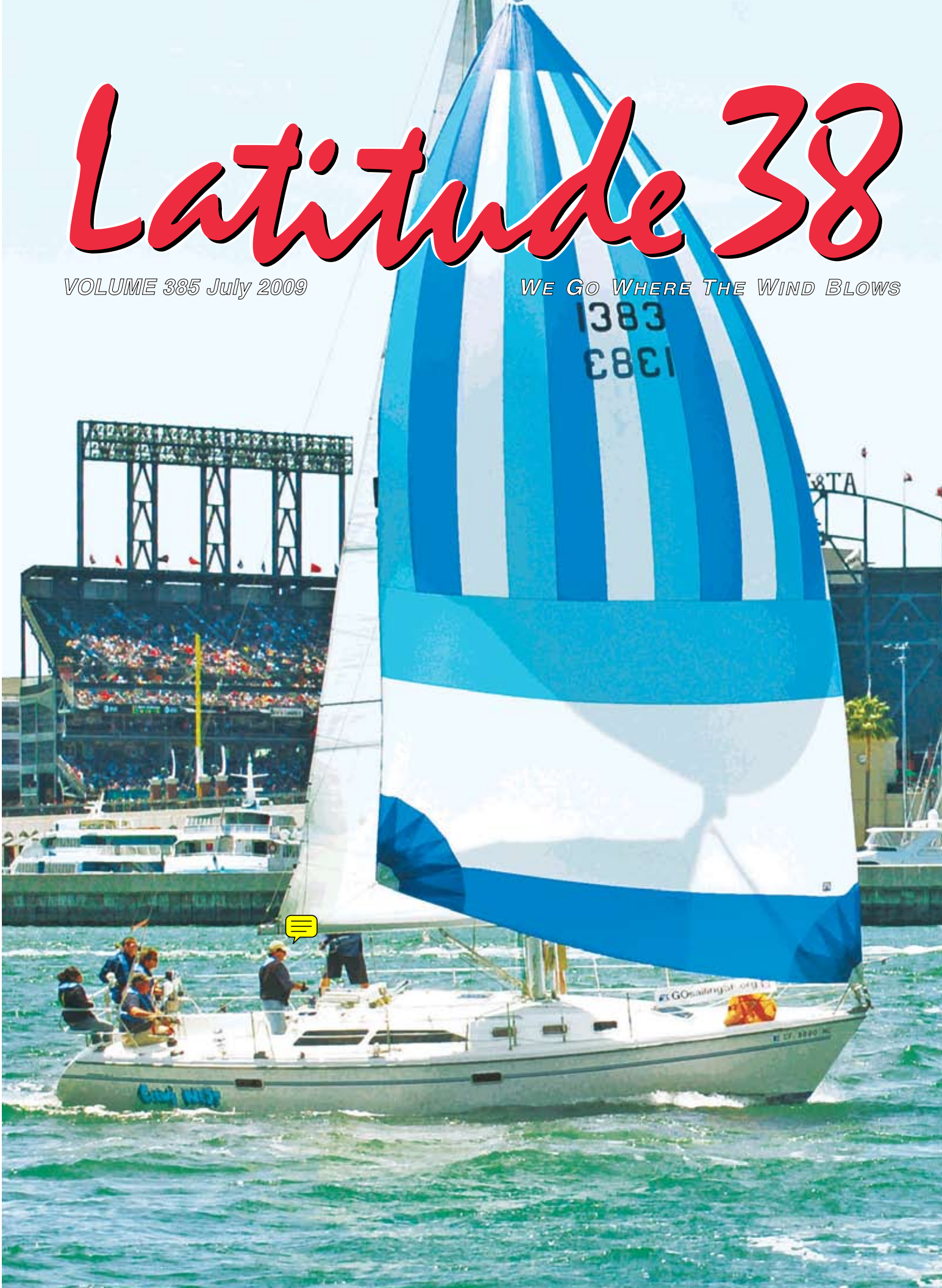


Latitude 38

Latitude 38

VOLUME 385 July 2009

WE GO WHERE THE WIND BLOWS



JULY 2009

VOLUME 385

UP A RIVER . . .



It seems everywhere you turn, there's a new story about the decline of participation in sailing. But here in Northern California, the biggest events just aren't bearing that out.

With its largest fleet ever — 152 starters — the 19th annual Delta Ditch Run was a solid rebuttal to the naysayers. Featuring 130 monohulls, the race also brought out 22 multihulls, eight of which were F-18s — beach cats that are wildly popular around the world, yet relatively sparse in the States. The 20 percent growth over last year's race is all

Imagine waking up from a nap, looking up and seeing this coming at you — these four boats return the favor to this hapless little stinkpot.

the more amazing given that the event, jointly run by the Stockton Sailing Club and Richmond YC, was missing the Bay Area contingent of one of its stalwart classes — the Melges 24s which stayed on the Bay to tune up for their Nationals later in the month.

It wasn't a real barn-burner year, but no one we talked to was complaining as there was pretty solid breeze all along the course. The first monohull to

finish — Don Jesberg's Melges 32 *Viva* — finished the 67.5-mile course at about 6 p.m., after 7h and 28s on the course.

"We're still waiting for someone to break the record," said Stockton SC's Bob Doscher. "But almost everyone finished before dark."

The overall winner, Scott Easom's Moore 24 *Eight Ball* finished less than 1.5 hours later. Correcting out 42 seconds behind was Ben Landon's Thompson 650 *Flight Risk*, which finished just 1.5 minutes ahead of Andy Hamilton's Wylie Wabbit 24 *Ghost Dog* which, in turn, just

NO PADDLE NEEDED



pipped Caleb Everett's Moore 24 *Tortuga* — which had battled with *Eight Ball* for most of the race — by five seconds. Mark English's Moore 24 *Numa Boa* rounded out the top five.

The trend in the top five — namely that they're all pretty light displacement boats — extended all the way down through the top 25, which included only one boat from the heavy-displacement divisions. By comparison, last year's relatively slow race, where most people didn't finish until after dark, produced pretty much the opposite result.

Split into three classes, the 22-boat multihull division had it all this year. Long Beach-based Olympic medallists Pease and Jay Glaser brought some starpower to the F-18s and took away the top honors in that class with a 5h, 30m, 57s performance on *Breakfast at Bill's*. In Multi 2, it was Jim Lawson's Klamath Falls, Oregon-based Corsair 31-RS *Water Wings* that finished a little over an hour later. But the fastest elapsed time of the race came from the Multi 1 Division and Bill Erkelens' Modified D-Class Catamaran *Adrenaline*, which finished

in 5h, 13m, 46s. Eight minutes later, Peter Stoneberg's Formula 40 *Shadow* notched the class win on corrected time after Stoneberg and the *Shadow* crew donated a Windex to the Benicia Bridge.

"We had a pretty exciting moment when we were blasting down toward the Benicia Bridge, frantically calling the bridge-master to raise the railroad bridge for us, quickly pleeeeeeze!!!!" Stoneberg said. "Our 68-foot rig, plus the 3 feet step-up off the water, plus a pretty high tide made us *very* nervous that we weren't going to make it under

UP A RIVER . . .

GRANT KIBA



GRANT KIBA



CAROLYN FITZ-GERALD



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RANDY CAMPBELL



ERIK SIMONSON/WWW.H2OSHOTS.COM



Clockwise from top-left — "All aboard" the 'Marrakesh' Express . . . 37; the race is just as friendly; without their trapeze wires, these skiffies get a little out of sorts; Pease and Jay Glaser fly a hull; "What could be better than this?"; it wouldn't be a Ditch Run without Hank Easom and 'Yucca' . . . winning their division; not much room there at the rocks — looks like everyone was up on the rules regarding continuing obstructions?; plenty of clearance at the Carquinez Bridge; 'Uagain' tries the sideways crab to Stockton; the Viva 27 'Cat Sass' proving that not all cats land right-side up when they fall.

the 72-foot mean high water bridge. Sure enough, the bridge-master replied that a train was coming, the bridge stayed down and our masthead Windex shattered on the bottom of the bridge just as the train arrived. I wonder if the weight of the train on the bridge made a difference. Upon further inspection the top of our rig cleared by a mere three inches. Thank

God it was flat water and we had some rake, or we might indeed be buying that new carbon rig we've been dreaming about."

That's a good point, and we asked a civil engineer friend, who said the bridge probably deflects one or two feet with a train on it — both scary and good to keep in mind in the future if you have a rig

that tall.

Of course, being that it's the Delta, there are hazards beyond the bridges, shoals and riverbanks.

"The real pucker was worrying if a water skier was going to wrap his rope around our rig at 80 MPH and end up like a yo-yo at the end of his string," Stoneberg said. "Did you guys see the



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NO PADDLE NEEDED



JEREMY LEONARD/WWW.SURFCITYCATAMARANS.COM

water ski racers behind the twin engine, nitro-methane burning tow boat? And I thought *we* were crazy."

Shadow may have had a near-miss with the bridge, but Keith Rubin's *Anacortes*, Washington-based *Viva 27 Cat Sass* capsized. The boat was successfully recovered.

If you missed this year's Ditch Run, start making plans for next year; the date has been set for June 12th, with the chance it will start an hour earlier. That would mean the buses leave an hour

earlier, but it also would mean more time for the party. Any arguments?

— *latitude/rob*

DELTA DITCH RUN 6/6

OVERALL — 1) **Eight Ball**, Moore 24, Scott Easom; 2) **Flight Risk**, Thompson 650, Ben Landon; 3) **Ghost Dog**, Wylie Wabbit, Andy Hamilton; 4) **Tortuga**, Moore 24, Caleb Everett; 5) **Numa Boa**, Moore 24, Mark English; 6) **Weckless**, Wylie Wabbit, Tim Russell; 7) **Kwazy**, Wylie Wabbit, Colin Moore; 8) **Paramour**, Moore 24, Vikki Fennell; 9)

Gruntled, Moore 24, Bill Erkelens; 10) **Penguin**, Moore 24, Matt Dini. (130 boats)

HEAVY 1 (PHRF -9-90) — 1) **Yucca**, 8 Meter, Hank Easom; 2) **Outsider**, Azzura 310, Greg Nelsen; 3) **Stewball**, Express 37, Bob Harford. (12 boats)

HEAVY 2 (PHRF 99-147) — 1) **Arcadia**, Modernized Santana 27, Gordie Nash; 2) **Uno**, Wyliecat 30, Steve Winner; 3) **Dreamtime**, Olson 911, Roger Craine. (14 boats)

HEAVY 3 (PHRF 150-222) — 1) **Happyhouka**, Cal 27, Greg Goodman; 2) **Gypsy Lady**, Cal 34-1, Val Clayton; 3) **Winsome Wench**, Newport

UP A RIVER . . .

30 Mk. III, Robbie Gabriel. (13 boats)

LIGHT 1 (PHRF 27-72) — 1) **Super Fly**, Cheetah 30, Steve Mollering; 2) **Gladiator Racing**, Cheetah 30, Eric Rimkus; 3) **Skiffsailing.org**, 11 Meter OD, Rufus Sjoberg. (16 boats)

LIGHT 2 (PHRF 84-108) — 1) **Flight Risk**; 2) **Bandit**, Melges 24, Mike Wolfe; 3) **Still Crazy**, Hobie 33, John Shampain/Robert Plant. (11 boats)

LIGHT 3 (PHRF 120-156) — 1) **Ghost Dog**; 2) **Weckless**; 3) **Kwazy**. (13 boats)

EXPRESS 27 — 1) **Get Happy!!**, Brendan Busch; 2) **Loose Cannon**, Andy Goodman; 3) **Wile E Coyote**, Dan Pruzan. (13 boats)

MOORE 24 — 1) **Eight Ball**; 2) **Tortuga**; 3) **Numa Boa**. (27 boats)

OLSON 30 — 1) **Dragonsong**, Sam McFadden; 2) **Enigma**, Randall Lesley; 3) **Hoot**, Andrew Macfie. (7 boats)

CRUISE — 1) **Ghost**, Ticon 34, Bill Goldfoos; 2) **Indy**, Islander 36, Michael Matthews; 3) **Elli**, Newport 28, Doug McDougall. (4 boats)

MULTIHULL

F-18 — 1) **Breakfast at Bill's**, Capricorn, Pease & Jay Glaser; 2) **Sling Shot**, Hobie Tiger, Philip Meredith; 3) **Freedom**, Hobie Tiger, Mark Lewis. (8 boats)



'Dragonsong' was the Olson 30 to beat in their seven-boat division.

MULTIHULL 1 — 1) **Shadow**, Formula 40, Peter Stoneberg; 2) **Mystery Machine**, Hobie Miracle 20, Kent Bliven; 3) **2012**, Multi 23, Al Brousard. (7 boats)

MULTIHULL 2 — 1) **Water Wings**, F-31RS, Jim Lawson; 2) **Air Apparent**, F-24 MK. 1 Modified, Ken Schmidt; 3) **Blue Water**, Seawind 1100, Michael Ropers. (8 boats)

Complete results: www.stocktonsc.org.

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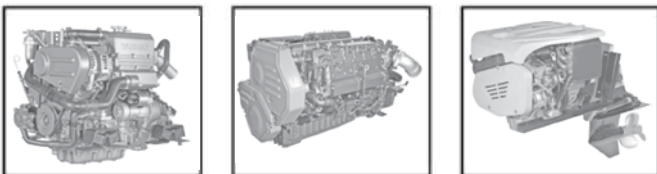


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NICK JAFFE

Tell someone that you're planning to cross an ocean in a 26-ft boat you've never seen, much less sailed, and they're likely to gently suggest that you're off your rocker. Tell them the same thing over the internet and 'gentle' goes out the window. The perceived anonymity of the internet gives naysayers the confidence to not only say what they want,



Nick Jaffe.

but also how they want. And sadly, it's often cruel.

"I'm scared of some of the sailing bulletin boards," says Nick Jaffe, who has singlehanded his Contessa 26 *Constellation* from Europe to New York, and left the Bay Area last month bound for Hawaii. "Some of those guys are mean buggers. I can just imagine, if something happened to me, that they'd start a thread on all the things I did wrong."

But for all the negative comments Jaffe has received over the internet — very few, for the record — the positive experiences he's had, thanks to his website *www.BigOceans.com*, outweigh them 100-to-1. "When someone gives me stick, I immediately want to take down my site," he chuckled when we spoke to him before his departure. "But then I think about all the great things that have come out of having it."

Jaffe, a 28-year-old Australian software developer and artist, has gained a worldwide following thanks to his site. On it, he's chronicled every step of his quest to sail from Europe to Australia.

Through it, he's made friends before ever meeting them. To say his website is integral to his success so far is an understatement.

Though he was born and raised in the coastal city of Melbourne, Jaffe started sailing only about four years ago by crewing on race boats. "I hated going around the buoys," he said. "I just wanted to go somewhere." But once he

researched the cost of boats Down Under, he quickly scrapped the idea as unattainable.

Instead, he moved to Germany to pursue a master's degree in fine arts. But that wasn't far enough to escape the dream of sailing somewhere far away. "I quit school and went hitchhiking," he recalled. "I ended up in Norway, inside the Arctic Circle, sleeping on the side of the road. I remember thinking that it would be amazing to see the Lofoten Islands by boat."

Back in Berlin, Jaffe read every sailing book, researched every boat, and finally settled on a 1972 Contessa 26 he found in Southampton, U.K. "I bought it in June '06, sight unseen — I can never do anything by halves," he admitted. By European standards, the \$10,000

price tag for the bare bones *Constellation* was quite a deal. But to get the boat at that price, Jaffe agreed to pay off the boat in six months

— if he missed a single payment, he'd lose the boat and every penny invested in her.

"When I wasn't working, I was studying," he said. Indeed, in six months, he worked through the materials for several licensing courses, including the notoriously tough Yachtmaster certification. "I just couldn't afford to take the test."

With the boat finally paid



off, Jaffe left Berlin, moved onto the boat — which was on the hard — and got a job at a local pub. "Every paycheck went straight to the chandlery," he laughed. It took a couple more months of hard work to get the boat ready to launch, after which, Jaffe could be found on the water every day, whether on his boat or crewing for others.

When *Constellation* was finally ready for a shake-down cruise, a



This small pile of provisions is all that remained after *Constellation's* 30-day Atlantic crossing.

Sticker shock — Sponsor stickers on *Constellation* imply a big budget. Not so, says Nick. "One sticker represents \$1,000 — now long gone — another two solar panels, and so on. Brewer's is a 'big' sticker!"



BIG OCEANS, TINY BOAT

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friend joined Jaffe for a jaunt across the North Sea — their goal was to make it to Amsterdam non-stop. They made it as far as Belgium. "We got caught in horrible weather," Jaffe said. "Johannes vowed to never sail on a small boat again."

Not wanting to tempt fate on the North Sea again, Jaffe entered the canals and made his way to Amsterdam. "I was going to go to Hamburg and work for a year," he recalled, "but I needed to keep going, needed to keep the momentum."

To singlehand from Amsterdam to Oz, one generally needs an autopilot or a windvane — *Constellation* had neither. To get the money for a vane, Jaffe literally had to beg, borrow and even steal a little. "I borrowed some money and sold a bunch of stuff on eBay to get the vane," he said. "But then I was totally broke — no money at all. I had to saw off the ends of the dock to make the mounting blocks!"

By then it was September, and every-

one had left or packed up for the season. "When I'd tell people I was going south," Jaffe said, "They'd say 'You can't do it, it's crazy.' I just told them I had to try."

Jaffe considers September 17, 2007, his official start date, as that was the day he sailed out of Amsterdam for good. He made his way south, exploring the French coastline before getting ready to make the jump across the Bay of Biscay. He consulted a weather service which told him that if he left the next day — and took no more than three days to make the crossing — he'd be fine. But if he was out there any longer, the front that was moving in would nail him.

"I loaded the boat up with fuel and powered through," he said. "There was no wind at all, so the windvane wouldn't steer the boat. I hand steered the entire trip. I got 9 hours of sleep during the 96-hour trip. It was just epic — I was off my tree when I arrived in Spain! And the next day, a boat was towed in that had got caught in the front — their rudder had been smashed off."

Jaffe spent the next several weeks exploring Spain and Portugal, spending Christmas with a welcoming Portuguese family. But time was running short — again — and he needed to make the jump to the Canaries. Again, everyone told Jaffe he was a nutter for even trying to do it so late in the season, but he didn't want to give up the momentum he'd built.

"I had epic swells for the first couple days — 20-23 feet — but then it flattened out and I had the greatest sail of my life."

Once in the Canaries, Jaffe's sailing days were put on hold. "I had a sponsor who sent me two solar panels for the Atlantic trip," he said, "but it took two months for them to get there from Norway." By the time they arrived in late March, every other boat had already left. "I was behind everyone by a month or two. But it was a weird year — the seasons

were out of whack by that much in my favor."

Despite a "horrific" cross swell for the



'Captain Ted' Biggs — and many others — spent countless hours helping Nick get 'Constellation' ready for the rest of her journey home.

first three days of the trip, Jaffe soldiered on until he popped out of the tradewinds. "I sat for a few days," he laughed. "But I called my friend Rich Jones [on a sat phone donated by a Dutch family], who checked the weather charts and gave me a waypoint where there was wind." Jones was right and Jaffe landed in Barbados 30 days after leaving the Canaries.

From Barbados, he quickly made his way up to Antigua, where he waited a week for the weather to clear. With no money, he could afford little more than Top Ramen and flour for provisions, and nothing for fuel, for his planned non-stop to New York City.

"I was eating Ramen and pancakes every day," Jaffe said, "so I thought about stopping at Bermuda to get more food. But you know what the hardest part of any journey is? Leaving. So I blew off Bermuda."

But a strange thing happened when he crossed the Gulf Stream: "I was moving at about four knots . . . toward Nova Scotia! Then I was heading south at four knots. I couldn't work it out." A frantic search through an old Don Street book gave him the answer: Sometimes a clockwise eddy occurs on the north side of the Gulf Stream.

Jaffe's weather buddy checked satel-



LATITUDE / LADONNA

NICK JAFFE

lite images and confirmed he was caught in a 60-mile-wide eddy. And he had no choice but to ride it south and hope he could slingshot himself out, à la Apollo 13. His luck held, and the eddy spit him out right on course for the Big Apple.

About 150 miles offshore, Jaffe claims he saw the worst weather of his entire trip. "I thought, after all this, I was going to sink the boat this close to land." But *Constellation* rode the seas like a pro and delivered him safely to the shores of Manhattan — 28 days after leaving Antigua.

After a surprisingly eventful trip on Long Island Sound — the boom cracked, engine exploded, genoa blew out and electronics got fried — Brewer Yacht Yard hauled *Constellation* and got started setting her straight. Jaffe, in the meantime, worked to earn the money to truck her cross-country to Berkeley.

"One guy emailed and told me



'Constellation' at rest in Antigua.

that I was cheating by not going through the Panama Canal," recalls Jaffe. "I had to remind him that the Canal isn't a natural phenomenon, so that's 'cheating', too. As far as I'm concerned, the only legitimate ways to get around this continent are Cape Horn and the Northwest Passage."

Once again brushing off the inexplicable rudeness of a few strangers, Jaffe relied on the kindness of others to put

Constellation back together, from the boys at Brewer, who donated labor and gear, to a cadre of Bay sailors eager to get Nick sailing again. "She's way better kitted out now than ever before," he admitted.

On June 7, a month after arriving on the West Coast, *Constellation* sailed out of Half Moon Bay in the company of three new Bay Area friends. After a couple hours, they broke off one by one, said their good-byes, and headed back to the Bay. "The hardest part about this trip is making all these great friends and then leaving them behind."

As this issue went to press, Jaffe and *Constellation* were roughly halfway to Hawaii, their first stop on the way south to Australia (follow his track and blog on www.BigOceans.com). "I hope to make it home by November. Everyone keeps telling me I can't do it," Nick said with a wry smile. "But they've been telling me that the whole way."

— *latitude*/ladonna



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MAURU'URU FOR THE MEMORIES —

"I've been dreaming about sailing to Tahiti for as long as I can remember," said Joan Martin of the Sitka, Alaska-based Hans Christian 33 *Tender Spirit*. "Now that we've made it here, I feel like I'm finally living my dreams."

Whether you set sail from California, Mexico, Panama or South America — as members of this year's Pacific Puddle Jump fleet did — you'll cross more than 3,000 miles of open ocean before making landfall in French Polynesia. But it's not simply the daunting distance that makes arrival here a major milestone for any South Pacific circuit or circumnavigation. The primeval beauty of the Marquesas, the prolific lagoons of the Tuamotus, plus the raw beauty of Tahiti's rugged peaks and fragrant gardens combine with deeply revered cultural traditions to make these archipelagos some of the most highly anticipated destinations in the world of sailing.

This year, despite the sorry state of the economy — or perhaps because of it — the annual migration of international cruisers to this mid-Pacific crossroads was as big as ever, if not bigger. As in years past, we dedicated lots of ink to profiling many of these adventure-hungry passagemaker's in our April and May issues, after getting to know them at our annual Puddle Jump kickoff parties at Nuevo Vallarta and Zihuatanejo.

A first this year — thanks to our friends at the Tahiti YC — was being able to offer fleet members exemptions from having to post the usual cash bond — roughly \$1,400 USD per person — upon



Above: An opening show started the event with style. Below: The Moorea rally starting line.

East Coast-based boats that were heading west via Panama.

When they asked us how they could show their appreciation, we encouraged them to show up for the fourth annual Tahiti-Moorea Sailing Rendezvous — and guaranteed them a good time if they did. Held June 19 - 21 this year, the event is hosted by Tahiti Tour-

JULIE TURPIN

converged at Papeete's downtown quay, the entry roster had grown to 60 boats from at least a half-dozen countries, making this year's Rendezvous the largest yachting event ever staged in French Polynesia!

As you might imagine, the fleet included sailors from all over the world, and each crew had its own fascinating back story. There was, for example, Gerald and Mike Traum, a father-son team from Cape Mendocino, CA who'd wintered in Hawaii aboard their *NorSea 27 Eva*, then spent 43 days beating to windward to reach Tahiti. The Australian Murcott family — with three kids — bought their Beneteau 423 *All the Colours* in France, then sailed to Africa, across to Brazil

LATITUDE / ANDY



JULIE TURPIN

arrival in the islands. Soon after that eye-opening news hit the radio waves, our email in-box began smoking with inquiries from up and down the Americas, as well as a wide variety of European and

isme, the Papeete Port Authority and several other partners, including *Latitude 38*.

By the time the fleet

TAHITI-MOOREA SAILING RENDEZVOUS

and up the Amazon before crossing the Caribbean and entering the Pacific. Canadian David Ratner has been cruising for years aboard his SC50 *Incantation*. He and his 10-year-old daughter Hailey doublehanded 4,200 miles to Polynesia from the Patagonian canal region of Chile. The name given to Seth and Elizabeth Hynes' Lagoon 380 cat, *Honeymoon*, explains why they bailed out of promising careers to take a year-long cruise. British film-maker Mike Lipscombe talked his girlfriend, Veronica Coassolo, a recording artist and

neophyte sailor, into leaving the limelight of Hollywood behind and exploring the Pacific with him aboard his Jeanneau 45, *Apple*.

At Friday's opening reception on the quay, entrants were given 'welcome bags' with T-shirts and other swag, and

were invited to blast around the harbor aboard a feather-light Polynesian sailing canoe. Event co-sponsors shared their knowledge of the region's delicate marine ecosystems, the cultivation of black pearls, and more, while musicians and dancers entertained in festive costumes.

That evening, the nearby Tahiti Tourisme office hosted a splendid cocktail party where cruisers — spruced up in their least-wrinkled attire — were welcomed to the islands by local dignitaries, including the ministers of tourism and sport.

Unfortunately, the trade winds



CHRISTIAN DUROCHER

Spread: The fleet gathers at Moorea's spectacular Opunohu Bay. **Above:** The Las Vegas-based Lagoon 440 *'Carinthia'* receives a warm Polynesian welcome.



MAURU'URU FOR THE MEMORIES —

were on a temporary sabbatical Saturday morning, leaving the fleet with less than 8 knots on the nose for the 16-mile rally to Moorea's dramatic Opunohu Bay. As the heavier boats struggled to compete with the lightweight leaders, the Rally Committee eventually shortened the course. This was, after all, a 'fun' rally.

As fleet members entered the anchorage, which skirts a dream-like palm-fringed beach, elaborately costumed greeters paddled out to meet them, just as their ancestors had done in the age of Cook and Bougainville. Ashore, the 'Ren-

devous village' had been set up, where friendly Tahitian students welcomed the sun-baked sailors to Moorea with a special punch made with exotic, locally grown fruits. Musicians playing drums, ukuleles and guitars set a festive mood, as dancers performed moves that had been passed down by countless generations.

That evening, many in the fleet enjoyed a waterside dinner at the nearby Hilton Resort. With its rustically elegant over-water bungalows and exquisite

amenities, dining beneath the stars at such a posh venue was a rare splurge for most, especially since much of the fleet had only recently arrived from the sparsely developed Tuamotu atolls.

Sunday was dedicated to beach games and watersports, all designed to showcase age-old Polynesian sports that are still actively practiced today. Teams with names such as Aussie Blokes, Bugger Aye, and Whiskey on the Rocks were formed, representing three boats each.

As in years past, the day's highlight



TAHITI-MOOREA SAILING RENDEZVOUS

ALL PHOTOS LATITUDE/ANDY & CHRISTIAN DUROCHER

was racing in six-person outrigger canoes. With a broad-shouldered Tahitian in the bow position setting the pace, and another in the stern seat steering, teams of sailors paddled ferociously in a series of 100-meter sprints as if their lives depended on it.

The fruit carrier's race was another

crowd-pleaser. Set up as a relay race, each team supplied two runners, the first of which had to shoulder a wooden pole laden with coconuts and banana stalks at each end, then run a lap around the village before passing their unique 'baton' to his or her teammate. It's probably safe to say that some competitors hadn't

run so hard in decades.

After a break for a bountiful Polynesian *Maa* lunch, teams of four challengers each tried their hands at the coconut game. The first player had to artfully remove the outer husk, the second had to crack the nut in half with a rock, the third had to scrape out all the coconut meat using a special tool, and the fourth had to squeeze out as much milk as possible through a fine cloth. The team with the fullest cup of juice won — but sadly, no one had thought to bring along any rum to go with it!

Clockwise from upper left: Sailors of all ages competed in the age-old fruit carrier's race; Elizabeth is livin' the dream aboard 'Honeymoon'; canoers stroke to the finish; making the ancient moves; Mike of 'Eva' shows some muscle; the chieftain shares his technique; gyrating to the drum beat; husking in a hurry; Hailey wins a prize; a bountiful Polynesian luncheon; girl power brings home the bananas.



MAURU'URU FOR THE MEMORIES —



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The final contest drew more takers this year than ever before. A local chieftain demonstrated the proper technique for lifting three huge, rounded stones that had been laid out at his feet, weighing 80, 150 and 200 lbs. The first was doable for many of the younger sailors and a few fit seniors — men and women alike. Then several managed to raise the 150-pounder to their shoulder with a combination of strength, finesse and sheer determination. But only a burly Tahitian could budge the largest stone

"Do as I do." The highlight of the final dance show was when dozens of cruisers — young and old — joined in.

— as one cruiser noted, Tahitians seem to be born buffed!

At the awards ceremony late that afternoon, primary organizer Stephanie Betz thanked all who'd participated and invited them back again the next time they found themselves in Tahitian waters. The SC50 *Incantation* had sailed

to an easy win in the yacht rally, but skipper David Ratner was most proud that he'd done it with his pre-adolescent daughter, who'd been sailing with him off and on since she was two. Winners of the beach games were presented with gifts that ranged from black pearls to hand-carved sailing canoes, and every participant was given an iridescent pearl shell, etched with the event's logo, as a memento.

As the sun began its slide toward the horizon, another troupe of musicians and dancers entertained the crowd, then encouraged all to follow their moves in a final dance.

The next day, the fleet began to split apart again, some bound for the Cooks or Samoa, and others headed north to the Marshalls or Hawaii. Along the way they would undoubtedly reflect on the friendships they'd forged and the laughs they'd had during the three fun-filled days of the Rendezvous. So thanks, Tahiti — or as the Tahitians say, *mauru'uru* — for the memories.

— **latitude/andy**

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ARE YOU READY TO HA-HA?

Despite our gloomy economy — or perhaps because of it — there's no shortage of sailors eager to head south this year. Since the Ha-Ha Rally Committee opened online registration May 1, 100 boats have already signed up with homeports as diverse as Kauai and Montreal. The smallest so far is Stephen Yoder's Westsail 28 *Siempre Sabado* out of Oregon, and the largest so far is Bob Callaway's Washington-based MacGregor 65 *Braveheart*. You'll find the complete list at www.baha-haha.com.

If you're new to the event, let us explain that the Ha-Ha is a 750-mile cruisers' rally from San Diego to Cabo San Lucas, with stops along the way at Turtle Bay and Bahia Santa Maria.

You'll find frequent updates on this year's event, in addition to all sorts of other hot sailing topics at *Latitude's* 3-times-weekly news portal, **'Lectronic Latitude'** (found at www.latitude38.com).

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MEET THE FLEET

Among the important dates to note (at right) is *Latitude's* annual Mexico-Only Crew List and Ha-Ha Party, September 9. There, hundreds of potential crew mix and mingle with Ha-Ha boat owners looking for extra watch-standers. Get a headstart on the process at our constantly updated Crew List site at www.latitude38.com. As many Ha-Ha vets will confirm, the best way to prepare for doing the event in your own boat is to crew for someone else first.

IS THE PACIFIC PUDDLE JUMP IN YOUR FUTURE?

For many cruisers, the next logical step after cruising Mexican waters for a season or more is to hang a right and head west into the Pacific.

We call that annual springtime migration the **Pacific Puddle Jump**, and report on it heavily in the pages of *Latitude 38*. Making that 3,000-mile passage is one of the most thrilling accomplishments in the realm of sailing. Learn more at www.pacificpuddlejumps.com.

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IMPORTANT DATES

Sep 9 — Mexico-Only Crew List and Baja Ha-Ha Party, Encinal YC in Alameda; 6-9 pm.

Sep 10 — Final deadline for all entries.

Oct 18 — Ha-Ha Welcome to San Diego Party, Downwind Marine, 12-4 pm. Ha-Ha entrants only.

Oct 24 — Informational Meeting about the Pacific Puddle Jump, West Marine, San Diego, 5 pm.

Oct 25, 9 am — Final deadline for all crew and skipper waivers, West Marine, San Diego.

Oct 25, 11 am — Skipper's meeting, West Marine, San Diego. Skippers only please.

Oct 25, 1 pm — Ha-Ha Halloween Costume Party and Barbecue, West Marine, San Diego.

Oct 26, 11 am — Start of Leg 1

Oct 31, 8 am — Start of Leg 2

Nov 4, 7 am — Start of Leg 3

Nov 6 — Cabo Beach Party

Nov 7 — Awards presentations hosted by the Cabo Marina.



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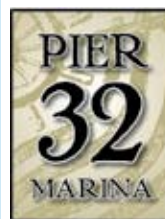
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PLEASE NOTE: There is no phone number for the Baja Ha-Ha Rally Committee.

Please don't call *Latitude 38* with questions. The Ha-Ha is a separate operation.



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TRANSPAC 2009

By the time this issue of *Latitude* hits the stands, all but one of the divisions in the '09 TransPac will have crossed the starting line off Pt. Fermin.

With 50 entries grouped into fairly-tight rating bands of like vessels, the numbers aren't quite up to those in the last two editions, but given the economic climate in which owners have had to make the decision to go, and the quality of those entries, the 45th race should be memorable and make for some pretty good spectating for those of us stuck sailing from our desks and watching the race tracker.

While impressive in breadth, the international flavor of the fleet — entries have come from Australia, Japan, Peru, Mexico and Spain — isn't as noteworthy as is the homecoming of sorts for a couple West Coast brainchildren recently returned from a tour abroad: four TP 52s

and eight ULDB 70s, including Chris Welsh's participation-record holder, the Spencer 65 *Ragtime*, signed up for the trip. Oddly enough, one of the iconic designs most associated with the race for the last 40-odd years — the Cal 40, which had its own class of 13 boats in 2005 — is not represented.

To update you on some of the boats we mentioned in last month's *Sightings* piece about the race, Jim Partridge's wild-looking new, canting-keel Antrim 49 *Rapid Transit* is in the final stages of build at Berkeley Marine Center. We'd be

2006 Pacific Cup overall winner Tom Akin has chartered Mark Jones' TP 52 'Flash' for this year's Transpac, and assembled a rock-star crew including Paul Cayard, Jay Crum, Hogan Beatie, Paul Allen, and Will Paxton. Sporting new aft-deck extensions plus a deeper keel and heavier, lower-CG bulb, and square-top main, 'Flash' has a lot more power, and pace, than she did in the 2008 Pacific Cup.

really surprised if the boat makes it to the start. Sadly, another boat we'd hoped to see race, Southern Californians Sue and Barry Senescu's new Antrim Class 40 *Yippee Kai Yay* will not be making the trip.

Neville Crichton's R/P 100 *Alfa Romeo* is the no-brainer bet for elapsed-time winners. The silver-hulled sliver might never have had the chance to race if the TransPacific YC hadn't brought the entry requirements in line with most of the world's best-known offshore races by setting an upper length limit at 100-foot LOA, and dropping the prohibition against using powered sailing systems like winches. They should be fun to watch on the tracker.

With most of the ratings determined and the class breaks announced, it's time to anoint a boat in each division and special class as the boat we're bet-



ting on to win. While we've had some of the more superstitious sailors out there ask us not to choose them for fear of the as-yet unproven "Latitude Jinx," we have to believe that most people with a chance to win don't believe in ghosts. And if you are afraid of undue expectations, look at it this way: unless you're in Division 1, you didn't see this before you left; and if you want to win any kind of team sporting contest, you'd do well to believe you can win with preparation, talent, good chemistry and dedication — so no bitching!

If you go back ten years, the fleet only had 23 boats; in light of the current economic climate, we have to give a shout out to the YC for rounding up such a good fleet this year. You can do your part by following the race on its massively-improved website, which you'll find at www.transpacrace.com.

Division 1 — *Flash*, TP 52, Tom Akin: This division should prove to be a pitched battle between quite a few awesome boats, but we expect Akin's chartered *Flash* and John Kilroy Jr.'s TP 52 *Samba Pa Ti* to be duking it out right up to the end.

Both have some extremely talented and experienced sailors aboard with lots of offshore miles, including a few Volvo Races among the two crews. *Samba* has guys like Stu Bannatyne, Justin Ferris and Robbie Naismith aboard. The boats are pretty different as far as TP 52s go; *Flash* — which will feature Paul Cayard and Jay Crum aboard — has much softer hull sections than *Samba*, and therefore less form stability, but a bit more performance at deeper angles and in lighter air. *Flash* has received a makeover, with a new keel that added seven percent

more righting moment than the original configuration, and a new sailplan with a shorter-footed, square-top main that should give the boat some extra pop.

Division 2 — *Pyewacket*, SC 70, Roy P. Disney: The sleds have come home to roost and as they've accumulated back on the West Coast, this quintessential TransPac class is back with eight boats. In the "classic car" division, our money's on the 'new' *Pyewacket*, which will have many of the usual suspects aboard from the program's illustrious history, like Robbie Haines, Ben Mitchell, Doug Rastello, Gregg Hedrick and Rick Brent, as well as fresh blood like *Morning Light* navigator Piet Van Os. These guys will be tough to beat.

Division 3 — *Criminal Mischief*, R/P 45, Chip 'Dr. Megadeath' Megeath: The



TRANSPAC 2009

Criminals will be on the prowl for a follow up to their division wins in last year's Pacific Cup and this year's Cabo Race. Despite being the shortest boat in the division, *Criminal Mischief* is the scratch boat. The other boat in the Division that could factor into the podium is Bob Barton's Bay Area-based Andrews 56 *Cipango*, which sits at the opposite end of the rating spectrum, but took second in Division and second overall last year.

Division 4 — *Reinrag2*, J/125, Tom Garnier: In the middle of the rating band for the class, Tom Garnier's defending overall winner *Reinrag2* is a damn good bet to at least take her division, if not the race overall.

Division 5 — *Horizon*, SC 50, Jack Taylor: John Shampain is navigating what was the top SC 50 in this year's Cabo Race.

Division 6 — *Relentless*, 1D35 T, Tim Fuller: Teaming up with Eric Shampain, John Fuller's *Relentless* should be familiar to Bay Area readers: it was previ-

ously Andy Costello's turboed *Double Trouble*.

Division 7 — *Charisma*, S&S 57, Alejandro Perez Calzada: If the "Manuel Doreste" listed on the crew roster is the same one who sailed Solings for Spain in the Olympics back in the 90's, then we're pretty sure this is going to be a talented group aboard the Barcelona-based entry in a division of only displacement boats.

Special Classes —

Doublehanded — *Relentless*: Philippe Kahn's Open 50 *Pegasus* will be tough and has a good chance to set a new doublehanded record for the race. But look for the Tim Fuller/Eric Shampain duo on *Relentless* to come out on top on corrected time.

Hawaiian Boats — We haven't really seen any of these guys sail, so we'll pick this one solely by boat type. On those

grounds, frankly it's a toss-up between Gib Black's SC 50, hull number #1 *Roy's Chasch Mer*, and Reed Barnhard's Hobie 33 *Bloodhound*. Both boats are tailor made for the course. So we're going to have to flip a coin — *Bloodhound*.

SC 50 — *Horizon*

SC 52 — *Hula*, SC 52, Maury Myers: With guys like Scott Easom, Chris Lewis, Rob Kane and Mark Towill, *Hula* should be well-sailed.

Sled — *Pyewacket*

Tall Ship — There's only one, so we're going to go with *Lynx*, the sleek, black 78-ft square tops'l schooner.

TP 52s — *Flash*

Elapsed Time — *Alfa Romeo*, R/P 100, Neville Crichton: No question about this one . . . new race record?

Overall — *Reinrag2*

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It was a long flight, a long taxi ride, and a long trip in the yacht club launch. It was overcast, raining, and almost dark when we finally found the right boat in the mooring field.

"What's with this rain in the summer?" I complained after stowing my gear and introducing myself to the crew.

"Don't worry, it's predicted to clear up a day after our start, so we'll have clear skies for star shots," assured the owner and skipper. "And now that you're here, let's get started with the pre-race briefing."

This was the first indication that we were entered in the Celestial Only Division. No GPS, no internet weather, no computer for route optimization.

"That's why we asked you to bring your sextant, Max," explained the skipper as he assembled the crew around the table in the boat's main salon. "We get a big rating credit for entering in the Celestial Division. Yes, we're going to do it the old fashioned way."

"All the better," I said with concealed terror. "It's been a long time since I used celestial in anger, but I'm up for it."

Fortunately I did have the old sextant with me, but I thought this would be like TransPac, where all they want is a couple of token lines of position in the logbook for show. Now I learned that celestial would be our primary means of finding our position all the way across — and me without so much as a nautical almanac or a copy of *H.O. 249*.

Our skipper went on to lecture the crew about the boat's safety gear, how we would have our harness tethers clipped in all the time on deck, the watch system, and a hundred other details. Meanwhile, I slid over to the chart table and discreetly turned on the computer. It had a broadband internet connection as long as we were in port. I typed Lee Helm's email address, then the message:

"Lee, Max here. It turns out we are

entered in the Celestial Division. Do you have a program for sight reduction? Is it small enough to email? Please respond ASAP, much appreciated."

The skipper had turned the lecture over to the cook, who was outlining the menu, the operation of the stove, and how galley clean-up would be rotating among the various watch standers.

No response from Lee. She must be off-line. Maybe a "tweet" would reach her:

"MAYDAY!" I typed. "Entered in Celestial Division. Need sight reduction program!"

Thank Poseidon she was monitoring her portable device, whatever it was. She replied almost immediately:

I'm on campus, will send via remote.

Thank Poseidon again that she had remote access to her computer. And a few minutes later there was an email, with an attachment, in my webmail inbox. But something must have gone wrong — the attachment was only 140 kilobytes, just a fraction of the size of the average digital photo, and certainly not big enough to be an entire celestial navigation software package. I dragged it into a new folder anyway, and clicked on what looked like the executable.

The program was up and running instantly, without so much as a hint of an installation wizard to wade through.

I breathed a huge sigh of relief. It was the program I had remembered: the old DOS program with a nice, simple command-line interface. And it seemed to be running fine on the ship's hardware. Just in time, too, because right after our cook finished disclosing where all the night watch snacks were stowed, the skipper turned it over to me.

"Now Max will say a few words about celestial navigation on this race."

I brought up the screen for "dawn, dusk and transit times" to see what sort of objects we would have. Not much Moon — it was preceding the Sun this week, along with most of the other planets.

"All the action will be at dawn on this voyage," I said. "As you

all probably know, celestial navigation works best when it's dark enough to see the stars and planets, but light enough to see a clear horizon. For a good position

"U get 2 have all the fun."



fix it's useful to observe several different celestial bodies at about the same time. This means I'll have to be up before dawn every morning, when I can get the Moon, Venus and Jupiter. Maybe Mars, too, although I see it's only about two degrees away from Venus so it won't provide any new information."

As I spoke, my confidence increased, thanks to this little program. It was making me look smart.

"We'll lose the Moon after a day or two," I continued. "So the pre-dawn Venus and Jupiter shots will be important. The Sun will be rising at . . . let's see . . ."

Something was wrong. This thing was putting sunrise at 2 a.m. and sunset at 4 in the afternoon. Fortunately, the DOS window with the nav program did not completely cover up the window for incoming messages. *U R in EDT zone. GMT-4. Lee.*

Of course. Lee had read my mind; I had been subtracting seven instead of four from GMT to get local time.

"Sunrise is at 5 in the morning, so the



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Sextants are fancy protractors that measure the angle of celestial bodies above the horizon. Some of them are also collectible antiques.

half hour before sunrise will be the most important part of the navigator's day."

I outlined where each of the major planets would be, and explained that sometimes, with a bright Moon, there is enough light to see the horizon and take good star and planet sights all night, but that would not be the case on this trip.

Then I demonstrated the program I had just installed, inputting a sample sextant reading, a time, and an approximate position to show how it came back with a precise line of position. And I gave them my one-paragraph explanation of celestial navigation:

"At any given time, there's only one spot on earth that is directly under the Sun. If you are at this spot, the Sun appears right overhead, or 90 degrees above the horizon. The computer can calculate, for any second of the year, where that spot is. Same for the Moon, planets and stars.

"The sextant is just a fancy protractor that measures the angle of the Sun above the horizon. If you measured the angle of the Sun above the horizon and found that it was 90 degrees, you would be at that spot directly underneath.

"But what if you measured 89 degrees? Then you would be somewhere on a circle one degree away — or a circle with a radius of 60 nautical miles, because a minute of angle on the earth's surface is one nautical mile. If you measured 30 degrees up from the horizon, the circle would have a radius of 60 degrees or 3,600 miles. Now, we can't draw such a big circle on a flat chart, so the computer also gives us instructions for drawing a line that approximates the part of the circle that goes through the part of the ocean we're on."

"Ah, so that's how it works," said the watch captain.

It was really three paragraphs, but they seemed to get it.

I didn't bring any sight reduction tables or plotting sheets. HELP!"

"All the rest is details," I added. "There are books of tables to do it without the computer, and to correct for certain errors, but the machine can do it better."

"That program will be great to have as a back-up, Max," said the owner. "But you know, to qualify for the Celestial Trophy, we have to submit all our sight reduction calculations by hand."

"Uh. . . sure, no problem," I said.

Now I was in real trouble. But the topic of discussion moved back to meal planning and how many glasses of wine would be served at dinner. So I was free to sneak back onto the computer for help.

"Lee!" I typed. "Thanks much, program runs, but they want hand calcs! Now what do I do?"

She answered quickly:
U get 2 have all the fun.

I typed back:

"No, really. I didn't bring any sight reduction tables or plotting sheets. HELP!"

No prob. U have calculator with trig? was her next reply.

"Yes, we have that," I typed after a panicked search through the contents of the chart table.

Formula:

$LHA = \arccos\{\sin(Ho) - \sin(dec)\sin(Lat)\} / \{\cos(dec)\cos(Lat)\}$

LHA=long difference btwn U and obsrvd body. Lat=latitude,dec=declination

It wasn't at all clear how I could get a line of position out of that formula. But Lee had only stopped typing because she was at the 140 character limit, and the next tweet explained in more detail.

LOP is vertical. Formula gives longitude if U know latitude. Called TIME SIGHT. Use with noon sight 4 running fix.

Lee's formula might get us to the finish, but apparently it would not let me

take a round of star shots to get a good fix every morning. I typed back to Lee:

"Aren't there some easy formulas that will give me the intercept and azimuth of the line of position, just like the regular sight reduction tables?"

Lee had them ready to send:

Lee had them ready to send:

$Hc = \arcsin\{\sin(lat)\sin(dec) + \cos(lat)\cos(dec)\cos(LHA)\}$
 $z = \arccos\{\sin(dec) - \sin(lat)\sin(Hc)\} / \{\cos(Lat)\cos(Hc)\}$
 (z=azimuth east or west from N or S, depending)

At least with those formulas I could get an actual line of position.

DR is hard part, came another message from Lee. All about crew discipline. Crew has 2 log all speed/course changes. Will send spreadsheet 4 adding up lots of small legs 2 plot vector sum.

The spreadsheet she sent did exactly that. Entering time, course and speed for every short leg of a watch, it added up all the distances and courses and gave a single course and distance to plot. And, even more useful for working on a bouncy chart table, it also presented the answer in east/west/north/south distances, to make it easy to plot on a paper chart without having to measure any angles.

But I suspected that to compete for the Celestial Trophy we shouldn't even be seen using a calculator, let alone a spreadsheet. I searched the chart table again — maybe there was an *H.O. 249* hiding in the back somewhere. No luck. But I did find a small black book titled *H.O. no. 208, Navigation Tables for Mariners and Aviators*, by Dreisonstok. It was much too small to be a book of sight reduction tables, but I took a look inside anyway. Every page was full of cryptic tables

Every page was full of cryptic tables of numbers. . .

of numbers, except for a few pages of incomprehensible instructions near the back.

SIGHT REDUCTION BY H.O. 208

- ___ LHA < 90 → b same sign as Lat, t = LHA
 - ___ LHA > 90 → b opp. sign as Lat, t = 180-LHA
 - ___ d + b < 90 → add z"
 - ___ d + b > 90 → subtract Z"
- date _____
time _____

		GHA or Longitude	
		Longitude or GHA	
Lat L	Dec d	LHA	t
b	A	C	Z'
b or d	B	D	Z"
d or b	A + B	C + D (-10,000)	Z + Z' +/- Z'
d + b or d - b	Hc	Z"	

b, A, C, Z' from Table I, enter with L and t
 B, D from Table II, enter with d + b (or difference between d and b)
 Hc from Table II, work backwards with A + B (used B column)
 Z" from Table II, work backwards with C + D (use D column)

I typed back to Lee:

"Have you ever heard of *H.O. 208* by Dreisonstok? We have a copy of that, but I can't figure out what it does."

Cool! Lee answered. *UR saved. 208 is logarithmic solution to nav triangle. Will send worksheet with better instructions.*

The attachment with Lee's *H.O. 208* worksheet arrived a minute later, along with another message:

Good luck, gotta run 2 class. Hope its not 2 cloudy. The real problem = keeping good DR.

I opened the attachment and displayed the sight reduction form on the screen. "What a mess," I thought to myself, looking at all the steps and all the different cases and exceptions that had to be handled differently, and the

five-digit numbers that had to be added and subtracted by hand. All to save two pounds.

By that time, the pre-race orientation class was almost over. The skipper asked if I had anything else to add.

"Here's the form we'll be using for sight reduction by hand, no calculator necessary," I said, pointing to the worksheet on the screen and holding up the copy of *H.O. 208*. "I like this method because the book of tables is very small and saves weight."

"We sure could have used that form last year," said the skipper. "The guy who navigated brought a little book like that too, but he didn't have that form and it took him all day just to figure out the instructions."

"Keeping a good dead reckoning plot is going to be critical," I lectured. "If it stays cloudy, we could go a long time between sights, and the currents are variable, so every time there's a change in course or speed, it needs to be

logged in. Don't worry about too many entries in the log to plot; I have a program to convert multiple legs into a single vector for the chart."

"Max," said the owner, putting his hand on my shoulder, "I can't tell you how great it is to have a navigator who comes fully prepared."

— max ebb

Here's a link to an old sight reduction program posted in a discussion group on the Marion-Bermuda Race website (copyright status unknown): <http://racetobermuda.ning.com/forum/topics/celestial-navigation-software?groupUrl=gulfstreamstrategy&>



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THE RACING

It's time once again for all the Racing Sheet that's fit to print and some that's not! June was a crazy month, on the Bay and beyond, and it took some doing to try and fit all the action into these pages. We start with the **Autonet Melges 24 Nationals** before giving a breakdown on the first time the **ICSA Spring Championships** have been held on the Bay in more than 20 years. Then we move onto a rip-roarin' **Coastal Cup** before checking out the second **American Sailing League Event** at Pier 39. Then it's on to Club Nautique's first-ever **Armed Forces Cup** before heading up to Huntington Lake for the **Moore 24 Nationals**. Then we finish off with a report from the **Catalina 25/250 Nationals**. Enjoy!

Autonet Melges 24 Nationals

With the 2009 Autonet Melges 24 Nationals trophy on the line, Brian Porter's *Full Throttle* was over early at the Alcatraz start for the eighth and final race of the St. Francis YC-hosted regatta sailed June 12-15. But the four-time national champion never threw in the towel, and had ground down two-thirds of the 21-boat fleet by the time they reached Crissy Field.

As the fleet short-tacked up the City-front in a healthy flood, Porter and his crew — brother John, Harry Melges and Andy Burdick — kept grinding away.

With Vince Brun's *Bailout* and Dave Ullman's *Pegasus 505* sitting 1-2, the Lake Geneva, Wisconsin-based *Full Throttle* crew knew they had to get up to fourth place to get into a three-way tie for first, which they'd win on the countback. At the first weather mark, they'd worked their way into fifth, but were a good dozen boatlengths behind the fourth place boat.

"We knew we had to get fourth to win, and we just kept working hard," Porter

Porter and crew were trading tacks with the fourth-place boat — which they passed with 50 yards to spare before the finish off the Presidio. That fourth vaulted them to the top-spot for the week, and earning them a three-peat in the Nationals after winning in 2007 and 2008.

Brun finished second and Ullman third. Bruce Ayres' *Monsoon* — in fourth overall — topped the seven-boat Corinthian Division for boats with no pros aboard. The top local finisher was regatta chair Kristen Lane's *Brick House 623*, which vaulted into seventh overall on the strength of a 1-6 final day.

AUTONET MELGES 24 U.S. NATIONALS (6/12-14)

OPEN — 1) **Full Throttle**, Brian Porter, 20 points; 2) **Bailout**, Vince Brun, 20; 3) **Pegasus 505**, Dave Ullman, 20; 4) **Monsoon**, Bruce Ayres, 27; 5) **pTeron**, Dan Kaseler, 39. (21 boats)

CORINTHIAN — 1) **Monsoon**; 2) **Elwood**, Jim Caputo, 44; 3) **Lounge Act**, Loren Colahan, 51; 4) **Smokin'**, Kevin Clark, 73; 5) **Personal Puff**, Dan Hauserman, 103. (7 boats)

Complete results at www.stfyc.org



PETER LYONS/WWW.LYONSIMAGING.COM



LATITUDE/ROB

The 'Full Throttle' gang clockwise from left, John Porter, Harry Melges, Brian Porter and Andy Burdick won their fourth Melges Nationals.

said. "Harry kept putting us in the right spots and going in the right direction. We were fast . . . upwind and down."

On the first run, *Full Throttle* made up a lot of time and by the time the peloton was headed back upwind to the finish,

ICSA Nationals

The nation's top college sailing teams took to the Bay May 25-June 3 — for the first time since 1988 — to contest the three spring College National Championships. The sailors got everything they were promised: plenty of breeze, awesome race management and just about the most fun you can have in a Collegiate FJ short of, well . . .

But the kids who showed up — many of whom are native Californians attending East Coast schools — were there for one reason only: to take home a national title. The Women's Nationals and ICSA Gill Coed championships were both co-hosted by Stanford and St. Francis YC under the direction of Stanford Coach John Vandemoer, St.

Dave Ullman's 'Pegasus 505' Team works upwind at the Autonet Melges 24 Nationals. Nobody came off the water saying the bats are comfortable, but nobody said they're not fun . . .

Francis YC Junior Director Mike Kalin, PRO John Craig and Regatta Chair Rolf Kaiser. The ICSA/APS Team Racing Championship was hosted by Cal Maritime and Cal at Treasure Island Sailing Center — Clipper Cove makes an ideal team racing venue — and run by Bryan MacDonald.

The ICSA Women's National Championships got underway first, and the conditions couldn't have been better. The breeze started in the 10- to 12-knot range and built to 18-20, with a few squirts into the low-20s as the afternoon wore on. But that alone wasn't what made it so good. The breeze direction was initially pretty right-heavy, which coincided perfectly with the flood that built with the breeze from the 10 a.m. start time on. Then, as the



day progressed and the ebb began to take over in the afternoon, the breeze swung back to the left. The result was a much greater percentage of the course area in play for the beats. Throw in all-day sunshine and, well, it was nothing short of perfect.

Yale led after the first day with 73 points, with senior Jane Macky and Newport Beach-raised junior Marla Menninger solidly in third place in A-division, while senior Katherine Hagemann and sophomore Elizabeth Brim were solidly in second in B-division. Old Dominion Junior Katrina Williams and crews — senior Alissa Ayres and junior Ashley Brusso — led A-division by 13 points and had Old Dominion sitting in second overall with 79 points. Boston College freshman Anne Haeger and San

Diego-bred junior Briana Provancha had a nine-point lead in B-division to keep the defending national champs in third place overall and in the hunt with 88 total points.

With the stage set for an epic final day, the women didn't disappoint. Yale and Old Dominion traded the lead before the final set of the regatta when Macky and Menninger reeled off two bullets while

Old Dominion had a rough set, including at least one capsized that dropped them to fourth overall behind B-division winner Boston College and a College of Charleston team that leapfrogged into second place. It was a phenomenal finish to the '09 ICSA Women's National Championships. Macky — who hails from Auckland, New Zealand — was awarded the Quantum Sails Female College Sailor of the Year Award.

Next up was the team racing. Posting a 13-4 record, the Boston College Eagles took the ICSA/APS Team Racing Championships in front of a huge crowd of spectators on May 31. The Eagles edged out Georgetown at 10-7 and Yale at 9-8 by going 2-1 in the "final four" round to match the two wins in that round by St. Mary's, which finished at 12-5 after opening the regatta with six straight wins. The defending champion Eagles counted two San Diegans in their winning roster: Adam Roberts and Tyler Sinks, the former sailing every match along with senior Brian Kamilar, while the latter was part of a rotation that included Taylor Canfield and Parker Dwyer. Sticking the tacks for those guys were Carrie Amarante, Lauren Gillyoly, Andrew Schneider, Evan Cooke, Christian Manchester, Sandy Williams, and Danny Bloomstine.

Finally it was time for the big dance on June 1, and the St. Mary's Seahawks, who had prepared for the regatta with a week of heavy-air practice in Santa Cruz before the event, pushed to the fore in short order. Going into the final day they were clinging to a slim, six-point lead at the ICSA/Gill Coed National Championships. Nipping at the Seahawks' heels was Yale, who, after a slow start, had sailed themselves back into contention the day before with a stellar day in breeze that started in the 10-knot range and never topped more than about 20 knots. The Elis erased a 30-point deficit, successfully negotiating the ebb-heavy day and the very abrupt transition to the flood in the late afternoon flood, which didn't happen until the last two-race set.

After the previous week's ICSA Women's Nationals came down to the final set, we honestly didn't think that any of the subsequent events could top it for drama. But along came the ICSA/Gill

THE RACING



LATITUDE/ROB

LATITUDE/ROB



LATITUDE/ROB



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LATITUDE/ROB



Clockwise from top left — breeze and fog, vintage San Francisco Bay; The Georgetown California contingent — Charlie Buckingham, Carly Chamberlain, Sydney Bolger and Michael Campbell; rotating off the beach; breeze on!; Sportsman of the Year Adam Roberts; Austin Dias and Jessica Williams not built a sailing program and successfully broke College Sailing's unofficial 'Rule 69'; St. Mary's Seahawk Michael Menninger and his dad Bill; equal boats and tons of talent equal tight roundings; Stanford's young squad qualified for all three championships; Boston College took the Team Racing Title.

Coed National Championships . . . which came down to the final set! Throughout the regatta, St. Mary's and Yale kept pushing each other further ahead of the rest of the field. On the final day, the two traded the lead after the final A-division set put St. Mary's behind by three points. But sophomore Michael Menninger — brother to Yale's Marla — and

crew Jennifer Chamberlin finished with a 6-1, putting Yale — which posted a 14-16 — in the 'hurt locker' during both pre-starts, and garnered the title for St. Mary's.

It was a happy stretch for for the Newport Beach-based Menninger family. Patriarch Bill, dad to Michael and Marla, could be seen watching from shore wear-

ing a Yale jacket and a St. Mary's sweatshirt. Formerly a longtime sailmaker, Menninger's offspring had a successful 10 days on the Bay. In addition to winning A Division and the women's national title, Marla was named an All-American crew. A week later, Michael won B Division for coed dinghies, a national title and All-American honors to go with it.



LATITUDE/ROB



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LATITUDE/ROB



LATITUDE/ROB

Yale didn't quite get to the promised-land for Dinghies, but they did take home the Fowle Trophy which is awarded to the top overall performance in both the three Spring championships and the three Fall Championships — Sloops, and Singlehanded Men's and Women's.

Another Californian had an awesome regatta which capped off an awesome year. At June 3's Awards Banquet, Georgetown Sailor Charlie Buckingham, from Newport Beach, took home the Everett B. Morris Trophy for College Sailor

of the Year honors — as a sophomore! Adam Roberts, younger brother of St. Francis YC Race Coordinator Melanie Roberts, had a good event too, taking home not only the Team Racing Nationals Trophy for Boston College, but his fourth All-American honors. He was also the unanimous choice for the Robert Hobbs Sportsman of the Year award.

But these weren't the only the All-Americans who call California home. Boston College's Sinks got the nod as well, while on the women's side, Ful-

lerton's Allison Blecher from College of Charleston, San Diego's Megan Magill from St. Mary's and Long Beach's Sydney Bolger from Georgetown all received the honors as well. Georgetown's Carly Chamberlin, from Newport Beach, and College of Charleston's Britney Haas, from San Diego, as well as Roger Williams University's Kaytlin Hall from Santa Monica were named All-American crew.

With all of these California sailors doing so well, it was a bit of a shock

THE RACING

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Jane Macky and Marla Menninger.

that Stanford was the only team from the Pacific Coast Collegiate Sailing Conference — which includes California teams — that qualified for all three national championships. UC Irvine, with Bay Area-raised Jack Porter, qualified for Team Racing, but apart from those two schools, no other teams did. Given that it's a lot harder to qualify for Coed these days with the recent introduction of a semifinal system, it's nonetheless encouraging that, despite being a ways off the leaderboard, these young teams have just that much more experience for the next couple years.

College sailing can't be supported a few big programs alone, and the bulk of them are student or volunteer-run teams. To recognize this, the ICSA awards the James Rousmaniere Award for Student Leadership, to a student who's made a significant contribution to the sport. This year's award went to Austin Dias. When Dias arrived at Cal State Channel Islands, the young school, which didn't officially open until 2002, didn't have a sailing team. In fact, the school didn't have any athletic team, nor did it have an athletic director. But with the help of his crew, and girlfriend, Jessica Williams, he built a viable program for the PCCSC.

California's sailors weren't the only ones recognized. USC Coach Mike Segerblom, who's had about as big an impact as any one person could on both college and youth sailing in California, was deservedly honored for his contribution also.

Coastal Cup

Robert Plant and John Shampain's Hobie 33 *Still Crazy* crushed the fleet in Encinal YC's Coastal Cup after finishing at 7 a.m. on June 19. The beneficiary of the staggered start — the two smaller-boat divisions leave June 17, and the larger boats leave the following

day — *Still Crazy* was able to just squeak by the finish off the West End of Catalina Island before the strengthening Catalina Eddy smothered the rest of the fleet.

"We were thinking, 'uh-oh,'" Plant, an architect from Newport Beach said. "It had been a wonderful trip up until then, and it started lightening quickly."

The Hobie, with co-owner John Shampain navigating, Erik Shampain and Danny Shields — all of whom met through Oceanside YC years ago — had smoked down the 360-mile course, over which the 27 boats in this year's quality fleet saw breeze into the low-30s.

"Wet and wild really sum it up," Plant

A winner, Ed Feo's Newport Beach-based Andrews 45 *Locomotion* — sailed by a crew of longtime regulars including Chuck Simmons, Chris Dineen, Kerry Deaver, Erik Berzins, Richard Whitely, Scott Poe and Dave Millett — the choice was pretty clear.

"Based on the wind information and the routing software, we worked our way out between 40 and 50 miles offshore," Feo said. "We took one gybe inside late on the first night, and then came back out three hours later."

The day before, the *Still Crazy* crew had done pretty much the opposite, sailing closer to rhumbline than any other boat, and shooting the gap between Santa Cruz and Santa Rosa Islands, where they picked up some extra pressure.



COURTESY STILL CRAZY



From left — It was a breezy year, as you can tell by these before and photos of the 'Still Crazy' crew; look how much they aged! 'Locomotion' notched a class win and was the overall runner-up; Andy Costello's 'Double Trouble' had some rudder trouble, namely that most of it broke off 40 miles west of Monterey.

said. "It was just enough breeze that it was both a little scary and a little manageable. For the first two hours, three of us were soaking wet from the spray. On the Hobie we're close to the water. Our feet are always hitting swells."

While other boats were tearing kites, *Still Crazy* was tearing up the race track, and the crew sailed a mostly incident-free race, only ripping out the mainsheet cleat and bending a spreader in an unforeseen jibe. The Wednesday starters definitely held the breeze longer east of Pt. Conception, which made the routing solutions different for those two divisions.

For the overall runner-up and Class



PETER LYONS/WWW.LYONSIMAGING.COM

"We use weather router Rick Shema, and his analysis suggested the wind was about the same across the course, so there was no need to sail the extra distance," he said. "We rolled the dice and said, 'hey, let's do it.'"

They carried the breeze through the islands and even picked up a little extra between them. Plant said their boatspeed never dropped below 12-15 knots during that time. One of the only other boats to shoot that gap was Steve Carroll's Express 27 *Tule Fog*, which he double-handed with Patrick Lewis to a win in Class D third overall.

"We possibly made a mistake by heading in too far behind Santa Cruz Island," Carroll said. "But we were on layline and doing 14 knots. Through the final night we struggled to keep one knot of boatspeed going against a 1.5-knot current. The last half of the night through the

finish we were beating against a southerly wind and couldn't get up to the layline. We saw a couple of lights one night, and other than *X-Dream*, didn't see another boat. I was sure we were too far in and would wind up DFL."

Tule Fog had sailed a similar track to *Still Crazy*, Carroll and Lewis did have a little more onboard drama.

"If we had to do a sail change, we'd try to do it during gybe, if we could take it down and set something else," Carroll said. "Patrick convinced me we could do it without. We proved him wrong."

They did that by breaking their spinnaker pole, but thanks to the loan of a spare by fellow Express 27 fleet member Phil Krasner before the race, they were able to keep pushing.

"That kept us going," Carroll, who normally sails *Tule Fog* in SSS events on the Bay out of Richmond YC, and jumps aboard Ray Lotto's *El Raton* in the class events.

But all drama aside, the race had its moments for the duo.

"Davenport was possibly the most enjoyable part of the trip," Carroll said. "We broke out of the overcast skies into beaming

sunshine and 20-plus knots of breeze. We carried that across Monterey Bay before it backed off. Even so, we continued doing 10 to 16 knots through the night."

For the Thursday starters, including *Locomotion*, there was a lot more breeze at the top of the course.

"It seemed like our trip was pretty smooth compared to what went on some other boats," Feo said. "We knocked down about six times. It was like sailing a dinghy — get the bow down and keep the boat under the rig, that was mission number one. We blew up the spinnaker staysail getting the bow down after a knockdown, and our spare spin pole broke loose. It took out the stern pulpit. Other than that, I think we damaged the anemometer in one of the knockdowns because it seemed to be reading pretty



'Team Harken' won the second American Sailing League event.

PETER LYONS/WWW.LYONSMAGING.COM

low after that — the breeze had to be in the low-30s."

There were six retirements including Douglas Storkovich's Andrews 56 *Delicate Balance*, which dropped out with unspecified equipment failure, Steve Stroub's SC 37 *Tiburón*, which ran out of spinnakers, and Andy Costello's J/125 *Double Trouble*, which suffered a broken rudder. *Double Trouble* navigator Jeff Thorpe elaborated:

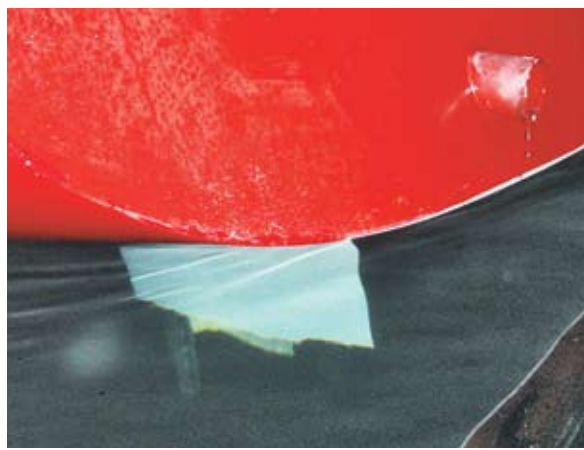
"We were side by side with [Per Peterson's Andrews 68] *Alchemy* about 40 miles off Monterey. We went by [Bob Barton's Andrews 56] *Cipango* like they were standing still, while doing a consistent 22-24 knots of boatspeed in 30 knots of wind. We had just peeled to the 1.5 oz and the boat got really squirrely and hard to drive. We wiped out and, when we looked over, we were left with a 12-inch nub of the rudder. The post was still there, the core and skins just snapped off."

With just that stub of a rudder, the storm jib and motor, the *Double Trouble* crew were able to fetch Monterey in 30 knots of breeze at 110 degrees true.

"We're very fortunate we had that little sliver of rudder," Thorpe said. "If we'd gotten past Monterey, there's no way we would have been able to get back upwind. We would have been dragging sheets and probably ended up at Port San Luis."

Stroub's *Tiburón* was also having a great race when, after a short stretch, they were left with only a .5 oz kite to get them all the way down to Catalina. "The boat was lit up, and it was really fun to drive," said crewmember Rusty Canada. "We were sailing with the A5 in

COURTESY DOUBLE TROUBLE



THE RACING

25-30 knots with boatspeed in the low 20's and never below 15. We had to peel from the A5 down to the A4 because the breeze went behind us. With the weight on the bow, we wiped out with both kites hoisted and full. We were able to get that one sorted, but a little while later, we wiped out *again* and ripped the A4, so we put the A5 back up. A little later we wiped out again and the spin sheet shackle blew off the clew. It's too bad. We were having a great time — chewing up the Farr 40, right on our predicted track, even beating our numbers slightly. We missed out on the perfect race."

Locomotion's performance was good enough to beat Tom Akin's TP 52 *Flash* — which had some issues of its own — boat for boat. Pretty impressive given the report from the TP 52.

"Those were highest sustained speeds we'd ever seen," said *Flash's* Will Paxton. "We were planing in the mid-20s and hit a bunch of 26s — not surfing, but 26 knots and hammering."

A casualty of that pace was the boat's rudder, which nearly dropped out of the boat after falling from the top bearing. But a quick repair got everything back together again. In the end there were

plenty of grins to go around.

"I've never gone so fast and under so much white water," Paxton said. "There's no better way to shake out your boat than the Coastal Cup."

There was some discussion of whether or not the staggered start was a good idea, and Plant acknowledged that it had worked in *Still Crazy's* favor. But he said he still likes the idea of the bigger boats chasing the smaller ones, and in lieu of the one-day gap between the two, suggested that maybe 12 hours might be more appropriate. You can find complete results at: www.encinal.org.

American Sailing League

Despite having to switch crew mid-way through the regatta, *Team Harken* romped to a win at the second annual American Sailing League event at Pier



The Coast Guard won the inaugural Armed Forces Cup hosted by Club Nautique.

39 May 30-31. Winning all but one race, skipper Howie Hamlin and crew Fritz Lanzinger, Matt Noble — who sustained a knee injury on a spinnaker take-down the first day — and substitute Paul Allen, capped off an impressive regatta with a huge win in the four-lap final race sailed for all the marbles on Sunday afternoon.



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 June. 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!

EVENING SERIES

VBVC MONDAY NIGHT MADNESS (5/13)
(nothing posted for June)

BENICIA YC THURSDAY NIGHTS (6/4)

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

B FLEET — 1) **Stolen Moments**, Deborah Lyons; 2) **Too Tuff**, Tom Hughes; 3) **Kelika**, Mike Weaver. (4 boats)

C FLEET — 1) **Yippe!**, John and Johanna Wright; 2) **Triton**, Barney Flynn; 3) **Katie Bay-B**,

Mike Munn; 3) (3 boats)
CORSAIR — 1) **Gaijin**, Pete Adams; 2) **Flash**, Brett Nelson; 3) **Wings**, Bill Cook. (3 boats)
Complete results: www.beniclayachtclub.com

CYC FRIDAY NIGHT SERIES (cumulative for 8-race, 1-throwout spring series)

J/105 — 1) **Vim**, Garry Gast, 15 points; 2) **YIKES!**, Sue Hoeschler, 17; 3) **Alchemy**, Walter Sanford, 18. (9 boats)

SPINNAKER 3 — 1) **Vague Unrest**, Rhodes 19, Phil Simon, 19 points; 2) **Wuda Shuda**, Soverel 26, Craig Page, 20; 3) **Dragonfly**, Rhodes 19, Kevin Cole, 21. (12 boats)

NON-SPINNAKER 3 — 1) **Fjording**, Cal 20, Tina Lundh, 10 points; 2) **Tension II**, Cal 20, John Nooteboom, 17; 3) **Fantasea Islander**, Islander 28, Kevin Reilly, 17. (9 boats)

NON-SPINNAKER 1 — 1) **Q**, Schumacher 40, Glenn Isaacson, 17; 2) **QE3**, Tartan 10, Tom Perot, 21; 3) **Jarlen**, J/35, Robert Bloom, 24. (15 boats)

SPINNAKER 2 — 1) **Yucca**, 8 Meter, Hank Easom, 22 points; 2) **Tiburón**, SC27, Steve Stroub, 25; 3) **Shenanigans**, Express 27, Bill Moore/Nick Gibbons, 28. (15 boats)

NON-SPINNAKER 2 — 1) **Summer Sailstice**, Ranger 33, John Arndt, 13 points; 2) **Seaya**, Catalina 380, Mark Thompson, 16; 2) **Mimicat**, Hinckley 38, Robert Long, 24. (15 boats)

Complete results: www.cyc.org

GOLDEN GATE YC FRIDAY NIGHT SERIES (6/5)

1) **Jam Jam**, Melges 24, Neal Ruxton; 2) **Snafu**,

Canadian Sail, Maurice Quillen. (All 7 other boats DNF after time limit)

IYC ISLAND NIGHTS SERIES (cumulative for 5r/1t spring series)

DIVISION A (PHRF 0-138) — 1) **Rascal**, Wilderness custom, Rui Luis, 4 points; 2) **Crinan II**, WylieCat 30, Bill West, 11; 3) **Taz!!**, Express 27, George Lythcott, 11. (6 boats)

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

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

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

DIVISION F (non-spinnaker) — 1) **Svenska**, Peterson 34, Fred Minning, 4 points; 2) **Knotty Sweetie**, C&C 32, Martin Johnson, 7; 3) **La Paloma**, Wilderness 21, Andrew Green, 14. (8 boats)

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

Complete Result: www.iyc.org

MPYC WEDNESDAY NIGHT SUNSET SERIES (cumulative after 11r/1t spring series)

PHRF A — 1) **Bustin' Loose**, Pulford, 18

Hamlin showed why he's a two-time world champion in the 18-ft skiffs, mastering the grueling demolition derby sailed in chop and 20-knots of breeze.

"It's so much fun to sail in a short course format, with all the boat traffic



and the Cityfront," Hamlin said. "It's like sailing in Sydney harbor."

Saturday's qualifying heats were a gearbuster with multiple boats knocked

out of various races for one problem or another, and all six teams worked feverishly Saturday evening, repairing snapped carbon prods, torn sails and other equipment.

Five teams made it to the start line, *Gym Class Fitness*, *Harken*, *Skiff Sailing*, *Switch Clothing* and *West Marine*. *Team Spot* made it to the racecourse but before they could get into a race, equipment issues forced them back to the beach for repairs.

Shoreside, the event drew a significant spectator presence, and with Skip McCormack adding insightful analysis in an accessible way on a P.A., it was pretty evident that there were plenty of folks who accidentally got sucked into the action. While this year's Spring event was

smaller in scale than the inaugural event last year, we've got to give a shout out to Commissioner Jeff Causey and the rest of the volunteers who put a lot of effort

into making the event happen.

Originally envisioned as a chance to build on the scope of last year's event, Causey and the ASL folks were confronted by the same economic realities facing everyone else, and the sponsorship they enjoyed last year failed to materialize this time around. We're stoked they didn't just fold up the tent, and found a way to keep the event going. The Bay is the only place in America with any significant presence of 18-foot skiffs, yet traditionally there's only been one regatta per year for the boats. In Australia, they sail weekly!

If we have one complaint about this year's event, it was the lack of complimentary lunch and frosty beverages served in the VIP room upstairs like last year. But given the state of the economy, we'll let it go . . . this time. All kidding aside, the next event is August 29-30; don't miss it. Stay apprised of the latest developments at: www.americansailing-league.com.

The USO On SF Bay?

Club Nautique ran its first-ever Armed Forces Cup May 27 in Alameda, attracting crews of three from each of the five

points; 2) **Calphurnia**, Duncan, 41; 3) **Loca Motion**, Chaffey, 49. (6 boats)

PHRF B — 1) **Fleeboflam**, Chaffin, 12 points; 2) **Santy Anno**, Cailliet, 61; 3) **Joss**, Duncan, 63. (11 boats)

SHIELDS — 1) **October**, Jackson, 20 points; 2) **Harriet**, Stratton, 28; 3) **Stillwater**, Hobson, 29. (6 boats)

Complete results: www.mpyc.org.

SAUSALITO YC SUNSET SERIES (cumulative after 4r/0t spring series)

J/105 — 1) **Streaker**, Ron Anderson, 6 points; 2) **Jose Cuervo**, Sam Hock, 12; 3) **Hazardous Waste**, Chuck Cihak, 13. (5 boats)

DIVISION A — 1) **Gammon**, Tartan 10, Jeff Hutter, 9 points; 2) **MinFlicka**, Hanse 37, Magnus Le Vicki, 11; 3) **Nancy**, WylieCat 30, Pat Broderick, 16. (7 boats)

DIVISION C — 1) **Mimicat**, Hinckley, Robert Long, 15 points; 2) **Ohana**, Beneteau 47, Steve Hocking, 16; 3) **Quicksilver**, C&C 39, Carl Robinette, 21. (9 boats)

DIVISION D — 1) **Tackful**, Santana 22, Frank Lawler/Cathy Sterhoff, 11 points; 2) **Encore** Alerion 28, Dean Dietrich, 13; 3) **Trasher**, Merit 25, Harriet Lehmann, 14. (13 boats)

MULTIHULL — 1) **Origami**, Corsair 24, Ross Stein, 7 (1 boat)

SOUTH BEACH YC FRIDAY NIGHT SERIES (6/19)

CLASS D (Spin <114) — 1) **Tupelo Honey**, Elan 40, Gerard Sheridan; 2) **Jolly Mon**, J/120, Chris Chamberlin; 3) **007**, J/105, Bruce Blackie. (8 boats)

CLASS E (Spin >115) — 1) **Highlighter**, Islander 36, Bill Hackel; 2) **Luna Sea**, Islander 36, Daniel J. Knox; 3) **Jane Doe**, Olson 911SE Bob Ismirian. (6 boats)

CLASS F (Non-spin <130) — 1) **Fancy**, Ericson 33, Chips Conlon; 2) **Spirit of Elvis**, Santana 35, Martin J. Cunningham; 3) **Seaview**, C&C 115, Pete Hamm. (4 boats)

CLASS G (Non-spin > 131 except Catalina 30) — 1) **Rollover**, Catalina 34, Lynn Guerra; 2) **Double Play**, Yankee 30, RDK Partners; 3) **Star Ranger**, Ranger 26, Simon James. (9 boats)

CLASS J (CATALINA 30) — 1) **Friday's Eagle**, Mark Hecht; 2) **Huge**, Bill Woodruff; 3) **Availon**, John R. Ford. (8 boats)

ST. FRANCIS YC WEDNESDAY EVENING SERIES (cumulative for 7r/0t spring series)

KNARR — 1) **Fifty-Fifty**, Jon Perkins, 15 points; 2) **Gjendin**, Graham Greene, 29; 3) **Snaps III**, Knud Wibroe, 32. (15 boats)

FOLKBOAT — 1) **Polperro**, Peter Jeal, 26 points; 2) **Windansea**, David Wilson/Don Wilson, 31; 3) **Elsie**, Michael Goebel, 31. (13 boats)

IOD — 1) **Young-**

ster, Ron Young, 19 points; 2) **Undine**, Adam Wheeler, 24; 3) **Whitecap**, Hernandez/Team Whitecap, 28. (8 boats)

VYC WEDNESDAY NIGHTS (6/17)

A FLEET — 1) **Tutto Bene**, Beneteau 38S5, Vetter; 2) **X-TA-C**, Olson 29, Sweitzer; 3) **De'gage'**, Ranger 23, Ruzsler. (4boats)

B FLEET — 1) **Splash**, Beneteau, Mullinax; 2) **Lita-K III**, Catalina 42, Karuzas; 3) **Halcion**, Pearson 34, Parker. (6 boats)

Complete results: www.vyc.org



Remember James Dillworth from last month's feature 'Welcome to the Party?' Well here's his spectacularly renewed 'Tuna looking good.'

THE RACING

branches which teamed up with Club Nautique skippers aboard the school's Colgate 26s. After four races it was Coast Guard Lieutenant JG Jesse Stewart, Lieutenant JG Christina Hawn and Lieutenant Ryan Hawn that came out on top, finishing ahead of the Marine Corps, Air Force and Navy with the Army bringing up the rear.

"These folks were so thankful to have been recognized," said Marianne Armand, who explained that the idea behind the regatta was to tangibly acknowledge the contribution to the country made by servicemen and women. "They repeatedly mentioned how nice it was to have people publicly acknowledge that they are appreciated, not to mention how thrilled they were to be out on the water in playful combat. While they were respectful and courteous to one another, when it came down to it, they all wanted to win."

Moore 24 Nationals

After three months of preparation, Scott Easom won his first Moore 24 Nationals at Huntington Lake, June 22-



PETER LYONS/WWW.LYONSIMAGING.COM

Lani Spund's 'Kokopelli' at last month's Spinnaker Cup. The results are at www.sfyc.org.

24. With the weather starting to warm up, the start line was set way down the lake which threw a monkey wrench in traditional tactical calls. You don't want

to hit the beach too early because you won't get the benefit of the lift off the Boy Scout camp and the boats outside might get you if they have steady breeze.

The final race of the day saw four boats vying for second overall. Easom's *Eight Ball* had first in the bag, but in sportsman-like fashion sailed the final race. Where they took us all to school and winning by a good 15 boatlengths. Second was David Hodges and Scott Walecka on *Adiós* and third went to Conrad Holbrook on *Topper II*. The Fennell family on *Paramour* came in second for the regatta, crediting dumb luck and good karma as the keys to their success. Third went to Bart Hackworth on *Gruntled*. Defending champions Walecka and Hodges secured fourth, and Scott Sorenson on *Vitamin M* rounded out the top five.

The teams also participated on the fourth annual Moore 24 Trailer Olympics, in which teams of four must complete a series of boat safety skills including pushing a trailer, heaving a line, and throwing a life preserver accurately.



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Competitors must then chug a beer and "flipcup" — place the cup right side up and use one finger to flip it upside down. The team with the fastest time wins. It came down to the wire with team *Eight Ball* setting the bar high with a time of 1m, 47s. But the Fennell family clinched the win by a two-second margin, thus flipping the racing's finishing order.

Thanks to Mike Gross and John Super for running a great race committee.
—Vikki Fennell

Catalina 25/250 Nationals

The Catalina 25/250 National Regatta was held June 20-21 on the Berkeley Olympic Circle. Folsom Lake sailor, Scott Hefty, *Ho'O Kolohe*, won the Catalina 25, and Petaluma Sailor Mike Bolger, *RxScape*, won the Catalina 250 championships. This was a combined one design regatta for each class.

The Berkeley YC hosted the event and rolled out the welcome mat to all participants. They urged all participants to race in their already scheduled

Friday night Beer Can race followed by an informal BBQ at the club. This provided the out-of-towners the opportunity to experience racing on the Olympic Circle and meet and visit with many local sailors.

The Catalina 25s and 250s had the first start in PHRF Division 1 for the Friday night Beer Can race. There were about 15 boats in the division, one Catalina 25 and one 250. A nice touch was that the race started at the normal start/finish line, but finished at the BYC

clubhouse.

The National Regatta started Saturday morning at 11 a.m., followed by two more races that day. The first two were windward/leewards 4 miles long.



John and Drake Jensen enjoy some father-son time at Whiskeytown. We ran out of room to write it up, but we'll try to wrap-up all the various lake regattas next month's Racing Sheet.

Photo: Latitude 38/Rob



Photo: David Dibble



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THE RACING

LANCE BERG



Craziness at the Prince of Wales Area G Qualifier; keelboat aren't supposed to do this . . .

The third was 5.7 miles and finished at the BYC Clubhouse. The wind was consistent out of the west-southwest at 11- to 16- knots for all three races. The *Ho'O Kolohe*, Catalina 25, and *RxScape*, Catalina 250, both had three great starts and never lost the lead, finishing with bullets in all three races. Second place at the end of day one was held by Paul Zell's *Sparky*, from Half Moon Bay with a 2-2-3 in the Catalina 25's, while Russ

Johnson on *Vida Boa* from San Ramon had three seconds.

Racing resumed at 11 a.m. Sunday morning with two races scheduled. The first was in about 8 knots of wind out of the west-southwest. The boats were fairly spread out at the windward mark. On the second leg it was evident that new wind was consolidating the fleet. As they

closed on the leaders it was evident that new wind was about 30 yards in front of the second place boat. About a quarter of a mile from the leeward mark, the wind line finally reached the leaders and it was a new boat race to the finish. The final race of the regatta was sailed in 17 to 20 knots of wind out of the West. For the Catalina 25s it was a tight race to the finish with Paul Zell finishing two seconds ahead of Hefty for his first bullet of the regatta.

— Scott Hefty

Race Note

Mano a Mano— St. Francis YC hosted the **Area G quarterfinal for US Sailing's Prince of Wales Bowl** Match Racing Championship. Sailed in J/22s, the event drew some of Northern California's top talent, with former Olympian Russ Silvestri going 5-0 in the deciding second round robin to beat out Mark Ivey (4-1) and Chris Rast (3-2) for the spot at the semifinals at San Diego YC this month.

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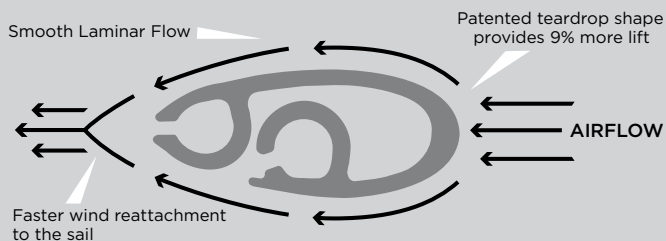
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WORLD

With reports this month on **Provisioning Options in the Realm of Chartering**, a regular contributor's observations on **The Less-Traveled Corners of the Eastern Caribbean**, and miscellaneous **Charter Notes**.

Eat, Drink and Be Merry: Recipe for a Successful Charter

As our managing editor likes to say when proposing a noon-time respite from the office grind, "Hey, ya gotta eat!"

While you may skip a meal once in a while during a normal work week, the joyfully physical activities of a typical sailing vacation — such as swimming, snorkeling, hiking and trimming sails — tend to make mealtimes inordinately important. That's why we've decided to tackle a subject we rarely touch on in these pages: provisioning. After all, a well-fed crew is a happy crew.

During the many years that we've been taking charter vacations, we've found there are many possible approaches to the process of provisioning. Deciding which strategy is right for your particular charter largely depends on the area you'll be sailing in and the needs of your crew.

Of course, on crewed yacht charters it is assumed that you'll be served fine gourmet cuisine based on your predetermined culinary preferences. But when booking a bareboat trip, some or all of your group will typically need to be actively involved in meal planning and have a game plan for where, when and how to provision.

In the Greek Isles and along Turkey's Turquoise Coast you normally end up stern-tied to a village wharf, often surrounded by inexpensive bars and restaurants, with markets nearby also. So there's no need to provision more than

Meals in Mexican towns are cheap and delicious, but out in the Sea of Cortez there are very few places to dine out or shop.

the bare essentials before you start out. The opposite extreme is sailing in Mexico's minimally developed Sea of Cortez. Once you leave the La Paz charter base, there is virtually nowhere to buy food or dine out for miles and miles, so you have to bring along everything you'll need in the galley, right down to the limes and hot sauce.

Naturally, charter companies adjust their provisioning options to the realities of each cruising ground, and in our experience most standard provisioning packages provide more than enough food for normal palates, with a good variety of entrée choices.

Usually, you'll be allowed to choose between 'full provisioning', meaning all breakfasts, lunches and dinners, or 'partial provisioning', where it's assumed you'll have three or four dinners ashore during a week aboard. If you wish, you can nix certain foods from the options, such as seafood, pork or whatever. And yes, most companies will be happy to organize vegetarian menus too. Ideally, all the items you have ordered will be aboard your boat prior to your arrival, or shortly thereafter, so you can throw off the docklines and get out sailing as soon as possible. In fact, one of the strongest arguments for letting the charter company do it all is that by doing so you won't waste a minute of your precious sailing time.

That said, lots of folks like to customize their orders or thoroughly self-provision, especially if they are 'foodies' who take pleasure in whipping up their favorite concoctions for their boatmates.

Depending on where your charter base is, pre-trip shopping can be relatively easy, and sometimes add to the overall cultural experience — particularly where



ALL PHOTOS LATITUDE / ANDY

there are old-style open-air markets, such as in Guadeloupe, Martinique or Tahiti. Unless you fly in a day or two early, however, you may find that you've squandered the better part of a day getting it all together. Remember, everything tends to take longer in the laid-back regions that make prime charter destinations, and you can't always get everything you're after in one supermarket unless you are in a highly-developed tourism center like St. Maarten. Even there, the big stores are a long taxi ride from the charter bases.

Will you save money by self-provisioning? Possibly, but not necessarily. And if you do, it probably won't be much. On a recent bareboat trip to Tahiti's Leeward Islands — where appetizers in swank restaurants can cost \$35 and up — we were thrilled to pay \$50/day/person for full provisioning, including several cases of drinks. And the food provided was both plentiful and delicious.

You can save a few bucks, however, by bringing a variety of costly staples with you, but lugging the extra baggage is a hassle that many charterers would



OF CHARTERING



food and pampering service, we also cherish the serenity of those open-air dinners at the cockpit table with the sky above peppered with twinkling constellations and the warm trade winds washing over us.

Decisions about beverages are important too. Even if you order no other provisioning, we highly recommend that you have your charter outfit supply your boat with cases of water and juices, plus sodas and/or beer. It's just much less hassle that way. And whatever you do, don't underestimate the amount of water you'll need to stay hydrated in tropical venues — order more than you think you'll need!

If you're into cocktails, we suggest you bring along the maximum quantity of spirits allowable by the local customs regulations — typically two liters, but check tourism websites. After all, you never know when you might find yourselves hosting a cocktail party with new friends. The exception to this advice is when chartering in the Caribbean, where booze is generally very cheap. If you're in the habit of bringing along a few special bottles of wine, we

should remind you that liquids can no longer be 'carried on' flights. But our winemaker friend claims it won't get ruined in your airliner's unpressurized baggage hold. Champagne, of course, is a different story. It's probably best to plan on making your celebratory toasts with the favorite local spirit, be it rum, ouzo,

If you relish an evening cocktail or two, be sure you understand the cost of booze where you are heading. You might want to bring your own.

Spread: When cruising expensive venues like Tahiti, you'll probably want to eat aboard more than elsewhere. Inset: Shopping in the traditional open markets is a cultural treat.

rather avoid. We remember one report, though, from a young Bay Area gal who put together a tight-budget trip with friends, then brought along several styrofoam coolers jam-packed with frozen entrées which, she claimed, were still only half-thawed by the time she stowed them aboard in the Caribbean. We realize that's a bit extreme for most sailors, but it's not a bad idea to throw at least a few favorite snacks, and perhaps some packaged sauces and special spices, in your sea bag.

We remember that on one multi-family trip years ago, when all the kids were grade-school age and finicky eaters, we brought along a huge duffel bag nicknamed "the coffin" that was stuffed with all sorts of cereals, crackers and snacks that we knew would keep the whining and whinging to a minimum and save us some cash. (A big box of Frosted Flakes can cost close to \$10 on some Caribbean islands.) These days, of course, extra bag

charges might cancel out most of your savings, but it's still smart to have some favorite snacks on hand to pacify overtired youngsters — as well as adults. (We can think of a few fully-grown chocoholics who get downright testy when going through 'withdrawals'.)

At the opposite extreme, some folks choose to dine out every evening, which, of course, gives them maximum exposure to local cuisine and keeps galley chores

to a bare minimum. In places like the BVI and the Leeward Antilles (St. Maarten, St. Barth, etc.) there are enough good eateries to make this plan easily doable, although costly. But we have to say that, as much as we like finely prepared



WORLD

tequila or perhaps even kava.

Just as good food and drink are essential to health and happiness in day-to-day living, a little thoughtful culinary planning can have a huge influence on your charter's success.

— *latitude/andy*

Exploring the 'Middle Antilles' Part Two

Last month, in the first installment of Art Hartinger's two-part report on exploring the central portion of Eastern Caribbean islands, we left off with him telling us how much he and his crew loved the friendly people and laid-back atmosphere of the former British colony named Dominica. They'd begun their Sunsail charter in French Martinique. The story continues:

We stopped for lunch at a place just outside the entrance to the Falls, called the River Rock Café. There were three entrée choices: goat, fish or shrimp, and we tried all of them accompanied by plantain, rice and root vegetables — it was all excellent. We ate outside on the deck, overlooking the river and lush green countryside.

We made arrangements for a boat ride to "Champagne," a snorkeling area near Soufriere in the Scott's Head Marine Reserve. Kimani Roberts met us at 9 a.m., and we rewarded him with an Obama button. This spot has good snorkeling, but the volcanic, champagne-like bubbles that come up from the sea bed are the main attraction. Swimming in and out of the bubbles was great fun.

Crewmembers admire an Antiguan's catch while getting some tips on fishing Caribbean waters.



We got back to our cat, *Bigorneau*, and moved her over to the dock at the Anchorage Hotel to take on water before setting out for Guadeloupe. Geoff cleared customs for us, and also visited the doctor because he had a bit of a nasty cut after slipping on a rock at Trafalgar Falls. We paid \$10 USD for 100 gallons, then shoved off after sampling one more rum punch at the hotel.

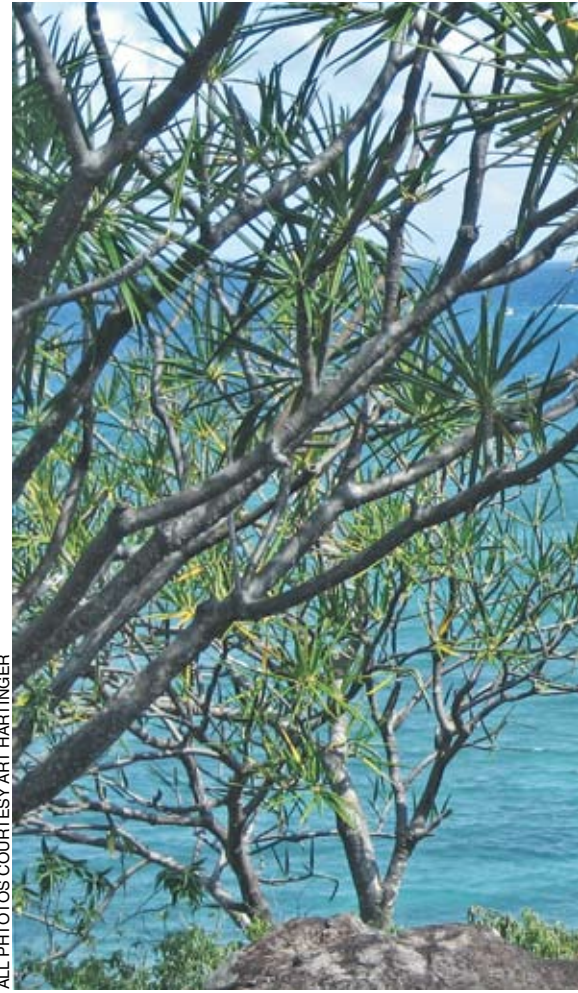
We departed about 1340, sailing up the coast in light winds about 18 miles to Portsmouth. Well outside of the anchorage, a boat approached and its driver, Foustin Alexis, suggested he could give us a tour up the Indian River. He also set us up on a ball again (\$10 U.S. for the night), and agreed to come by at 8 a.m. to show us the renowned Indian River.

I dinghied in early to check out the local bakery, and we found lots of brown breads. After some bread with jam and coffee, Alexis arrived and we headed up the Indian River in his boat.

The river tour is considered a "must" for those visiting Portsmouth. Alexis turned off his motor at the entrance to the river, and rowed up, telling stories about the river, while pointing out birds and crabs along the bank. Up river, there is a small café serving food, tea and other drinks. Although interesting, I found the trip a bit too touristy — it reminded me of the Jungle Cruise at Disneyland — but we did spot a boa along the banks. We liked Alexis and rewarded him with an Obama bumper sticker.

It was then time to push on to the north. We departed toward Guadeloupe at about 1115, and crossed the Dominica channel in 20+ knot winds, arriving at

Guadeloupe's sister isles, Les Iles de Saintes in the mid-afternoon. I'm convinced that the French like to congregate in crowded marinas. We opted not to stay in Bourg des Saintes, which looked crowded, and instead anchored in Baie Marigot. This is a beautiful



ALL PHOTOS COURTESY ART HARTINGER

anchorage, although slightly exposed to the swells out of the northeast which were happening during this trip. We had the lovely anchorage all to ourselves.

From Marigot, it was a 15-minute walk to Bourg des Saintes, a delightful little village, very French with cozy cafes and good shopping. There was evidence of the strike here, as banks and customs were closed, and you could see plumes of smoke from fires on the main island of Guadeloupe. But we had a great time cooking dinner, then doing some nighttime swimming with the bio-luminescence after dinner.

Donna woke me up at 0400 to point out the Southern Cross. I had always thought the Southern Cross was not visible from northern latitudes, and in fact, Wikipedia specifically states that "it is today visible only from the Southern Hemisphere." But there is no question that we were looking at the Southern Cross. (In fact, Donna also woke me up the following morning while at Marie Gallante to confirm our sighting, after I'd expressed some doubt.)

Later that morning, most of the crew went shopping in Bourg des Saintes, while Nathan and I readied the boat

OF CHARTERING



'Bigorneau' lies in a tranquil bay while crew members stretch their legs ashore. Obviously, you can still find uncrowded anchorages.

to cross to the small French islands of Marie Gallante. We set sail in the early afternoon for the 14-mile crossing. Upon arrival, we chose to anchor just south of Pointe de Folle Anse, where we were one of just three boats along a beautiful two-mile stretch of beach.

We had originally hoped to spend the night in Iles de la Petite Terre, some 20 miles to northeast of Marie Gallante. But the 10- to 12-foot northerly swells and 25-knot winds made this proposition too dicey. So we opted to enter the harbor at Le Desirade, a small island about eight miles to the NE of Iles de la Petite Terre. This would give us a good position for the 65 mile passage we were scheduled to make the next day.

Along the way, we heard the fabulous and unmistakable sound of line stripping off the fishing reel, and Robert retrieved the first of two barracudas. The Doctor exercised her surgical skills, and expertly filleted these fish, which we named Jean-Pierre and Jacques. She also sautéed them in a brown butter, and they were among the best fish I've ever tasted — a

perfect complement to Jenny's risotto.

Le Desirade is definitely off the beaten track. Sunsail had recommended we not even go there. We were faced with venturing in over a 6-foot bar between breaking waves, with the wind blowing 25 knots and 10-foot seas. But we went in anyway (as Plan C was to head to the main island of Guadeloupe, which we wanted to avoid). We were definitely a novelty at Le Desirade, and I doubt any other charter boats ever go there. The harbor is very small, and we were the only boat at anchor besides an unattended 20-footer. We dinghied in for more supplies, and thankfully the 8-a-8 store was open. They even had ice!

As I looked around, I noticed the local gendarmes with binoculars trained on *Bigorneau*. A lot of other locals were also intrigued. It turns out that Jenny was taking a shower off the stern in a red bikini, and this was quite a sensation in the small village.

We got up at dawn the next day to make the 65-mile passage to Antigua. We followed the two Desirade ferries out between the breakers, again with 25 knot winds and a significant swell, only to have an alarm go off on Bertha (our

port engine). Upon closer inspection, we found significant water intrusion into the engine compartment. We shut down Bertha, turned on the bilge pump, and manually bailed out the water. Thankfully, we stopped taking on water, but Bertha was done for the trip. Althea (the starboard engine) was a true champion, however, never letting us down. We couldn't help singing our favorite Grateful Dead tune: "Bertha don't you come around here anymore."

We motorsailed with the jib deployed and Althea humming along, until we turned the corner, and got the main up. Then we were treated to our best sail of the whole journey, no motors for 60+ miles on a broad reach in 25 knots of wind. Geoff hogged the wheel the whole way, but nobody seemed to mind, as he steered like a pro. We reached English Harbor at about 1500 and opted to spend the night at the Sunsail docks, as they are in the middle of historic Nelson's Dockyard — a fine place to look around, take showers and relax.

As always, there were dozens of megayachts in English Harbor and also in neighboring Falmouth. It turns out that yachts were staged for the inaugural RORC 600, so there were even more boats to gape at than usual, including Tom Perkins' unmistakable *Maltese Falcon*, which was over at Falmouth's Antigua Yacht Club.

When we were boarding our flight to San Juan the next day, I slowed the line to take a picture of the Doctor and her husband Robert, and accidentally bumped into a man who happened to be Yo-Yo

The crew's motto: "Make friends with Obama stickers." If Caribbean islanders could have cast votes, if would have been a landslide.



WORLD OF CHARTERING

Ma! The customs guy in San Juan went nuts when he read the passport, putting his arm around Yo-Yo Ma, and yelling out to the crowd that we were in the presence of the best cellist in the world. He'd been in Antigua enjoying a crewed charter. Other than that bit of excitement, the flight back was uneventful, but along the way I was already thinking about a return trip to Dominica. It had been yet another great cruise that won't soon be forgotten.

— art hartinger

Art — Many thanks for your insightful report. Sounds like great fun, although the itinerary was a bit more ambitious than most charterers would dare attempt. Goes to show, though, there are still plenty of off-the-beaten-track destinations to explore via bareboat. So, where to next?

Charter Notes

During the past 11 years we've often reported on the unique BVI bareboat flo-



COURTESY BBS

Tough duty. Alonzo Galloway of Maryland happily helms a Mooring's 4300 cat during last year's Black Boaters Summit.

tilla called the **Black Boaters Summit**. Why unique? Because to our knowledge it is the only event of its kind whose aim is to introduce African Americans to the joys of vacationing under sail. The brainchild of Richmond-based **sailor and former cruiser Paul Mixon**, who has now partnered with renowned **circumnavigator Bill Pinkney**, this year's

10-day inter-island catamaran cruise will have a very special highlight. When Mixon heard that a cruise ship full of African Americans would be sailing BVI waters the same week as his flotilla, he began organizing the **1st Annual Party on the Beach**, to be held at idyllic Cane Garden Bay, with music, dancing and hopefully free boat rides provided by **The Moorings** and **Voyage Charters**. Naturally, Mixon hopes he'll inspire some of those cruise ship patrons to cross over to sailing once they give it a try.

While sailing industry marketers scratch their heads wondering where to find new clients, Mixon has set a shining example of what can be accomplished with a little creative thinking. "If I can get all **3,400 of those passengers** to get off the ship and head for Cane Garden Bay, everybody wins!" says Cap'n Paul. "We grow BVI tourism, we expose a whole new market to sailing, and everybody has a great time."

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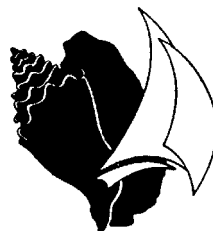
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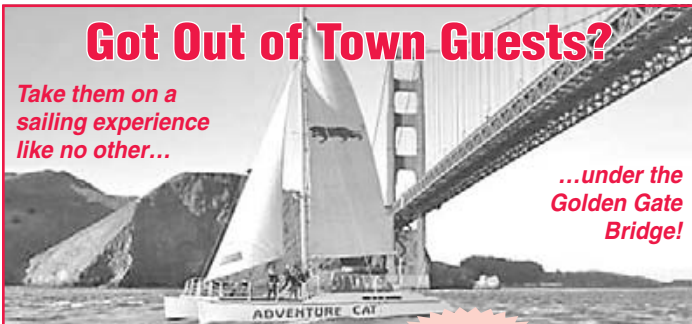
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CHANGES

With reports this month from **Alizee** in the Bahamas; from **Cocokai** on Fanning, Christmas and Penrhyn Islands; from **Mimi** in Antigua; from **Eupsychia** on the Baja Bash; from **Someday** on the good and bad of Costa Rica's being Third World; from **Le Chat Beaute** on buying a French cat in Venezuela; from **Christa** on the problems of trying to follow the herd to the Eastern Caribbean; and **Cruise Notes**.

Alizee — Cabo Rico 36 James Williams & Penelope Mayer Starting The Cruising Life (San Francisco)

When I met the publisher of *Latitude* at St. Barth in the French West Indies



Penelope and James in the Bahamas.

a little over a year ago while on a 10-week charter/cruise with my friend Deborah Stern of the Encinal YC, he asked what was next for me. At the time, Deborah and I were partners in the Cal 39-2 *Spindrift* in the Bay Area, but she wasn't interested in cruising. So my response was that I was going to get my own boat and go cruising as soon as I could. And that's what I've done.

After returning to California, I made an offer on *Alizee*, a Cabo Rico 36 that had just come on the market in Annapolis. By September the deal had been consummated, and I'd sailed her down the Chesapeake to Oriental, North Carolina. I left *Alizee* there until January of this year while I finished up my teaching career in the Bay Area.

At the start of this year, I rejoined my boat in Oriental, where the weather was freezing. And they call it The South? By March I'd finished preparations for a three-month cruise in the Bahamas. I was joined for the crossing to Marsh Harbor in the Abacos by fellow Encinal YC members Rob Woltring and Keith Rarick. It turned out to be a five-day,

Once James and Penelope got to the beaches of the Bahamas, there was no mistaking them for San Francisco's Ocean Beach.



TIMMY BAHAMA

480-mile trip, and much to our dismay, most of it was in mill pond conditions. I think we sailed for 15 hours the entire crossing, mostly the last afternoon and night.

Penelope Mayer, my permanent first mate, joined me in Marsh Harbor, and we spent three glorious months sailing from cay to cay. We committed ourselves to sailing as opposed to motoring, something that was pretty unusual among the cruising fleet. And we anchored out for all but three nights. While in the Abacos, we were invited to crew aboard the *William H. Albury*, which was built in '64. She is the last of the wooden schooners to have been built at Man-O-War Cay.

At the end of three months, Penelope and I made a 34-hour crossing from the Abacos to New Smyrna Beach, Florida. We're about to fly back to California to visit friends and spend the Fourth of July at the Encinal YC. After a bit more traveling, we'll return to the boat and sail up to the Chesapeake in September and October. By December, we'll be provisioning for a return to the Bahamas, this time the Exumas and Eleuthera as well as the Abacos again.

As for Deborah, she's still enjoying sailing *Spindrift* on the Bay and doing some racing in Alameda as well.

—james 06/05/09

Cocokai — 65-ft Schooner Greg King and Jennifer Sanders Life Is Great In The South Pacific (Long Beach)

As I write this, we, along with my daughter Coco Sanders, are anchored at Fanning Atoll in one of most relaxing, calm anchorages we've been to since we started cruising more than two years ago. Fanning is part of the Republic of Kiribati, which is also known as the Equatorial Islands. Kiribati is spread out over an ocean area the size of the United States, yet the collective land mass is only the size of Baltimore. The locals live off the land and sea, and have what's described as an "abundant" subsistence existence.

This is one of the least visited places in the world, with only 96 Americans hav-



ing come to the whole country in the last year. One of the reasons more people don't come is that it's hard to get to, particularly for sailors. After getting kicked out of Palmyra, we had to tack back and forth for two days before we got a favorable enough slant in the wind to get here.

There is one pass into the beautiful turquoise-colored shallow lagoon at Fanning. The air and water temperatures are both in the low 80s, but a light breeze blows almost all the time to keep the temperature perfect. Most days we snorkeled in the clear water of the pass or outside the reef, then had school lessons for Coco in the shade of the cockpit. Ah, life is grand! This is what the cruising dream is all about.

We recently went on a wonderful bike ride on some rusty ol' beach cruisers, complete with surfboards in racks, up to Fanning's northwest surf break. It was about a four-mile ride over a dirt track that features lots of potholes and mud puddles. The shade of the coconut and

IN LATITUDES



COCOKAI

Life is peaceful and pleasant at Palmyra, although the Nature Conservancy kicked 'Cocokai' out before they were ready to leave.

other leafy trees, along with the breeze, kept it comfortable. The road passes through several thatched hut villages, where we were greeted by young locals. They'd run alongside our bikes, shouting 'hello' to practice their English, smiling all the while.

It turned out to be a more adventurous excursion than we'd planned, as our buddy Chuck — an ex-California surfer dude who has lived here for 20 years — dislocated his ankle while surfing. It was an ugly situation. Fortunately for him, the only working truck on the island happened to be at a nearby village and was able to give him a ride to the supply freighter — which just happened to have an EMT aboard. This is a freighter that only visits every few months! After Chuck got a shot of morphine and was held down by a couple of big guys, the EMT managed to pop his ankle back into the socket. Ouch! Chuck then spent

time recuperating in the salon of his sailboat, happily being waited on by his young island wife and her sisters.

During the occasional south swell — and one is expected as I write this — there is a world class left that breaks just outside the pass. Greg has gotten some great rides. But don't worry mom, Coco and I will only be taking pictures from the dinghy. I'm going to wait for an easy break with a sand bottom before I try the new 8-ft softtop board that I got for my birthday.

Before reaching Fanning on our way down from Hawaii, we stopped at lovely Palmyra. It was very beautiful, and we would have happily stayed longer were it not for a U.S. Nature Refuge managed by the Nature Conservancy. But because it is, there are all kinds of rules and regulations that limit the time mariners are allowed to stay. We only got four days. Nonetheless, Coco

enjoyed watching the manta rays twirling in the shallow water as they scarfed up plankton. It was most fun at night when the action was illuminated by the lights of the boat dock. "Any day you see manta rays is a good day," Coco says.

We also enjoyed the main island, and took some fun pictures at the swimming hole, which is complete with a tree swing. We also sat in an abandoned jeep and a wrecked airplane at the end of the runway. There



COCOKAI

Chuck suffered a bad break, but at least it was at the right time.

is lots of stuff leftover from the U.S. occupation during World War II. It's hard to imagine that there were once 5,000 soldiers stationed at what is now a very lonely and peaceful place.

There is a cool 'yacht club' at the Nature Conservancy compound that is covered with graffiti from cruisers. Most of it is from before the Conservancy took over, when the building was uninhabited except for a caretaker. We saw the names of several cruising boats that we know, proving once again that the cruising world is a small one. We marked our visit by hanging an artfully decorated T-shirt from a ceiling beam.

Ducky, our ship's dog, also liked it here at Fanning. She spends most of her days sleeping after her periodic swims in the lagoon. Cruising is a dog's life, too!

It's a bloodbath outside! Life or death awaits, all depending on which way they turn. As I write this we're now anchored inside the far pass at Penrhyn Atoll, ***Jennifer and daughter Coco do a little mother-daughter bonding at Palmyra among the wreckage of the second world war.***



COCOKAI

CHANGES

and the 'they' I'm referring to are the one-inch long fish that make up a turquoise shoal. The 'shoal' has grown to epic proportions over the last few days,



Biking down the ol' surf highway.

and surrounds our ketch. Unfortunately for the little guys, a small but growing school of trevally discovered their hiding place. The crystal clear water splashes continuously as the feeding goes on. Our resident black tip reef sharks circle below, waiting for scraps — or maybe a larger lunch of a preoccupied trevally. Meanwhile, Coco was hard at work in the dinghy with our flour sifter. She caught 20 of the little fish, and offered them a safe haven until she released them after dark. Please, God, don't let me come back as a bait fish!

After we left isolated Fanning, we headed south for Christmas Island, which, because it has an air strip, qualifies as 'civilization'. It was only 150 miles as the crow flies, but thanks to a wicked easterly current and the prevailing southeast winds, it was a tough passage. Even though we waited for a favorable weather window, it still took us three days to cover just 300 miles. Thanks to the mighty *Cocokai's* schooner rig, she's not at her best going to weather. On the other hand, we've heard of boats that have taken 12 days to make the passage. Another skipper tried for 10 days before heading back to Fanning because he'd run out of food.

Coco and I were seasick for the first 24 hours, which was unusual. While it wasn't my favorite passage, we'd sailed

The 'Coco-nuts' added this autographed t-shirt to the collection of cruiser 'graffiti' that has been left at the Palmyra YC over the years.



to Christmas to pick up our new inverter/charger. The old one had decided to wait until we left Hawaii to crap out, finally giving up the ghost the morning we arrived at Fanning. We had to get the new unit shipped from Long Beach Shipyard, and it worked out quite well. The unit got to Honolulu just in time for the "once-a-month, more or less" freight plane. Via email, our friend on Fanning had hooked us up with the only shipper at Christmas. They even delivered it right to the jetty near where we anchored. Coco made short work of the packing materials. Her Am Girl dolls now have a new bunk bed and cool closet — all from



the latest white styrofoam collection.

It was also nice to get to Christmas because they have a store where we could buy fresh produce that's flown in on the same monthly plane that brought our inverter. The stuff was a bit pricey — \$8 for a head of lettuce and \$2.75 for a pear. But at least it was reasonably fresh. Besides, we haven't spent any money since leaving Hawaii — except for a couple of thousand on the inverter.

But hey, we won't count that!

Christmas Island has the same kind of clear and warm water as Fanning. The lagoon — known for world class bone fishing — is so shallow that the anchorage is outside the atoll in the lee of the island. The jetty we used for getting ashore is several miles from town, so we enjoyed getting around the way the locals do

— by flagging down any vehicle going our way. We also got rides on the 'official' buses, which are jam-packed mini vans that blast U.S. teeny bopper music at extremely high volume. Coco was delighted!

While at Christmas, we met Henry, a semi-retired biologist/surfer who is originally from Northern California but now has a 'local' family. In addition to patiently driving us around to reprovision, he included us in some of the local village life. Thus Coco got to go with his young daughter to a special cultural day at school. She had fun watching the dancing — lots of hip wiggling — singing and sporting contests. A traditional lunch was made by the moms for the occasion, and consisted of taro root, grilled red snapper with the head and tail still on, crab claws and boiled coconut hearts. This was all washed down with fresh coconut milk. "It was just delicious!" Coco told me.

It was at Christmas that we saw our

IN LATITUDES



BOTH PHOTOS COURTESY COCOKAI



After sailing a very long way on a very long schooner, the 'Coco-Nuts' arrived at the very long — and empty — left at Fanning Island.

first cruising boat since leaving Hawaii. We were pleasantly surprised to find it was *Willow*, with our 'old' cruising friends from Ecuador the year before. They were heading back to Hawaii for work, but we had fun catching up on stories and adventures. One of the best things about cruising is that it's truly a small community on a big ocean. It means that you make new friends often, and by the next time you see them they've suddenly become longtime friends! Thanks to the travel/survival mentality of cruising, we've probably made more new friends in the last two years than we had in the previous 20 years in L.A.

After a few weeks at Christmas, we took off for another beautiful spot, Penrhyn in the remote northern Cooks. It meant we crossed the equator for our third time. We hoped to break up the 600-mile passage with a few days

at Starbuck Island, but the reported anchorage wasn't evident to us — even though we got to with 100 feet of the large breaking waves at the western point. It was still 300 feet deep there! In order to quiet the disappointed crew, I made cheesy ranchero omelets and hash browns, complete with our own freshly brewed Starbuck's coffee for a brunch at Starbuck Island.

Although Greg got a few strikes on the way to Penrhyn, he caught only one fish — and it was a weird one. It looked prehistoric, as it had the head and teeth of a large barracuda, but with huge round eyes and a three-foot long eel-like black body accented by fluorescent blue stripes down the sides. We guessed it was some type of eel fish, but it looked like a monster from the deep. Needless to say, Greg threw it back after we took some photos. After that, we were excited when one of the local fishing boats dropped off a freshly caught yellow fin tuna. Seared ahi for lunch! Spicy tuna rolls, sesame tuna rolls, and tuna sushi for dinner! Fresh fish along with spectacular snorkeling.

Life continues to be grand — we wish you were all here to enjoy it with us!

— jennifer 06/07/09

Mimi — Lagoon 380 Cat Keith and Marcy Kjeldsen Antigua (Santa Cruz)

We took over our Lagoon 380 catamaran when it was phased out of the Sunsail yacht management program this January in the British Virgins. After a few weeks of struggling, we managed to actually get the paperwork from Sunsail needed to register our cat with the U.S. Coast Guard. The upside of the delay was that we gained a greater appreciation of all the British Virgins have to offer. In

addition to the wonderful time exploring, we got to know other cruisers.

Once the documentation had been completed, we were free to leave the BVIs and sail to French waters and beyond. We're now anchored at English Harbor, Antigua, having already visited and enjoyed St. Martin, St. Barth and St. Kitts. Our experiences to date have been thought-provoking, challenging, physically demanding, exciting, scary, awe-inspiring and renewing.

We had one of our most exciting experiences in Antigua when, on March 29th, 25-year-old American Paul Ridley arrived following an 88-day, 2,950-mile row across the Atlantic Ocean from the Canary Islands aboard his specially built 19-ft boat. We had the privilege of participating in Paul's initial landing celebration. Having been at sea for almost three months, he was initially lost for words and a little emotional. Then he became very articulate about his remarkable effort, which was planned as a way to raise money for the Yale Cancer Center. People wanting to contribute should visit www.rowforhope.com. Our plan is to end our season by leaving Mimi at Chaguaramas, Trinidad, for the hurricane season.

— keith and marcy 04/05/09

Eupsychia — Cal 36 David Addleman, Heather Corsaro The Bash and Beyond (Monterey)

After a second full season in sunny Mexico, we successfully bashed our way back to Monterey. "The conditions weren't too bad and the wildlife was fabulous — humpbacks mating, thousands of dolphins, and a beautiful sea star that rode up on the anchor chain.

Eupsychia's little diesel kept us guessing the whole way. The week before

Will this be the year that David replaces the Cal 36 that's been in the family for ages for a larger, faster and newer cruising yacht?



LATITUDE/RICHARD

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we started, we were in La Paz with oily engine parts scattered about the cockpit, and David was about to begin putting the engine back together for the fifth time. The bearings, having been back-ordered for months, had finally arrived. Interestingly, they were shipped from the States via UPS directly to Marina de La Paz. They had cleared customs in Tijuana and arrived after just a few days. The shipping wasn't expensive, and there was no duty on the \$700 in parts.



Orcas were just another feature in the Bash wildlife show.

When the engine purred to life on the first try, our Bash was on. The loose plan was that if the engine pooped out again south of Turtle Bay, we would sail back to La Paz — not the worst option in the world. If it made it north of Turtle Bay, we'd continue on. Thankfully, the engine ran the whole way. I didn't have any doubts, but later learned that David was constantly worried. He knew that he'd sheared off an important bolt deep inside the engine while putting it back together, so he'd jump to the alert if I so much as tapped my foot.

We motored out of La Paz on a sprinkly afternoon. Once the wind picked up, we made sail and let the engine rest. Suddenly there was a horrible noise — the prop shaft had pulled out of the engine! This was odd, because when David had tried to remove the shaft earlier it had

Always an enthusiastic crew, Heather is eager to help — and always puts everything she's got into her work — and her Facebook page!



LATITUDE/RICHARD

required big tools and hours of sweat. Then it just fell out while we were sailing! David added a few drops of Loctite to the bolts and we were good to go again.

After we rounded Cabo Falso, the conditions became somewhat splashy — enough to rinse all the Baja dust out of the cracks, but not off the radar. At times we had wind up to 28 knots, and by Abreojos the seas had become pretty unfriendly. But once we passed Turtle Bay, about halfway up Baja, the only thing to disturb the glassy conditions was a large number of blue whales. We saw about six blues milling about, and then one of the small ones — a 60-footer — approached us. I'd been hoping to see blues all season, having seen none the year before. Even better, we encountered huge krill patches that colored the water a deep red. We could see the mouths of the blues distend as they filled their gullets with tons of their favorite food.

After tying to the Police Dock in San Diego, we got a middle-of-the-night clearance from Homeland Security. Having learned from two Bashes that you don't waste favorable weather conditions, we had one bloody mary at Red Sails, did a quick provisioning at Von's, picked up a June *Latitude* at Downwind Marine, topped off the diesel tank — and got underway again.

Conditions from San Diego to Monterey were calm, so we stopped only at Santa Cruz Island and San Simeon for short rests. Point Conception was calm with rain. This was the first serious rain *Eupsychia* had seen in seven months, and it thoroughly cleaned the Baja dust from even the radar and the rigging.

As we arrived at San Simeon, we were surprised to see a humpback come shooting out of the water, mouth agape, just 50 yards from the boat. It was one of four humpbacks that were lunge-feeding in teams. The next day off Big Sur was beautiful. We stayed close to the kelp line to see the waterfalls, the wooded canyons, and surfers on the glassy south swells.

As we closed in on our destination of Monterey, we were happy that the weather had been benign for most of the trip. With a sigh of relief, happiness and awe that our little engine had made it, we tied up at our Monterey slip 18 days out of La



Paz. For the first time in nearly three weeks, we slept in a bed that didn't rock. It's very hard to adjust to city life after cruising. We got a parking ticket, were flipped off, and came home to dead car batteries — and that was in just the first 24 hours.

— heather 06/10/09

Readers — If you're in love, appreciate it, because it can be a fleeting condition. David and Heather, who despite an age difference of more than 20 years, were Latitude's 'Most Loving Cruising Couple of '08', a title they took seriously. But they have now decided to go their separate ways. David plans to spend more time with his daughter and do work at the family place at Big Sur — for as long as he can stand it. Preferring boat life to city life, he still might do another month-on, month-off season in Mexico. The wild card is a Santa Cruz 50 in Australia. If the deal is too good to pass up, he may end up buying her and cruising Southeast Asia. As for Heather, we can imagine her Facebook site will be inundated with hits from sailors — male and female — from Seattle to Sardinia.



ALL PHOTOS COURTESY EUPSYCHIA

Euppsychian wildlife. Spread, a mola mola in the Caribbean-like blue waters off Big Sur. Inset upper left; a blue whale off the coast of Baja. Inset lower right; David, with his carnival face on.

David and Heather were a terrific cruising team, and their relationship — and Heather's youthful antics — provided endless entertainment for the cruising fleet. We know that everyone who met them wishes the best for both.

Someday — Gulfstar 41
Bill Nokes
Costa Rica
(Brookings, Oregon)

I'm currently at Bahia Ballena, Costa Rica, which is another magical cruising spot. It's a large bay with very little development, so you can still hear the howler monkeys calling to each other in the morning.

While magical, Bahia Ballena is not perfect. For example, it rained very hard from about midnight to 4 a.m. last night, with water finding every possible leak. It's sort of summer/winter here in the tropics, because it's actually colder in the summer than the winter due to the cloud cover and humidity. And thunderstorms are common. In addition, the bay becomes the color of chocolate after

a hard rain, and the 'chips' are floating logs and trash that have rushed down the rivers and streams.

Another downside is the limited facilities. My dinghy is tied to the dilapidated concrete pier right below the 'yacht club,' which is really a restaurant and bar. We came to the front gate only to find it locked three hours after it was supposed to open. A grumpy woman inside said they weren't open because the cook hadn't shown up. After dallying at the local *tiende* buying a dozen eggs, we returned to the yacht club and talked our way into getting to use the internet until the cook arrived. When the cook finally did arrive, he seemed to be suffering from a serious hangover. The food actually turned out to be quite delicious, and was nicely presented. Oddly enough, the woman did the cook-

ing. The cook waited on our table when he wasn't watching television.

I suppose there is no point in expecting U.S.-style services in Central America. But there are compensations. For example, Elena just pointed out a pretty kingfisher sitting on a piling, and a wall of rain is approaching.

— bill 06/15/09

Bill — You didn't mention how much of the summer you plan to spend in Costa Rica. Based on a number of previous reports from cruisers, there are some potentially serious downsides. One is that Costa Rica is the lightning strike capital of the universe during the summer, and many yachts have suffered expensive damage. Second, humidity not only makes it unpleasant for humans, but promotes the rapid growth of mold in boat interiors. Finally, Costa Rica is known for an unusually high number of dinghy thefts — even dinghies that have been hauled out of the water. Dinghy and outboard thieves love to strike during the middle of the night during torrential rainfalls, as they know it's unlikely they'll be heard and even more unlikely that the crew will want to go outside and investigate funny noises. Possibly the best summer option is Ecuador.

Le Chat Beaute — Privilege 42
Paddy Barry
Going To The Dark Side
(Vancouver, WA)

It's been awhile since I last checked in. I had sailed my Baltic 42 *Zafarse* across the Pacific to Bundaberg, Australia. Three days before we were to start a cruising rally to Indonesia, my boat sold. What caused it to happen was that the Aussie dollar was at an all-time high,

After sailing his Baltic 38 to Australia, Paddy went over to the dark side by buying a Privilege 42 catamaran.



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making my boat more affordable than ever for locals.

Like many who cross the Pacific, we'd become interested in catamarans. After all, they are roomier, sail flat and none of them had sunk on the way over. While we were in Tonga, Bruce of *Ohana Kai*



Paddy, at Minerva Reef during his Pacific crossing.

won one day's use of a Moorings/Leopard 47 cat. The skippers and crew of every cruising monohull in the area came along for a 'test drive'. We all came back impressed by the ride and comfort of the platform, and the boat's performance in five foot seas was impressive. We were not, however, impressed with the construction.

After the sale of *Zafarse*, I went over to the dark side by purchasing the Privilege 42 *Le Chat Beaute*. She's named after a famous French children's story. Alas, it's another difficult name to understand when listening on the radio.

I bought the cat at Porlamar, Margarita Island, Venezuela. A French boat being sold to an American in Venezuelan waters sounds as though it could be complicated — and it was. If anyone finds themselves in the same situation, I'd be glad to share what I learned from my experience.

Life in Venezuela is interesting, and it's not as unsafe as reported — if you use common sense and avoid areas where trouble has been reported. Nonetheless, it's unfortunate that some parts of a country as beautiful as Venezuela are unsafe for cruisers — and Venezuelans, too! I spent three months in Porlamar before I was forced back to work in the

When the Coast Guard boarding party reached Paddy's cat, they hadn't come with treats, but to inspect for drugs and other illegal stuff.

States. I left the boat on the hard in Chacachacare, a small but well-protected boatyard on the far side of Margarita.

In April of '09, I sailed my cat to the Virgin Islands. The 450-mile trip took 72 hours, and my cat sailed to weather well.

When we were about 200 miles from Venezuela, John, one of my crew, woke me and said, "Hey, it's the Coast Guard!" I mentioned that this could only be bad news. John and I had both served in the Coast Guard. A voice speaking in Spanish gave our position over the VHF. When I responded, they asked a few questions. Then they told me that they were going to inspect my boat. I told them it wasn't necessary, as everything was fine. After all, it was a perfect day, with 15 knots of wind, a two-foot swell, and we were doing a comfortable eight knots. I didn't want to stop!

They came aboard anyway, in what we soon realized was a training mission. The three-person boarding party was composed of a 1st class bosun, an ensign and a 2nd class gunner. The BM was the only one with experience. They did the standard safety routine, then asked us to roll up our sleeves! They swabbed our persons and the boat, then sent the swabs back to the mothership. I was starting to get indignant, but what's a sailor to do? They were armed and we were not.

Soon the BM got a message from the mothership that one of my crew tested positive for marijuana, and that traces of heroin had been found on my boat! I knew the crewmember had smoked pot in the last month, but not since we arrived in Venezuela. The heroin charge was unadulterated BS. The bosun said it was possible that trace amounts of heroin had been found on money we had on the boat, because, according to him, most bills of over \$20 have some trace of drugs on them.

Anyway, I started to get really mad, and told them that if they kept fabricating stuff, they'd have to leave right away. They told me to be more cooperative or they'd tear my whole boat apart. As you can imagine, I was livid. Here we were sailing along peacefully, hundreds of miles from the nearest land, and these 'pirates' board my boat and start talking about



the retention and/or destruction of my boat. Fortunately, Neptune came to the rescue. After four hours of being on my small boat, the boarding party started to get seasick! So after all the foolishness, they left.

The rest of the trip to the Virgins was uneventful, and after clearing into Charlotte Amalie, we were off to St John. Needing to do a little work on the boat, on May 26 I sailed my cat to Charleston, South Carolina. I'm currently hanging on the hook in the river, and plan to head north soon

— paddy 06/10/09

Paddy — We're shocked that you and the others didn't think the Moorings/Leopard 47 was well built. We have a Leopard 45, which is the same boat as the 47 but without a sugar scoop, in a yacht management program in the British Virgins. Having spent six months on her in the last three years, usually in rough weather, we're convinced that she's a brick shit-house. The Westsail 32 of catamarans,





When Christian Allaire got to the Bahamas with his Westsail 32, he found the waters to be every bit as blue as he'd been told they were.

as it were. Indeed, our main complaint with the cat is that she'd be a little faster if they hadn't overbuilt her so much.

We've come through customs hundreds of times, and only had trouble once. That was when we landed at LAX after flying home from Isla Margarita. We were all but dragged into a small room where we were questioned relentlessly by a group of short-haired men in dark suits. They wanted to know what we'd been doing at Margarita. At the time, a lot of drugs were being shipped out of there. It's still probably going on, but we never had anything to do with it.

It seems odd to us that you, a former Coastie, would think that you could get impatient with a boarding party and not have to suffer the consequences. When dealing with law enforcement, it's been our experience — including when we were boarded between the Dominican Republic and Cuba by the Coast Guard

— that cooperation is the quickest way to getting to continue on.

**Christa — Westsail 32
Christian Allaire
Going With The Herd
(Sausalito)**

[In a continuation of his Changes in the June issue, Christian considers the dangers of the 'herding instinct' common among cruisers.]

With the end of hurricane season last fall, I left Miami on a westerly bound for Gun Cay in the Bahamas. With my penchant for underestimation fully established, I hit the Gulf Stream with the wind just north of west. It quickly became apparent that Gun Cay, Bimini — or maybe even the entire Bahamian island chain — was either moving with the tectonic plates or I had underestimated the northerly set of the Gulf Stream. I had to

work hard all day to mitigate the set, and even so was only able to enter the Bahamian bank several miles north of Bimini.

I had read about and seen the photographs of the intensity of the blue of the water in the Bahamas, and I was not disappointed. The transition from the deep blue to the shallow hues has been a highlight of my trip thus far. With good fortune and a west wind still at my back, I decided to skip Bimini and soldier on throughout the night and check in at Chub Cay.

I did not particularly enjoy my experience in the Bahamas, largely because the wind blew relentlessly while I was there. From what I gather, the winter of '07-08 was a banner year for the trades. They blew and blew and blew.

I largely based my decision to head to the Caribbean via the 'thorny path' on Bruce Van Sant's *A Gentleman's Guide to Passages South*. While I don't want to bash the guide because it really is chock full of great information, I did find it a bit optimistic. Van Sant clearly states that if you do X, you will receive a serious pounding, so make sure you do the ten steps that make up alternative step Y.

But when it came to the Bahamas, I thought I'd just wait for a cold front to sweep through from the north, then broad reach my way south. Simple. Well, once again my naiveté reared its head. Maybe you can do that some years, but not my year — as I was to discover as I tried to claw my way south. I would love to lay blame on the Westsail's legendary lack of windward ability, but the fact is that my Westsail is not *that* bad to windward. In any event, every boat struggles to windward.

In terms of the Bahamas, you certainly can wait for a front and its associated

When the weather got rough on the way to the Eastern Caribbean — as it often did — Christian was glad he'd gone with a stainless bowsprit.



MOONSHADOW

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clocking of the wind. However, I found few anchorages that offered all-around protection, and this meant at some point during the front's passage my boat was going to be exposed. It usually meant riding a bucking bronco, and, depending on the front's length and characteristics, meant a transit through a reef at the other end in less than favorable conditions. This is exactly how I entered Nassau. It's true that it has a large and well-marked entrance, but the combination of 25 knots of wind, a large following sea, and busy shipping made it a challenge.

South from Nassau, I continued to try to play the fronts sweeping down from the East Coast of the U.S. But there was another complicating factor that I hadn't counted on — meeting other cruisers. I really became attached to these folks and didn't want to leave. The herding instinct of cruisers is real, and it's probably even stronger for those of us who singlehand. The result is that folks sit in cockpits and talk weather windows obsessively — and I'm usually leading the charge. Any conversation that tries to be taken

When we ran a small version of this photo last month, we thought Christian was posing. Now we know he was doing it for a real.



LAWRENCE LANGCOWWEE

elsewhere was swiftly brought back to what counts — my lack of progress to windward.

All cruisers have different comfort levels, and obviously some boats do some things better than others. As a result, what is a weather window for longer and more weatherly boats is not necessarily a weather window for me. But when the herd was leaving, I surely didn't want to be left behind. I certainly was not stupid enough to knowingly launch out into a full gale just to keep up — it was more of how much of a pounding I was willing to accept. And the level of pounding has a direct correlation to the number of repairs that you'll have to make at the next port.

And so it was for my departure from Long Island, just east of the Exumas, for Playa Cay well to the southeast. I left with four other boats on a marginal forecast. The other boats had significant waterline advantage, so they quickly pulled ahead. I listened on the radio as they started to labor in increasing winds that were heading them and would head me. By nightfall I decided to break off and make for Rum Cay — and an unwanted nighttime arrival. I pretty much did what you're not supposed to do — enter a poorly charted, coral head-strewn anchorage in 25 knots of wind at night while nearing exhaustion.

I was able to speak with a Canadian boat that was already in the anchorage at Rum Cay and discuss the odds of my coming to grief upon entering. I decided to try it — and made it in without incident. When I awoke the next morning, I saw there was a coral head just below the surface only 50 feet ahead of me. I was quickly gaining spirituality.

While upset that my random detour severed my ties with the herd, I quickly found another 'herd' in the form of one boat — the Jansen family's Mason 48 *Adamo*. I had briefly chatted with them at Long Island, but now we were together in Rum Cay, and they'd followed my death-defying entrance on channel 68 the night before. In fact, they'd turned on their spreader lights, which became like a beacon to a very tired sailor, giving me a critical point of reference. I couldn't have been more appreciative.

As usual, the wind just cranked for the next two weeks. But the time I spent in Rum Cay with the Jansens was truly special. I think

they fed me every single night aboard their boat. *Adamo* and I then had a delightful transit under power from Rum Cay to the Turks & Caicos Islands. They even loaned me one of their sons, 16-year-old Doug, for the transit. But they are a real baby factory, so they could spare him.

My time in the T&Cs was spent replenishing fuel and food. After being in the Bahamas, where I couldn't find decent shopping, it was nice to get back to the endless aisles of food that we Americans are used to.

The gaggle of boats in the anchorage at Provo were all waiting for a decent weather window to stage ourselves to Big Sand Cay in the eastern portion of the islands. This required motoring across the T&C Bank, which is only seven feet deep and sprinkled with many coral heads. *Adamo* and I left at sunrise. It was a long day, and I spent the majority of it standing on the spreaders. When I sighted coral heads, I rapidly made my way down to the deck, disengaged the Tillerpilot, and steered clear. Toward late afternoon, *Adamo* and I had made it safely across the bank, with things going smoothly. We both downloaded the latest GRIB files and checked the latest offshore forecast. It was then I made one of my worst decisions ever.

The forecast wasn't that bad, with easterly wind of 15 to 22 knots, due to ease halfway between the T&Cs and the Dominican Republic. I should have known to include more margin for error in my plan by heading for Big Sand Cay — as I'd originally intended — instead of continuing on. But once again the herd instinct strongly influenced my decision. True, it was one of those situations in which some boats took off for the D.R., while some decided to stage at Big Sand Cay — as recommended in Van Sant's guide. It's at times such as this that having a strong vessel like a Westsail can be a disadvantage. I knew that my boat was up for the conditions. The bigger question was whether or not I was.

To make a long story short, instead of easing, the wind strengthened to 35 by midnight. *Christa* sailed beautifully with just a staysail and a double-reefed main. But as the seas got to 10 feet,





Don't be dumb — like us! While picking up a mooring off La Paz a few months ago, we managed to get a spinnaker sheet tightly fouled in the prop. After about an hour of diving on the problem with a sharp knife, we thought we'd removed the line. But when we hauled in San Diego, we found that we still had a bunch of line that had done the Bash trapped between the hub of the prop and the shaft coming out of the saildrive. That couldn't have been good, but it didn't appear to have done any permanent damage. Nonetheless, don't be like us; be smart.

she started to pound. Unable to lay my goal of Luperon, I decided to take Van Sant's advice of cracking the sheets and head for Manzanillo, farther to the west in the D.R. What I hadn't realized is that it would require me to first sail dead downwind approaching dangerous Monte Christi Shoals, then sail to windward(!) — having already sailed for 45 hours with little food or sleep — for 17 miles against 35-knot winds and short, breaking seas. When I realized what I was in for, it nearly broke me.

My only other options were to head for the Ragged Islands in the Bahamas — which would effectively end my Caribbean cruise — or continue on to Fort Libre, Haiti. I was able to raise the skipper of a Southern Cross 35 who had just dropped his anchor in Manzanillo after the dreaded 17-mile beat. If he'd done it, I decided that I could do it, too! And so it was we beat into 35-knot winds and more, with breaking waves and water completely filling the cockpit several times. But once I realized that my boat would handle the extreme strain on the rig, I became exhilarated. I also thanked my lucky stars and Bud Taplin for having replaced the bowsprit with the stainless steel model. Confidence in the boat and its equipment become everything when the chips are down.

Needless to say I made it into Manzanillo. And I made it on down to the Eastern Caribbean, where I spent the hurricane season at Salinas, Puerto Rico, with many more lessons learned and adventures along the way.

I shall leave you with a quote from Peter Muilenburg's book *Adrift on a Sea of Blue Light*. "So it goes, on land and sea, that all of life's wrecks force us to drag deep on the cup of knowledge and swallow its bitter but potent dregs. If the ocean held no reefs or squalls, if no ships sank and no one ever drowned, who would ever bother to go to sea?"

— christian 03/10/09

Christian — A couple of comments, if we might, on your very interest-

Changes. Boats are very different, so what makes sense for one skipper in a given situation doesn't necessarily apply to the skipper of a different boat. For example, there are a lot of upwind bashes we would have attempted with our old boat, the heavy Ocean 71 ketch Big O, that we'd never try with our Surfin' 63 cat Profligate. Different boats do well in different

sailing situations.

But the other half of the equation is how well a boat is sailed. An experienced skipper who knows how to sail his/her boat well can sail the pants off an average skipper. Nowhere does this become more obvious than when sailing to weather in rough conditions, when the difference in VMG can easily be 200% or more. As such, we're going to dispute your statement that "all boats struggle to weather". It's all relative, of course, but some boat/skipper combinations absolutely thrive on going to weather, while others really struggle badly. It's not the end of the world for a skipper/boat combo that struggles to weather; skippers just have to take it into account when planning passages and such.

By the way, having made the often wicked hip-hop passage from Florida to the Eastern Caribbean, we predict the rest of your circumnavigation will likely be a comparative walk in the park.

Cruise Notes:

In the August issue we'll have a detailed report on the just-concluded 11-year cruise of Paul and Annalise Pedersen aboard their 28-year-old Islander 36 **Sea Lise**. The Vancouver couple did a 'six month on, six month off' cruise from Vancouver to their native Denmark and back. Interestingly enough, they did the trip — with all expenses included — for less than \$1,250 a month. "And we often spent much less than that," adds Annalise. It should be noted that Paul is a retired car mechanic and shipwright, so he did all the work on his boat. During their trip, the couple visited a lot of countries that some people in the States tend to feel are crime-ridden: places such as Mexico, Panama, Colombia and the Bahamas. But the Pedersens never had any problems with theft in any of those **Paul and Annalise aboard their much-travelled Islander 36 'Sea Lise'. What kind of cretin would steal a camera from their boat?**



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places. Indeed, the only place they were ripped off was Santa Barbara, one of the most affluent cities in California and home to the likes of Oprah and Dr. Laura. And, we might add, a harbor with one of the greatest armed police presences on the coast. "The robbery happened in the middle of June," says the 73-year-old Paul, who is so spry that he's been pulling up the anchor manually since the windlass crapped out two years ago. "We put the hatchboards in place, then walked up to the Santa Barbara YC for dinner. When we returned just two hours later, we found that someone had come inside our boat and taken the camera we'd purchased just two days before." The Pedersens were more amused by the irony than upset about the loss of their point 'n' shoot camera.

A few days before that theft, we'd dropped *Profligate's* hook in the **A-9 anchorage in San Diego**, which is located off the east end of Harbor Island about a third of the way to the crowded Laurel Street mooring field. "You better watch out, there are lots of pirates around here," said the first guy we met. We fig-



SAM DIEGO

Is San Diego a home to 'pirates'? We'd certainly don't think it is. But we haven't been there enough to know for sure.

ured he was just one of those guys who objected to anyone sharing an anchorage with him — but then we noticed that he shared his boat with a brown pit bull. This dog was the strong but silent type,

and looked as though he might enjoy one of our legs for dinner. The moral of the story is that if you're halfway careful, some of the poorer countries aren't as risky as you think, but on the other hand, even marinas in the most upscale U.S. cities might not be as safe as you'd assume. If you've had your boat gear ripped off in California, we'd love to hear about it.

"The Volvo Penta diesel in our CT-41 **Black Dog II** needed a major rebuild while we were at Bahia del Sol in Estero Jaltepeque in El Salvador," report Roger and Lorraine Atkins, vets of Ha-Ha 10 from Everett. "The nearest authorized Volvo service center was Grupo Toco S.A. in Guatemala City, Guatemala, which seemed as though it might be a big problem. But when we contacted owner Marco Ortiz, he made arrangements to have his crew come to our boat, remove the engine, repair it, then reinstall it. We compliment the management for keeping us posted with the progress, and the staff for the great job they did. We would recommend them

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to everyone. We would also recommend the new 189-slip **Marina Papagayo** that opened last December in Bahia Culebra in northern Costa Rica. It was designed for megayachts, but the management welcomes sailboats. Off-season rates are negotiable, and we've recommended that the management offer a dinghy dock for cruisers who may want to anchor in the bay and just use the facilities for a daily fee. This marina offers new showers, laundry, Internet and a restaurant with reasonable prices."

"It's been unseasonably cool down here at San Carlos on the mainland side of the Sea of Cortez, with highs in the low 90s and the water a chilly 79 degrees," jokes Robert Gelser of the much traveled Alameda-based Freeport 40 **Harmony**. "Actually, the June weather in the Sea of Cortez has been just fabulous. Whenever my wife Virginia and I get too warm, we just jump in the lovely water. As for our troubled 36-year-old diesel, all it took was some gaskets and the know-how of Omar the mechanic to get it running — and running better than

it has in a long time. We want to thank all our friends and family for being so supportive while we brought our engine back to life, and thank *Latitude* for the encouragement to get it together and go sailing again. We intend to cruise the north part of the Sea to Bahia de Los Angeles until it becomes unbearably hot — probably in July — at which time we'll put the boat away until we return in October. We've never cruised the Sea in the summer, but if it's anything like what we've heard and what we've experienced so far, it should be great."

Everyone knows the famous **Mark Twain** saying that the coldest winter he ever spent was a summer in San Francisco. Well, we've got a variation on



The Sea of Cortez is fantastic in the month of June, with warm and comfortable air and water temps, and spectacular scenery.

that. The grayest and gloomiest June we've ever spent was in San Diego. We've heard about the June Gloom, but we never realized it was so bad! The heck with hurricanes, next year we'll stay in the Sea of Cortez through June and not come north to California until July.

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CHANGES

Mazatlan after weathering near hurricane force winds on June 19." reports J. Mills of the San Francisco and Newport Beach-based Catalina 470 **Location**. According to weather officials, the wind was associated with **Tropical Depression One**, which had maximum sustained winds of 30 knots, so it didn't quite make tropical storm status. But perhaps the local gusts were much stronger. Of greater concern as we write this on June 21 is **Tropical Storm Andres**, the first of the Eastern Pacific season. Currently it's sweeping up the coast of mainland Mexico off Cabo Corrientes, and is expected to curve west, bringing it to within no more than 100 miles of Cabo. What's more, **Tropical Depression Two** is twirling farther off the Mexico coast at the same time as *Andres* and *Tropical Depression One*.

On second thought, maybe we'll keep *Profligate* in the Sea of Cortez only until June 15, not July 1, of next year.

The amazing Glenn Tieman of Southern California, who cruised the 26-ft homebuilt cat **Peregrine** across the Pacific for 10 years on a few bucks a day, emailed friends that he'd safely made it



LATITUDE/NICK

Glenn, seen holding his homemade paddle for his homemade dinghy for his homemade catamaran. He's an ultra low-budget adventurer.

from the Galapagos to the Marquesas aboard his newer and much larger cat. That would be the 38-ft **Manu Rere**, which he built for \$14,000. As you might assume, this new cat is antithesis of

luxury. It doesn't even have a house, but in the hands of Tieman, it gets the job done. Tieman was going to write more, but ever thrifty, is going to wait until he gets somewhere where Internet access is less expensive. A tip of the *Latitude* cap to this true adventurer.

Citing pirates as among the main reasons, Mike Harker of the Manhattan Beach-based Mariner 49 **Wanderlust 3** has decided not to do a second single-handed circumnavigation. "I was going to leave St. Martin for the Med and Croatia, with the intention of being in Thailand for New Year's, but the pirate situation in the Gulf of Aden is not conducive to safety — and I enjoy my life too much to do anything foolish. As such, I'll now sail down to Grenada — where I had the hang-gliding accident that nearly killed me so many years ago — then to Venezuela for the big boat show there, and on to the ABC islands. In November, I'll transit the Canal, then sail up to Costa Rica and across to Hawaii for New Year's. My big plan is to be at the Hunter Yacht docks and 'Discover Sailing' for Strictly Sail Pacific Expo next April in Oakland.

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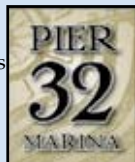
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My last important sail will be the '10 Ha-Ha, which will have brought me full circle, and after which I'll put my beloved boat up for sale. If any good folks would like to join me for any of the legs from the ABC islands on, I can be reached at mikeharker1@aol.com."

If we're not mistaken, Mike's policy is that the crew pay to get to the boat and for food and activities while ashore, but nothing when on the boat.

"We almost made it to St. Barth before the Grand Poobah and Doña de Mallorca departed for the season," report Ed and Sue Kelly aboard the Iowa-based Catalac 37 catamaran **Angel Louise**. "Maybe we'll meet up with you guys next year. Thanks so much for making *Latitude*, in complete magazine form, available online and for free. It means that sailors such as us, with few coins in our pockets, can download it and enjoy it while cruising in the Southern Caribbean. We're down in Carriacou for a week before heading off to Grenada. We intend to make it as far south as Isla Margarita, Venezuela, by July 1. While reading about pirate attacks, we were reminded of an email

some wag sent us awhile back. It had a photo of President Obama with the following caption: "I said tax the pirates, not attack them!" Although we're both big Obama supporters, we thought it was pretty funny.

"Speaking of violence against cruisers," the Kellys continue, "while at Tyrrel Bay, Carriacou, we had the pleasure of meeting John and Suzanne of **Clypeus**. This British couple were the victims of a violent robbery while anchored off Dominica one night about three weeks ago. A trio of robbers swam from shore to their boat, which was anchored off the Coast Guard dock. Suzanne was sitting in the cockpit, and before she even heard them, they had overpowered her and John. One brandished what they thought was a pistol — later found to be



"Whoa! I didn't authorize ATTACKS on the pirates off Somalia, I authorized a TAX on them. There's a big difference!"

a plastic gun — while the other two had machetes. The couple were roughed up a bit before being bound with duct tape. Then their boat was ransacked, with everything the robbers could carry being thrown in the boat's dinghy, which the thieves used for their escape. John and Suzanne, who had cruised for 15 years

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CHANGES

up to then without incident, decided to leave Dominica when the officials began suggesting that it had somehow been their fault, and because "government officials were telling deliberate falsehoods about the incident." The couple are concerned that the unvarnished truth won't get out because the folks responsible for promoting tourism on the island are the major source of information for the *Caribbean Compass*, an influential sailing magazine in the Caribbean."

As many of you know, stand up paddleboards (SUPs) are a big deal these days. The only problem for sailors is that the boards tend to be awfully big to carry on the typical cruising boat. While at the West Marine store in San Diego last month, we saw what may be the solution — an 11-ft Sevylor inflatable SUP. It sounds like a ridiculous idea, but it actually looked viable. After all, some Ha-Ha folks have ridden inflatable surfboards — an even greater stretch — at Bahia Santa Maria with success. While obviously not the finest waveriding tools, the inflatables seem to at least be serviceable. The advantage of inflatable



LATITUDE/RICHARD

You don't have to catch a wave to have fun with a SUP, as Dona de Mallorca demonstrates at Caleta Partida in the Sea of Cortez.

surfboards and SUPs, of course, is that when deflated they are compact and easier to store on a boat. Plus, if you fall and hit your head on a rail, you won't crack your skull. The inflatables take

up to 10-lbs p.s.i. air pressure, so they are stiffer and tougher than you might imagine. And at about \$650, they are quite a bit less expensive than traditional SUPs. If you've used an inflatable SUP, we'd love to get a review from you.

"This old Idaho farm boy is landing on his feet," reports John Anderton, who cruised the Cabo Rico 38 **Sanderling** in the Caribbean for many years before she was hit by an unlit steel boat in the Bahamas two months ago. "I managed to jury rig my damaged boat and get her to the Lake Worth entrance to the ICW in Florida. I've donated *Sanderling*, such as she is, to an IRS-approved charity whose volunteers keep a portion of the ICW clean. This was the best outcome, as I couldn't afford to repair her, didn't want to abandon her, and didn't want to become one of those old singlehanders stuck somewhere on a damaged boat. As I've had to make my transition, the help that I received from total strangers is beyond words, so it is with great sadness that I temporarily leave the boating community. I'm now decompressing in



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the Vancouver area near family. I lived on my boat for 22 years and cruised her for nine years. It was an absolute hoot!

"Elizabeth and I wanted to thank *Latitude* for the article about us in the April issue," writes Seth Hynes of the San Francisco-based Lagoon 380 **Honey-moon**, a cat the couple bought on the East Coast. "One day we came aboard a neighboring boat, and before I could introduce myself they seemed shocked that I'd cut my hair. They'd not only read the article on us, but happened to have it, so we got to see it for the first time. We were surprised, but in a nice way. Thanks. We subsequently transited the Panama Canal, cruised the Galapagos and Marquesas, and are now in Tahiti."

Also having sailing from the Galapagos to the Marquesas were Scott and Cindy Stolnitz of the Marina del Rey-based Switch 51 **Beach House**. Scott figured it would be a 3,000-mile trip and hoped to make it in 16 days. Alas, it took them 17 days — still a fast passage. Scott and Cindy, who are relentless sailor/divers, have posted some fabulous photos

of their times underwater at places such as the Revillagigedo Islands, Cocos Island and the Galapagos at www.svbeachhouse.com.

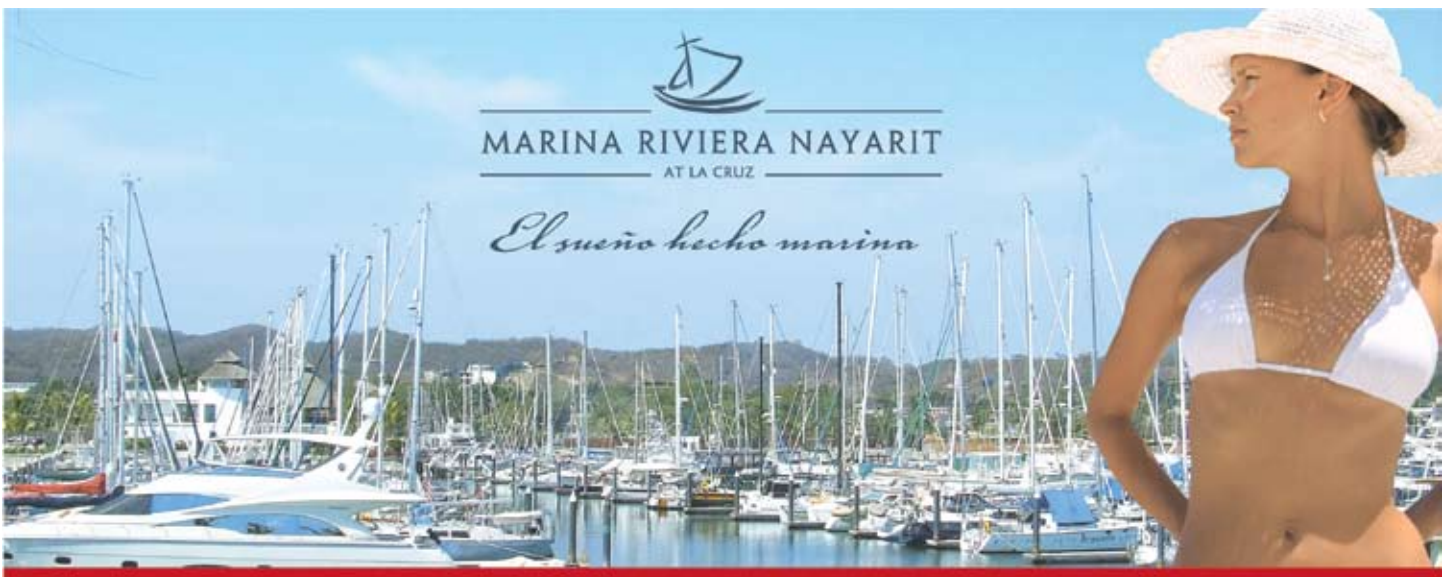
"We had just completed a 10-day passage to Portland, Maine, from the Virgins, so my brother-in-law Paul and I started coastwise cruising down east," writes Jerry Eaton of the Belvedere-based Hallberg-Rassy 43 **Blue Heron**. "Before taking off, my tummy started feeling a bit odd, which I passed off as being a result of Paul's cooking. But three days later, as we arrived in Boothbay, I got a little worried and began to look for some place to get it checked out. The book said St Andrews Hospital, but how to get there without a car, buses or taxi service? It turned out that St. Andrews has a dinghy dock! So I took the dink in and walked



The petite Cindy Stolnitz comes face-to-flank with a magnificent whale shark in the Galapagos Islands.

into the ER in my dripping wet foulies. The people in the small and efficient medical center couldn't have been nicer or more professional. In short order I found myself in an ambulance headed for Damariscotta, 30 minutes away — to have my about-to-burst appendix removed! Three days later, I dinked back to the boat.

The rest of you have a great summer!"



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MOORE 24, US 101. Sausalito. \$11,500. 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.

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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 jsguttoff@hotmail.com.

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MOORE 24, 1982. Richmond Yacht Club. \$10,000. Good condition, includes trailer, new outboard. (510) 418-1630 or algwind@sbcglobal.net.



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YNGLING 21, 1984. Berkeley Marina. \$2,500/obo. Great daysailer. Recent Vivid bottom, topsides, new mainsheet assembly, traveler, running rigging. Great shape Melges spars. Much more work done recently. Registration up to date, trailer current. Need money to pay for Cal Maritime. (415) 728-4891 or email: Finishingtouchmarine@hotmail.com.



PEARSON 22, 1982. San Rafael Yacht Harbor. \$1,500/obo/or trade. Daysailer, new items, needs minor maintenance/work. Yamaha 8 hp. Cheap, this is it. Will listen to all offers. Rick (415) 419-5533 or 1135grand@comcast.net.

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MacGREGOR 26X, 2000. Kalama. \$21,499. Full cockpit enclosure, wind generator, solar panel, autopilot, GPS, VHF, Honda 15 hp, pressure water, holding tank. Veteran cruiser with trailer and too much equipment to list. (360) 577-9172 or (360) 846-7911 or gary@kalama.com.

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26-FT FOLKBOAT, 1993. SF, near GGYC, Berth 489. \$25,000. Fiberglass hull #116. Best West Harbor berth. #116, first US boat to win Folkboat Internationals. New full-boat cover from Cover Craft. New mast and aluminum boom. Looking for dedicated racer to join Folkboat Association and family of SF Woodies. Fun of 'Wed Nites', weekend racing, great fleet of young and longer tenured racers. Many current skippers are children of successful Folkboat helmsmen, so great family boat. (415) 331-6749 or (415) 269-0537 or judy_walsh@sbcglobal.net.

MacGREGOR 26, 2006. Loch Lomond Marina. \$23,775. Very clean boat. 50-hp Evinrude E-Tec. Completely equipped. Blue hull, shore power, second battery, GPS/VHS, Maps, bottom paint and much more. (650) 222-8748.



SAN JUAN 28, 1979. South Beach Harbor, E9. \$9,500/obo. Very good condition. Yanmar diesel/low hours, roller furling, self-tailing winches, extra sails, spinnaker pole, bottom diver maintained, good headroom/teak interior. Excellent Bay sailboat. (650) 589-7703 or (415) 641-7979 or mesa797@hotmail.com.

SANTA CRUZ 27, 1978. Brisbane. \$5,000/obo. The original 'Fast Is Fun' boat. Great sail inventory: 15 bags, one set nearly new and ready to race. 6-hp outboard runs strong. New paint on decks, cockpit, and cabin. Time for a bottom job, otherwise ok. Will sell in July. Fast really is more fun. Call (415) 377-8305 or email: a9877f@gmail.com.



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CAL 25 MK II, 1978. Berkeley. \$4,800. Price reduced. Yanmar 8. Recent running and standing rigging, electrical. New bottom paint. Excellent Bay boat, ready to sail. Call Mike (510) 326-4208 or email: mgrady@jfku.edu.

SANTANA 27, 1967. Morro Bay, CA. \$4,500. 10 hp 4-stroke Honda outboard, dodger, misc. gear and extra sails. Slip is transferrable. I may also have another boat, 29-ft with slip, for sale as well. (805) 234-3049.

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ISLANDER 28, 1985. South Beach. \$19,750. Last 28s ever built, hull #415, original documentation. Bob Perry designed. Great Bay boat. Roller furling, two headsails. Wheel steering. Freshwater Yanmar diesel. Marine head, sleeps 6, hot/cold water/shower. 110 AC. Call Carl (512) 905-3321.

ANTRIM 27, 1996. Point Richmond. \$40,000. K5, Hull #1. Exciting one-design sport boat. Sails over 15 knots. Carbon mast, new trailer. Barely used Quantum Fusion main and jib, lots of extras. See: <www.u27class.org/> (415) 828-1203 or robdkessel@yahoo.com.



ALERION EXPRESS 28, 2002. Bainbridge Island. \$89,500. Classic daysailer/weekender, navy hull, Yanmar diesel, Hoyt jib boom, head, V-berth, full boat cover, sports cover, cockpit cushions, and more. Please visit website: <www.alerion28.blogspot.com/> (206) 780-2660 or (206) 780-2829 or chriswingfield@gmail.com.

29 TO 31 FEET

HUNTER 31, 2002. Marina Bay, Richmond. \$56,000. Professionally maintained. Yanmar diesel, wheel steering, depthfinder, knotmeter, roller furling, full galley, hot and cold water, showers (in and out), stereo, etc. Sleeps 4-6. Beautiful, fun, easy-to-sail boat. (530) 389-8387 or LRC@colfaxnet.com.

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TARTAN 30, 1978. Alameda. \$17,500. Well maintained, very clean, classic Sparkman & Stephens design with reliable Atomic 4 engine, many extras. Dodger, furler, BBQ, new head, stainless fuel tank and new prop. (510) 864-9880 or email: ejwoollett@aol.com.

GOLDEN GATE 30, 1977. Melbourne, FL. \$13,000. Windvane, radar, 64w solar, tiller pilot, roller reefing foresail, new mainsail 2005, Volvo diesel. Factory-finished rosewood/mahogany interior. Hawaii veteran 2005, Panamal Canal 2006. See: <www.goldengate30.org/> (321) 698-8266 or tim776@gmail.com.



CANADIAN SAILCRAFT CS 30, 1986. Berkeley Marina. \$24,500. Volvo 18-hp FWC diesel (serviced 5/2009). Nexus wind/speed/depth, Garmin map 162 GPS, Uniden VHF, Kenwood stereo with Sirius satellite. Harken traveler (2008), Tuff Luff (2006), Navtech backstay (rebuilt 2007), Garhauer rigid vang (2009). 2-#43 and 4-#30 Lewmar ST winches (serviced 2008). North Dacron main (2003), North 3/4-oz spinnaker (2004), Hugin Kevlar #3 (2007), Hugin Kevlar #1 (2008), cruising jibs. Hauled, bottom painted and detailed (5/2009), no blisters. Teak interior with head/shower, pressure H/C, gimballed 2-burner propane stove. Email for spec sheet and more details. (925) 980-4320 or ddouglas01@aol.com.

PEARSON FLYER 30, 1984. San Francisco Marina, Gas House Cove. \$24,000. Great boat and slip. Gate 10 next to Fort Mason. Yanmar diesel, sails 5 years. Radar, autopilot. Building a business and getting married, no time to sail. P.S. I love her (both of them). (415) 205-9671 or jthomson@gmail.com.



WYLIE 31, MOONSHADOW. \$18,000/obo. One of Tom Wylie's best custom-designed yachts for SF Bay and ocean racing. A winner, remains competitive today. Yanmar diesel, 9 Bariant winches, stainless rod rigging, Bariant backstay adjuster, Quick Vang boomvang, large sail inventory, Martex prop. Sleeps 6. Hauled 10/08, new bottom paint. Excellent condition. Race ready. (415) 435-1006 or (415) 337-6688.

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ERICSON 29, 1972. Alameda. \$8,200. Yanmar 2GM18 diesel, roller furling, Raytheon auto-tiller. (925) 691-7734 or westwojl@comcast.net.

30-FT BRISTOL 29.9, 1981. Hidden Harbor Marina. \$24,000. Nice Bristol with many upgrades and lots of old stuff replaced with new. Call Scott for details: (916) 775-1973 or email: scottkauffman@frontiernet.net.

CATALINA 30, 1982. San Rafael Yacht Harbor. \$15,500. Rebuilt engine, new hal-yards, new mast sheaves, reconditioned dodger, reefer. Pressure hot and cold water, new bottom paint, clean interior, wheel steering, microwave, stove, VHF, gauges. Surveyed. Must see. Call Jack (415) 722-3939 or (415) 747-8367 or jakferrariharley@comcast.net.



CAPE GEORGE 31 CUTTER, 1992. Port Townsend, WA. 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. See at: www.capegeorgecutters.com/brokerage/ (360) 385-3412 or cgmw@olympus.net.

ISLANDER BAHAMA 30, 1979. Volvo diesel. Knotmeter, depthfinder, Harken roller furler. Great Bay and Delta boat. Nice interior. Berthed at Clipper Yacht Harbor, Sausalito. \$12,000. Call (415) 388-5780.

32 TO 35 FEET

CROWN 34, 1978. San Diego. \$30,000. Proven cruiser, cruise equipped. Easy to single or double hand, good liveaboard, very good headroom throughout and very spacious main cabin. Excellent sailing on all points of sail. Website for details: <http://crown34.blogspot.com/> (858) 752-8394 or alejandro_campillo@yahoo.es.

ERICSON 32, 1972. Richmond Marina Bay. \$17,500. Zealous, #250. Wheel, autopilot, 3-blade folding prop. Universal diesel. Harken furling, dodger, spinnaker; all lines led aft, self-tailing winches. Wind, depth, speed, VHF, GPS, stereo. Pressure water, battery charger, inverter. 12v starting battery, two six-volt cabin batteries. Hauled KKMI 2/20/09: bottom paint, zincs, diesel serviced, survey. Pictures available. (209) 915-7057 or (209) 406-8316 or nmrvdgg@comcast.net.



32-FT COLUMBIA 5.5 METER, 1960. SF Marina. \$7,000. Located in East Harbor, SF Marina. Slip transferrable upon harbor-master approval. Has current sails (main, jib, and spinnaker), 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, and a new cover. (415) 244-5422 or cmtozzi@sbcglobal.net.

35-FT TRIDENT MARINE WARRIOR, 1973. Berkeley. \$29,000. Customized Warrior sloop built for famous Canadian oceanic racer Mike Birch for heavy-weather sailing. Fiberglass, modified full keel. Extremely rugged. Sixth out of sixty-one in 1974 2000-mile 'Round Britain/Ireland race. Reinforced hull, custom low-profile deck and deckhouse, heavy mast and rigging. Later modified for extended cruising with extra tanks/storage/insulated hull/roller furling/AC. Reasonable offer/trade considered. Email: warrior35@earthlink.net.



DREADNOUGHT 32, 1978. Sausalito Yacht Harbor. \$29,000. California-built, sturdy cutter-rigged sloop. Perfect budget cruiser. Monitor windvane, AC refrigeration, Sabb 10-hp diesel. Standing, running rigging in very good condition. Boat is well maintained and ready to sail south. (415) 250-6411 or kevbald@gmail.com.

PEARSON VANGUARD 32, 1963. San Rafael, CA. \$7,500/obo. Good running diesel, recent haulout and rudder repair. Working vessel, needs upgrades and customization. (415) 300-6018.



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34-FT BENETEAU 10R, 2007. Long Beach. \$135,000. Yanmar 20 hp, Harken furler, main, jib, spinnaker, dodger, canvas, performance and comfort paces, liferaft storage, multiple NKE electronics and repeaters, loaded, ready to go. Pictures: <www.quivercharters.com> (310) 809-2263 or ddavies@usc.edu.

35-FT J/105, AQUAVIT is for sale, \$92,500. Fastest 105 on the Bay. Season champion 2007. Number 103 (pre-SCRIM). Excellent sail inventory. Professionally faired bottom. A steal for \$92,500. Willing to help new owner get up to speed. (415) 302-8926.



35-FT COLUMBIA 10.7M, 1980. Brickyard Cove. \$31,000. Recently serviced 22-hp Yanmar diesel, good main/jib, dodger, bimini, radar, VHF. Shower, hot/cold pressure water, large interior, teak and holly sole, good condition, extra sails, great liveaboard. (530) 752-7031 or (530) 753-0270.

SAN JUAN 34, 1984. \$39,000. 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. (510) 420-8956 or nino@access-print.com.



HALLBERG-RASSY 35, 1972. Moss Landing, CA. \$55,000. This is a nice center-cockpit bluewater cruiser. 30k in the last few years. Rebuilt Volvo MD30A. New Ullman sails with Furler on jib. New rigging. Comnav autopilot, Raymarine plotter, radar, Interphase Outlook and more. (831) 595-2467 or olinjordan@yahoo.com.

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33-FT CUSTOM CUTTER ANNIE, 1981. Port Townsend, WA. \$108,000. Custom built, full keel, fiberglass hull with Airex core. Wood house, decks and interior, seven Hasse & Petrich sails, Volvo diesel, Autohelm, pressure water, ElectraSan, propane galley stove. A robust and superbly constructed cruising yacht. Shows as new. Email: pratt.annie@gmail.com.

35-FT J/105, 2001. San Francisco. \$110,000. One of the newer 105s on the Bay. Raced only 3 seasons. Excellent sail inventory. Faired bottom, new rudder bearings, unused 2009 jib and spinnaker. (415) 287-4003.



32-FT C&C 99, 2002. Alameda, CA. \$79,900. Immaculate performance cruiser, perfect singlehander, folding prop, GPS plotter, knot/depth/temp, autopilot, VHF, H&C water, great interior, stereo. \$30,000 below replacement. (916) 933-4079 or (916) 719-4160 or hjnorriss@pacbell.net.

TARTAN 34 YAWL, 1974. High quality S&S design. 10' beam. Farymann diesel with 330 hours. 6.5' headroom. Chain winch, centerboard 3 to 8 ft. Wheel steering. Main, jib, mizzen and sail covers. Electronics. Fast passagemaker. Asking \$45,000/obo. (209) 952-8814.

ERICSON 34, 1987. Berkeley. Price reduced: \$51,500. 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> (510) 717-5693 or jdeboersf@yahoo.com.



34-FT COLUMBIA MK II CUTTER, 1972. Richmond, CA. \$38,000. USCG documented. Extensive cruise history and equipment. Amazing 7' headroom for us taller folks, and spacious. Redundant systems, tons of tools and spare parts, and two or more of almost everything, define this boat: 2 diesel tanks; 2 water tanks; 2 twin-AGM battery banks; 2 watermakers; 4 VHF's; 2 SSB's; Weatherfax; 2 Racors; 4 anchors; autopilot; masthead tricolor; 5 solar panels; wind generator; DC refrigeration; pressure water; propane stove; Brownie's Third Lung. Configured for daysailing the Bay, some cruise gear stowed/disconnected. Easily returned to extended cruising form. Sadly selling due to illness. Entirely new, methodical AC shorepower with expansion capacity. Yanmar 3GM30 diesel engine runs beautifully. (415) 692-1330 or boat4sale@sapphirefire.net.



34-FT CATALINA 320, 1995. Brisbane Marina. \$57,000. Spacious cockpit with dodger, canvas package, bimini, cushions, stereo with cockpit speakers. Depth, speed, GPS chartplotter. Hot and cold running water. Two furling headsails, low hours Perkins diesel, recently serviced. Excellent condition. (408) 877-2633 or vergaar2008@yahoo.com.

SABRE 34, 1983. Bel Marin Keys. \$39,000. Good mid-size cruiser/racer. 6'3" headroom below. Can sleep six. Beautiful wood interior, galley, head with shower. New Hood Sails 90-105 headsail, Harken roller furler, new Harken traveler, new fuel lines, dodger, Westerbeke 28-hp diesel. Clean. (415) 883-3733 or (415) 601-4043 or jacksont@pbworld.com.



35-FT J/BOATS J/109, 2004. Sausalito. \$185,000. Fast, fun, mint condition racer/cruiser single-hand or with crew. 1st 2008 J/109 Division, 1st 2009 J-Fest Division, 3rd PHRF (72 rating). Quantum Kevlar racing & Dacron cruising sails (2 mains, 2 jibs), 2 asymmetric spinnakers, new rigging, Spectra lines. B&G instruments, VHF radio, GPS, Yanmar diesel, 29 hp, excellent condition. Doubles as performance cruiser with roller furling, all rigging led aft, sleeps 6+ with full galley, head, shower, hot/cold water, fridge. Ready to race one-design, Pac Cup, PHRF or cruise oceans SF Bay and Delta in comfort, style and performance. Must sell. (415) 717-3664 or ahoys@earthlink.net.

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. (650) 575-2466 or email: PatTuna22@aol.com.



COLUMBIA 34 MK II, 1972. San Diego, Shelter Island. \$14,500. Beautiful Columbia, roomy, classic. Hull and bottom/deck paint recent. Solid and ready for your gear. Palmer runs great, main/jib, simple, everything works. Sail away or cruise here. Call (619) 865-2963 or email: ssoenk@yahoo.com.

36 TO 39 FEET

39-FT BENETEAU 393, 2002. Sausalito, CA. \$168,000. Well equipped and maintained racer/cruiser. 2-cabin 2-head model. Full batten main, 135 and 105, spinnaker, pole. Diesel, autoprop. GPS, radar, chart, wind, tri-data, autopilot. Windlass. Cherry interior, ultra-leather. Sale or partnership. See: <www.marigotgroup.com/strider> (415) 331-4900 or (415) 332-4401 or 393@marigotgroup.com.

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C&C 36, 1979. Brisbane. \$33,999.99. Canadian-built racer/cruiser. Atomic 4, Shaefer roller furling, main, jib, wheel steering, self-tailing winches, etc. Call if you'd like to make an offer. You won't offend me. Must sell. See: <<http://sfbay.craigslist.org/pen/boa/1215384336.html>> (801) 816-1110 or (801) 403-6304 or email: mark.visina@am.sony.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.sailk38.com.



38-FT TARTAN 3800, 1995. Marina Village, Alameda. \$140,000. Classic beauty, well maintained. New mainsail. Raymarine instruments and radar. MaxProp, three blade. Loves ocean sailing. Call (925) 330-1378 or mward@annward.com.

CAL 39, 1982. Alameda, CA. \$62,500. This classic is a solid, well maintained sailing vessel perfect for cruising or sailing the Bay. The three-cabin design includes many extras with a rebuilt diesel. Berthed in Alameda, owner moved out of the state. (208) 407-6505 or Doug.swanson@earthlink.net.

BRAND NEW ALAJUELA 38. First launched March, 2009. Custom-built by professional. Teak outside, mahogany interior. No veneer. Beautiful, fast cruising cutter. \$215,000. Visit our website: <www.alajuelayachts.com> or call (805) 658-4807.

FREYA 39, 1977. Antioch City Marina. \$49,500. Serious, quick passagemaker, comfortable cruiser. Sydney-Hobart winning design, one owner. Yanmar 3 cyl, 36 hp, 2,184 hours. Aries vane gear (bronze and stainless), two autopilots, Avon, Raymarine fathometer, GPS, SSB ready. Sloop, cutter possible. (925) 522-1353 or crowellam@hotmail.com.



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



ERICSON 38, 1990. Friday Harbor, WA. \$115,000. Father's sudden death forces quick sale of his dreamboat. Over \$50,000 spent since 2006 on improvements including new sails, new lines, new Raymarine nav with E120 & E80 chartplotters, new paint, new Iverson dodger, new Furlex furler, new Vacuflush system, new Force Ten stove, new folding prop and shaft, new upholstery and curtains, new high output alternator and Balmar regulator, etc. Price includes pristine 10' dinghy with 20-hp Honda. (949) 697-0711 or (949) 439-0098 or valbracken@gmail.com.

HUNTER 36, 1980. Brisbane, CA. \$22,500. Full cockpit enclosure, new bottom paint, shaft log, cutlass, and shaft seal. Yanmar diesel runs well, wheel steering. Everything reupholstered. 6'5" headroom. See: <<http://users.cwnet.com/vvortex3/hunter36/>> (916) 533-0007 or vvebay@gmail.com.



STEPHENS 38 FARALLONE CLIPPER, 1957. Oakland. \$36,500. Well-maintained vintage sloop is ready to sail. The varnished mahogany hull and spruce spars are sound and look great. The boat has good sails and a strong diesel engine. The interior is clean, cozy and bright. This beautiful classic vessel looks great and is a joy to sail. (925) 876-9183.

RAFIKI 37. \$49,500. Double ender, good liveaboard. Cutter rig, radar, updated electrical, instruments, plumbing, running rigging, fuel tanks, LPU and cushions. Sound engine. Tom (510) 799-1712.

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JEANNEAU 36, 1997. Very well maintained. Electric anchor windlass, dodger, refrigerator/freezer, GPS, chartplotter, autopilot, CD player, VHF, B&G instruments, depth/knot/wind, dinghy with 2-hp Johnson. Price reduced: \$89,000. To view call Roy or Brian. (510) 523-4081 or (209) 722-2068 or coolswick@aol.com.

36-FT BENETEAU FIRST 36.7, 2003. San Pedro, CA. \$108,000. Bristol condition. Two sets of sails, cruising and Pentax racing, all in excellent condition. Boat priced below market for fast sale. (213) 280-9764 or charles_curnutt@ahm.honda.com.



ENDEAVOUR, 37 1981. Wilmington, CA. \$49,000. Excellent liveaboard with beautiful interior. Private owners stateroom, huge saloon. New upholstery. Two hanging lockers, large storage compartments, and drawers. Since 2001 extensive systematic and cosmetic improvements: LP paint, radar, GPS plotter. New transmission, shaft, prop. (562) 706-4334 or sailfast6@verizon.net.



MORGAN 38 CC, 1993. San Diego, CA. \$80,000. Waterfront living at its best. There is no other option out there that allows oceanfront property at this type of price in San Diego. Morgan is an excellent sailboat and there are 5 currently for sale across the country. The prices range from 93k to 130k. This boat was listed for 110k and is now listed for 80k, well below the market rate. Additionally this boat is located at Humphrey's by the Bay <www.humphreysconcerts.com/>, which has live concerts from May - October for your viewing, listening and entertainment pleasure. Take advantage of this for sale by owner/ no broker offer today. (619) 243-6269 or jdarrochdesign@yahoo.com.

CATALINA 36, 1996. \$93,000/obo. Universal diesel, new StackPack, dodger and bimini, roller furling/3 headsails. New bottom, very well equipped, meticulously maintained. Interior like new including stereo and TV. Must see. No disappointments. (925) 228-2852.



37-FT EXPRESS #19, 1985. Richmond. \$78,500. You know you've been wanting one. Legendary Schumacher design. Active one-design fleet. Fantastic sailing. Look at the website, and when you're hooked, give me a call ... before I change my mind. <www.solanomath.com/escapade.html> (707) 567-5205.



ISLANDER 36, 1977. \$56,000. This exceptional Islander 36 just returned from a season of cruising and is ready to go again. New sails, new standing rigging, new Kyocera solar, new Delta and CQR anchors. Monitor windvane, Furuno radar, Yanmar diesel, propane BBQ. Liferaft, EPIRB, Achilles dinghy, Mercury 5 hp. Teak/holly sole, updated interior. Transferable upwind Sausalito slip. Beautiful inside and out. Excellent condition, needs nothing. See: <www.hurulu.com> (415) 370-5060 or nathan@venturearchetypes.com.

40 TO 50 FEET

VALIANT 40, 1989. San Carlos, Sonora, Mexico. \$100,000. Texas built, non-blister. On the hard, truck north, sail to La Paz and board Dockweiler or sail away to ? (520) 572-4170 or bluechablis@comcast.net.



48-FT CUSTOM C&C. Sausalito. \$150,000. Custom-built performance cruiser, restored. New interior, new engine, new electronics, rod rigging, sails, North 19 bags. Set up for crew of two. Electric winches. Great liveaboard, fast, safe, comfortable, well equipped. Survey available. Must see and sail. See: www.captainmarco.com. (415) 987-1942 or (415) 868-2940 or captainmarco@cs.com.

40-FT CUTTER, 1996. Pt Orchard, WA. \$59,000. Dix Hout Bay 40 steel cutter, built in South Africa. New electrical system, turtle, bowsprit, thruhulls, clamps, hoses, Ford-Lehman 59-hp, new exhaust system, sleeps 5 in two cabins, must sell. Email: jabba7tn@hotmail.com.



PETERSON 46, 1979, ALETA South Beach, SF. \$98,000. Impressive race pedigree, competitive in the IRC class, won the 2008 Spinnaker Cup. 2-year-old masthead Ballenger, 3 spreader rig, Navtec rod rigging, Kevlar backstay. Very good carbon sail inventory including a new (never used) carbon main. Complete rebuild/refinish bottom, topsides, deck (stripped to the native fiberglass) in 2002, no blisters. Ready to go racing or cruising. Very spacious below-decks, large aft-berth. Perkins 4-108. Call (415) 597-8405 or (415) 518-4480 or email: KBrown@CMAIncSF.com.



45-FT BENETEAU 45F5, 1991. Ventura, CA. \$125,000. Racer/cruiser, PHRF-63, with 3 cabins, 2 heads, beautiful wood interior. Price lowered for quick sale. Recent upgrades: New MaxProp 2008, fridge, inverter/charger, anchor, windlass. (559) 696-9653 or (559) 261-9295 or rkrause@rjk-law.com.

EXPLORER 45, 1978. San Rafael, CA. \$109,000. Beautiful, lovingly maintained, center cockpit sloop/cutter. Constant upgrades past 15 years. Good performer, bright interior with 2 staterooms/heads. Yanmar 62 hp, LPU, radar. Haul and survey 2008. (415) 265-4418 or email: david@winchmate.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 amjohn@sbcglobal.net.

MORGAN 41 CLASSIC MODEL, 1991. San Carlos, Mexico. \$98,000. Primo condition. Equipped and ready to cruise. Center cockpit, great liveboard, must see to appreciate roominess. Recent survey. See blog for equipment list and current photos: <http://sailboatvagari.blogspot.com> Email: stanstreb@gmail.com.



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.hysstop.com/boat/ Coos Bay, OR. (541) 888-5688.

TAYANA 42, 1988. Sausalito. \$164,500. Aft cockpit, cutter rigged. A beautiful cruiser/liveaboard in exceptional condition. Two staterooms, head with separate shower. Yanmar 44 with 1,800 hours. 120 fuel, 150 water, 35 holding. Amenities too numerous to list include: B&G instruments and autopilot, radar, GPS, Lofrans windlass, in-deck locker with washdown, dinghy davits, Profurl jib and staysail, ss winches, new battery charger, water heater. Possible choice Sausalito slip. Priced to sell. Call (530) 848-0285 or email: donandmandy@hotmail.com.



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SAMSON 40 CUTTER, 1980. Point Richmond. \$29,500. Great for SF Bay. Traditional wood interior, newer sails and rigging, roller furling, autopilot, Dutchman flaking, refrigeration, shower. Double bunk and two pilot berths. Reliable Volvo diesel. Recent Mexico cruise. See: <www.svpatriarch.com> (707) 961-2080 or email: rich@svpatriarch.com.



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42-FT BENETEAU 423, 2003. Bay Area. \$165,000. StackPack. Mainsail, water-maker, solar panels, 360w AGM house bank, 750+ amp hours. Offshore dodger with zip-in sunshade. Radar arch with davits for dinghy. Folding prop, Volvo Penta engine. (510) 847-9854.



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PETERSON 40 TWO-TONNER, 1980. San Diego, CA. \$58,000/obo. This performance racer/cruiser sailed from San Diego to France in 2005 where she was totally refit: new Yanmar engine, hull/deck/mast paint job, bottom fairing, new head, rigging verification, new MaxProp, etc. After several regattas in France, and months cruising the Caribbean, she was sailed back to San Diego where upgrades continued: New refrigeration, new water heater, bottom job/deck paint, March 2009. Race in SoCal (PHRF 69) then cruise the islands in style. (619) 467-6369 or bruno.bomati@gmail.com.

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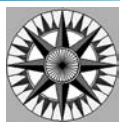


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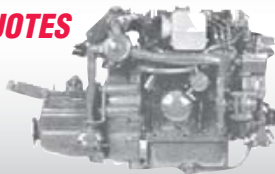
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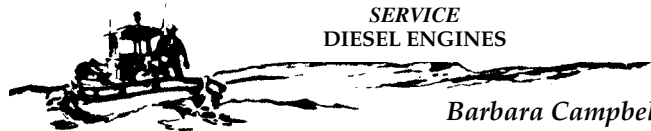
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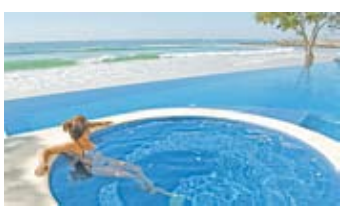
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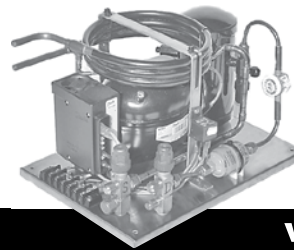
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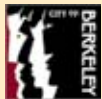
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flush deck SSS transpac vet
rebuilt 50 HP diesel good sails 60 K



1974 Morgan 41 ketch
sturdy, roomy, full keel cruiser
sensible solid equipment \$56.5K



1974 Formosa 51 PH
comfortable cruising boat
a lot of good boat for only \$85K



1984 Pearson 385 CC
beautiful layout, well equipped
recent survey \$69K

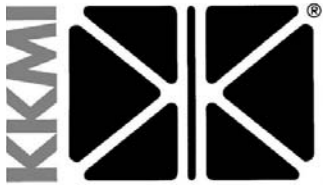


Debonair, a 44' ketch
from a design by Edson Schock
built 1974 by Don Ward
this is really a good one 119K



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DeVries 86' Motor Vessel (1949/1999)
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Asking **\$1,950,000**



Custom Steel Pilothouse LRC 63 (1976)
Ready-to-go global cruiser just completed \$100,000 maintenance/upgrade service. Twin 185hp Perkins for economy and dual gensets. Three cabins + crew's quarters. Asking **\$389,000**



Sydney 36 CR (2006) w/fractional rig, 4 swept-back spreaders, non-overlapping head sail, high aspect ratio & very long waterline. Competitive IRC racer. Fitted w/all factory options incl. electric winches, ideal for short-handed sailing. Consider trade such as 'picnic' style powerboat. *Encore's* fast, fun & easy to sail. **\$295,000**



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



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



Herreshoff "Mobjack" Ketch (1989) This classic wooden ketch took more than 8 years to complete. Exceptionally well maintained w/a very comfortable and appointed interior layout, she has excellent sailing characteristics for cruising in all weather conditions. **\$180,000**



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



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



Swan 43 (1977)
Designed by S&S and with the Nautor Swan pedigree for engineering and construction, this one-owner center cockpit yacht is exceptionally maintained, fully outfitted and ready to go offshore cruising. It is a 'Must See'. Asking **\$189,000**



Nelson Marek Custom
A 92-ft aluminum world cruiser. Recently repowered. Immaculate throughout and in perfect condition.
\$2,850,000



Santa Cruz 52 (1993)
Beautiful, fast cruiser, set up for shorthanded sailing. Maintained to very high standards, the hull has been repainted in stunning red with new bottom paint. Asking **\$490,000**



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



Swan 45 (2003)
Race or cruise. *Rancho Deluxe* won her class in the TransPac and was second twice in the Big Boat Series. This boat has all the gear to go cruising and is in perfect condition. **\$625,000**



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54' HUNTER SLOOP, '81 \$94,500



47' GILS CATAMARAN, '02 \$395,000



44' GULFSTAR CC SLOOP \$109,500



44' HARDIN KETCH, '78 \$119,000



HANS CHRISTIAN 43T ketch \$165,000



43' SPINDRIFT PH CTR, '81 \$109,000



41' CHEOY LEE KETCH, '79 \$74,000



40' CATALINA 400 MkII, '02 \$179,000



35' SCHOCK SLOOP, '89 \$29,500



35' CHALLENGER SLOOP, '74 \$29,000



NEW GEMINI 105Mc, '09 \$162,500



33' HANS CHRISTIAN CTR, '85 \$120,000

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53' BENETEAU 523, 1996
Marina del Rey \$539,000



51' BENETEAU 510, 1993
Newport Beach \$229,000

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60'	CUSTOM HOUSEBOAT, '78	SAUSALITO	\$295,000
57'	NORTHERN MARINE TRAWLER, '04	ANACORTES	\$1,650,000
53'	BLUEWATER, '80	SACRAMENTO	\$116,500
50'	GULFSTAR CC, '79	SAN RAFAEL	\$124,000
50'	OCEANSTAR TRAWLER, '07	MARINA DEL REY	\$499,000
50'	CSK CAT, '70	BERKELEY	\$99,500
48'	DEFEVER TRI-CABIN, '80	EMERYVILLE	\$185,000
46'	HUNTER 460, '00	SAN PEDRO	\$217,500
43'	PETERSON SERENDIPITY, '81	BRISBANE	\$76,500
42'	MARINE TRADER TRAWLER	DELTA	INQUIRE
41'	HANS CHRISTIAN, '88	MARINA DEL REY	\$229,000
38'	MORGAN 38.5 SLOOP, '78	NEWPORT BEACH	\$42,500
37'	O'DAY, '79	RICHMOND	\$24,995
37'	RAFIKI, '78	ALAMEDA	\$58,000
33'	TARTAN, '80	ALAMEDA	\$28,000
32'	ISLANDER, '77	SAN DIEGO	\$22,000
31'	HUNTER, '00	MARINA DEL REY	INQUIRE
29'	HADLEY NICOLE CAT, '68	RICHMOND	\$22,500

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40' J/120, 1998 • \$199,500

79' Sparkman & Stephens, '79	395,000	35' J/105, '97	SOLD
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55' Fairline Squadron, '00	Sale pending 599,000	35' J/109, '05	215,000
53' J/160, '02	679,000	35' J/109, '04	212,900
52' TP52, '05	490,000	35' J/105, '01	118,000
46' Moody, '00	SOLD	34' Formula PC, '00	Sale pending 95,000
46' Baltic, '76	139,000	33' CrossCurrent, '06	Call for pricing
45' Rivolta Coupe 4.5, '08	745,000	32' CrossCurrent, '07	New Call for pricing
41' J/124, '06	329,000	32' C&C, '84	SOLD
40' J/120, '95	218,000	32' J/32, '98	128,500
40' C&C 121, '02	230,000	31' Catalina 310, '01	164,900
38' Pearson True North, '05	SOLD	29' Back Cove, '07	199,000
38' Pearson True North, '04	345,000	29' Back Cove, '09	New 232,000
38' Pearson True North Explorer, '02	279,000	29' Raider Rib 900 Sport, '08	New 89,000
38' Pearson True North Explorer, '02	269,000	29' J/29, '83	25,900
37' Santa Cruz, '09	New 399,900	26' J/80, '95	32,900
36' Tiara 3600, '88	80,000	22' Raider RIB 680, '07	New 49,690
35' J/105, '02	115,000		



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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



TWO 38' HANS CHRISTIANS, 1984 & 1979

The 38 Traditional is a lovely modern classic and these particular examples are 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 & \$99,000

See at: www.marottayachts.com



37' HUNTER 376, 1999

Very spacious, light and airy, one of Hunter's most successful designs. Vessel shows as new, must see to appreciate. She's also very competitively price, out-of-country owners motivated and offers encouraged. In addition, note Sausalito Yacht Harbor slip can be arranged; there is a significant waiting list to get into this marina.

\$99,000

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 kind 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

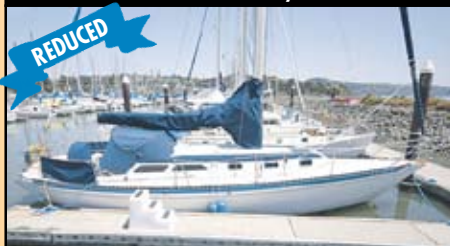


34' SUNSET SLOOP, 1967

This full keeled little jewel was designed as the ultimate Bay daysailer and built like a piano by Al Silva shortly after he left the legendary Stone Boat Yard. Fully restored, she's one of the finest boats of this era we've ever seen; everything's done to showboat standards.

\$69,500

See at: www.marottayachts.com



36' ISLANDER, 1979

This later-model Islander is VERY clean overall with her oiled teak interior showing almost as new. All the canvas, including the dodger, is just a few years old and also shows practically as new. Also note that this boat has the attractive dark blue cove and boot stripes — many of the Islanders had unusual color combinations.

Owner VERY motivated — offers encouraged. \$42,000

See at: www.marottayachts.com



32' DREADNAUGHT, 1978

Built down in Carpinteria, these stout double-enders will go anywhere in safety and comfort, plus they have all the charm in the world! This particular example is in very nice shape and lying in a transferable Sausalito Yacht Harbor slip — all in all a very nice, turn key package.

\$29,000

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54' CUSTOM ROBERTS KETCH, '79 \$185,000
Rugged bluewater design for comfort and safety. Center-cockpit 3-cabin layout has aft master and large sea-going galley.



50' DAVIDSON CUSTOM '82 \$174,000
Laurie Davidson classic with great potential as a racer or fast cruiser. Seller will accept smaller boat (power or sail) in trade.



50' BERGSTROM OPEN 50, '79 \$129,900
She has a V-berth forward; fixed berths amidships. Water ballast. Inboard diesel. Santa Cruz 52 mast. Bowsprit and aysos.



48' HANS CHRISTIAN CC 48T, '88 \$248,500
Annapura was designed and constructed as the Ultimate Bluewater Cruiser. Incredibly well equipped for offshore cruising.



46' HUNTER 460, '01 \$195,000
The Hunter 460 look is high-style outside and inside, with the performance and accommodations to match. She's a Mexico veteran.



44' PETERSON CC, '78 \$65,000
Considered the ideal long-range cruising boat. *Dragon's Lair* has new sails and the standing rigging was checked in 2002.



43' GULFSTAR CC, '79 \$84,900
Certainly the nicest Gulfstar 43 on the market today - it may be the best one to have been available in the last five years!



42' PASSPORT, '81 \$149,900
Anyone considering offshore passages must take a look at this performance cruiser. Seller would consider small boat in trade.



36' ERICSON, '81 \$39,900
Rooster Cogburn is that rare example of a boat that can accommodate both racer and cruiser desires with speed and strength.



31' HUNTER, '85 \$24,000
A great value in today's market. Fully equipped and ready to go for weekend cruising. Good looks and well-maintained condition.



28' CATALINA MKII, '06 \$67,500
Shows like new! Only 66 hours on the engine, GPS, ST60 speed and depth instruments, roller furling, wheel steering.



23' SEAWARD, '96 \$17,500
Want a boat you can trailer to the Sea of Cortez, or maybe Key West? Look no further. She's a 10 and won't be on the market long.



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Size	Brand / model	Year	Price
SAIL			
54	Custom DeWar cutter ketch	1983	149,900
54	Hunter sloop	1983	90,000
51	Morgan Out Island	1981	149,000
51	Alden Kaufman & Ladd Skye	1980	199,000
50	Shannon aft cockpit ketch	1982	400,000
50	Mariner MS CC cutter	1980	175,000
50	Kettenberg sloop	1962	30,000
48	Kennedy / Maple Leaf	1989	TBA
47	Catalina 470 sloop	1999	244,000
47	Wellington ketch	1969	TBA
46	Hunter 460 cutter sloop	2000	235,000
46	Morgan 462 CC ketch	1981	84,900
46	Denmark steel ketch	1966	69,900
45	Hunter Passage 450 CC	1998	165,000
45	Morgan Catalina CC M45-27	1993	159,900
45	Island Trader CC cutter ketch	1979	139,900
44	Jeanneau Sun Magic	1990	125,000
43	Beneteau Oceanis 430	1989	115,000
43	Irwin MkII	1989	114,000
43	Spindrift PH	1981	Pending
42	'Skip' Johnson trimaran	1987	175,000
42	Whitby ketch	1975	140,000
41	Morgan OI 415 ketch	1979	69,900
41	Ta Chiao CT ketch	1977	120,000

41	Seawind cutter sloop	1977	39,900	32	Bristol yawl	1978	29,900
41	Tartan TOCK	1976	86,000	32	Downeast cutter	1976	26,900
41	Morgan 414 ketch	1974	42,500	31	Pacific Seacraft Mariah cutter	1979	49,900
41	Tartan sloop	1973	75,000	31	Brown Searunner trimaran	1978	32,000
41	Pearson Rhodes Bounty	1966	60,000	30	Ericson sloop	1968	18,000
40	Roberts CC cutter sloop	1980	87,000	29	Hunter sloop	2001	54,950
40	Piver Victress trimaran	1965	35,000	28	Bristol Channel Cutter	1950	39,500
39	Fortuna Island Spirit 401 cat	2005	369,000	27	Corsair F-27 trimaran w/trailer	1991	39,000
39	Roberts steel cutter	1997	98,000	POWER			
39	Cal sloop	1980	74,900	65	Pacific Mariner motoryacht	1999	1,000,000
38	Fontaine Pajot catamaran	1995	174,500	60	Gladding & Hearn pilot	1960	219,000
38	Hans Christian Traditional	1987	133,000	55	Ocean sportfisher	2006	699,000
38	Nauticat motorsailer	1983	89,900	55	Sunseeker Carmague Express	1994	430,000
38	Roberts Offshore ketch	1982	55,000	53	DeFever custom POC	1983	345,000
38	Ericson sloop	1982	79,000	53	Hatteras yachtfish cockpit FB	1980	224,900
38	Hans Christian Traditional	1979	89,900	52	Hatteras convertible sportfish	1985	310,000
38	Bluewater Ingrid ketch	1974	35,000	52	DeFever trawler	1970	125,000
37	Pearson sloop	1989	59,900	50	Carver motoryacht	1999	329,000
37	Hunter Legend sloop	1988	69,000	48	Offshore yachtfisher	1986	202,000
37	Rafiki cutter	1978	80,000	48	Tollycraft motoryacht	1976	160,000
37	Irwin CC sloop	1976	56,000	47	Lien Hwa yachtfisher	1989	229,000
37	Tayana ketch	1975	65,000	47	Santa Barbara Yachts	1964	75,900
36	Union cutter	1987	65,900	46	Sea Ray 460 Express	1985	89,000
36	Union cutter	1983	89,900	45	CHB sedan trawler	1981	169,000
36	Catalina sloop	1983	49,500	44	Sea Ray Express bridge	1996	159,000
36	Pearson 367 cutter	1982	59,900	43	Silverton sport bridge	2006	440,000
36	Islander Freeport sloop	1981	65,000	43	Custom flybridge sportfisher	1993	36,000
36	Islander sloop	1980	39,500	42	Bertram convertible	1985	180,000
36	C&C Mk II	1980	44,900	42	Californian coastal trawler	1979	99,500
36	Islander sloop	1972	12,995	42	Grand Banks trawler	1970	69,000
35	Spencer MkII sloop	1983	35,000	40	Hershine trawler	1981	89,500
35	Challenger ketch	1974	23,000	40	Hatteras convertible sportfish	1968	68,000
34	Hunter sloop	1986	32,900	39	Sea Ray Express	1989	80,000
34	O'Day sloop	1984	34,000	36	American Marine trawler	1973	78,000
34	FinnGulf sloop	1983	38,500	35	Egg Harbor Golden Egg	1997	SOLD
34	Hunter sloop	1983	31,000	34	Uniflite sedan sportfisher	1982	72,500
34	C & C sloop	1978	40,000	34	Mainship trawler	1982	TBA
34	Tartan centerboard	1972	27,900	34	CHB sedan trawler	1978	54,900
33	Hunter sloop	2004	88,765	32	Blackfin Combi w/charter	1989	125,000
33	Newport sloop	1982	19,900	32	Uniflite sedan sportfisher	1977	14,900
32	Westall cutter	1981	63,500	29	Fountain sportfisher	1996	19,900
32	Dreadnaught ketch	1980	Pending	21	Boston Whaler Outrage	2000	29,900
32	Morgan custom sloop	1979	37,500				

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40' X-YACHTS X-119 SLOOP. Famous Danish builder, Racer-Cruiser one design by Neils Jeppesen. Loaded with gear, radar, New Volvo Penta diesel in 2000 and MORE! Proven ocean winner in Melbourne-Osaka Race. Asking **\$109,000**



39' FREYA, STRONG STEEL DOUBLE-ENDED CRUISER. Diesel, dink and outboard. New paint, solar, furling, RADAR, AP, cruise equipped, comfortable, well appointed. A world-class cruiser and MORE! Asking **\$48,950**

FANTAIL MOTORYACHT



82' FAIRMILE M/Y by Burwick Shipyard of Tweed, Scotland. Unusually robust. Twin CAT diesels, 2 gensets, Vesper stabilizers, 5 strms, 4 heads, lg salon, W/H, sheltered aft deck & MUCH MORE! Operational, partially refit, but unfinished. A wonderful ship at a very reasonable \$400,000 asking price.

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38' CLASSIC ENGLISH KETCH. Award winning beauty in fine condition. Pitch pine over oak, copper riveted. Dsl, dodger, new teak decks, RADAR, gorgeous interior & MORE! Designed by Reg Freeman, built 1936 by Wm King & Son. Ask **\$124,950**



40 SAMPSON C-Ghost Cutter, F/C, Mexico. Vet and ready to go again. Excellent cruiser. Diesel, wheel, dodger, enclosed marine head, shower, galley, AP, GPS, + MORE! Very nice condition and a GREAT VALUE! Asking **\$29,500/offers**



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 **\$58,950**



65' CLASSIC, '31 MOTORYACHT BY WHEELER. 16' beam, recent 40k hull refurb. She's ready for you to finish restoration. 3 dblstrms, pilothouse, twins, 3 heads, huge salon, crew's quarters and more. **\$39,500/offers**



50' TRUMPY raised pilothouse TRAWLER. Strong, comfortable, seakindly & economical. RADAR, AP, Detroit 671-N main, 2 heads, shower, tub, dbl & queen strms, full galley, lg salon, dbl plank. Built by famous John Trumpy Yard. Project boat. MUST SEE. **\$44,950/offers**



48' DUTCH CANAL BARGE by DeVries. STEEL. Unique cruising liveaboard for Bay and Delta. Comfort and character. Diesel, tub, galley, fireplace, salon, convertible aft enclosure, beautiful decor, plus MORE! Asking **\$219,000**

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100' MEGA SLOOP Custom Offshore Performance Cruiser. Comfort & luxury, spacious, sleeps 17, loaded and near new. GREAT CHARTER POTENTIAL!!!..... Asking 975,000

43' STEEL Custom Cutter. Built by Bechtel Corp. for Pan Am Airlines. An exquisite canoe-stern, center cockpit gem. Just refit & BEAUTIFUL. Aft S/R, wheel, breathtaking....Ask 78,950

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40' TRIMARAN by Piver. Ketch, dsl, fast, nice, clean. Insures as F/G..... Asking 33,900

38' INGRID Ketch by Atkins. Great extra STOUT BLUE WATER CRUISER. Glass double-ender, refit & upgraded, vane, diesel, furling, RADAR & MORE!.....Ask 51,950

37' ISLANDER Sloop. Inboard, ever popular "Plastic Classic"..... Asking 18,950

37' GULFSTAR Center Cockpit Slp. Dsl, dodger, aft S/R & MORE. THIS VESSEL MUST BE SOLD NOW! REPO!..... Ask: 29,950/Make Offers

34' FELLOWS & STEWART Ketch. Diesel..... Asking 19,500

33+ ' ROYAL HUISMAN ALUMINUM Cutter by Alan Gurney: World class builder and designer. Yanmar diesel, new standing rig, nav station, liferaft & MORE!..... Ask 38,500

31' PACIFIC SEACRAFT MARIAH cutter. Strong, F/G double-ender bluewater cruiser. Dsl, wheel, furl, dodger, radar ++. Great, beautiful boat... Ask 68,950

30+ STEEL SPRAY Replica by Bruce Roberts. This is a NEW BOAT, never launched. Joshua Slocum's famous Spray design w/diesel, spars, sails & more! Exterior looks ready to launch. Interior started, but not finished. AHOY BARGAIN HUNTERS!!! This looks like a good one..... Asking only 14,900

30' PT 30 Mk II 1/2 ton Britton Chance design. 5 berths, full headroom, solid F/G hull, furling, dbl, 3 headsails (135% & #4 gennies, 3/4 & 1.5 oz kites), spinn., main+...7,450

30' SAGITTA Sloop. F/G, diesel, fine Danish double-ender.....Reduced.....Ask 14,950

30' CATALINA Slp. Dsl, wheel, nice... 22,000

30' CAL Cr. Dsl, furling, MORE! Ask 11,950

29' PEARSON TRITON. Diesel, much refitting recently done, some left to do, very nice pocket cruiser..... 15,950/offers

27' BALBOA Sloop. Diesel auxiliary, wheel, standing headroom, 2-axle EZ-loader trailer. Lyle Hess design, GPS, VHF, extra clean & MORE!..... REDUCED! Asking 10,475

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