schedule and there are no time constraints. After going north into the Sea, south would be the obvious direction to go, with Costa Rica or Panama looking pretty good and doable by July. At that time I'll decide if I need to return to work or will continue on. I've always wanted to sail around the world, so why not now?"

July in **Costa Rica or Panama?** Yikes! Unless you love heat, humidity, rain and lightning, you might want to be somewhere else. Southern California or Ecuador come to mind. Indeed, a surprising number of folks who did the Ha-Ha, Banderas Bay Blast and Sea

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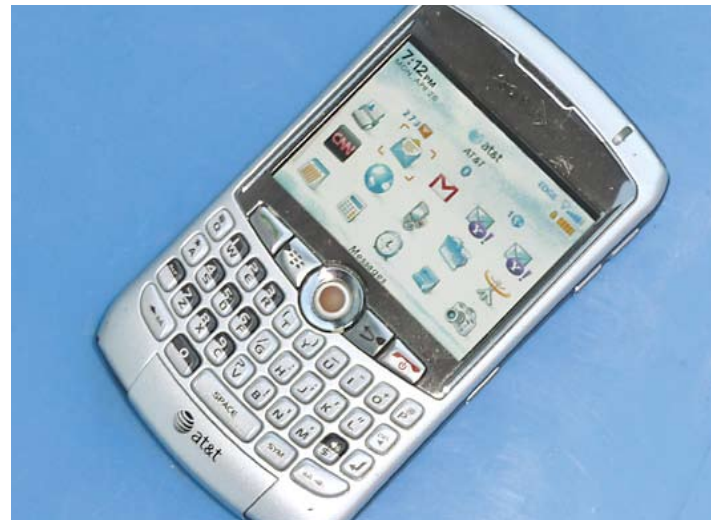
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of Cortez Sailing Week tell us they are headed back up to California for the summer to say 'hi' to family and friends, do boat projects, and then come south as part of another Ha-Ha. On the other hand, we have to agree with Mills, because for sailors interested in cruising who don't have family or job obligations in the States, now is *the* great time to cruise. Life is truly more relaxed, less expensive and more upbeat on the water south of the border. For those who have a little cash left, it's also now possible to **play the stock market** from many anchorages. For example, an investor, whose identity we're not going to reveal, trades as follows:

"I have several accounts, each with a different purpose, so I can trade wherever I am. When I'm in remote areas in Mexico, I have a full-service account with a brokerage firm and a broker who is a sailor, so she understands my situation. The account isn't large, but it provides daily quotes to my Blackberry and my OCENS satellite email program. So no matter where I am each business day, I

can pick up my quotes — which include the Dow, S&P, TSX, the dollar and about 10 companies that I follow closely. My Blackberry also has two financial news services — FOX and the Financial Times — where I can pick up headlines and additional stock quotes. It isn't a perfect scenario, but it does allow me to keep informed and take advantage of peaks and dips. For instance, right now I'm 50 kilometers east of Muertos in the Sea of Cortez, and I just bought ABX shares through my broker via my Blackberry. I also have a trading account for when I'm in port, an options account — I live off the premiums — and a general investment account. But I only use the full-service one when I'm sailing because



Why work when you can support yourself — ha, ha, ha — playing the market on your Blackberry from anchorages in Mexico?

this Blackberry — using Rogers/Telcel — is amazing."

Obama does the **Cuban Slide**. On April 13th, President Obama made a much-awaited announcement on policy changes with regard to Cuba. Most people we know cheered when they heard the news that he had lifted restrictions

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CHANGES

on travel to Cuba. But they weren't as happy after reading how narrowly focused the lifting was. "It's time to let Cuban-Americans see their mothers and fathers, their sisters and brothers. It's time to let Cuban-American money make their families less dependent upon the Castro regime." Despite a few philosophical differences, we're generally very supportive of President Obama and think he's the right man for the job, but WTF?! The nitty-gritty is that Obama is saying unlimited visits to Cuba are to be allowed — provided that you have a relative there who is a second cousin or closer — *or live with a person who has such a relative!* So what, are we now going to see Cuban-Americans renting space in their homes just so houseguests can qualify to legally travel to Cuba? And how strange to see an African-American president, of all people, announcing that different groups of Americans have different rights. If that policy doesn't require the illegal torturing of the Constitution, we don't know what does. And how insanely ironic it is that the people of Cuba aren't allowed to leave their own country, and that Americans, "land of the free", are prohibited from



FIDEL DE ARTISTE

Cuba having been forbidden fruit for so long, people have grossly unrealistic notions of what it is really like. This poster is a blatant lie.

travelling as they wish.

Screw it, if our Leopard 45 'ti Prof-**ligate** didn't have charter obligations in the British Virgins, we'd sail her over to Cuba right now — and spend money,

thereby intentionally violating the U.S. Treasury Department's ridiculous prohibition against "trading with the enemy." For we're convinced that if push came to shove, the Obama Administration would turn a blind eye to U.S. boats sailing to Cuba — just as President Clinton did when he was in the White House and we sailed our boat to Cuba for the first time. One of the big reasons people want to go to Cuba, of course, is that they're not supposed to and they all want to be 'bad'. But a word to the wise: we think many of the people who say they'd like to go to Cuba might be disappointed. If you went looking for wilderness sailing and meeting people one-to-one in mostly rural areas, we think you'd really enjoy it. But as anyone who has been there can tell you, Cuba has literally been crumbling for decades, so it doesn't have the infrastructure for a surge of visitors, the food is largely dreadful, the service terrible and, as one tourist industry expert put it, "there are only five hotels on the entire island that would satisfy typical Americans." We're in no way saying this as a criticism of the Cuban people,

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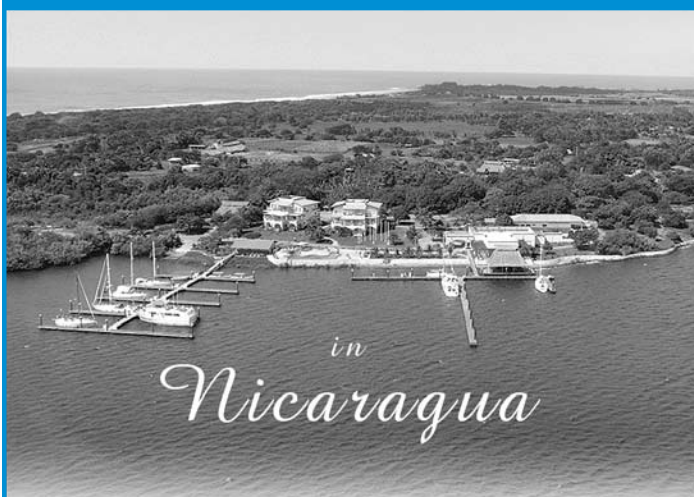
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who for more than four decades have had to live under a "Stalinist version of Caribbean caudilloism", and therefore haven't had the raw materials with which to keep their country patched together, prepare good food, and develop a tradition of service. Everybody says they want to visit Cuba before it changes. We say don't worry, it's a very large island — over 1,000-miles of coastline — so there will be "unspoiled" areas for decades to come.

"Latitude asked, so I'll answer — careening is great!" writes Steve Phillips of Southern California. "In '01, our family bought a Brown Searunner 37 trimaran in Michigan that we named **Fidgity Feet**. The tri was a fixer-upper, and we worked on her for 5.5 months in Michigan. Nonetheless, we didn't finish the fixing until we were in the Bahamas. We probably careened *Fidgity Feet* three or four times on the fine Bahamian sands in '02 to do maintenance. It sure beat doing the work in a boatyard. For nine months my wife and I cruised with our sons, who were five and eight at the time. Boy, was it ever hard to come back!"

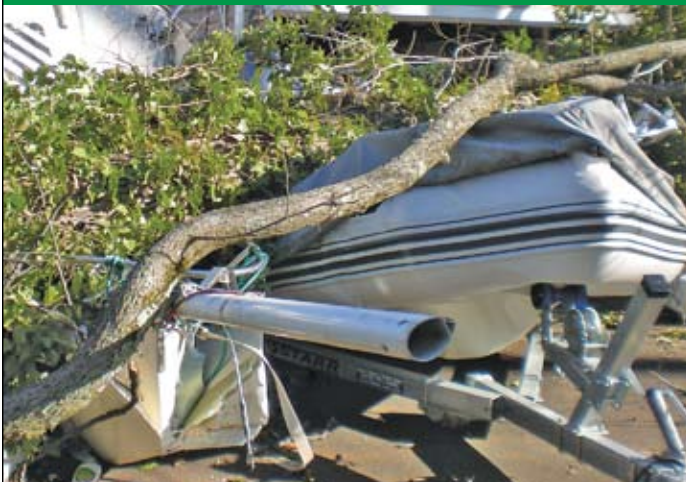
Here's a update from Scott and Cindy Stolnitz of the Marina del Rey-based Switch 51 **Beach House**, who got us started on the recent round of discussions about careenings. "We arrived back in El Salvador at 7 a.m. on the flight from L.A., having gotten about three hours sleep. We made it back to *Beach House* at 10 a.m., slept until 4 p.m., had dinner, then went back to bed. We awoke at 11 p.m. to set the anchors in the dark for our second careening, which would take place at 1 a.m. By 3 a.m. we were high and dry. We slept until 5:45 a.m., at which time we started to put on the new props. At 1 p.m., we motored off the bar. The props worked great! Once we got back to the dock, we put the crap



Steve Phillips reports that he and his family careened their Searunner 37 three or four times on the sands of the Bahamas with no problem.

away, cleaned the boat, filled the water tanks, yada, yada, yada. By then it was 8 p.m., and I was ready for my first complete night's sleep in three days. Besides, we were getting up the next morning at 6 a.m. to go the big market — which was an hour's drive each way. Our plans are to visit Nicaragua briefly, spend about

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three weeks in Costa Rica, then head out to Cocos Island, the Galapagos, and the Marquesas. I'm no longer a young man, but we're heading west anyway. But after this harried week, I'm surprised that we're going anywhere."

"I received the following report from friends Dave and Marcia Meyer of the Pacific Seacraft 37 yawl **Juaniata**, and thought *Latitude* readers should know about it," writes Mellisa Davids of the Berkeley-based Hylas 47 **Pura Vida**:

"3/22/09 — As pleasant as Mantanchén Bay (near San Blas) appeared at first glance, this Sunday afternoon provided a road bump to remind us to always be vigilant and aware. Friends anchored nearby dinghied over to welcome us. After dropping his wife back at their boat, our guy friend took a tour around the bay. Suddenly three jet-skis converged on his dinghy, one bumping the side tube, forcing our friend to slow and stop. Pinning him, the three jet-ski operators demanded money from him. Our friend picked up his oar and swung it like a madman, startling one jet-skier so much that he fell into the water. The



LATITUDE/RICHARD

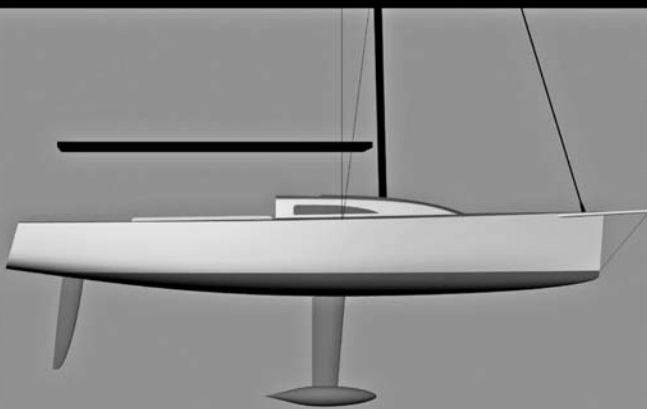
As escape vehicles for numbskulls who have tried to rob the occupants of dinghies, jet skis leave something to be desired.

trio then took off, but not before they ran circles around the dinghy, filling it with a foot of water. Our friend was badly shaken by the incident. Multiple attempts to reach the port capitan or Mexi-

can Navy base in San Blas by VHF went without any response. Fortunately, the harbor master at the new Singlar Marina provided assistance, as he contacted the assistant port captain, who contacted authorities. Before long, three different groups of heavily armed military and police arrived to confront the culprits. Our friend, who was very satisfied with the response of the authorities, accepted the apology of the jet-ski guys and declined to press charges. The authorities remained on shore until the offenders, who were not locals, left the small fishing community. The remainder of our afternoon and evening was pleasant and quiet, as the weekend revelers slowly drifted away."

What a curious story. These guys had to be *muy loco* to: 1) try to rob a guy in a dinghy, as he would be unlikely to carry much of value, and 2) try to do it while sitting on very visible and easily traceable jet-skis. We bet a nickel they were rich Mexican punks from inland. It's been our experience that the Mexican police and military are very responsive

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to complaints by tourists. Citizens and officials in Mexico know that tourism is their number one money-maker, so they don't like it when visitors are robbed or hassled. We hang out at Punta Mita a lot, and the little military contingent there — which sometimes patrols the beach carrying automatic rifles — couldn't be nicer or more reassuring.

Since we're on the subject of cruiser safety in Mexico, we spent half the winter in Mexico between the mainland and the Sea of Cortez, and never once felt threatened. What's more, not one of the hundreds of cruisers — or land-based tourists — we spoke with felt any danger either. So far close to 7,000 people have been killed in the narco wars in Mexico. Some 6,000 of them are narco warriors who were killed by other narco warriors — the same type of drug turf-related killings that take place in Oakland and San Francisco. About 1,000 police or soldiers have been killed in Mexico. Most, but certainly not all, of these police were in the employ of one narco gang or the other, and killed by opposition narcos.

The leading cause of *gringo* death in Mexico? Car accidents — and by a huge margin.

We suppose many of you saw the wire service story about the dog, named **Sophie Tucker**, that fell overboard from a sailboat off Queensland, Australia, survived on an island alone for four months, and then was found by rangers and returned to its owners. Jan Griffith reported that after the dog had gone overboard in rough seas and disappeared, her whole family was devastated. Yet somehow the dog managed to swim five miles to St. Bees Island. Having been domesticated, the dog had a rough time of it for the four months on the uninhabited island, but



Rangers for the islands in the Sea of Cortez specifically tell cruisers not to do two things: have campfires or bring dogs ashore.

then apparently survived by eating baby feral goats. When the dog and family were reunited, they both went crazy with happiness — as you might imagine.

There are many cruisers who seem to love their dogs as much as if not more than their children. But it can cause some problems. For example, the rang-

Pier 32 Marina - Your Cruiser's Headquarters!

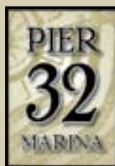
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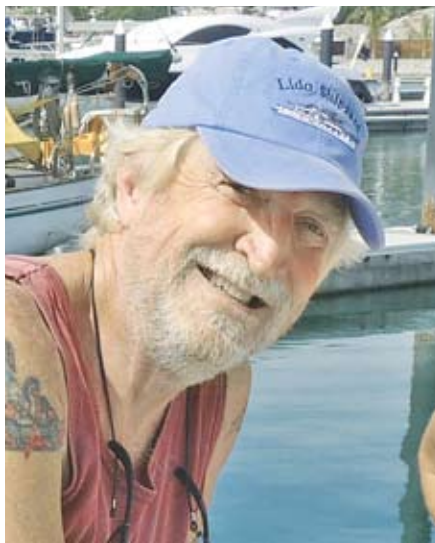
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CHANGES

ers for the Marine Reserve at Caleta Partida welcomed the Sea of Cortez Sailing Week fleet, but asked everyone to please respect two very important rules in particular for the ecological health of the island: **No BBQs and no dogs.** We'd like to say that all cruisers follow these rules, but we'd be lying if we did. Cruiser dogs on the island have the potential to become a real problem, and not just on ecological grounds. You see, the rangers spend a couple of nights a week in a little shack at Caleta Partida, and they can sure as heck see that cruisers do bring their dogs ashore. The long term fallout could be restrictions on cruisers visiting the islands. We wish we had a solution.

"This will be my last crossing of the Pacific starting from Mexico," reports Bob Bechler of the Kent, Washington-based Gulfstar 41 **Sisiutl**, who is already a veteran of three of them. But as he notes, "I've previously said that I wouldn't do another one after the first three, and here I go again." Bob and his new wife Carylina plan on crossing to French Polynesia, and later to the



LATITUDE/NICK

Bob Bechler and his Gulfstar 41 'Sisiutl' have done three Puddle Jumps. His new wife Carylina has joined them for a fourth.

Marshall Islands. They'll see where the future takes them from there. "Wherever we go, *Latitude* will be our companion," they say.

Sometimes readers in Mexico, the

South Pacific, the Caribbean and other far off places complain that they aren't always able to get copies of *Latitude*. We tell them they can, because every issue of *Latitude*, in magazine form — and in brilliant color — is available free online. All you have to do is get a good internet connection, go to www.Latitude38.com and look for the download instructions on our home page. But online isn't good enough for some people. Unfortunately, we can't have unlimited free distribution all over the world because it's prohibitively expensive. One partial solution is for boatowners back in the States, who are about to return to their boats in Bongo Bongo, to pick up a handful to share with fellow cruisers in Bongo Bongo. Not only with the recipients of the magazines in Bongo Bongo thank you — perhaps with a sundowner or more — but you'll become part of *Latitude 38* distribution history. *Gracias, merci, etc.*

No matter where you cruise, we want to hear from you, so send us your brief email reports, hopefully accompanied by a couple of high resolution photos.

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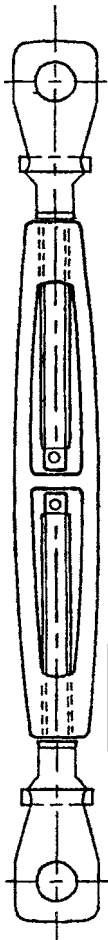
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ISLANDER BAHAMA 24 SLOOP, 1967. Plastic classic. Needs lots of TLC. No engine. \$1,150. Oyster Point Marina, SSF, Pier 10, Slip 46. (650) 755-7116.



22-FT MULL POCKET ROCKET, 1989. New mast, rigging, sails, 2004. All new paint 2008. Self-tailers, self-tacking hardware, instruments, trailer. \$15,075. Extras. More info/pics: www.gorgesat.com/rocketboat. Hood River, OR. (541) 386-2037 or (541) 490-3119 or email: gorgerocket@earthlink.net.

J/24, USA 513. Richmond, CA. \$11,000/obo. Two-time season champion. Rebuilt and faired by local J/24 guru, Wayne Clough. Race ready, everything you need to go racing including North sails, TackTick, outboard, and trailer. Dry stored in Richmond. (408) 605-1163 or J24@yares.net.

MOORE 24, US 101. Sausalito \$12,500. Recent paint and deck, best fleet on the Bay, outboard, ready to sail, working trailer, nav lights with recent 12v battery. Dry sailed. Rudy (415) 339-0524.



RHODES 19 KEEL MODEL, 1964. San Francisco. No trailer. Completely overhauled in 2004, new rudder and tiller in 2007. Has all running rigging and plenty of extra lines. One jib, two mains and a heavy-air spinnaker. \$999/obo. (415) 346-2079.

BALBOA 16 CUDDY CABIN, 1980. Emeryville Marina \$3,500. Fixed-keel stiff boat for Bay use. Sleeps two. 4-hp Mariner motor with new carburetor. Trailer included in perfect condition. Porta-Potti, life jackets, anchor, 3 sails and much more. Kept with loving care. Easy singlehanded. (916) 359-6845 or jangwynn@sbcglobal.net.

DEL REY 24, 1966. Alameda. \$1,800. Flush-deck, fiberglass, dinette and v-berth, sink, icebox, Porta-Potti, shore power and DC, main, 2 jibs, genoa. New halyards led aft, new sheets, 5-hp Nissan o/b in well. (360) 921-0204.



12-FT NISSAN, 1994. Inflatable Nissan. 35-hp Nissan engine. With trailer/launching wheels, oars, and many spare parts. Includes some dive gear. St. Helena, CA. \$5,000. Call Skip (707) 363-7851 or (707) 257-8468 or corbettkruse@aol.com.



J/24, 1979. \$7,000. Ready to sail day-sailer/club racer. Two full sets of sails. Mercury 2-stroke 4-hp, 1999. Standing rigging updated. Bottom redone 2006, racing finish. Distinctive yellow hull. Well maintained, sailed often. Slip near BYC. Email: darrenwc@gmail.com.

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14-FT LASER, 1979. Richmond YC. \$750. Dry hull, in good shape, no cracks in mast-step or daggerboard slot, fiberglass daggerboard and rudder. Old class sail, newer non-class sail. (415) 994-3500 or jsgutoff@hotmail.com.



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MELGES 24s. Hull numbers 15, 14 and 87, for delivery on the West Coast. Pricing starts at \$26,000 US. All are in good condition, ready to race. Fast, easy to trailer. Call Frank (512) 750-5735 or cabosportsfrank@yahoo.com.

J/24, NIXON WAS COOL. \$12,500/obo. Fast, ready-to-go one-design racer, with dual-axle trailer. New North San Diego sails, TackTick compass, new standing rigging and boom. <www.gybethelijb.com/nixon> Call (415) 595-2566 or email: chet_chauhan@yahoo.com.

25 TO 28 FEET

CATALINA 27, 1973. Very nice sailing boat. Settee model, sleeps 6, 6'2" double bed, all newly recovered cushions. Sails are in good condition. Newer Johnson 9.9 outboard, electric start with alternator, runs perfect. Alameda. \$2,900/obo. (408) 378-3700.

CAPRI 25, 1982. New bottom job, Harken furler, and 150 genoa all in 2000. Includes 5-hp motor, trailer, autopilot, solar panel, all electronics. Low freeboard, fast, easy to sail and a great party boat. Slip at Folsom Lake. \$6,500/obo. (916) 455-4712.

ERICSON 27, 1974. Really for sale this time. Real clean boat. Good sailer. Popular boat. New sail covers. New Honda 9.9-hp outboard. Sausalito berth. \$5,500. (415) 332-1696.



SANTANA 525, 1977. New in 2009: rigging, cushions, bottom paint, 110%, 155% in 2003, main and Honda outboard in 2002. 2 spinnakers and extra jibs and trailer. Can be viewed at Folsom Lake Marina, slip A-33. \$6,500. Call Gene (916) 871-6757.

25-FT INTERNATIONAL FOLKBOAT, 1978 by Marieholm, Sweden. Professionally maintained, very good condition. Mainsail, roller furling jib, dodger, halyards led aft. Epoxy blister barrier. 10-hp Volvo inboard, new exhaust. Many extras, beautiful Bay boat, reluctant sale. Transferable Sausalito slip. \$7,500. (415) 307-9206.



ANTRIM 27, 1996. Point Richmond, \$40,000. K5, Hull #1. Exciting one design sport boat. Sail over 15 knots. Carbon mast, new trailer. Barely-used Fusion Quantum main and jib. Lots of extras. See: www.Antrim27.org. (415) 828-1203 or robdkessel@yahoo.com.

PACIFIC SEACRAFT ORION 27. Rare Mk II, 1982. Alameda. \$37,000. This is an elegant, meticulously maintained, full-keel, cutter-rigged sailboat. All new interior, 2 cylinder Yanmar diesel, Tricolor masthead light with strobe, new toilet, and more. Pacific Seacraft says it all. Please call (510) 757-5815.

PRECISION 28, 2000. Hope Town, Bahamas. \$28,500. Yanmar, bimini, wheel steering, refrigeration, six berths, private aft cabin, many upgrades. Brand new main, recent survey, fast Jim Taylor design, 143 built. See March ad. Price reduced. Best value P-28. Compare. (541) 535-1326.



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

FREEDOM 25, 1984. Coyote Point/San Mateo. \$5,200. Simple and reliable cat rig with freestanding carbon mast, very solid construction. Nice boat to take you around the Bay or overnight at your favorite marina or anchorage. New since 2004: 6-hp Mercury, running rigging, LED lighting, fresh water to galley, rebuilt head, holding tank and plumbing, chart plotter, 2 batteries, 12 volt refer, sail cover, lifelines brand new this year. Buy it today and sail it today. Doug (650) 793-5111.

28-FT BRISTOL CHANNEL CUTTER, 1987. \$135,000. Sam L Morse factory-finished standard layout. Radar, Garmin GPS, ST4000 autopilot, Icom VHF, AIS, Icom SSB, Pactor modem, EPIRB, solar panel, Espar heater, windvane, 120v AC generator, liferaft, Zodiac dinghy, Yamaha outboard. Photos and specs at: www.johnpurins.net/Adventure.html. Call (650) 430-0731 or johnpurins@comcast.net.

CATALINA 27, 1973. Alameda. \$2,900/obo. Very nice sailing boat. Settee model, sleeps 6, 6'2" double bed, all newly recovered cushions. Sails are in good condition. All original. Newer Johnson 9.9 outboard, electric start with alternator, runs perfect. (408) 378-3700.



ANTRIM 27, 1999. Sausalito. \$50,000. E.T. for sale. Spectacular PacCup performer: Top 10 Overall in 2000, 2002, 2006, 2008. With all Category 1 ocean gear \$50,000; without ocean gear \$45,000. Call (415) 460-6248 or todhdhedin@prodigy.net.

29 TO 31 FEET

30-FT CAPE DORY CUTTER. Well maintained. Recent E80 radar, Variprop, new upholstery and cushions. A sweet sailing boat and easy to singlehand. \$42,000. Lots of pictures at website: <http://cd-30.blogspot.com>. (510) 910-2099.

CAL 2-29, 1978. Yanmar FWC diesel, under 250 hours. Wheel. Both hank-on and roller furling jibs. Teak interior. Pressure water. New LPG stainless stove/oven, wiring, VHF radio, all pumps, head and holding tank plumbing, cushions. Sleeps 6. \$12,000. (707) 665-0929.



CAPE GEORGE 31 CUTTER, 1992. This CG is one of the finest examples of a yard-completed Cape George 31 in existence. Launched in 1992, carefully maintained, well equipped for extended cruising. Interior layout features laminated Port Orford cedar beams, trim with teak cabinets. Double berth forward, enclosed head with shower, settee-berths amidships, overhead skylight. Aft galley to starboard, nav station to port. Cockpit has two large cockpit lockers, 1 propane locker and 1 lazarette locker. New engine, radar, Trinka dinghy, running backstays, downwind pole, windlass, AGM batteries, Force 10 stove, BBQ, boom gallows, windvane, SSB, VHF, new thru-hulls/seacocks, etc. Vessel in Port Townsend, WA. www.capegeorgecutters.com/brokerage/ (360) 385-3412 or cgmw@olympus.net.

CAPO 30. A great racer/cruiser designed by Carl Schumacher. 11 sails, Yanmar 2GM, full headroom with 2-burner stove/oven. This boat is extremely well built, fast for its rating and is great to cruise. \$34,000. Pacific.Mariner@rocketmail.com or (805) 509-7897.

CAPE DORY 30, 1978. Cottonwood, CA \$27,000. New bottom. New paint on mast and boom. New mast lights. New running rigging. Removed fuel and water tanks, cleaned, replumbed. Pressure water. Rack and pinion steering. Beautiful teak inside and out. MD7A Aries windvane. Windlass. Charming wood heater. On 3-axle trailer included. (530) 347-6126 or (530) 524-7821 or havens38@aol.com.

30-FT S2 9.2M, 1978. Monterey Harbor. \$19,500. In transferable slip in the public marina. Nice boat, ready to sail, easy to singlehand. Call for more info: (707) 342-2280.



NEWPORT 30 Mk II, 1981. 16-hp Universal diesel, new upholstery, Norcold refrigerator, Bose surround sound, flat screen TV, full suspended cover, and lifelines. New bottom paint in 2003, transferable slip in northern Sausalito marina, great liveaboard with approval from harbor-master. \$12,500. (415) 286-6523 or email: sal@pacdigital.com.

CATALINA 30, 1979. New diesel engine, 300 hours. New main and mast. Inflatable dinghy and 2.5-hp Yamaha outboard. Tabernacle. Santa Cruz Harbor, \$21,000. (415) 215-4841 or (510) 558-1738 or rupert47@sbcglobal.net.

LANCER, 30 1985. Alameda. \$8,000/obo. *Das Boot*. C&C hull. Yanmar engine, Isomate rigging, wheel steering. Decent condition but needs some light electrical and cosmetic work. Original owner. Hardly used last 5 years. (925) 389-1418 or tsmeier@sbcglobal.net.



NIAGARA 31 SLOOP, 1981. \$23,000. 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, 1000 hours. 9 Bariant winches. Rigged for single handing. Generally good condition. Includes 35' S.F. Gashouse Cove slip with lee-side dock. Present owner will pay berth transfer fee. Owner has moved out of state. Call Mike (503) 282-5702.

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ISLANDER BAHAMA 30, 1979. Great Bay and Delta boat. Sleeps 5. Diesel engine, knotmeter, depthfinder, Harken roller furler, nice interior. Clipper Marina, Sausalito. \$15,000. Call Dennis (415) 388-5780.



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. \$19,500/obo. Well maintained, classic Sparkman & Stephens design with good Atomic 4 engine, dodger, furler, BBQ and many extras. Call (510) 864-9880 or ejwoollett@aol.com.



NOW'S YOUR BEST CHANCE TO OWN a winning Knarr. Compete in San Francisco Bays best racing fleet. Peerless is a fiberglass yacht that won the Season Championship in 2001 and has been a consistent strong finisher over the last 10 years. Ready to race, Cityfront slip negotiable. Priced to sell at \$25,000. Call Larry Drew (415) 640-3978.

32 TO 35 FEET

J/33, 1988. Well maintained, many recent upgrades, near new main/jib, lifelines, standing rigging, boom, other. Volvo diesel. PHRF 81. South Beach Harbor, slip E-14. \$25,000/obo. Randy (415) 552-6246.



HUNTER VISION 32, 1994. Alameda \$44,500. (Sistership pictured.) Unstayed mast, new sails, full-battened main, roller furling. 27-hp Yanmar diesel, electric winch on cabin top, radar, autopilot, GPS, DVD player, instruments. Walk-thru transom with boarding ladder, new dodger, bimini, refrigeration, stove, oven, microwave, inverter, hot/cold pressure water with shower. Fabulous interior with great lighting and visibility, separate owner's cabin. Easy to sail with rigid vang, wheel steering. Free sailing lesson included. Rare to market, last year of production. (435) 216-6655.

ARIES 32, 1976. San Rafael. Terrific chance to own a cruising boat at a fraction of the normal cost. Aries 32s have cruised all over the world. For a recent example see *Latitude 38* Nov. 2008. *Aspasia* is in need of an owner who will finish several projects. Equipment: Yanmar diesel new 1999, about 300 hours; new mast, spreaders, boom, standing rigging; like-new sails; new wiring; interior partially repainted/varnished. Must sell, accepting reasonable offers. www.cyberwind.com/Aspasia/ (707) 217-3587 or aspasia@cyberwind.com.



31-FT ULDB BLOOM COUNTY. \$25,000/obo. Custom designed for local ocean racing. 99 PHRF. Turnkey racing program, strong record of safety and success, completely ready for this summer's coastal races. Planning routinely in high teens off the wind. Great interior with galley, sleeps and feeds five. Great sail inventory, main and jibs post-2006 carbon. Recent professional standing rig / running rig / deck layout job. Always dry-sailed, full Sunbrella cover, good road trailer (upwind deliveries at 55 mph). (650) 560-9871 or tbasso65@gmail.com.

30-FT OLSON 911SE, 1989. \$35,000/obo. Great performing 30-ft racer/cruiser. Universal 3-cylinder diesel, Harken roller furler, Martec folding prop, 2 sets of sails, 2 spinnakers, 5'10" standing headroom. We've moved too far away. Call (831) 726-7188 or billchar1@aol.com.

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COLUMBIA 5.5 METER, 1961. Fully restored with dual-axle trailer. New paint hull/bottom. Great one design racing, 3rd place tie last nationals. Priced to sell, \$10,000. Call evenings (925) 253-9049.

IRWIN 34, 1980 in San Carlos, Sonora, Mexico. Strong-running Yanmar diesel, Aries windvane, good sails, wheel steering, hand-held GPS, charts, new bottom paint. Easy to sail. A nice, cozy liveaboard for two for \$12,000. Might trade for motorhome. (510) 882-0610.

OFFSHORE ONE DESIGN 34, 1980. Price reduced. Doug Peterson design, Jeremy Rodgers construction. Excellent condition. Carefully maintained and improved with many recent upgrades. Exceptional value at \$34,900. Call for more information: (415) 552-0860. Photos and details at: <http://yacht.milagro.googlepages.com/home>.



VALIANT 32 CUTTER, 1980. \$60,000. 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. Call (415) 601-5666.



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 SteveR.sf@gmail.com.

COLUMBIA 5.5 METER, 1965. Hull 37, good condition, black hull, gray deck, faired bottom. Ballenger mast, Keller boom, Vang-Master vang. Excellent main, 2 jibs, 2 spinnakers. Lots of stuff. Like-new Trailrite single-axle trailer. \$4,000. Located in Santa Cruz. (831) 419-6004 or mike_schweyer@hotmail.com.

ERICSON 32, 1974. Redwood City. \$18,500. Beta Marine, 220 hours. Alpha3000 autopilot, Horizon depth and knotmeter. Good main with 3 reefs, good storm jib, new UK tapedrive 100 and 125% Ballenger boom, Schaefer roller furling, Harken 2-speed self-tailing winches, mast-top strobe, dodger, singlehanded TransPac vet. Call (650) 575-2466 or PatTuna22@aol.com.



WESTSAIL 32, 1977. Very clean and well maintained. Outfitted for cruising. Excellent liveaboard. 80 gal. fuel. 80 gal. water. Dual Racors. Radar. Aries windvane. Inflatable dinghy with outboard. Documented. Located San Rafael. \$48,500. Call (415) 729-6127.

PEARSON 32 RACER/CRUISER, 1979. Alameda. 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. \$23,000 or best reasonable offer. (510) 525-2754.

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 email: nino@access-print.com.

32-FT COLUMBIA 5.5 METER. This Columbia 5.5 meter sailboat has been refinished to make it a competitive boat. It has current sails (main, jib, and spinnaker), a refinished/repainted interior, new rigging, new cleats, new adjustments, new bottom (super fair carbon anti-foul), new lines, remotely adjustable jib leads, topsides polished, wire hoisting slings, new complete boat cover (\$2,500). Freshly painted. Sails in great shape, adjustable twings, new boom kicker, double outhauls, up and down spinnaker pole car (adjustable from cockpit), 6-year-old Ballenger anodized black mast and boom, freshly varnished toerail, new control console, repositioned and new topping and down guy lines, fresh Barient #3 and #4 (aft) winches, Spectra tapered spinnaker sheets. SF Marina. \$6,500. (415) 244-5422 or cmtozzi@sbcglobal.net.

1D35, 1998. \$75,000. Fast Grand Prix in great shape. 2007-08 racing Quantum/North sails, 26 bags of sails total, extra running gear. Engine professionally maintained. Carbon fiber mast recently reconditioned and painted. Lots of gear. Full boat cover. Call (415) 640-0514.

ERICSON 34, 1986. Berkeley. \$56,500. Cruiser and fast sailboat in excellent condition. Roller furling jib, spinnaker, autopilot, chartplotter, dodger, beautiful interior, refrigeration, extensive DC/AGM upgrade 2008. Universal diesel, much more. Berkeley slip. Detailed specs and pictures: www.ericson34.info. Call (510) 717-5693 or jdeboersf@yahoo.com.



32-FT C&C 99, 2001. Alameda. \$84,900. Fast, fun, great singlehander, racer/cruiser. A/P, GPS plotter, knot/depth/temp, VHF, stereo, stove, folding prop. Price reduced to \$84,500 for quick sale. For details of this exciting design go to: www.ccyachts.com. (916) 933-4079 or (916) 719-4160 or hjnorris@pacbell.net.

CATALINA 34, 1989. Vallejo. \$57,000. Hull #877. Boat is in incredible like-new condition with many upgrades. One owner. Hood sails, full batten main, 95% and 140%. Universal XP25 diesel. Full cruising equipment including West Marine Inflatable. Data Marine Link 5000 electronics. Great Bay and cruising boat with Euro-designed interior featuring two separate cabins with aft head. Large active fleet. Bottom done in March 2009 with survey. Call Greg (530) 621-1155 or bast34@zetabb.com.

SANTANA 35. \$27,000/obo. Prepped for '08 Pacific Cup, didn't go. Too much new gear to list, eg wheel, upgraded mast for mast head spinnaker. All sails very good, 4 spinnakers, 4 headsails, main. No blisters. More info/pics available. (415) 924-2463 or jrolien@comcast.net.



COLUMBIA 33, 1964. Alameda Marina. \$15,000. Reinstalled, all new from electronics to batteries, from a new gasoline tank to navigation lights, blowers, solenoid control for propane tank. Repainted completely inside and out; that includes bottom priming and painting. Call (707) 704-9809. See: www.marinelectronic.webs.com/columbia33onsale.htm.

CAL 34 Mk III, 1977. Emerville. \$28,000. New bottom, diesel mounts, new driplless stuffing box, wheel steering, good sails, 55 gal SS fuel, holding tank, lots more. Solid Lapworth design, easy to sail on bay or cruise. See: <home.comcast.net/~lewiswan1> (510) 962-6122 or sailingman40@gmail.com.

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36 TO 39 FEET

INGRID 38 BLUEWATER KETCH, 1976 Colin Archer/Wm. Atkins design. Built in Port Townsend. Yanmar diesel, vane, furling, radar. Extra stout, solid, glass double-ended cruiser. *Hyperion* has sailed to Alaska and Hawaii. Best offer over \$52,000. (415) 332-6585 or (562) 899-0774.

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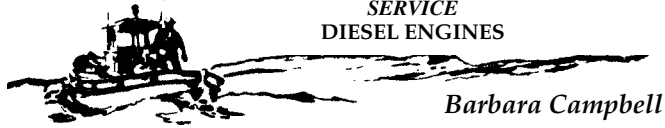
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ISLANDER 36, 1983. Silver Shadow. Excellent condition. New Doyle StackPac main and roller furling jib. Radar, SSB, CNG, pressure H/C water system. A.P., Pathfinder diesel, hard dodger, 6 and 12 volt batteries. Many extras. \$49,900. (209) 957-3361.



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

FREYA 39 IN STEEL, 1974. Oxnard, CA. \$39,000/obo. Freya Halvorsen 39 steel sloop. Insulated, Rebuilt 85-hp Ford diesel. Autopilot, radar, GPS, fridge, shower, hot water. Hood roller furling, hydraulic windlass, sounder, dodger, refurbished aluminum mast/boom. 8-ft dinghy. (805) 200-6089 or train69@hotmail.com.



ISLANDER 36, 1977. \$56,000. This exceptional Islander 36 just returned from a season of cruising Mexico and is ready to go again. New sails, new standing rigging, new Kyocera solar, new Delta and CQR ground tackle. Monitor windvane, 2 Navco autopilots, Furuno radar, Yanmar diesel, propane BBQ. Liferaft, EPIRB, Achilles dinghy, Mercury 5 hp, Garhauer outboard hoist. Teak/holly sole, Crittendon Roth head, updated interior. Much more. Beautiful inside and out. Excellent condition, needs nothing. Safe, fast and fun. See: www.hurulu.com. (415) 370-5060 or nathan@venturearchetypes.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. www.saik38.com.

36-FT SABRE 362, 1998. Built in Maine, this blue-hull beauty is waiting for adventure. Autopilot, shallow draft keel, lightly used spinnaker and new main, newer standing rigging. Recently painted hull and topsides. \$155,000. (925) 766-2205 or dan@deltaexcavating.net.



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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 or arnoldgallegos@comcast.net.



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37-FT APACHE & SLIP LEASE, 1967. Pier 39, SF. \$18,000. Gas engine needs work, good sails including jib, full galley, head and shower, sleeps 6. \$18,000/ negotiable. For pictures and appointments call Jim (209) 786-6001 or jbothwell@hotmail.com.

36-FT PEARSON 365 KETCH, 1977. Alameda. \$55,000/obo. Beautiful live-aboard. 40-hp Westerbeke diesel. 3 new sails. 2005: Standing rigging, refrigeration, entertainment and electronic systems. Inflatable rigid bottom. Much more. (925) 457-4957 or sailonchap@yahoo.com.

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.

40 TO 50 FEET

SPARKMAN & STEPHENS 43. Corten steel custom cutter by Olin Stephens. Built by Bechtel for Pan American World Airways. Unique canoe stern, center cockpit, aft cabin, Perkins diesel. View *Panam* behind San Rafael Yacht Harbor office. \$88,000/obo. (562) 899-0774 or (415) 332-7245.



SAGA 43, 1998. \$199,000. Fast cruising yacht by Robert Perry. Singlehanded TransPac x 2. First to finish displacement boat 2000. Fully equipped to cruise the world, or for PacCup, Singlehanded TransPac, or VicMaui. *Practical Sailor* reviewed this boat. (530) 885-8557.



47-FT CUSTOM FIBERGLASS CUTTER, 2004. Bluewater high-latitude cruising sailboat. Two helms, one enclosed. Sleeps six, premium equipment, electronics, 85-hp diesel, 4.2kw generator, workshop, 200+ fuel and water, refrigeration, washing machine, insulated. \$525,000. Pictures: www.hyssop.com/boat/ Coos Bay, OR. (541) 888-5688.

41-FT ISLANDER FREEPORT. San Carlos, Mexico. \$55,000. Incredible boat at a good price. Everything a Freeport fan could want. Including roller furling on 4 sails. Too much to list. See: www.freeport41.com. (720) 221-8295.



CAL 2-46 KETCH, 1974. Open-interior cruiser, Lapworth design. 2 staterooms/heads, engine room/shop, heavy custom dodger. Upgrades: shaft, propeller, E120 radar/chartplotter, VHF, Schaefer furler, dual Racor filters, upholstery, Force 10 stove, dinghy, 9.9 Merc and more. \$64,900/obo. Info/pictures: www.StillCrazySailing.com. (831) 708-2144 or (831) 601-6249.

KELLY-PETERSON 44, 1978. One of the nicest cruising boats. Center cockpit, aft cabin, with new upgrade diesel 4-169. Bottom job two years ago, no blisters. Needs finishing. \$89,000/obo. (408) 378-3700.

MORGAN 41 CLASSIC, 1991. San Carlos, Sonora, Mexico. Primo condition. Center cockpit, ideal cruising layout. Extensive equipment list. Set up for and currently cruising Mexico. Great living accommodations. Inspect in San Carlos. \$98,000. See website for equipment list and photos: <http://sailboatvagari.blogspot.com>. Email: stanstrebj@gmail.com.



44-FT 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 amgjohn@sbcglobal.net.

NAUTOR'S SWAN 43, 1969. Coos Bay, OR. \$55,000. Nautor Swan/Palmer Johnson 43, built 1969 in Finland by Nautor, upgraded over the years. 14 Barent/Barlow winches, old sails. Requires refit and cosmetic work. Lying in dry dock for easy inspection. Email for specs and photographs. Please serious inquiries only. (541) 269-7524 or (916) 295-8525 or rjtesq@northcoast.com.

SAMSON 40 CUTTER, 1980. Richmond, CA \$32,000. Recently back from Mexico. Strong vessel, nice interior, newer sails and rigging, Dutchman flaking, roller furling, autopilot, refrigeration, shower. Double bunk forward with 2 pilot berths aft. Volvo diesel. www.svpatriarch.com. (707) 961-2080 or rich@svpatriarch.com.

CAL 40, 1966. #64, Yanmar 3-cylinder, roller furling, companion dodger, full cover, propane galley, forced air heat, Autohelm, VHF, WS/WD, GPS, KM, DS, teak and holly cabin sole, bronze portlights. A special boat. Seattle. (425) 649-9167 or (206) 963-8198.



CATALINA 42 Mk I, 1995. 2 cabins, fin keel, upgraded new rudder, clean survey 2 years ago. Shows pride in ownership, Now located in Ventura, CA. \$115,000/obo. Extensive list of equipment and upgrades, new dodger, new full batten mainsail still in bag, dinghy and motor, extra fuel capacity, elect. heads. Contact info for questions, complete inventory list and pictures: (805) 373-0166 or (805) 732-9234 or dab.fd@roadrunner.com.



HUNTER PASSAGE 42, 1994. Proven center-cockpit cruiser, excellent performance with maximum comfort. Spacious master cabin aft with centerline queen, large 2nd cabin forward, 2 heads, central heat and air. Re-rigged for cruising in 2005 with new Schaefer furler, standing rigging, removable inner forestay, trysail track and more. Two-speed self-tailers (1 electric; 5 manual), genset, inverter, autopilot, chartplotter, radar. Bottom paint, new strut and dripless shaft seal 9/08. \$144,900. For complete details: (916) 485-9766 or sailtime@jps.net.

48-FT MAPLELEAF. San Carlos, Mexico. \$110,000. Major refit of all cosmetics and systems. Too much to list here. Great cruiser/liveaboard. Would consider smaller boat trade. For pictures and details, visit website: www.captfht2.com. (720) 221-8295 or captfht2@captfht2.com.



VALIANT 40, 1988. San Carlos, Sonora, MX. \$110,000. Texas-built, non-blisters V40, only 30 or so built. On the hard in MX, can be shipped north by truck, sailed to La Paz and catch Dockwiler or sailed away to ? (520) 572-1470 or bluechablis@comcast.net.



ISLANDER SCHOONER 44, 1982. 52-ft LOA. Well maintained, recent haulout, new main, standing rigging, low hours on Detroit diesel 100 hp, MaxProp, radar, GPS, two anchors, electric windlass, eight winches. Set up to singlehand, ready to go cruising. Located Richmond. Asking \$59,000. (510) 847-2522.

PETERSON 44, 1977. San Carlos, Mexico \$89,500. Price reduced, must sell. Two staterooms, two heads. New Yanmar, LP, fuel tanks. Robertson autopilot, radar, dinghy, outboard. For more info and photos: (520) 235-6695 or (520) 742-2727 or svubetcha@aol.com.

SLOCUM 43 PILOTHOUSE, 1987. Alameda. \$159,000. The Slocum house has a lot more than just a cockpit. The p... lar... ber... bert... vents to... cockpit and new 76-hp... diesel engine installed 1997. Sails in excellent condition. Call owner.



BENETEAU 423, 2003. \$184,500/obo. Excellent condition, deep keel, 2br/2ba, color GPS, Raymarine instruments, LINK 1000 inverter, MaxProp, engine under 200 hours, 2nd anchor, EPIRB, dodger, new batteries. Service/bottom paint 3/09. Can email pics: hcben88@gmail.com.

KELLY-PETERSON 44, 1978. \$89,000/obo. One of the nicest cruising boats. Center cockpit, aft cabin, with new upgrade diesel 4-169. Bottom job two years ago, no blisters. Original non-skid. No teak decks. Optional mast furling mainsail. Needs finishing. (408) 378-3700.



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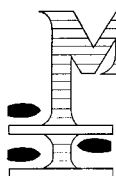
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47-FT OLYMPIC OFFSHORE cruising ketch. Ted Brewer design, hand-laid fiberglass to Lloyds specs, 3 staterooms, spacious accommodations, 75-hp diesel, LPG oven/stove, refrigerator/freezer, hot water, radar, VHF, GPS/chartplotter. See more at: www.rebeccasailboat.com. \$139,500. (360) 452-5050 or (360) 928-3058.

HYLAS 44, 1989. Napa, CA. \$160,000. Price reduced \$10,000 for quick sale. This well-equipped and beautiful boat needs a new owner. I've got too many boats. Call or email for complete specs and pictures. (707) 253-9147 or caladesi@pacbell.net.



FREEDOM 45 CENTER COCKPIT, 1988. Oakland. \$229,000/obo. Fast cruising yacht by Gary Mull. Unstayed carbon rig remains the standard for ease of handling and cruising safety. Easy to tack, jib boom is well-behaved and predictable. Big roach main, all lines led to cockpit, line stoppers and electric winch. Spacious interior with big navigation station and galley. Centerline queen in aft quarters, V-berth forward, two heads with showers. Radar, autopilot, inverter and dripless shaft seal. Must see to appreciate. Call David (650) 413-8652 or abcdavide@hotmail.com.

40-FT HALLBERG-RASSY 39, 2000. San Diego. \$259,000. Highly maintained, outfitted for world cruising, you won't be disappointed, can forward photos and specs. (360) 301-0871 or (360) 379-5639 or onthebriny@hotmail.com.



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BENETEAU 46, 1996. South San Francisco. \$145,000. Good condition, clean, loaded, 3br/3ba, GPS, autopilot, 50-hp Yanmar, new covers, new standing rigging. Interior in great condition, CD player, much more. (408) 422-4277 or saraysteve@aol.com.

CATALINA 42, 1990. South Beach Harbor, SF, CA. \$112,000. Very clean 3-cabin model with many extras. New bottom paint, head, sanitation, dinghy, etc. Dodger, bimini, radar. Full details and pics at: <http://leluya.blogspot.com>. Call Thomas (650) 298-9043.

51 FEET & OVER

64-FT KETCH, 1980. Stockton, Delta. \$39,000. Livable and sailable as-is with many improvements in process. Detroit diesel engine, generator. Pilothouse, salon, full galley, bedroom with head and shower, additional room. Pictures, appointments available. \$39,000/negotiable. Jim (209) 786-6001 or jbothwell@hotmail.com.



FORMOSA 51 KETCH, 1981. Documented. 3 br, 2 bath home; adventure included. Loving care by 2nd owner for 24 years. Sitka spruce spars, stainless steel crow's nest. Roller furling main (boomless), staysail. Maroon covers. Teak interior, varnished throughout. Benmar autopilot, radar, VHF, 80-hp Ford Lehman diesel, diesel heater, new propane range, propane water heater, coldplate freezer/fridge. 220 gal. fuel/220 gal. water. 3 staterooms, 2 heads. Set up to singlehand. \$109,500. Lying Santa Cruz. Call (650) 326-1430 or ewhollandjr@aim.com.



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FORMOSA 56 CC KETCH. Alameda. \$189,000. Beautiful classic lines designed by Bill Garden. Ultimate bluewater cruiser or liveaboard with bright raised center salon and 16-foot beam and 1-inch solid fiberglass hull. breathtaking carved teak interior. Aft wrap-around berth, queen bed and vanity, charming private forward cabin with vanity and settee. 2 heads, showers and electric flush, 120-hp Ford Lehman diesel, dinghy, davits. 200 gals fuel and water. www.halfmoonsail.com. (650) 208-9887 or gghaibeh@yahoo.com.

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HERRESHOFF H-28 KETCH, 1948. Goswell-built, needs some work. Good sails and interior. Price is right: Free. But must buy new Yanmar, \$8,000. (707) 925-6131.

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38-FT NEWICK. Bay Area. \$49,000. Radical racing trimaran, 1st multihull, 1st corrected, 1st to finish 2009 Farallon Island Race. 4th in Three Bridge Fiasco, without spinnaker (dsq for no radio check). \$22k refinish 2009. Rare, only open-wing Native ever built by famous yacht builder. Built for the OSTAR. 16 to 20 knot cruise, top speed 23 knots in the Farallon Island Race. Sails faster than windspeed. SSB, watermaker, dodger. 2009 survey by John Marples with Dick Newick (autographed). \$300k replacement, \$60k value. Being prepped for TransPac. Consider F-27 trade. (775) 827-2786 or multihuler@aol.com.

35-FT VICTORY, 2000. Redwood City, CA. \$175,000. Fully loaded catamaran, excellent condition. Very roomy, luxurious layout, equipped for cruising. Watermaker, hydronic heater, radar, GPS, panoramic windshield view, and much more. Atlantic and Pacific oceans veteran. Ready to go. The best 35' catamaran by far. See: sites.google.com/site/victory35cat. Call (408) 528-1591 or victry35@gmail.com.

31-FT SEARUNNER, 1984. Owl Harbor Marina. \$7,000. Solid wing model. Light and fast. No dry rot. New main, new Honda 9.9 outboard, fresh bottom paint. Good, solid boat, ready to sail, kick off the lines and go. Call Jeff (707) 974-6069.

50-FT CATAMARAN, 1970. Berkeley. \$99,500. CSK design, cold-molded, 80-hp diesel, 4 cabins, 2 heads, radar, self-furling jib. (925) 254-6404.



WILDCAT 350, 2000. *Out of Africa*. 35' x 21' beam, Doyle sails, spinnaker, radar, 20-hp Volvo sail drives, folding props, Spectra watermaker. Boat loves Mexico. 4 staterooms. \$169,000. (916) 716-0669 or rich.cavanagh@yahoo.com.



34-FT GEMINI 105MC, 2006. This sailing cat is in great shape. Screecher and track, davits with loveseat, dinghy, microwave, bottom just painted. 400 hours on engine. Cockpit screens. Many extras. Start sailing in the Pacific NW islands or use supplied trucking timbers. (360) 945-1601 or email: withingtona@gmail.com.



38-FT CSK. FACTORY-BUILT world cruising catamaran. Twin diesels, max props, daggerboards, dual steering, anchors, windlass. Full-batten main, lazyjacks. Galley up in salon, full headroom, beautiful teak interior. Safe, great sailing boat, great condition. \$45,000/obo. (831) 475-6869.



36-FT MacGREGOR CAT, 1977. Marina del Rey, CA. \$15,000. New trampolines and crossbeams, double spreader, tall rig, 40-hp ob. Fast, fun and strong. (949) 466-5451 or (949) 661-7643 or email: mikerussell4@cox.net.

POWER & HOUSEBOATS

MATTHEWS 43, 1965. SF. Wood, flybridge with 2 steering stations, 2 rebuilt 454 engines. Need to finish. Working generator. 2-cabin layout, 2 heads with one shower. Big salon, decks have been fiberglassed. Swim step, full galley with seating area. Great liveaboard. Possible partial trade. \$14,000/obo. (925) 260-7578.



36-FT SLEEKRAFT COMMODORE, 1984. North Lake Tahoe, NV. \$20,000. Includes triple-axle trailer, new 454 CI engines. Very clean and well maintained. Will deliver if requested. Call Jim (775) 742-1004 or (775) 831-5827 or email: j.costalupes@sbcglobal.net.

36-FT BULL NOSE CONNIE. Twin 283 Chevys. Vallejo covered berth. \$7,900/obo. Call Jon (707) 473-0867.

SILVERTON 31, 1979. \$35,000/obo. Location, location. SF Marina, exquisitely handcrafted interior, remodel with redwood ceiling and door, mahogany floor and desk plus large copper countertop and shell-shaped sink. New isolation transformer and hot water heater. V-berth. Enclosed deck. Flybridge. Twin GM 350 engines, very low hours. Very quiet location. Perfect weekend retreat or floating art/writer's studio. "A work of art". Motivated seller. Absolutely no brokers. Send for pictures. (415) 713-2969 or adagio@mcn.org.



18-FT BOSTON WHALER, 2001. Dauntless model with bimini top and custom boat cover. 2001 135-hp Mercury outboard, Optimax engine with stainless steel prop and 15-hp 4-stroke Mercury starter engine. Transom lift bracket single engine. GPS, VHF, fishfinder and depth sounder as well as swim step with ladder. Engines and trailer serviced March 2009. Original owner, 323 hours on engine. 2001 Pacific trailer included, excellent condition. CF# fees paid to 12/31/09. Permanent license plate, paid to 2/25/14. \$19,000. Call (707) 781-2555 ext: 311 or dlehr@prbo.org.

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65-FT WOOD CLASSIC, 1939. Heavy built ex-trawler. GMC 12V-71, 21-kw generator. Full electronics. Lots of equipment. Ready to go. Would make great conversion. More pics/details: ancona@mcn.org. Will consider any reasonable offer. Call (707) 964-5423.



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37-FT CHRIS CRAFT CONNIE, 1962. Price reduced. \$18,000/obo. Excellent condition, modern power. Volvo Penta V-8s, EFI, new cold-molded bottom. Fuel efficient and fast. Covered berth at Willow Berm Marina in the Delta. (510) 812-5833 or (925) 254-0662.

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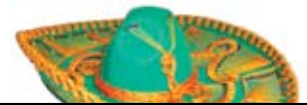


LOOKING FOR 2-3 PARTNERS for a Beneteau 36.7. Preferred use cruising or some light racing. Harbor locations SF or Santa Cruz would be best. Please contact me at: benjamin_ce_schwarz@earthlink.net.

PARTNERSHIP OPPORTUNITY. Hunter 36, 2004 model. 36-ft sailboat. Currently the boat is kept in South Beach Marina, SF. It has a navy blue hull which I believe is the only one on the Bay. Furling jib and main, dodger, nice interior, well maintained. \$600/month for 1/4 use of the boat. Two of the larger local charter companies rent this boat out for \$715-\$731 (\$465-\$488 member pricing) for a single weekend day. (408) 375-4120.

ISLANDER 36, 1977. Oakland Yacht Club, Alameda, CA. 1/4 share in 1977 Islander 36 Gypsy. \$12,000 or best offer. \$300/month pays all expenses. 4-year-old radar/GPS/plotter. Many upgrades. Strong Perkins 4-108 diesel. Ready to use and cruise. Well maintained by partners and sailed nearly every day. Partners get one 3-day weekend each month plus weekday each week. This boat is a honey. For pic/description/appointment call (510) 207-9886 or (510) 505-9203 or email: cattlehands@gmail.com.

CATALINA 30 SHARE. Best Sausalito slip with parking. 5 min. to Bay, 30 to Angel Island. Walk to bars/restaurants. Upgrades: Wheel, diesel, cushions, jib furler, mast, more. Non-equity use 7 days max/month. 1 year, \$270/month. (415) 332-5442 or Leeloves2sail@hotmail.com.



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TRADE

WILL TRADE GOOD OCEANVIEW lot in San Carlos, Mexico for good cruising sailboat or powerboat of equal value. Other comparable lots are selling for \$80,000 to \$120,000. Already have a house but no boat. Email: kgeisler@mcsnet.ca

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NOR'SEA 27 WANTED. SF Bay Area. Looking for a good condition Nor'Sea 27 in the SF Bay or SoCal areas. Call (408) 203-0409 or keck.zest@gmail.com.

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GEAR

NAUTICAL SWAP MEET. Sunday, May 17, 8 am-noon at Marina Bay Yacht Harbor. Anything of a maritime or nautical nature. Pre-loved, hand-made or gently used. Find your treasures here. Vendor spaces available. Info: (510) 236-1013 or info@mbyachtharbor.com.

MARINE SWAP MEET/FLEA MARKET, Saturday, May 23, 2009, 7:30 am to 2:00 pm, at Docktown Marina, 1548 Maple St, Redwood City. Sponsored by the Peninsula Yacht Club. For information contact (650) 369-4410 or go to pycboating.org.

LIFERAFT, 4-PERSON VIKING DK. Double floor, hard case, cradle, \$775. 300' of 5/16" G4/BBB 304 stainless steel chain, \$6 foot, will cut. 8' Walker Bay dinghy, \$275. 24 volt Jabsco head, \$100. 12 stainless steel 28" lifeline stanchions with 4 roller furling blocks, \$180. 35-lb CQR. 6 aluminum cruciform bits, 6" tall, \$25 each. Volvo waterlift muffler, 3-1/2", \$100. San Diego. Leave msg: (907) 321-0146 or seactor@gmail.com.

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LOSS LEADER. W13 Westerbeke diesel engine, complete, \$1,050. Rebuilt Atomic 4 gas engine, \$3,000. GMF Yanmar diesel 14-hp engine, complete, \$1,700. 2GM20 Yanmar diesel engine, 18 hp, \$1,800. A-4 and Perkins parts for sale. (415) 272-5776.

MISCELLANEOUS

MARINE FLEA MARKET / Maritime Day Celebration. 300 Napa Street, Sausalito. Saturday, August 1, 8 am - 6 pm. Festivities include: Flea market, maritime art, live music, food, boat rides, raffle of 16-ft rowing boat and more. Bring the whole family. Spaces available. \$35. www.galileeharbor.org. (415) 332-8554.

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SINGLE SKIPPERS AND CREW of all abilities are invited to join the Single Sailors Association. Membership includes daysailing, raft-ups, invaluable onboard training, social events. Meetings held 2nd Thursday, Ballena Bay Yacht Club <www.bbvc.org> Social 6:30 pm. Meeting 7:30 pm. Guests welcome. <www.singlesailors.org/> (510) 233-1064.

PERSONALS



FIRST MATE WANTED for 32-ft Beneteau berthed in Alameda. Tall, warm, energetic, upbeat, fit male seeks bright, warm-hearted, upbeat, fit, emotionally secure woman, mid-50's to early 60's, to sail on SF Bay. Possible romantic relationship if chemistry is right. Call Milt (510) 704-0772.

NON-PROFIT

BOAT PROPELLERS & CARBON monoxide deadly. The Santa Clara Power Squadron promotes safe boating through education. More information? See: <www.usps.org/localusps/santaclaras> click on: 'useful links' to 'other links' or call Steve (408) 723-0619.

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ABOUT BOATING SAFELY course offered by USCG Auxiliary Flotilla 17. Our basic boating course gives you the foundation for boating safely. Saturday, May 30, 0830-1730 at YBI Coast Guard Station. \$55 includes book and lunch. Contact: (415) 285-1100 or dktalton@comcast.net. <www.flotilla17.org>

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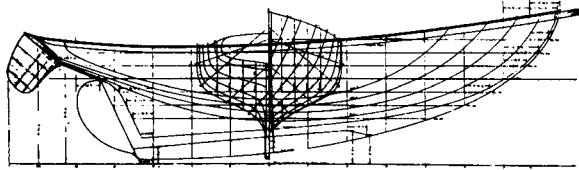
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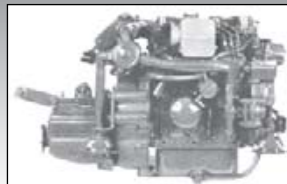
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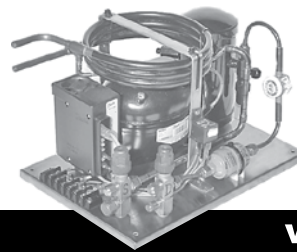
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| 41 | Cooper US 42 PH | 1981 | 78,000 |
| 41 | Morgan OI 415 ketch | 1979 | 69,900 |
| 41 | Ta Chiao CT ketch | 1977 | 120,000 |
| 41 | Seawind cutter sloop | 1977 | 39,900 |
| 41 | Tartan TOCK | 1976 | 86,000 |
| 41 | Formosa Yankee Clipper | 1974 | 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 | Fortuna Island Spirit 401 cat | 2005 | 369,000 |

| | | | |
|----|----------------------------|------|---------|
| 39 | Roberts cutter | 1997 | 118,000 |
| 39 | Cal | 1980 | 74,900 |
| 39 | Cross trimaran | 1979 | 49,765 |
| 38 | Fontaine Pajot catamaran | 1995 | 174,500 |
| 38 | Nauticat motorsailer | 1983 | 89,900 |
| 38 | Roberts Offshore ketch | 1982 | 55,000 |
| 38 | Ericson sloop | 1982 | 79,000 |
| 38 | Shannon cutter | 1980 | Pending |
| 38 | Hans Christian Traditional | 1979 | 89,900 |
| 38 | Alajuela III cutter | 1977 | TBA |
| 38 | Bluewater Ingrid ketch | 1974 | 35,000 |
| 38 | Oriental Moore ketch | 1963 | 24,900 |
| 37 | Pearson sloop | 1989 | 59,900 |
| 37 | Hunter Legend sloop | 1988 | 69,000 |
| 37 | Rafiki cutter | 1978 | 80,000 |
| 37 | Condor UK | 1978 | 25,000 |
| 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 | Islander sloop | 1980 | 39,500 |
| 36 | C&C Mk II | 1980 | 44,900 |
| 35 | Wauqueez Pretorian sloop | 1985 | Pending |
| 35 | Spencer | 1983 | TBA |
| 35 | Columbia Challenger ketch | 1974 | 28,000 |
| 34 | Hunter sloop | 1986 | 32,900 |
| 34 | Catalina sloop | 1986 | 29,900 |
| 34 | Hunter sloop | 1985 | 44,500 |
| 34 | FinnGulf sloop | 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 | West sail cutter | 1981 | 63,500 |
| 32 | Dreadnaught ketch | 1980 | 35,000 |
| 32 | Morgan custom sloop | 1979 | 37,500 |
| 32 | Bristol yawl | 1978 | 29,900 |
| 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 | Hunter sloop | 2001 | 54,950 |
| 29 | Cal 2-29 | 1976 | 15,900 |
| 28 | Bristol Channel Cutter | 1950 | 39,000 |
| 27 | Corsair F-27 trimaran w/trailer | 1991 | 39,500 |
| 20 | Pacific Seacraft Flicka w/trailer | 1980 | 24,000 |

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|--------------|-----------------------------|------|---------|
| 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 |
| 50 | Carver motoryacht | 1999 | 329,000 |
| 48 | Tollycraft motoryacht | 1976 | 160,000 |
| 47 | Santa Barbara Yachts | 1964 | 75,900 |
| 45 | CHB trawler | 1981 | 169,000 |
| 43 | Silverton sport bridge | 2006 | 440,000 |
| 42 | Californian coastal trawler | 1979 | 99,500 |

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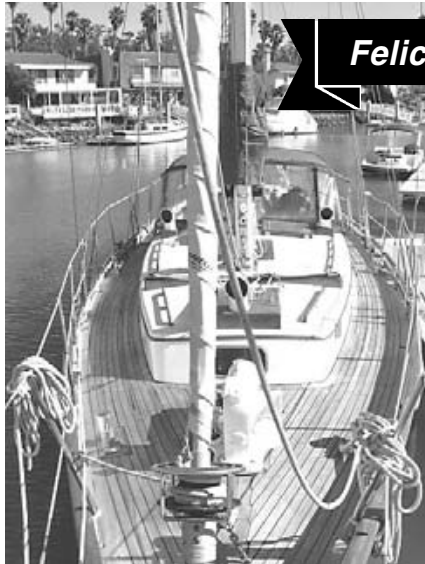
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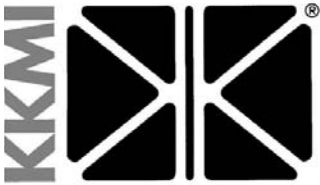


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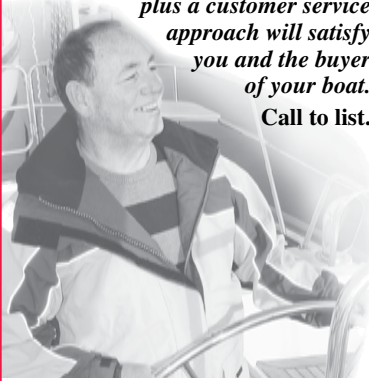


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| 55' Fairline Squadron, '00 | 599,000 | 35' J/105, '97 | 79,000 |
| 53' J/160, '02 | 679,000 | 35' J/109, '06 | 225,000 |
| 46' Moody, '00 | SOLD | 35' J/109, '05 | 215,000 |
| 45' Rivolta Coupe 4.5, '08 | 745,000 | 35' J/109, '04 | 212,900 |
| 41' J/124, '06 | 329,000 | 34' Formula PC, '00 | 95,000 |
| 40' J/122, '07 | 440,000 | 33' CrossCurrent 33, '06 | Call for pricing |
| 40' J/120, '99 | 218,000 | 32' C&C, '84 | SOLD |
| 40' C&C Express, '02 | 215,000 | 32' J/32, '98 | 128,500 |
| 38' Pearson True North, '05 | SOLD | 29' Luhrs 290, '98 | 87,000 |
| 38' Pearson True North, '04 | 345,000 | 29' Back Cove, '07 | 199,000 |
| 38' Pearson True North Explorer, '02 | 279,000 | 29' Back Cove, '09 | 232,000 |
| 38' Pearson True North Explorer, '02 | 269,000 | 29' Raider Rib 900 Sport, '08 | 89,000 |
| 37' Santa Cruz, '09 | 399,900 | 26' J/80, '95 | 32,900 |
| | | 22' Raider RIB 680, '07 | 49,690 |

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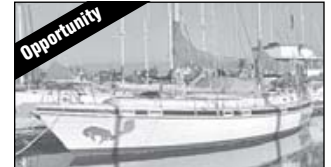
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43' MORGAN CC, 1985

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price is right! Asking **\$117,000**

| SAIL | | | |
|--|-----------|-------------------------------------|-----------|
| 56' Formosa ketch, 1983 | \$189,500 | 42' Tecno Express, 1984 | \$75,000 |
| 47' Vagabond ketch, 1981 | \$144,900 | 41' Hatteras aft cabin, 1966 | \$79,000 |
| 43' Hans Christian ketch, 1979 | \$132,900 | 39' Sea Ray Express Cruiser, 1987 | \$69,900 |
| 41' Morgan Out Island 416, 1982 | \$89,500 | 38' Californian sedan trawler, 1982 | \$75,000 |
| 38' Hans Christian cutter, 1985 | \$114,900 | 37' Maxum SY, 2005 | \$199,000 |
| 37' Hunter Legend, 1989 | \$59,500 | 35' Maxum 3500 SF, 2003 | \$139,000 |
| 36' Catalina, 1984 | SOLD | 33' Chris-Craft Catalina, 1980 | \$34,900 |
| 36' Islander sloop, 1976 | \$36,995 | 33' Chris-Craft Corinthian, 1979 | \$32,000 |
| 35' C&C Landfall, 1981 | SOLD | 32' Bayliner 3270, 1987 | \$41,000 |
| 29' Cal, 1976 | \$13,500 | 32' Grand Banks sedan trawler, 1973 | \$49,000 |
| 20' Ranger Daysailer, 1981 | \$3,900 | 31' Maxum 3100 SCR, 2002 | \$81,000 |
| POWER | | 30' Mainship pilot sedan, 2000 | \$76,000 |
| 55' American Marine Alaska, 1972 | \$164,700 | 30' Robalo R 295, 2006 | \$160,000 |
| 54' Cruisers 540 Express, 2004 | \$650,000 | 29' Maxum 2900 SCR, 2002 | \$43,000 |
| 53' Eagle pilothouse, 2006 | Inquire | 29' Sea Ray 290 DA, 1996 | \$33,000 |
| 51' Bluewater cockpit motoryacht, 1985 | \$88,500 | 28' Bertram, 1986 | \$39,500 |
| 48' Defever Tri Cabin Offshore, 1981 | \$179,000 | 27' Grady White Sail Fish, 1996 | \$56,000 |
| 44' Symbol MkII Sundeck, 1985 | \$125,000 | 26' Bayliner, 1980 | \$14,900 |
| 42' Nova 42 Sundeck, 1985 | \$139,000 | 26' Tollycraft sedan, 1976 | \$19,500 |



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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

See at: www.marottayachts.com



34' HANS CHRISTIAN CUTTER, 1978

The rare Robert Perry-designed HC 34 is a classic cutter that's a very capable offshore boat; with a full keel, high ballast-to-weight ratio, deep cockpit (note it's a bigger, more comfortable cockpit than that on the more common HC 33) and a big rudder placed far aft, she's safe and sea kindly under power or sail. Great shape, transferable Sausalito YH slip.

\$69,000

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



42' CHRIS CRAFT COMMANDER, 1968

Price SIGNIFICANTLY reduced (she sold for \$88,000 less than three years ago) and is now well below market. Two-boat owner motivated and offers encouraged. Note this boat is a real value — it's a fiberglass boat with twin diesels, but is listed at a price comparable to that of GAS powered Commanders constructed of WOOD!

\$39,000

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



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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Also: 48' C&C L.F.



PASSPORT 42 PH, 1984
Nicely equipped & clean.
\$130,000



40' CHEOY LEE RHODES OFFSHORE, 1973
New teak deck. New blue Awlgrip.
New electrical panel. New fuel tanks. Inquire



ISLANDER 36, 1979
Nicest one on the Bay! SS ports,
teak & holly sole, more.



40' BRISTOL CLASSIC, '74
New Awlgrip. New electronics. New ultra suede.
Sausalito slip. \$83,000

| SAIL | |
|-------------------------------------|-----------------------|
| 59' Custom KT | 78 155,000 |
| 54' Alden yawl | 70 75,000 |
| 52' Hartog schooner | 99 195,000 |
| 51' Aleutian | 80 125,000 |
| 50' Gulfstar | 79 124,000 |
| 50' FD 12 | 81 65,000 |
| 49' Reliant ketch | 91 129,000 |
| 48' C&C L.F. | 80 135,000 |
| 47' Perry cutter | 80 65,000 |
| 46' Swan CB | 84 279,000 |
| 45' Noble CC steel | 05 150,000 |
| 44' Islander schooner | 80 59,000 |
| 44' Brewer CC KT | 88 99,000 |
| 43' Corten steel SS | 84/'08 79,000 |
| 43' Hans Christian | 89 199,000 |
| 42' Passport PH | 84 130,000 |
| 42' Baltic DP | 84 189,000 |
| 42' Howard Chapelle schooner | 79 59,000 |
| 41' CT | 76 79,000 |
| 40' Columbia | 64 29,000 |
| 40' Bristol | 74 83,000 |
| 40' Passport Pullman | 86 183,900 |
| 40' Cheoy Lee MS | 75 69,000 |
| 40' Cheoy Lee Offshore | 73 99,000 |
| 40' Challenger | 73 59,000 |
| 38' Morgan (2) | 78 & '84 from 44,000 |
| 38' Ingrid (2) | 76 & '84 from 52,000 |
| 37' Rafiki, new engine '07 | 77 49,000 |
| 36' Phillip Bolger | 88 41,500 |
| 36' Islander Freeport | 81 65,000 |
| 36' Palmer Johnson | 74 46,000 |
| 36' Swain, steel | 97 98,000 |
| 36' Islander (2) | 77 & '79 from 46,000 |
| 35' Baba | 79 69,500 |
| 34' Tartan | 78 29,900 |
| 34' Sabre | 83 46,000 |
| 33' Hans Christian | 86 112,000 |
| 32' Targa, center cockpit | 78 34,500 |
| 32' Westsail (2) | 77 & '79 from 48,500 |
| 32' Odyssey, nice | 67 75,000 |
| 32' Coronado | 73 26,000 |
| 31' Pacific Seacraft Mariah | 79 46,000 |
| 30' Catalina (2) | 75 & '81 from 16,500 |
| 30' Islander (2) | 74 & '75 from 15,000 |
| 30' Islander Bahama | 24,000 |
| 30' Lancer | 80 32,500 |
| 27' NorSea w/trailer | 77 39,900 |
| POWER | |
| 140' Canadian Vickers | 38 1,200,000 |
| 72' Landing Craft | 150,000 |
| 67' Stephens, alum. | 80 675,000 |
| 65' Nordland | 71 225,000 |
| 65' Pacemaker, cert. | 71 299,000 |
| 65' Elco Classic MY | 26 450,000 |
| 57' Junk, surveyed | 72 70,000 |
| 57' Chris Craft | 65 135,000 |
| 53' Hatteras MY, new engines | 76 259,000 |
| 50' Defever, steel | 71 198,500 |
| 50' Stephens (2) | 63 & '65 from 135,000 |
| 48' Ocean Alexander | 06 599,000 |
| 48' Offshore | 91 359,000 |
| 48' Dutch canal barge | 50 219,000 |
| 47' Taylor MY | 82 125,000 |
| 46' Grand Banks Classic | 91 475,000 |
| 45' Chris Craft | 73 120,000 |
| 44' Marine Trader CP | 84 149,000 |
| 44' Defever | 82 175,000 |
| 44' Uniflite, nice | 84 159,900 |
| 40' Chris Craft | 59 20,000 |
| 40' Marine Trader | 84 94,000 |
| 40' Kha Shing | 81 89,500 |
| 39' Cruizon | 61 39,000 |
| 39' CHB, aft cabin | 79 99,950 |
| 39' Mainship | 89 79,000 |
| 39' Donzi ZSC | 02 219,000 |
| 38' Chris Craft | 64 39,000 |
| 38' Holiday Mansion | 89 38,500 |
| 35' Cooper Prowler | 86 55,000 |
| 34' Sea Ray Sundancer, diesel | 01 155,000 |
| 32' Silverton FB, 370 hrs | 98 55,500 |
| 32' Dutch canal barge, nice | 77 99,500 |
| 31' Fishing boat, steel | 89 28,000 |
| 30' D'Este Venetian water taxi | 86 65,000 |
| 30' Sea Ray | 88 29,500 |
| 29' Boston Whaler | 99 99,000 |
| 29' Monterey | 95 29,000 |
| 28' Silverton FB | 78 17,500 |
| 28' Bayliner 2855 w/trailer | 99 32,900 |
| 28' Boston Whaler, twin Merc | 99 59,000 |
| 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 |
| 25' Skipjack, diesel | 85 50,000 |
| 24' Chaparral, trailer | 94 19,000 |
| 24' Orca, inboard | 99 39,995 |
| 24' Osprey | 96 69,500 |
| 24' Grady White 240, nice | 03 49,500 |
| 22' Grady White 222 w/trailer | 01 59,000 |
| 22' Boston Whaler w/trailer | 04 40,000 |
| 21' Boston Whaler Ventura | 05 45,000 |
| 20' Shamrock | 05 25,000 |
| 17' Marlin, '91 w/OB, '02 w/trailer | 29,500 |



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Great for passages or liveaboard. Sausalito slip.
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Two staterooms. Major upgrades: SSB, liferaft,
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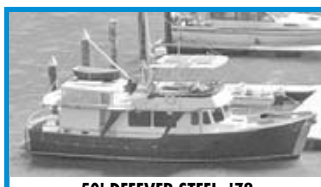
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Well constructed, ketch rig, 49' LOD, 56' LOA,
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Aluminum. \$675,000
Also: 50' STEPHENS, 1963
Woodie.
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2006** Two boat owner, like new. \$589,000



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40' CHALLENGER Ketch. Gorgeous, Sparkling Performance Cruiser in excellent condition. Dsl, furling, spinn., full galley, encl. head & shower, hardwood interior, wheel, pedestal, full lifelines & pulpits, inverter, Avon & o/b. MUCH MORE! Shows pride of ownership. Asking **\$59,000**



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