

Latitude 38

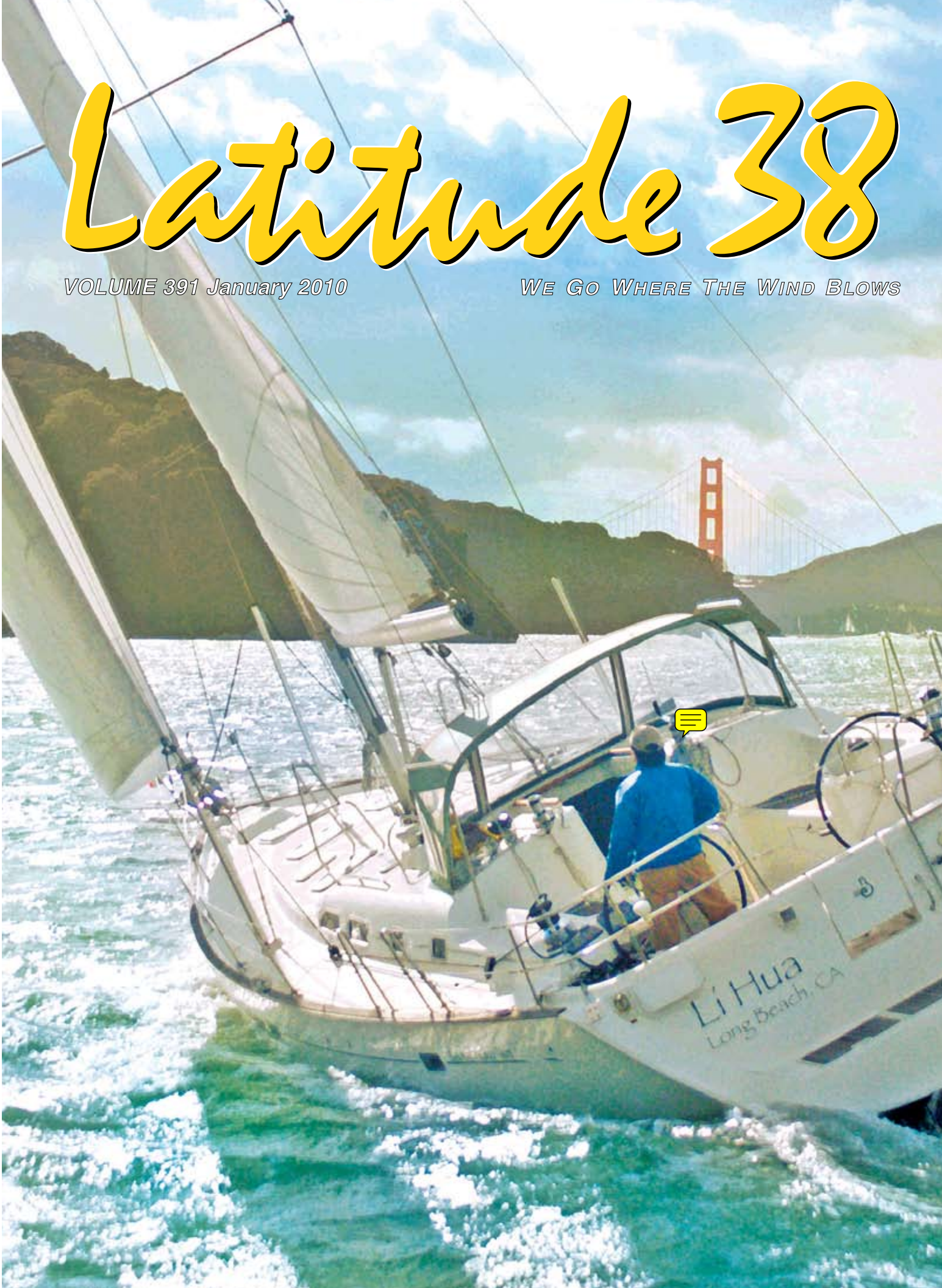
# Latitude 38

VOLUME 391 January 2010

WE GO WHERE THE WIND BLOWS

JANUARY 2010

VOLUME 391





# WARM DECEMBER SUN

When Arjan Bok of the San Francisco-based Lidgard 30 *Rotkat* got back to the City after doing the Ha-Ha, the plumbing contractor figured it would be awhile before he would return to his cat in Mexico. "But it took just two days in chilly San Francisco to know that I had to get back to the warmth of Banderas Bay. So I grabbed my business partner Craig Libertore, and longtime crew Tom

Friel, and hopped on a plane to Puerto Vallarta. There, we rounded out the crew with Sally Martin of Albany, who is spending a year in Sayulita with her son."

The perfect opportunity for Bok — and other boat owners who love 'nothing serious racing' — to enjoy the warmth was doing the Banderas Bay Blast, December 2-4. The annual event was sponsored by the Punta Mita Yacht & Surf Club, the Vallarta YC, and a host of others. Thanks to the ultra-casual Baja Ha-Ha-style ambience of the event that is proving so popular, Bok's cat was joined by 31 other boats.

Since everybody is a winner in the Blast, we might as well acknowledge the victors first:

*Southwind*, Islander 36, Jean Gregory, Oceanside. *Eupsychia*, Cal 36, David Addleman, Monterey. *Laniack*, Yorktown 35, John White, Puerto Vallarta. *Isis*, Allied Princess 36, Burke & Kacey Stan'ell. *Island Mistress*, Wellington 47, Jeff and Judy Wahl, Puerto Vallarta. *Charissa*, Liberty 461, Tom Jones, San Francisco. *Belfana*, Catalina 30, Randy Hough, Vallarta YC. *Escape Velocity*, S2 7.9, Rush Faville, Vallarta YC. *Interlude*, Morgan

**Free berthing! No wonder the beautiful Marina Riviera Nayarit was packed for the Blast.**



38, Don and Peggy Cox, Puerto Vallarta. *Imagine*, Catalina 42, Tom and Diane Miller, San Francisco. *Destiny*, Catalina 42, John and Gilly Foy, Punta Mita Y&S. *Tomatillo*, Jeanneau 43DS, Jim Casey, Punta Mita Y&S. *Raptor Dance*, Valiant 50, Bill Finkelstein and Mary Mack, Vallarta YC. *Maya*, LaFitte 44, Rick Meyerhoff, Sausalito. *Bright Star*, Jean-

neau 40, Dorr Anderson, Vallarta YC. *Coastal Passage*, Hunter 460, Terry and Michelle Willis, San Diego. *Synchrony*, Tartan 41, Juliet Di Giovanni, San Francisco. *Adios*, Columbia 43, Craig Shaw, Portland. *Tabu*, Farr 44, Rich and Sheri Crowe, Newport Beach. *Blue*, J/160, Ken and Cheryl Sears, Vallarta YC. *Sceptre*, J/130, Bob Musor, San Francisco. *Cap-*



**Tom Miller of San Francisco finds out there are few things as refreshing as a water balloon to the noggin late on a December afternoon at La Cruz.**



# THE BANDERAS BAY BLAST



**Left to right, top to bottom:** John and Gilly Foy's well-sailed Catalina 42 'Destiny' with the 'hearty' spinnaker. Sunset at Mita. The Blast crew at the Marina Riviera Nayarit's Sky Bar. Arjan Bok and his jolly 'Rotkat' crew. A crewman from the Vallarta-based 'Alarife' walks the hot line. Chuck, Mark and Shannon of 'Younger Girl'. Sheri Crowe did the driving on 'Tabu'. Ashley of 'Eleganz' pouring on the 'tard at the Punta Mita Yacht & Surf Club. David Addleman on one of his last sails aboard 'Eupsychia'. Symmetry in motion, with Capricorn Cat' and 'Sea Level' in a luffing bout. Stephanie driving 'Profligate'. Scott Case powers the F-P 40 'Twins' away from two Lagoons. Commodore Tammy initiates boyfriend Mike into the Punta Mita Yacht & Surf Club.

ricorn Cat, Hughes 45 cat, Wayne Hendryx, Punta Mita Y&S. Profligate, Surfin' 63 cat, Dona de Mallorca, Punta Mita Y&S. Beach Access, Lagoon 380, Glenn

Twitchell, Punta Mita Y&S. Younger Girl, Lagoon 380, Mark Sciarretta, San Diego. Twins, FP 44 cat, Scott Case, Ecuador. Sea Level, Schionning 49, Jim and Kent

Milski, Colorado. Eleganz, Lagoon 380, Medina Family, Colorado. RotKat, Lidgard 43 cat, Arjan Bok, San Francisco. Nina May, Catana 431, Jeff Parish. And



# WARM DECEMBER SUN

there were, no doubt, a few more that we missed.

The Blast's courses are short and sweet. The first race was about seven miles from either Nuevo Vallarta or Punta Mita to still-charming La Cruz. It was so uncharacteristically light that a lot of boats coming down from Punta Mita took DNFs. But who could complain with the Marina Riviera Nayarit providing free berths, the entertainment of the three-story water balloon drop from the Sky Bar, the yummy street tacos in town, music and dancing at Philo's Bar, and the warm weather?

Fluke Fest best describes the first half of the second race, which was back to Punta Mita. But the second half was a nice close reach to a beat up the jungle-covered, surf-streaked north shore of Banderas Bay. The wind topped out in the middle of the race at about 17 knots, but thanks to it being on the windward side of the bay, there was only the slightest chop. If you've not sailed upwind at hull speed in 15 knots of wind, and been plenty warm wearing only a pair of shorts, you don't know what living is. It was still early enough in the year that there were only a few whales on the course, so a minimum of dodging was required, and there were no collisions.

That night was the annual reopening of the Punta Mita Yacht & Surf Club at its luxurious two-story El Dorado facility at the water's edge. While the food was delicious, the drinks strong, and the bills small, the highlight of the evening was when Commodore Tammy Davis, dressed to slay the heart of every pirate, used the big carbon stand-up surfboard paddle to whack new members into the club.

***Cheryl Sears is all smiles, driving 'Blue' through the light air.***



"This hurts me more than it does you," she lied. As you might expect, membership in the exclusive club soared. New inductees had to to sail there, pay a lifetime membership of \$1, get a whack on the ass, and drink mango Kool-Aid.

The last day of the Blast was the historic Pirates for Pupils



Spinnaker Run for Charity to Nuevo Vallarta. After two days of slightly subpar Banderas Bay sailing conditions, the start of the P for P couldn't have looked more promising. Indeed, the boats rocketed away from the Punta Mita starting line at hull speed in 15 knots of wind on the beam with brilliant blue skies overhead. Unfortunately, halfway across the

bay, yet again, the good wind fizzled to nothing. Several boats, following the lead of local knowledge guru Mike Danielson on the J/160 *Blue*, rode the edge of the wind line all the way across the bay at a 90-degree angle to the finish line. It was lovely sailing in a good breeze and bright sunshine, but the VMG was less than 0, and those who followed the course were



# THE BANDERAS BAY BLAST



*Left to right, top to bottom: The entry 'Gaia' shows that green hulled boats were allowed this year. 'Cap Cat's' Carol had more than a ball. Ubiquitous Commodore Tammy looked great in search of thrills. Pirate Randy Hough made his classic Catalina 30 — seen in the next photo — really move. 'Tabu' has the inside track on 'Bright Star' and 'Blue'. 'Rotkat' battles light air and a big class at the start of the second race. During gaps in the breeze, Mike of 'Profligate' entertained everyone by levitating. Sheri Crowe, center, with the crew she and Rich picked up at Tenacatia Bay. Some of the crew at the beach of the spacious Yacht & Surf Club clubhouse. Jinger Yachechak takes a wet one for the fleet. Tammy points the way to the finish line.*

no closer than those who had steadfastly sailed one third of the distance on the rhumblines.

The crews who stuck it out the longest were John and Gilly Foy on *Destiny*, singlehander Bernard Slabeck

on *Simple Pleasures*, Jim Casey on *Tomatillo*, Rich and Sheri Crowe on *Tabu*, and perhaps one or two others. To our knowledge, nobody quite finished, even



# WARM DECEMBER SUN

with the extended time. But that didn't diminish anyone's fun.

Paradise Village Marina Harbormaster Dick Markie was the hero of the evening, coming through with free berths for all participants. "We're here to help people have a great time," he said. And the on-site Vallarta YC opened its doors — and pool — to the Blasters.



**Looking sleek and sexy, Jim and Kent Miiski's self-built Schionning 49 'Sea Level' was one of the fleet's speedier cats.**

will grow in the future, as the super-casual format has been embraced by just about everyone. Fun with friends, not beating someone, is the goal.

**I**f you've got friends who will be doing the Blast with their boat next year, we suggest you try

to hook up with them for the entire Banderas Bay Blast week. That way you can spend the first three days enjoying all the charms of the area. Street tacos at night in Sayulita, surfing at Punta Mita, spending a night at Yelapa, diving at the Tres Marietas Islands, watching the whales, and then doing the Blast. The day after the Blast you can roam around romantic Puerto Vallarta, then finish it off with the crowds at the Vallarta YC's Chili Cook-off — their biggest fundraiser of the year. So mark those calendars for Nov. 28-Dec. 4 of next year. We're sure Arjan will be there.

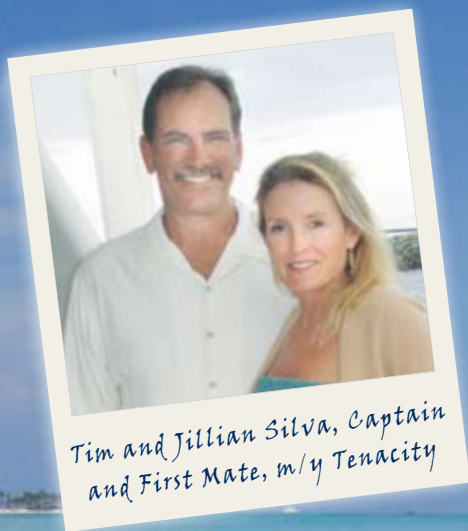
**F**un is fun, but one of the main reasons for the Blast is to raise money for the educational and environmental needs of the north coast of Banderas Bay. Nearly \$3,000 was raised. One thousand of it was donated in the name of the '09 Ha-Ha fleet, over \$700 was raised by Mike Danielson's Luchee Libre, which is a deal where skippers bet they can beat

other boats, with the loser paying the money to charity. Other sources of revenue were Club memberships, the new Y&S Club shirts, and several hundred dollars from the owner of a wonderful schooner in San Diego. Thanks to Tea Lady Ronnie — who oversees the distribution of the donations in the form of needed supplies rather than cash — the money goes as far as it can. It's expected that the event and the donations

— **latitude**



of the '09 Ha-Ha fleet, over \$700 was raised by Mike Danielson's Luchee Libre, which is a deal where skippers bet they can beat



*Tim and Jillian Silva, Captain and First Mate, m/y Tenacity*

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# A TRIBUTE —

With a little bit of reading, you can find the various marks of distinction in Roy E. Disney's productive life. You can catalog his sailing records and his 15

TransPacs. You can note his unparalleled philanthropic record. You can note his business accomplishments. But between those markers lies the nuance that made him what he was.

He was the type of guy who could pop up out of the cabin with a bowl of instant soup and remark, "Wow, this is really good."

Then turn the bowl to look at the label and declaring, "I just bought this company."

He was a guy who could fly his entire crew — and, whenever they were able, his crews' spouses and offspring — to regattas around the world in a Boeing 737 business jet nicknamed 'Air Shamrock.'

He was also the type of guy who, when he had to return home unexpectedly — while the rest of the crew remained in New Zealand building his MaxZ 86 *Pyewacket 4* — would fly commercial, and leave the jet for them.

He constantly pushed the envelope with his line of *Pyewackets* which included a N/M 68, SC 70 (later turboed) an R/P 73 and finally the 86 (also later turboed). But he was an unflinching champion of the participation in his favorite race — the TransPac — by people from all walks of life.

"At the press conference for the 2005 TransPac, Roy was at the front table, and all press attention was on him," recalls Scott Self, who, with Nigel Brown, won Division V and the doublehanded title on a Hobie 33 that year. "He noticed us in the back of the room and insisted that we come up to the front table and sit beside him. The press was unimpressed with us. But Roy was impressed and insisted on sharing the limelight. He was inter-

ested in our experience, and pleased that a couple regular sailors from Texas competed. He wanted to encourage regular folks to race the TransPac. He was one of our inspirations to do the race in the first place."

To hear it from people who knew him well, and even those who didn't, Roy E. Disney was the type of guy who was larger than life, but never aloof.

Since he passed away from stomach

*"He was a happy man, gracious and thoughtful with everything he did."*

cancer on December 16, Disney's sailing and business accomplishments have been retold countless times. We could devote eight pages to telling his life story and still not get close to showing the complete picture of who he was. So rather than re-hash those details, we thought we'd let some of his long-time crew, many of whom sailed with him for at least of 15 years, describe in their own words what he was like to sail with and know:

**Rick Brent:** "He loved to have a good time and loved to be with his boys, and in turn, because of his great attitude, we loved to sail with him and each other. I was brought onboard as a trimmer, but then had to fill in on the bow, and ended up staying there. Everyone used to give

me grief about calling tactics from the bow. When we'd go to Hawaii, he would say, 'We can't go without Rick. . . How will we get there if we don't have Rick to tell us where to go?'"

**Gregg Hedrick:** "In the '95 Cabo Race, we were dueling all the way down to Cabo Falso with *Cheval*. The two boats were just attached. We were short-jibing into the breakers off Cabo Falso, and Gary Weisman and I decided we needed some fresh fish, so I tossed in a lure. On a jibe in, we were approaching the breakers and we hooked a mahi mahi. Roy's saying, 'We've gotta jibe.' Weisman said, 'just a second Roy, just a second, we've gotta get this fish.' So we pulled this thing into the cockpit, threw it at Roy's feet and jibed the boat with this mahi mahi flopping around at his feet. He said, 'what are you guys thinking?' We completed the jibe and I ran back there to start wailing on this fish with a winch handle. I look up and there's blood and fish guts splattered all over

**Right:** The 'Pyewacket' crew blasting down the Molokai Channel. **Below:** Finally, the record; after seven attempts, Disney finally set the monohull race record in the '99 TransPac, bettering the time set by his son Roy Pat in '97.



**Roy Disney leaves a vibrant legacy to the West Coast sailing community.**



SHARON GREEN / WWW.ULTIMATESAILING.COM



LATITUDE ARCHIVES



# TO ROY DISNEY

Roy's legs. I just looked up at him and told him, 'Roy, a lot of owners never get to see this.' A lot of owners would have gone crazy over something like that, but Roy just kept his cool and kept steering the boat even with fish guts flying everywhere."

**Ben Mitchell:** "When he first got the Boeing jet, he couldn't bring it into Cali-

fornia for tax reasons or something, so we flew in his old plane — which was a really nice 10-seater — to Vegas to board the Boeing jet. We boarded the jet and he sat down in one of the captain's chairs with a huge grin on his face, and said, 'How do you guys like me now?'"

**Stan Honey:** "Joining the *Pyewacket* crew felt more like being adopted into a

family than like joining a race crew. Roy was astonishingly committed to his crew, and the crew similarly became very committed to Roy. Even though I navigated with Roy for 15 years, I was still one of the 'new guys.' Most of the guys on the crew had sailed with him for far longer. Roy loved sailing to a surprising degree. Whenever we took *Pyewacket* out on a weekday afternoon to calibrate instruments or check a sail, if Roy wasn't tied up at work, Roy would come with us and spend all afternoon on the helm. It was

an honor to be a part of Roy's sailing family."

**Rick Brent:** "People would ask me about Roy, and I'd say, 'There's a long list to get on the boat.' Gary Weisman used to say, 'Even the President is waiting in line.'"

**Robbie Haines:** "People would call me when they wanted to go sailing with us, and it was really frustrating, because I could never take anyone. No one would ever leave."

**The 'Morning Light' sailors got the chance of a lifetime thanks to Roy Disney.**

**Scott Eason:** "I had done some sailing on *Pyewacket* as the local knowledge guy for the Big Boat Series, and I remember asking everyone at one point, 'How do I go offshore with you guys?' They told me, 'Well, you have to get on the shortlist . . . and you're not even on the list.'"

**Doug Rastello:** "He was such a special guy. I spent at least four months a year with him for like ten years. I learned so many things from him about being such a first class individual . . . how to treat people."

**Rick Brent:** "The 'round the world guys would always ask me what's he like? It's funny, he almost just personified the Disney ethos, in that he was just a happy man — gracious and thoughtful with everything he did. Make no mistake about it, he was competitive. He did like to win. But if he didn't win . . . I never saw Roy have a meltdown in all those years, with millions of dollars on the line, when things would break or blow up."



LATITUDE ARCHIVES



# ROY DISNEY

Obviously he wasn't happy about it, but he didn't start yelling or throw a temper tantrum."

**Roy Pat Disney** (Roy's son): "My dad was a collaborator. He wanted to get the best out of everybody. He wasn't an autocrat that way. He felt that what was good for everybody was good for the boat. He always felt that the TransPac is all about that repeatable moment. There's that magic moment you get when you're out there, and you keep coming back to try to experience that."

No appraisal of Roy Disney would be complete without referencing his considerable philanthropic contributions, not the least of which were the sizable annual contributions he made to the California International Sailing Association (CISA), which in turn distributed



*Roy Disney was as comfortable in a crowd of sailors as he was in a corporate boardroom.*

grants to everything from junior Olympic aspirants to community sailing programs for at-risk, inner-city youth. He also supported the TransPac and helped to establish its museum. He "Clock Trophy" that resides in it, which he gifted to the

race for the holder of the monohull race record. *Morning Light*, the film he produced about the '07 TransPac, has already seen one of its cast members shortlisted for the Rolex U.S. Sailing Yachtswoman of the Year award.

His generosity and loyalty also touched the people who sailed with him.

"The group of sailors he was involved with gave him 110 percent, 100 percent of the time and it was because of who he was," Rastello said. "We sailed for him, for sure, absolutely."

Unfortunately, we were forced to leave many humorous and telling tales of Roy E. Disney on the pasteboard when putting this tribute together because we simply didn't have room for them all. But we wanted a chance to at least say, "Thank you Roy, for everything you've done for Sailing."

— *latitude / rob*

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# 2009 — THE YEAR



COURTESY CONNSEA

After a nine-year circumnavigation, Clark Beek now calls the Bay Area home.



MIKE HARKER

In the year following his 11-month solo circumnavigation on 'Wanderlust 3', Mike Harker has had no trouble finding able-bodied crew.



MARGARET REID

Zihua Sailfest helps raise funds to send indigenous kids — like these hams — to school.



JOHN SHUPING

Your vibes get even worse when Bob tags — and vandals loot — your boat after your kid runs it aground on New Year's Eve.



PATRICK BURNS / STILL N MOTION

The 'Get Out The Boat' campaign motivated sailors to take their friends out for daysails.

The 60-ft French foiler 'l'Hydroptère' hit 61 knots — a tick over 70 mph — before pitchpoling near Marseilles.



Some years are better than others, and 2009 turned out to be one of the others. With the country deep in a recession, many sailors were too anxious to go sailing on their own, so we did our best to bring the sailing to them. Here's a quick recap of the biggest news from 2009. The first issue of the year — **January** — was a real blast, with tales of epic proportions: Thomas Coville beat his own solo record by averaging 26.19 knots on his 105-ft Irens/Cabaret-designed *Sodeb'O*, tearing off 628.5 miles in 24 hours; Clark Beek sailed 60,000 miles to complete his nine-year circumnavigation, and came away with some rip-roaring stories; and of course the Banderas Bay Blast rounded out the festivities with water balloon drops, carbon fiber paddlings and some seriously kick-ass sailing. We were saddened to report on the December passing of well-loved Bay Area sailor Mik Beatie, who was a stalwart supporter of the sailing scene and all-around great guy. **February** was the month for mayhem. First we reported on the unbelievable speed Alain Thébault and his team hit aboard the 60-ft foiler *l'Hydroptère*: 61 knots! Of course the boat tripped over herself and pitchedpoled, sending the crew flying, but no one was hurt. Then we related the amazing rescue by Vendée Globe racer Vincent Riou of competitor Jean Le Cam when the latter's IMOCA 60 *VM Matériaux* capsized in the Southern Ocean. The stuff of legends! Up next was the exciting recovery of the three crew aboard the Aussie cruising boat *Timella*. Fellow cruisers Maurice and Sophie Conti on *Océaly*s managed to pluck the trio from Fijian waters after their boat broke up on a reef. We capped the issue off with some of the wackiest stories Bay Area harbor masters were willing to share.





LATITUDE / NICK

A 10-ft tiger shark was taken at Corssol Beach in St. Barth, prompting swimmers to check the water carefully before diving in for a swim.



LATITUDE / ROB

Brad Copper's crew on 'TNT' takes a snootfull on their way to win PHRF A in the Big Daddy Regatta.



ROXY / VENDEE GLOBE

While Michel Desjoyeaux won the Vendée Globe, newcomer Sam Davies won the world's attention.



GUILAIN GRENIER



GAR DUKE

Nicole Duke swims with the fishes in the Solomons.



MARINE CHILLENNE

When Jean Le Cam's 'VM Matériaux' turned turtle west of Cape Horn, fellow Vendée Globe racer Vincent Riou on 'PRB' came to the rescue.

If the previous month was full of drama, **March** was a time for celebrations. Karen Thorndike, the first American woman to solo circumnavigate via the five great capes, was honored for her 1998 accomplishment in a special Smithsonian exhibit in Washington D.C. Closer to home, 345 boats bumped their way around a breezeless course in the Three Bridge Fiasco, while Michel Desjoyeaux waved his flares as he crossed the line to win the Vendée Globe. Later in the issue, we featured a large group of Californians who rang in the New Year Caribbean-style and a group of cruisers who partied with a purpose at Zihua Sailfest. Nearly \$45,000 was raised to help send poor indigenous kids to school! Great news on all fronts in the **April** issue. That's where we learned about David de Rothschild's brainchild, *Plastiki* — a 72-ft ketch-rigged cat that will ply the ocean's waters using old soda bottles for flotation and will hopefully get people to change the way they think about trash. Not only did we explore how to get your kids involved in sailing, but we also featured the Winship family, who'd raised their two kids aboard while cruising the world. And for those cruising toward French Polynesia, we announced that we'd brokered bond exemptions for every single Puddle Jumper — then went on to profile the Class of '09. Back home, we invited readers to a special presentation by legendary sailor John Guzwell who was celebrating the 50th anniversary of his record-breaking circumnavigation. Those in attendance — including a number of sailing luminaries who count Guzwell as their hero — said it was an event they won't soon forget. Finally, we recapped the on- and off-the-water antics in Richmond YC's Big Daddy Regatta, which drew 99 boats.



# 2009 — THE YEAR



ERIC SIMONSON / H2OSHOTS.COM

The 19th annual Delta Ditch Run saw its biggest fleet ever with 152 starters. They were rewarded with solid, if anything but screaming, breezes.



LATITUDE / ROB

Boys will be boys, and these 'Criminals' really knew how to get into 'Mischief' at the TransPac finish line.



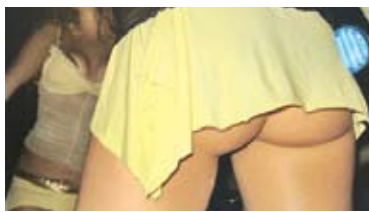
LATITUDE / ANDY

The 270-ft Mexican Navy tall ship 'Cauahuemoc' dropped in on a goodwill and cadet training mission.



JAY HICKMAN

The first-ever Delta Doo Dah was a doozy!



ANDREW VIK

Wherever he sails, Andrew Vik seems inexplicably drawn to the clubbing scene.



COURTESY TAIWAN COAST GUARD

A 192-ft tanker rammed the engineless 'Princess Tai Ping', a replica of a 15th-Century Chinese junk, then fled. Skipper Nelson Liu suffered a minor head injury.



LATITUDE / JR

**May** was a mix of tragedy and happy endings. A Somali pirate attack on an American container ship ended with the daring rescue of Captain Richard Phillips when Navy SEAL snipers shot his captors, but an attack on the French cruising boat *Tanit* a few days later ended in tragedy for the captive family when the skipper/husband was killed in a bungled rescue attempt. And while 26-year-old Aussie Sarah Andrews survived the grounding of her boat *Gabrielle* on a Mexican beach, the boat didn't. Later, we recounted the riveting tale of *Heat Wave*, the J/80 that capsized on the way back from the Doublehanded Farallones, and the amazing rescue of her crew in challenging nighttime conditions. Thankfully, there was no tragedy during the Banderas Bay Regatta or the Sea of Cortez Sailing Week — but we're sure there were plenty of happy endings! **We** were sad to report in the **June** issue of the loss of the lovely 54-ft junk *Princess Tai Ping*, a replica of a Ming Dynasty warship that had sailed to the West Coast from Hong Kong to test the theory that Chinese vessels may have travelled to North America before Columbus. *Tai Ping* was just 40 miles from home when a commercial ship sheared the boat in half, leaving her crew for dead. Thankfully, they only sustained minor injuries. We spoke with son-of-a-son-of-a-sailor Peter Carr, 70, about growing up with saltwater in his veins and his preference for cruising aboard folding trimarans. Of course, the annual Master Mariners Regatta made for great photo spreads, as it always does, even when the winds don't cooperate. Later, we welcomed several new boat owners to the fold, sharing their stories and dreams, and hopefully inspiring the rest of us to 'get out the boat'!



LATITUDE / LADONNA



*Nick Jaffe stopped by the Bay on his way to Australia via Hawaii.*

JEFF HARTJOY



*Jeff Hartjoy realized his dream to singlehand around Cape Horn aboard his Baba 40 'Sailors Run'.*

PETER LYONS / WWW.LYONSIMAGING.COM



*Skipper Dave Wilhite dove into the turtled 'Heat Wave' to recover a flashlight and VHF. Crew Dave Servais says that action saved their lives.*

LATITUDE / ANDY



*The highlight of the Tahiti-Moorea Sailing Rendezvous is the six-person outrigger canoe race.*

*The inaugural Media Cup was a rousing success. At least none of the 'guest celebrities' fed the fish!*

RICH ROBERTS



*Zac Sunderland solo circumnavigated into the record books . . . but for how long?*



LATITUDE / JR



*Old boats rule — at least during the annual Master Mariners Regatta.*

The **July** issue was packed full of big fun in the sun. The Delta Ditch Run got the party started with the biggest fleet in its 19-year history. The first-ever Media Cup kept the ball rolling in McCovey Cove during a Giants-A's game, complete with views of the 'competing' boats — crewed by local media personalities — flashing up on the JumboTron. Summer Sailstice, a global (well, northern hemisphere, anyway) celebration of sailing on the longest sailing days of the year, rounded out things locally with a massive raft-up in Clipper Cove and a killer party on Treasure Island. Farther afield, Puddle Jumpers were welcomed to their destination in true Polynesian style at the Tahiti-Moorea Sailing Rendezvous. Aussie singlehander Nick Jaffe waved goodbye to new friends as he sailed out the Gate on the next leg of his journey from England to Brisbane, while Santa Rosa's Jerry Morgan arrived back home, healthy and upbeat, after his Trintell 53 *Sumatra II* sank near Oz. **August** was a big month, with sea tales from Puddle Jumpers, 11-month circumnavigators Stephen Mann and Kathleen Torres, and party-boy Andrew Vik, whose enticing shots of the clubbing scene in the Adriatic drew ire and envy. At 17, Marina del Rey-native Zac Sunderland officially became the youngest person to solo circumnavigate, but Brit Mike Perham was hot on his heels. Competition really heated up in the 45th annual TransPac, with *Alfa Romeo* obliterating the old elapsed time record, *Pegasus 50* smashing the doublehanded record, and *Criminal Mischief* ripping the barn door off its hinges. We wrapped things up with a recap of *Latitude 38's* insanely fun inaugural Delta Doo Dah, a cruise from the Bay to the Delta. Now that's a tradition we intend to continue!



# 2009 — THE YEAR



SEAN TREW / WWW.PACIFICFOG.NET

**Damned if you do** — Racers in the 2nd annual Double Damned Race crashed and burned their way up the Gorge.



COURTESY CLIPPER VENTURES PLC

**The Clipper Round the World Race is no piece of cake**, as the crew of 'Hull & Humber' can tell you after they were t-boned by 'Cork'.



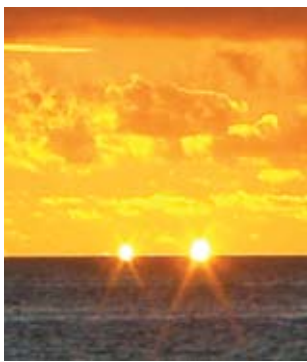
CHRIS DELLER

**The Samoan tsunami totaled a number of boats**, including 'Biscayne Bay', and took the life of Dan Olszewski, 69.



LIZ CLARK

**Liz weathered an engine room mishap** — and criticism for requesting donations — and is still surfin'.



COURTESY DAYDREAM

**The lucky crew of 'Daydream' caught this spectacular sunset** which coincided with an eclipse.



LATITUDE / ANDY

**Philippe Kahn's Melges 32 'Pegasus' may have pulverized the Bay**, but 'Rougarou' finished in the top spot for that class.



**Leg One of the 16th annual Baja Ha-Ha was a rough ride**, prompting a 'time out' in San Quintin.

**September** was a month free from disaster, though there were a few close calls. One of our most followed stories was that of Bismarck Dinius, the hapless helmsman of a sailboat that was demolished by a speedboat driven by a Lake County Deputy Sheriff. Lynn Thornton was killed in the accident and Bismarck was charged with her death! We celebrated his acquittal and recapped the entire sordid affair. Mike Perham snatched the 'youngest around' record from Zac Sunderland, who'd held the title for a little over a month. We then travelled to the Columbia River Gorge to cover — and sail in — the second Double Damned Race, an upriver, downwind screamer from Cascade Locks to The Dalles. Another screamer was the unofficial duel between *Groupama 3* and *Banque Populaire*, each setting out on its own record attempt. The two monster tris pushed each other to break several records — including 900-mile days! We also met Tony Bigras and his tiny cat *Miss Cindy*, and talked with cruisers who make a living working from their boats. In **October**, we covered the 45th anniversary of the Rolex Big Boat Series, which also acted as the US IRC Nationals. The event also coincided with the 20th anniversary of the passing of legendary Bay sailor Tom Blackaller, so everyone brought their A game. From ultra-sophisticated carbon fiber sleds, we moved on to the beautifully refit *Eros*, a 70-year-old, 103-ft staysail schooner that would later sail to Mexico in the Ha-Ha. In between the two extremes was Jean Socrates' new *Nereida*, on which she set off for her solo circumnavigation. We discussed the pros and cons of three would-be circumnavigators: three teenage girls vying for a record. We wrapped things up with a review of the damage wrought by Mexican hurricane *Jimena*.



TONY BIGRAS



**Tony Bigras' 'Miss Cindy' rides atop his car between cruises.**

JULIEN GIRADOT / DPPI / TOTALLYMONEY.COM



**Mike Perham scudded into port about a month after two-month-old Zac, earning the title of Youngest Solo Circumnavigator.**

HAROLD LABONTE / WWW.LAKEONEWS.COM



**Emotions ran high all over the globe the day Bismarck Dinius was acquitted of manslaughter.**

COURTESY GEMINI



**'Jimena' left boating interests largely spared, but hardly unscathed.**

SHARON GREEN / WWW.ULTIMATESAILING.COM



**The crew of 'J World' had to ride out rough seas before being rescued.**



**In November**, we found out how, after finishing the '05 Ha-Ha, Damien McCullough and Deborah Ream took their Celestial 50 'Ticket To Ride' and ended up in St. Barth. Cruisers in Samoa mourned the death of one of their own after a tsunami wreaked widespread destruction in the islands. Several firsthand accounts of that day — and the subsequent clean-up efforts — really brought home how connected cruisers are to the communities they visit. In the wake of a particularly long-lasting Mexican hurricane season, we put together a year-by-year analysis of hurricanes in Mexico. We bid farewell to iconic yacht designer Bill Crealock, who passed away at the age of 89, and wished fair winds to 16-year-old would-be solo circumnavigator Jessica Watson as she set out on her quest to become the youngest around. **The year ended with a bang, and in December** we shared all the action from the 'Sweet Sixteen' Baja Ha-Ha. Entries topped 193 — the most ever! — before the start, with 163 crossing the line in San Diego. With more than 600 sailors along for the ride, the stories came in fast and furious, especially during the first leg when the wind and seas built enough to warrant the Poobah's calling a 'time out'. During that leg, the J/120 *J World* hit a whale, tearing a massive hole in the bottom of the boat. Skipper Eugenie Russell successfully ushered her crew of four into a liferaft as *J World* sank beneath their feet — they were rescued a few hours later by the Coasties. Finally, legendary sailor Eric Forsyth, who's sailed more than 240,000 miles on his Westsail 42 *Fiona*, stopped in after transiting the Northwest Passage. Of course there was so much more, so if you missed any of these stories, you can download entire issues from [www.latitude38.com](http://www.latitude38.com).



# ADVENTURE AWAITS —

**F**rench Polynesia: the tropical paradise every cruiser dreams of, and longs for. Or is it just an over-hyped, over-crowded, over-priced destination that will leave you looking for something



ALL PHOTOS ALENE D. RICE & BRUCE BALAN

**Traditions run deep in French Polynesia. Both men and women wear tattoos proudly. Aboard 'Migration', a new friend, Pautu, plays his uke.**

else, a real paradise?

Our year in French Polynesia is winding down as we sit at anchor in Bora Bora waiting out the *miramu* — reinforced SE tradewinds caused by a big high passing to the south. We'll visit one last island, Mopelia, 100 miles to the west, before our final *au revoir* as we head to the Cooks, Niue, Tonga, and New Zealand.

We're hunkered down aboard our Cross 46 tri *Migration*, as 40-knot gusts tear over and around the island's hills, and the occasional rain squall makes us jump to close the hatches. This downtime gives us a chance to look back on our year here and, we hope, come up with a few useful tips for those planning on crossing the big blue puddle.

## Don't Miss . . .

French Polynesia consists of more than 118 islands and atolls. You could spend years cruising here. Unfortunately, unless you arrange for a long-stay visa before leaving the United States, Americans are only allowed three months. A long-stay visa is something we highly recommend, but since most people don't go that route, we'll assume you only have three months. What shouldn't you miss?

1) *Anaho Bay, Nuku Hiva, Marquesas* — Unless you choose a southern route via Easter Island or the Gambiers, you'll probably arrive in French Polynesia in the Marquesas. You, and hundreds of other boats. Sure, it's great to visit with everyone, compare stories of the crossing, and buy some fresh veggies, but get out of town — be it Atuona on Hiva Oa, or Taiohae on Nuku Hiva — as soon as you can. Experience some of the lesser-visited anchorages. It's surprising how many you can find within a short sail of bays chock-a-block with boats.

Baie d'Anaho, on the north side of Nuku Hiva is our favorite. Soaring cliffs and sculpted peaks, fine protection from the trades, a population of only 10 to 20 friendly Marquesans, and the only coral reef in the Marquesas make it a hard place to leave. Manta rays and turtles swim through the bay. The water clarity isn't great but the quality of the coral makes it worth a snorkel every day. The hike along the "mango trail" to neighboring Hatiheu provides fantastic views, and all the mangoes you can carry. Yes, there are mosquitoes and no-see-ums, but that just comes with the territory. Remember to go slow as you approach the shore — the reef lining the beach pops up sooner than you think it should. Even with plenty of warning you'll see boats make speedy U-turns as they suss out the anchorage.

2) *Tumakohua Pass, Fakarava, Tuamotus* — We met a small French boat that spent four months diving dozens of passes in the Tuamotus. Their favorite, and ours, is Tumakohua: Fakarava's south pass. If you have dive gear, you're good to go. If you can't get friends from another boat to follow your bubbles in the dink, tie a 100-foot line to it and tow it along. Wait for the incoming tide when the wind isn't too strong. Start outside the pass and stay a bit to the right as you drift over the amazing coral carpet. Follow the bottom to about 70 feet and remember to keep your cool — and your eyes in their sockets — when you find the two hundred schooling grey sharks.

If you don't have your own gear, you can dive with one of the two outfits that work out of the *pensions* on the *motus* (islets) near the anchorage. If you don't dive, snorkel the pass. You'll still see eagle rays, sharks, and thousands of fish. You'll want a wetsuit because when you finish, you'll head right back out to do it again.

3) *A Week (or Two) Alone in the Tuamotus* — Fakarava is a popular atoll;

great for diving, but not for being alone. There is simply nothing that compares with spending time by yourself anchored in aquamarine waters off of a palm-lined white sand beach. Choose a smaller or less-populated atoll: Katiu, Kauchi, and Tahanea are all quite nice.

Wherever the wind is coming from, that's where you want to head. That usually means the east or southeast. Tacking through the lagoon usually makes for great sailing with steady winds and flat water. Just go in good light and keep a constant and sharp eye out for *karenas* — the large coral heads that dot the insides of the lagoons. They're easy to see as long as the sun is overhead or behind you. Find a *motu* that looks inviting — *motus* are islets that line most





# A FRENCH POLYNESIAN PRIMER

reefs. Then search for a sandy spot as free from coral heads as possible, and drop the hook. Spend your week swim-

*Tacking through the lagoon usually makes for great sailing with steady winds and flat water.*

ming, snorkeling, spearfishing, collecting shells, exploring the outer reef, cooking the fish you catch on a fire on the beach, and getting rid of all your tan lines.

4) *Coral Garden, Ilot Tautau, Taha'a, Society Islands* — Some of the best snor-

keling you'll find outside of the Tuamotus is at Taha'a. You won't be alone as this is charter boat heaven, but never mind. Hundreds of species of tropical fish, gorgeous coral, only 3 to 5 feet of water, and the peaks of Bora Bora rising on the horizon. Go on the end of the incoming tide for the clearest water and the extra foot of depth.

5) *Get to Know the Polynesians* — Yep, it can be tough with the language. But you had all those weeks on the crossing to study your French tapes, right? Learn a few words of Marquesan or Tahitian. Be friendly. Smile. Shake hands. Kiss cheeks (right first, then left). Share what you have. Invite new acquaintances aboard. Take them for a sail. Ask to go fishing with your new friends. If you are

around during the *Heiva* celebrations in the middle of July, plan on being in a small village for some great dancing, food, and camaraderie.



**Bruce, about to enjoy a free lunch. If you could live on mangoes and bananas, you'd never starve in the Society islands or Marquesas.**

## Don't Forget. . .

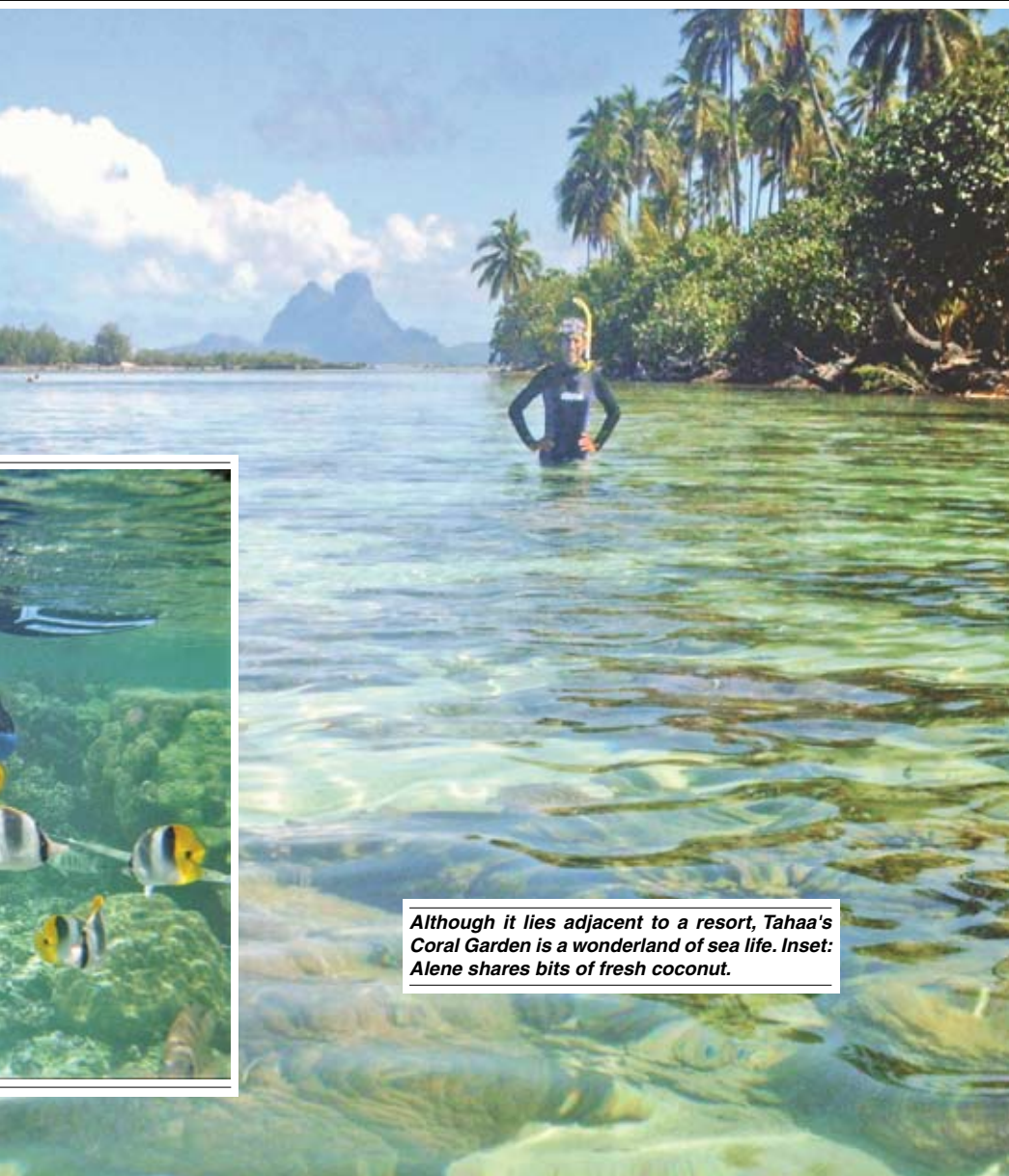
We made lists, read articles, talked to other cruisers. Still, there were a few things we wished we had, or had more of.

1) *Provisions* — You won't want to bring more of everything, just those things that are *tres cher* in French Polynesia. Beer, wine and alcohol are heavily taxed. A bottle of Absolut costs \$50-\$70. Snacks (chips, crunchies, nuts, dried fruits) tend to be expensive as well. If you're leaving from Mexico, bring lots of canned Mexican goodies (refried beans, jalapeños, salsa, etc.) so you don't have to go into withdrawals too soon.

2) *Gifts* — Polynesians are big givers. Be careful. If you admire something in someone's house, you may be forced to take it away with you. It's nice to have good stuff for trading and to give as gifts. Sunglasses, flip-flops, perfume, nail polish, fishing gear, rope, surf shorts, all come in handy. Save your pencils and school supplies for farther down the line; the French have created a well-supplied school system in French Polynesia.

3) *Engine Oil* — It's expensive, if you can find the kind you like to use. And don't forget transmission oil and outboard oil.

4) *Fish Book* — If you like being in the water and enjoy knowing what you're looking at, get a couple of good South Pacific reef fish identification guides. They won't ensure you'll figure out what that crazy, orange-and-neon, blue paisley thing is that's nipping at your mask, but guides will expand your knowledge of, and admiration for, these remarkable



**Although it lies adjacent to a resort, Taha'a's Coral Garden is a wonderland of sea life. Inset: Alene shares bits of fresh coconut.**



# ADVENTURE AWAITS —

ecosystems.

5) *Plan Ahead* — Time your travel to maximize your time in French Polynesia. Don't leave so late that you can't even spend your entire 90 days before rushing off to get to New Zealand before mid-November. Many skippers think it's fairly safe to arrive in the Marquesas during the cyclone season in February or March — especially during La Niña years. Think about being someplace interesting for *Heiva* in mid-July, or Autonomy Day in late June. It's hard not to be rushed with

only 90 days. Better to really get to know a few places than move around fast and miss the subtleties. If you can swing it, get a long-stay visa (up to one year) in the U.S. so you have all the time you need.

### Don't Believe. . .

When we were in Panama and Ec-

uador, we listened to the SSB nets and read posts on the Internet. There were so many opinions and rumors flying around. We started making a rumor list so we'd remember them and find out for ourselves what was true or not.

1) *French Polynesians Don't Like Americans* — We heard this a lot and it

*Clockwise from upper left: Tuamotu tug-of-war during the 'Heiva' festivities; Alene strikes a pose with Marquesan dancers; traditional moves; 'Migration' lies in Anaho Bay, Marquesas; all ages dance; hiking always yields grand vistas; Tuamotu kids dive off the tri's deck; javelin throwing contest.*





# A FRENCH POLYNESIAN PRIMER

ALL PHOTOS ALENE D. RICE & BRUCE BALAN

couldn't be farther from the truth. The French Polynesians were welcoming and warm. If kids knew any English at all, they loved to try it out on us — even just counting to ten. If adults could say "Have a nice day," they always would. We heard over and over how locals wished more Americans spoke French so they could get to know them better.

2) *It's Expensive* — Obviously this depends on the exchange rate. Dur-

ing our year here it varied from 72 to 94 Polynesian francs to the dollar — a huge difference. French Polynesia is not cheap, but you can get by quite easily if you don't eat out and don't buy strawberries flown in from New Zealand. Some items are surprisingly inexpensive. You can get frozen Tyson chicken legs for only about 15% more than the cost in the U.S. Look for the red PPN labels on staples like flour, sugar, canned meat,

and milk; these are all subsidized by the government. Baguettes are about 60 cents. One cruising couple complained that they dropped forty bucks at the McDonald's in Papeete. Our solution to that: don't go to McDonalds. In the public market you can get a big sandwich — a baguette stuffed with chow mein — for less than two dollars.

3) *Arrive with Lots of Cash* — Not true. There are banks and ATMs in most towns (although not in the smaller villages), including all three of the ports of entry





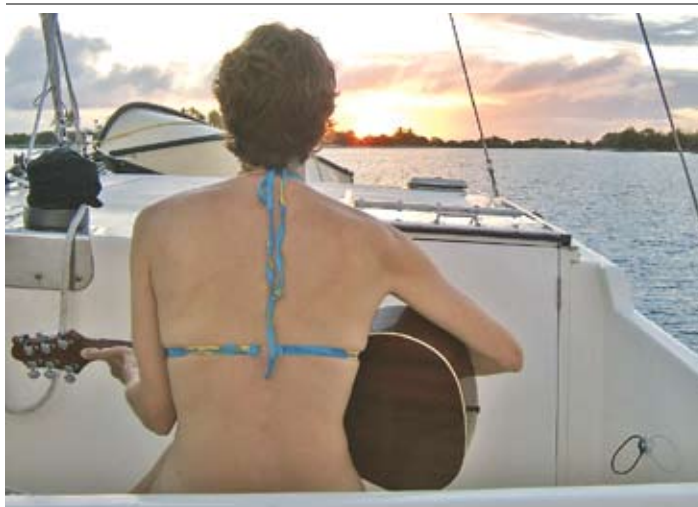
# ADVENTURE AWAITS

in the Marquesas. You can post your bond using your credit card (there are fees associated with this), or buy a fully-refundable one-way airline ticket instead. In the larger towns, many grocery stores accept credit cards. If you are planning on spending a lot of time in the less-visited islands of the Marquesas or the Tuamotus, you'll want to get your Polynesian francs in the towns before you head out.

#### 4) *It's Difficult To Anchor*

— It's true that sand bottoms in twenty feet aren't as common as they are in the Sea of Cortez. And there are some spots that are pretty tough; you'll certainly have the chance to learn how to deal with coral heads. But there are still plenty of nice anchorages. And don't rely only on the cruising guides. A popular guide to the Marquesas says never ever anchor at Hatiheu. We spent three great nights there.

Everything changes. The easterlies



BRUCE BALAN

*It's easy to find solitude in the Tuamotus. Alene serenades the sun as it descends beyond a motu. Just another day in paradise.*

are more northerly in the early part of the year and southerly later on. That makes an anchorage that's perfect in March, awful in August. Look at the charts. Ask other cruisers. Ask locals. Find your own spots — especially in the atolls where you can pretty much anchor anywhere you find good protection from the trades and a nice patch of sand. A lot of chain

certainly helps. Though it's a lot of weight in the bow, we were never sorry to have our 250 feet of high-test 3/8".

5) *Don't Believe Everything You Hear* — Everyone has an opinion, except cruisers — they have three or four. The perfect bay where we spent two heavenly weeks might be pure hell if you're there in a nasty blow. Take everything you hear or read — including this article — with an ocean of salt.

To the west there are thousands of islands waiting for us to explore. Old-timers say that French Polynesia is ruined. The real unspoiled Pacific lies in Vanuatu, or Tuvalu, or Papua New Guinea. . . but that doesn't matter. To get to those places you have to sail right through here. And, unless you like sailing upwind, chances are you won't be back again until you've gone all the way around. So enjoy every minute of it. It really is paradise.

— **bruce balan**



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# THE LOSS OF JOJO

In the December 2 edition of *Lectronic Latitude*, we ran Karl Livengood's account of losing his and his wife Betsy's Walnut Creek-based Catalina 36 *JoJo* on the beach at Stillwater Cove, Carmel, on October 20. And we ran Livengood's complaints that the Coast Guard hadn't done enough to save their boat:

"About an hour into it, the Coast Guard arrived and sat about 150 yards away in their 47-ft patrol boat, watching the drama for another hour, but not offering any assistance," said Karl. "I feel that the practice of good seamanship and the 'Good Samaritan Rule' were violated by the Coast Guard's not helping me to secure *JoJo*. They arrived unprepared to help us, having no inflatable boat or wet suits so they could reach us near shore. If Betsy had broken her leg, what would they have done to help rescue her? Their statement that 'We only save people, not boats,' seems to ignore the environment and puts boaters at more risk, since some of us want to do what's right for both the environment and our boats. Our image of the Coast Guard as the ultimate helper when serious problems arise has been shattered. Calling a marine tow service would probably produce better results."

In order to get an idea of how knowledgeable typical mariners are about the Coast Guard's rescue policies and resources, as well as the availability of towing and salvage resources along that part of the coast, we ran the item without printing the Coast Guard's side of the story or additional information. But we did ask readers for their opinions. (See *Letters* for a number of responses.)

The results were illuminating. The majority of mariners don't have a very good idea of the Coast Guard's mission or policies with regard to saving people and boats, and how they dramatically changed in the early '80s. There is also a major misunderstanding of what equipment they carry, and the limits of how close they can operate close to shore.

To get a better understanding of these matters, we spoke with Lt. Michael Kahle, the commanding officer at Station Monterey.

"The Coast Guard's number one priority when responding to a *mayday* call is the preservation of life," said Kahle. "In some situations, that could necessarily require towing a boat or trying to pull it off the rocks. But the Coast Guard will only attempt towing or salvage when our actions don't further endanger the boating public, our own crews, or our ability to respond to a higher priority emergency. In addition, any towing or salvage operations conducted by the

Coast Guard need to be carried out in accordance with the Maritime SAR Assistance Policy (MSAP). Dating back to 1982, this policy limits Coast Guard interference with commercial salvage companies, and basically set up ground rules for when and how we can conduct such operations. This doesn't mean we can't conduct towing or salvage. We look at the risk versus gain for every mission we conduct. When towing and salvage is necessary to protect lives or prevent substantial environmental damage, we will do so. But when it is not an emergency, the MSAP requires the Coast Guard to offer these cases to commercial salvage companies."

Some of us older sailors were around in '82 and remember that change well. If your boat ran out of gas in the middle of the Bay or halfway to Catalina and your life was not in immediate danger, the Coast Guard could no longer bring you 10 gallons of gas or tow you to shore. You had to rely on the help of

other mariners or call one of the towing services that began to spring up to fill the need. Indeed, if your rudder snapped halfway to Hawaii and you thought the Coast Guard would come to rescue you, you had several weeks of drifting toward the islands to get it through your head that they wouldn't. Not unless your life was in immediate danger.

Another thing that most mariners don't realize is that the Coast Guard is strictly a maritime rescue service. "We don't do 'sand' or beach rescues," says Kahle. Those rescues are left up to local emergency agencies such as the fire department, police, sheriff, EMT services or lifeguards, which often work together as a coastal incident response team. But that means if you've run aground near shore, you're normally the coastal incident team's responsibility.

Many of the readers who responded to our *Lectronic* piece said the Livengoods should have called Vessel Assist. Station Monterey covers the area from Piedras Blancas up to Año Nuevo, which is about 100 miles as the crow flies and has an



**Could the Coasties have done more to save 'JoJo'? Yes, but it would have been against the law. Inset: Salvage crews worked through the night to save what they could and to prevent a fuel spill.**



# — THE REST OF THE STORY

even longer coastline. Vessel Assist out of Santa Cruz is the only commercial towing company working that area. As such, they can take hours to reach the scene of a vessel in distress at a place such as Stillwater Cove.

And it's important to note that once your boat touches land or a rock, it becomes a salvage operation, instead of a simple tow. "An easy rule of thumb to tell which service you need," says Chelsea Wagner, owner of Pacific Salvage/Vessel Assist Santa Cruz, "is if you can file an insurance claim, it's salvage."

As it was, the Livengoods were in touch with Wagner very early on. But it takes time to get an operator to the boat, time to get the boat underway, and in the case of covering the 25 miles from Santa Cruz to

Stillwater Cove in less than perfect ocean conditions, a lot of time — in this case, nearly three hours. While Wagner got to the beach at Stillwater Cove before *JoJo* was beyond help, her salvage boat did not.

As wrong as it might seem, as long as no lives were at risk, it would have been illegal for the Coast Guard to try to tow *JoJo* off the beach. If you think this policy is much too rigid and restrictive — as many of us do — don't blame the Coast Guard. It's Congress and the Department of Homeland Security who give them their marching orders.

In addition to being unclear about the Coast Guard's mission, many readers are unfamiliar with what resources the Coasties have and the restrictions on using them. Station Monterey responded to *JoJo*'s mayday with a 47-ft motor lifeboat, a vessel that draws 4.5 feet. By Coast Guard navigation rules, the coxswain operating the motor lifeboat is not allowed to bring the vessel into water where there are known dangers or where there would be less than three feet of water beneath the lifeboat's keel. In other words, less than 7.5 feet of water.

In addition to the strict depth limitations, even in cases where a life is in danger, the coxswain has to conduct a constant risk/reward analysis of any rescue situation. In the *JoJo* incident, weather was not a limiting factor. The wind was just 10 knots out of the northwest, and the swell was less than one foot. The limiting factors were that the coxswain knew there were rocks and reefs in the cove, and that there is extremely thick kelp which could have clogged the water intake to the motor lifeboat's engines and therefore shut those engines down, endangering the crew and rescue boat.

A number of readers asked why the

Coast Guard didn't launch the inflatable dinghy from the motor lifeboat. Lt. Kahle told us that not only do 47-ft motor lifeboats not carry inflatables or launches, but "small inflatable rafts are not a standard Coast Guard platform."

"The Coast Guard's real issue with our assisting the Livengoods," says Kahle, "was not that Mr. Livengood couldn't reach our motor lifeboat, which was a couple of hundred yards offshore, but that he was reluctant to abandon his efforts to salvage his boat so he could transfer his wife to our motor lifeboat."

To our minds, the reader criticism of the Coast Guard that stung the most was that any average sailor would have done much more than the Coast Guard did to save *JoJo*. The criticism stung because it's true. Had our cat been in the area, we'd have jumped at the chance to try to save *JoJo*. And there's no point in lying, we'd have done it more for the adventure than humanitarian reasons. We *loooooove* saving boats! We would have carefully backed our cat as close to *JoJo* as the depth and kelp allowed, and if that wasn't close enough to throw line to *JoJo*, we would have gotten in our dinghy and taken the line the rest of the way in. Then we would have tried to pull her into deeper water. Make no mistake, there are some huge assumptions here. First, that there wasn't much of a swell. And second, that *JoJo* wasn't already too high and dry to be saved. This is not something we'd expect a typical mariner to do, because it has the potential of being very dangerous.

If you're reading this thinking, isn't there any agency that should have come to *JoJo*'s help? There is. In the Monterey area, as well as almost everywhere along the coast of the United States, there are

government agencies — police, fire, EMS, lifeguards, sheriff — that form coastal incident response teams for emergencies along the shore. When a

boat is in the surf, on the rocks, or on the sand, the coastal incident unit takes over.

For example, when we rescued the crew of the flipped trimaran *Existential Blowout* about a half-mile off the coast of Pt. Dume during the '08 King Harbor Race, the shore was lit up like a casino from all the flashing lights of the emergency vehicles. And despite our repeatedly telling them all that the entire tri crew



ALL PHOTOS COURTESY, JOJO

*"The Coast Guard's number one priority is the preservation of life."*



# THE LOSS OF JOJO

had been recovered and were in good health, not one, but two emergency agencies sent two-man teams out to our boat. We presume that they thought either we were lying or that they were padding their rescue statistics to justify larger annual budgets.

We asked Lt. Kahle why nobody from the Monterey coastal incident team responded to the *JoJo* incident. "Had we known that *JoJo* was near the beach at Stillwater Cove, we would have called the coastal incident response team immediately because, as I mentioned, the Coast Guard does not do 'beach rescues'. Since the initial transmissions between *JoJo* and the Coast Guard were very poor, our early information had *JoJo*'s position as being farther to the north rather than at Stillwater Cove, so EMS was not contacted until we were already on scene. As soon



**'JoJo' was refloated and hauled by Monterey Boat Works, then declared a total loss.**

as the Livelihoods were safely on board our rescue boat, my crew provided necessary first aid while we transported them to awaiting EMS."

We're terribly sorry about the loss of *JoJo*, but believe this is what's known in the education business as a

'teaching moment'. Generally speaking, the Coast Guard, by law, can save property only if it's essential to saving lives. Saving property is the province of commercial tow and salvage companies, of which there probably aren't as many as you think. And that once you get close to shore, you're going to be in the hands of the coastal incident team, not the Coast Guard.

According to Lt. Kahle, the only way the Coast Guard will give you a tow

when lives aren't at risk is if "commercial providers decline assistance and our risk assessment determines that the towing or salvage can be conducted without negative repercussions." But it would be unwise to expect such a service.

The best thing to do is stay out of trouble, and if you start to get into it, know how to get out of it. Like granny said, a stitch in time saves nine.

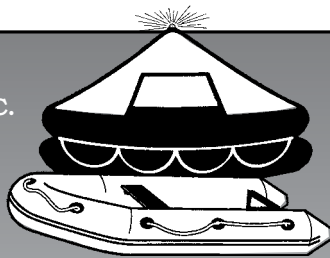
— **latitude**/richard

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# SEASON CHAMPIONS, PART III

It's time for the third and final installment of our Season Champions articles, where we profile winners from the Bay's classic one design, dinghy and shorthanded fleets. In these pages, you'll have a chance to meet some of the division winners from this year's one design racing. We've got winners from the YRA's Wooden Boat Racing Association (WBRA), the Etchells fleet, El Toro and Wylie Wabbits, plus the winners of both the Bay Area Multihull Association (BAMA) and the Singlehanded Sailing Society (SSS).

The Singlehanded Sailing Society had a banner year, drawing record turnouts for its season, which start with the iconic Three Bridge Fiasco in January, which this year drew over 300 boats! The Corinthian Race saw a big jump in participation this year as well. There was also a good turnout for the LongPac — or Great Pacific Longitude Race — a choose your own route out to 126° 40' and back. It's hard to say exactly why, but the SSS seems to be attracting both its long-time stalwarts and newcomers with its unique schedule and run-what-you-brung ethos.

BAMA also had a good year, and its Doublehanded Farallones Race — open to lead mines as well — is certainly another of the Bay's iconic races. BAMA Race coordinator Christopher Harvey said that this year's improved turnout should hold for next year.

"It was a great year to be sailing multihulls on the bay," he said. "The multihulls saw a 25% increase in boats at the start line, and rumor has it that increased multihull participation will continue into the coming year.

On the wooden boat front, the Folkboats sailed their Internationals on the



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JIM MARGESON



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Bay this year which drew teams from all over Scandinavia, while the Knarrs were their typically competitive selves despite this being an "off" year for the IKC on the Bay. The IODs and Bird boats round out that group.

The Bay's Etchells Fleet 12 saw a sharp uptick in participation for

**Spread — the Folkboats bash around the Circle at their Internationals; insets, clockwise from top left — Vanguard 15s; a load of Bullshippers; Etchells steamroll downwind on the Circle; less is more for the short-handed sailors.**

the venerable one design.

Our apologies to those division winners who don't appear here, but we just didn't have the space to profile all the one



# — ONE DESIGN, PART II, SSS, BAMA



## MORE CHAMPIONS:

BIRD — 1) **Robin**, Patrick & Cissy Kirrane; 2) **Polly**, Bill Stucky; 3) **Curlew**, Heinz Backer. (6 boats)

IOD — 1) **Fjaer**, Richard Pearce; 2) **La Gatita Mojada**, Jeffery and Danielle Lawson; 3) **La Paloma**, James Hennefer. (8 boats)

design and dinghy winners. We based our choices largely on the number of total races sailed among the divisions.

We hope you enjoy meeting these ardent racers as much as we have. We'll leave you with a parting thought: The folks you'll see here sail in a wide range of boats, in a wide variety of venues both inside and outside the Bay; they

hail from a variety of clubs all connected to the Bay, whether their clubhouses are physical or digital. To our minds, it shows that *anyone* can do it with a little dedication of the most enjoyable kind. If you're not already doing it, what are you waiting for?

— **latitude/rg**



# SEASON CHAMPIONS, PART III

## SSS Singlehanded *Outsider*



**Greg Nelsen**  
**SSS**

Oakland-based Greg Nelsen might be a self-described "late-bloomer," having not started racing until his mid-20s, but he hasn't let that keep him from racking up a lengthy resume of season championships in the Singlehanded Sailing Society — this is his seventh!

But he didn't take it easy this year, even after a strong finish in the non-discardable LongPac.

"I knew that [winning] was a strong possibility," he said. "But you're just one mistake away from having it slip through your fingers, so I just focused on one race at a time."

Nelsen — who also won the '00 Singlehanded TransPac and the singlehanded '01 LongPac — said there weren't any secrets to his win.

"Thinking and planning ahead when shorthanded is certainly key to consistent performance," he said.

The project manager — his charges include the Fox 44 *Ocelot* — who has also been focusing on emerging energy systems for marine applications, including lithium battery and fuel cell technologies, Nelsen manages to fit a lot of ocean racing into his schedule in addition to the SSS schedule. He sails the latter aboard his *Azzura 310 Outsider*, the Alameda-built boat he rescued from the East Coast where it had been sitting without a rig.

As for what's next in '10, Nelsen says he's hoping to do the PV Race and Mexorc, some coastal racing and that, "Hawaii in some flavor would be nice."

2) **Taz!!**, Express 27, George Lythcott; 3) **Coyote**, Beneteau 42, Steve Hill. (47 boats)

## SSS Doublehanded *JetStream*



**Dan Alvarez**  
**SSS**

Dan Alvarez' JS9000 *JetStream* isn't the most conventional-looking boat on the water. It's really narrow and a high-aspect sailplan leaves a few feet of bow beyond the headstay.

"We get stares everywhere we go," he said. "It's funny looking all right; it's fast-looking too; and it is indeed a fast boat. It's a boat that I had been looking at ever since I got hooked on shorthanded sailing. It really is an optimal platform for single- and doublehanded racing. It has a small sailplan which makes it ideal for the summer conditions in the Bay, and it's really at home in the 20-plus-knot range."

Joining him aboard the boat was Mark Hadfield, who had sailed with Alvarez on his previous boat, an Ericson 30+ *Travieso*. The two have been sailing together for over three years.

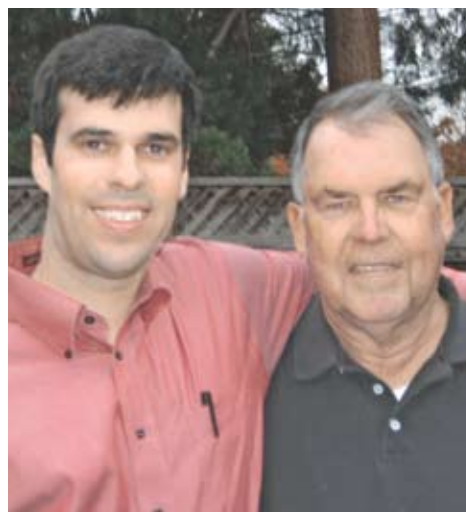
"To win you have to race and we did all the races in the calendar," Alvarez said. "We avoided major mistakes and had consistently good boat-handling — which is greatly facilitated by an easy-to-handle boat."

For Alvarez and Hadfield, that consistency paid off in the end, when they won the season in the final race, beating out David Hodges and Scott Parker on the Farr 38 *Timber Wolf* and Rachel Fogel's Express 27 *Great White*.

While he loves the shorthanded sailing, Alvarez, a Pleasanton-based software engineering manager, also gets in plenty of ocean racing also, aboard the Fox 44 *Ocelot* along with Nelsen.

2) **Timber Wolf**, Farr 38, David Hodges; 3) **Great White**, Express 27, Rachel Fogel. (81 boats)

## BAMA *Roshambo*



**Darren Doud**  
**BAMA**

He's only been sailing multihulls since '06, but that didn't stop Darren Doud from becoming this season's Bay Area Multihull Association season champion and winner of the BAMA Cup.

After campaigning a Moore 24 with his dad Dan for the better part of ten years, sailing mostly doublehanded, Doud was looking for something bigger and happened on *Roshambo*, an F-31R.

"My wife Lauren wanted standing headroom and a real head, not a bucket," Doud said. "We looked at monos but nothing fit the requirements. Once we had *Roshambo* on a reach going across the slot at a constant 18 knots, I was hooked, and quickly became addicted to the speed."

Doud and his rotating crew of his dad, Phil MacFarlane, Matt Siddens, Ruben and Robbie Gabriel, Cuyler Binion, Synthia Petroka, Steve Green, and Christopher Harvey — the '07 and '08 BAMA Cup winner — won the season by a mere three seconds in a race that broke a tie with Bill Gardner's F-27 *Peregrine Falcon*.

Doud said that owning a multi isn't just about blasting across the Bay.

"Lauren and I have also enjoyed anchoring in the lee of Angel Island and lounging on the nets with friends during the summer," he said.

The rest of the competition will be able to breathe a little easier next year. The Douds will be welcoming a baby girl into the family, so their sailing will be scaled back in '10.

2) **Peregrine Falcon**, F-27, Bill Gardner; 3) **Native**, Newick 38, Stephen Marcoe. (37 boats)



# — ONE DESIGN, PART II, SSS, BAMA

## **Etchells JR**



### **Bill Melbostad/Bryan Moore SFYC**

The Bay's Etchells fleet is stocked with talent, so when you can theoretically sit out the last two regattas and still win the season championship, you're doing a lot of things right. That's exactly what partners Bill Melbostad and Bryan Moore did this season. And, they didn't sit out the last two regattas.

"We probably didn't need to sail the last two regattas," Moore said. "But it's all about improving and it's best for the fleet when everyone is sailing."

While maybe not *everyone* was sailing this year, the fleet did have a big jump in participation, regularly getting 14 boats on the line for events all over the Bay.

After six years in the fleet together, the duo, along with long-time bowman — and substitute helmsman when Melbostad is unavailable — Steve Fentress, have notched plenty of wins including most recently, the '07 season championship.

Moore, a construction manager, Melbostad, a marine surveyor, and Fentress who's in sales — pictured above from left to right — don't do it all by themselves. They call on the help of Olympic bronze medalist and Bay Area product Jeff Madrigali for sails and tuning advice.

But the sailing together they've done for the last 12 years or so on various boats before the Etchells, including the Melbostad family's Soverel 33 *Navigator Again*, notched wins for both Moore and Fentress — they were introduced to their respective wives Suzie and Mimi.

2) **Mr. Natural**, Ben Wells; 3) **Dinner Roll**, Jeff Moseley/Bill Barton. (14 boats)

## **Knarr Fifty/Fifty**



### **Jon Perkins St. Francis YC**

With a history in the Knarr fleet that goes back 30 years, and plenty of top finishes in that time, Jon Perkins finally notched his first season championship this year. It didn't come easily, as the guy he was battling for the top spot happened to be his brother Chris, who's notched a few top finishes of his own.

"It was pretty tight the whole season," Perkins said. "We feel very fortunate to have won it; it could have gone either way. For about the last five regattas we were within three or four points of Chris and trading the lead back and forth the whole time."

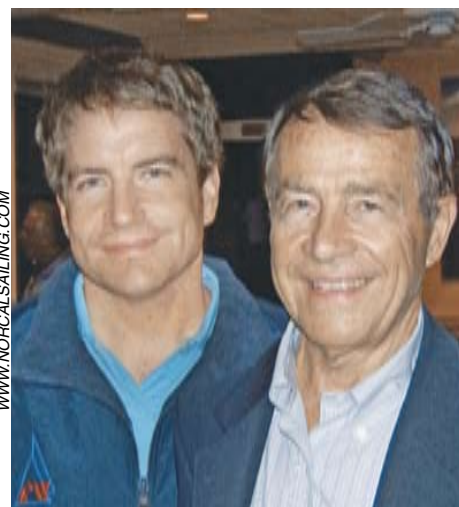
Perkins has been sailing with his core crew of Tom and Melissa Purdy — all three also sail with Chris on his J/105 *Good Timin'* — since they were kids growing up at San Francisco YC. Their fourth, Robert Francello, has been with the program for six years. Their commitment paid off. They got a little help from an unusually light end of the season.

"Historically as it gets windier and windier throughout the season we have more problems because we sail the boat really light," Perkins said. "This year, it actually kept getting lighter and lighter as the season went on. Those were our conditions, not only because we're light, but because our boat just handles a lot better in light air."

Despite the closeness of the standings, Perkins said that he and Chris only match raced in one race, and it didn't end up well for either boat.

2) **Three Boys and a Girl**, Chris Perkins/Hans Baldauf; 3) **Knarrmageddon**, Tom Dobroth/Mike Peterson. (22 boats)

## **Folkboat Windanseae**



### **Dave & Don Wilson St. Francis YC**

Don and Dave Wilson's Folkboat *Windanseae* has been in their family for close to 30 years. In that time, they managed to rack up an impressive number of wins in the class. *Windanseae* came over from Scandinavia in a container for the class' Internationals back in '81, when Don Wilson purchased her.

She came full circle this year when the Wilsons, along with substitutes Tom Urbania and Mark Van Crienkge won both the Internationals, and the Season Championship — the family's third-consecutive and fourth in total. The Wilsons were once again in a pitched battle just like last year with Eric Kaiser's *Josephine* for the top spot in the season.

"We didn't think it was really going to happen," Dave — the primary helmsman this year — told us at the Internationals at the end of September. "Eric's been really consistent this whole year, so we feel really lucky to have pulled it out."

The Wilsons scored eight bullets — including five straight in the heart of the season — out of the fourteen races that counted for the WBRA portion of the Folkboat Season Championship. They finished only eight points ahead of Kaiser in the 20-race overall series. The Wilsons three drop-races? All thirds!

Dave was quick to point out that winning the Internationals on the Bay, while gratifying, involved a certain degree of local-knowledge edge.

"We went to the Gold Cup in Sweden last year and finished 19th," he said.

2) **Josephine**, Eric Kaiser; 3) **Elsie**, Mike Goebel. (14 boats)



# SEASON CHAMPIONS, PART III

## Wylie Wabbit Weckless



**Tim Russell**  
SFYC

You probably recognize Tim Russell from past editions of these pages, but you probably associate him with his J/105 *Aquavit*. But Russell is also an avid Wylie Wabbit sailor and when he put the J/105 on the market earlier this year, he turned his attention to *Weckless*. The result: wins in both the Bay series and the Travel Series.

"This is the first year that I sailed everything," Russell said.

He came to the boat four years ago after deciding he'd had enough with the Laser sailing he was doing concurrently with the J/105 sailing.

"I used to race my Laser quite a bit, and I was looking for another boat that has the same appeal, but where you get to share the misery with some other people on the boat," he said, laughing. "I love the boat, it's just a great boat to sail, you still have the physical, dinghy aspect of it; I like the fact that it goes downwind like a dinghy but upwind like a big boat."

The dual nature of the boat also extends to the events it gets invited to.

"What else can you sail, where you get invited to all the keelboat regattas and get to do all the dinghy races at Richmond YC too?" Russell said.

Russell, a Novato-based wealth manager, was joined this year by his trapeze artist John Claude — who only missed one regatta — and a rotating group that included Scott Parker, Raand Phibbs and Wayne Sharp.

2) **Mr. McGregor**, Kim Desenberg/John Groen;  
3) **Kwazy**, Colin Moore. (16 boats)

## El Toro Sr.



**John Pacholski**  
Santa Cruz YC

The winners in some classes are decided by the time the season is half-finished, but not the El Toros. When asked when he felt he'd had the season pretty well wrapped-up, John Pacholski's answer came as a surprise.

"When the final results were posted to the website," he said.

Pacholski finished the Toros' lengthy season a single point ahead of runner-up and "arch-rival" Art Lange, and two points ahead of third-placed Fred Paxton. Meanwhile, son Mike, winner of the season championship for the juniors, narrowly beat out friend and fellow-Santa Cruz YC member Mackenzie Cook by only one point as well.

While their respective divisions were certainly close enough, the elder Pacholski says the gap between the two of them is quickly eroding.

"Mike beat me for the first time, fair and square, at Lake Merritt last year," John said. "He sailed a great race and his boathandling skills were better than mine. I was very proud of him. Now I have my hands full just trying to stay ahead of him."

The pair are avid campaigners in the class and sailed 30 regattas this year.

"Mike and I spend a lot of time in our boats," John said. "We also spend a lot of time talking through local conditions and racing strategies, learning from each other. It's really 'team' Pacholski that wins."

John, a "finance guy" for early stage internet and software startup companies, started in the class in '98 after crewing

## El Toro Jr.

**Mike Pacholski**  
Santa Cruz YC

on an Express 37 and a Cal 3-30.

Mike, a seventh-grader, started sailing only four years ago with Paul Tara's Santa Cruz YC junior program, with John on a Wyliecat 30 they shared.

For the younger Pacholski, he's looking forward to stepping up to larger dinghies in the not-too-distant future, but for now, he'll be riding his bull.

"Toros are great boats for learning," Mike said. "I'll be doing Stockton Sailing camp and the Jr. Nationals there definitely."

Looking forward a year, he said he's begun exploring the world of FJ's and 29er's. But for now it'll be all Toros all the time, and a lot of time together as a result.

"Our affection for these boats is in part because we get to work on our boats side-by-side on the front lawn and then race side-by-side in many regattas," John said. "The boat is ideal for father-son or mother-daughter enjoyment of sailing."

Although the season championship is a relatively new development for the El Toros — it's only been around for a few years in fact — this year marked the first time that a parent-child combo has taken both the senior and junior season titles. Tara and son Patrick won their respective divisions at the class' nationals in 2005; in 1975-76 Aad Rommelse and daughter Loretta did the same.

EL TORO JR. — 2) Mackenzie Cook; 3) Haydon Stapleton. (11 boats)

EL TORO SR. — 2) Art Lange; 3) Fred Paxton. (28 boats)



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There is a certain unique quality to California sunlight, even in January. It hit me the second I stepped through the doors from what had once been the baggage claim area onto the sidewalk at SFO. Well, actually the strong smell of bio-jet-fuel that characterizes all airports these days hit me first, but the quality of the light and the subtle smell of the Pacific marine layer brought back deeply ingrained memories. I had been away from the Bay Area for too many years.

It's a long story. First there was my promotion, then a transfer to the eastern division. Twenty years and three oil price spikes later, and air travel had become so expensive that it was hard to justify a trip back to San Francisco. And the planes had become larger and slower and ever more crowded to save fuel, and a lot less comfortable than they had been back at the turn of the century.

But I had finally made it back. I'd survived the ordeal of trans-continental travel, and took in the air and sunshine for a few more minutes before starting to wonder what had happened to Lee Helm, who was supposed to pick me up at the airport. I was about to check my phone for her range and bearing when her car, a small thing with a surprisingly blunt nose and tail, pulled up to the curb.

"Max!" she hailed. "Hop in!"

My carry-on bag just fit on one side of the car's tiny luggage compartment, and Lee's wetsuit, which had been on the passenger seat, filled up the other half when she cleared the seat for me.

She pushed the speed control forward and the car silently sped toward the freeway.

"Snappy acceleration for one of these little electric go-carts," I noted.

"It's my new flywheel hybrid," she boasted. "I get, like, almost total regenerative efficiency."

"What was wrong with electric regenerative braking?" I asked. "Or was that last year's thing?"

"That was trailing edge tech for sure. Cars have to be able to stop much faster than they accelerate," Lee explained, "so for full regeneration, the motor/generator has to be sized for braking power, which makes it big and heavy and expensive. But, like, with the flywheel, even hard braking puts all the power back into flywheel storage, and the mechanical efficiency is much better than turning the power into elec-

tricity, storing it in a battery or capacitor and then taking it out of the battery and turning it back into mechanical power. The flywheel works great in stop-and-go traffic, and going up and down short hills. And there's a small electric motor to, like, keep the flywheel spooled up."

I noticed another interesting feature in the car as Lee navigated the access ramps to the freeway: something that looked like a centerboard trunk right down the middle, separating the seats.

"Is there also a gas motor for the long trips at freeway speeds?" I asked. "This car doesn't look very aerodynamic, so I imagine it takes some fossil power just to keep up with traffic."

"I can rent the module if needed," she answered, "but only for going off the guideway."

"Guideway?"

"You don't have them back east?" she asked as she stopped the car in the entrance queue for the on-ramp. "I key in the exit code for the marina, and the guideway does the rest."

After a short wait, the car drove itself onto a kind of monorail track. Lee took her hands off the controls as the car accelerated into traffic.

"Ah, so that's what the centerboard trunk is for," I observed. "The car turns into an automated monorail."

"And gets all its power from the grid," she added. "The monorail design allows for very low-friction wheels, and because the braking surface is vertical on the sides of the rail, it's protected from rain. Reliable braking is kind of important for computer-controlled vehicles."

"I should think so," I said, trying not to flinch at the high speed switching and narrow misses with other cars while no one was driving. "Still, I would think that the aerodynamics would be better. That flat front can't be very happy moving through the air at this speed."

"We're not done," she said as the guideway computer accelerated

us to the speed of traffic and then some. For a moment it looked like we were going to rear-end the cars in front, but we slowed a bit and gently bumped into the flat transom of what turned out to be a train of about 30 vehicles — all with flat fronts and backs just like Lee's — that almost meshed together.

"Nothing to do now but watch the scenery and check email," said Lee as she



**Cutting edge to cutting room floor** — Innovative designs today, such as 'BMW Oracle 90', seem positively 'old skool' compared to the futuristic designs like Ankida, drawn by Lila-Lou.



put on a pair of glasses that I recognized as the latest model iEye. "Checking the arrangements for today's midwinter race . . . Cool, they have crew spots for both of us. Wait till you see the boat we're on."

"What are they doing for marks these days?" I asked. "Last I heard, the Coast Guard had discontinued all the floating nav aids, and even daymarks are being removed to save maintenance costs."

"Nav aids are so last millennium," Lee confirmed. "And no one was using any of the buoys anyway, now that everyone has a heads-up display in their eyepiece that can project a view of a virtual nav aid right where you need it."

"Do you race around those virtual marks?" I asked.

"They never really worked well for rounding marks," she conceded. "You can't tell when you hit one, and arguments about mark room are hard to resolve. Some clubs still try to set courses 'in silico' using only virtual marks. But, like, we don't really miss the buoys. We just use windmill towers instead. They're all over the Bay now, so we have lots of good courses to choose from."

I could see the wind towers lining the ridge tops as we flew around the steeply banked turns of the old Hwy 101 right-of-way at over 100 mph. Lee claimed that the Caltrans wind farms were more than enough to power the entire guideway

*"Nav aids are so last millennium"*





SPREAD: GILLES MARTIN-RAGET / BMW ORACLE RACING; INSET: LILA-LOU

system.

"Fortunately, they cancelled that high-speed rail boondoggle in 2016 and funded the California Dual Mode Guideway System instead. I mean, trains and buses waste most of their energy moving empty space because they have to, like, have standing headroom and aisles. Not to mention going empty during off-peak or reverse runs. A string of cars like this has a much smaller cross-section and uses only a fraction of the power a conventional train would need for the same number of passengers."

"As if anyone could pry Californians out of their cars," I added.

Lee had barely finished confirming our crew spots when our string of cars split into several sections, then sorted and reconnected according to which cars were going over the Bridge.

As the car drove onto the Bridge, our line of cars had joined up with another line of cars that had approached from behind, and our speed increased again, reflecting, I surmised, the ever-increasing efficiency of a longer string of cars.

After what was surely my fastest trip ever from SFO to the marina, the guideway computer broke up our gaggle of cars just long enough to switch us off to an exit ramp. We rolled to a stop and

Lee took the controls to drive the last half-mile to the yacht club.

But other things had changed: The dry storage area and the small boat hoists and docks were gone, replaced by a large modern building and a landscaped parking lot.

"Lee, isn't that where your college sailing club used to be? Don't tell me they finally sold out and let a restaurant take over the site."

"The sailing area was silting up anyway," she shrugged. "And the marina needed the cash flow

from a market-rate lease."

"That's terrible, losing an institution like the college sailing club. I know it meant a lot to you and your friends."

"Not to worry, Max. The club totally has much better digs now. The ferry terminal was abandoned just a year after it was finished in 2014. They gave us a new breakwater, deep water, good wind, a big parking lot, and a large enough enclosed space for a great clubhouse and an indoor boat repair shop."

I had only a glimpse of the ferry-terminal-turned-community-sailing-center before we rounded the last corner into the yacht club parking lot. Lee parked her short hybrid in a space striped for a full-length car, blocking in another little vehicle like her own.

"Uh, what if they want to get out?"

"No prob. These cars can be robotically controlled. I'll leave it in auto-valet mode, so the parking lot computer can move it out of the way and re-park, if necessary. We can fit a lot more cars in the lot this way."

I could see why they needed more parking. The yacht club had been expanded by the addition of a new and larger dining room, but otherwise it was just the way I remembered it. Same furniture, same trophies and models in the display cases, same pictures of past commodores and their boats on the walls.

And a stack of the latest issue of *Latitude 38* on the table in front of the office. I grabbed one as we walked by and slid it through the handle of my carry-on bag.

We walked over to the windows facing out over the Bay.

"Perfect weather for a race," I observed.

"RC boat is on station," noted Lee. "No spare cycles, we should get going."

"I don't see anything," I said. "Where is the starting line?"

"You'll, like, need the binos to see it," she informed me as we walked toward the door that led to the guest dock. "When I had my cataract surgery I went for the new multi-element zoom lens. I blink three times to zoom in, twice to zoom out, a slow blink resets to wide angle. Works great — I should've done it, like, years ago."

"And I thought I was ahead of the curve with my autofocus reading glasses," I confessed.

I followed Lee down to the guest dock where several boats were almost ready to cast off for the afternoon race.

"Here's our ride," she announced.

The boat was a very fast-looking catamaran. It was hard to judge the length of the long slender hulls — probably 45 or 50 feet stem to stern, and at least 30 feet wide. There were two wing sails, one on each hull, canted in slightly toward each other as on the old Trifoiler. There was no visible standing rigging except a single strut connecting the two mastheads.

"I'll get the spoilers off the wings, Max. You'll be trimmer, so take the covers off the trim console and start the trim engine."

There were two other crew: the owner, who would manage the ballast pumps and steer when necessary, and the weather strategist, who came with his own box of specialized sensing equipment.

"Ballast check?" called Lee.

"Full tanks, both hulls" confirmed the owner.

Hearing that, Lee released the spoiler halyards and pulled them down from the wing sails, then stripped the spoiler halyards off the wings, and stowed spoilers and halyards in compartments in the hulls. Only the tips of the wind sails projected above the wind shadow behind the yacht club, but it was enough to cause the boat to shudder and strain at its mooring lines.

"Anyone have a set of loaner foulies?" I asked hopefully. "This looks as if it's going to be a fast and wet ride."



# MAX EBB

"Just stay inside your canopy, Max, and you'll be fine," Lee assured me. "But you do need to sign the waiver first."

The owner of the boat handed me a small tablet with a stylus attached. There were several pages of text to scroll through.

"Just the usual boilerplate," he said. "Now, let's go sailing."

I signed without any further study and handed the tablet back, then climbed inside my trimming station as directed by Lee.

She reached over to the panel to switch on the power and start the trim engine, then closed the clear plastic bubble around me. The control panel lit up, self-adjusting to the ambient light level, and then displayed an array of indicators and controls that appeared to combine the worst features of top-end digital cameras and SSB radios.

There were controls for sheeting angle, camber, twist, slats and flaps, port and starboard. There were indicators for lift, drag, torque and angle of attack at five different levels, stall warnings and thrust vectors, even a Reynolds number display and a laminar flow indicator. There were relatively standard engine controls, which I thought I could probably understand, and spectral analyzers, which I was sure I could not understand.

"Lee, what do these 'gain' and 'balance' dials do?" I shouted through the plastic.

"Those are for the sound system," she yelled back. "Don't worry about the other stuff. Just push the button that says 'auto' and everything will work fine. But not until the lines are cast off."

After hunting through several different screens of confusing data, I finally found the 'auto' button. And just in time, too, as Lee and our weather strategist were casting off our dock lines. I pushed the button and the two big wings rotated to the proper angles with a smooth and confidence-inspiring electrical whirring sound. The camber adjusted, the twist dialed itself in, the slat retracted and the flap moved. The boat shot into the channel so fast that I didn't need to be reminded to buckle up my five-point harness.

After a few tacks, we were out in the Bay. The wind was a pleasant 12-15, and our boat speed was in the 20s. We touched 30 on what the skipper said — over the intercom — was a hot reach, although my instruments always seemed to show the wind coming from just a few degrees off the bow.

Lee's voice came over the intercom: "Max, when we approach the starting line you might have to feather or even

a joy to be sailing again!

"Where's the windward mark?" I asked over the intercom.

"It's the Harding Rock Wind Tower," Lee informed me. "One of the largest structures on the Bay."

To me it seemed to be poorly placed. I remembered Harding Rock as being a soft spot in the wind and a hot spot in the current. But Lee assured me that the wind aloft was worth capturing. She also assured me that, as long as we stayed outside the ring of stand-off floats, there was no possible way for the rotor blades to touch our rig. Nice to know.

We rounded the windward mark a close second, and then flew downwind, mostly foil-borne, to the leeward mark down on the Berkeley Circle. Our computer managed the puffs properly, and we pulled into a narrow lead. But we hit a patch of light air, and by the time the next puff arrived the number two boat was coming up fast from astern. As we closed on the leeward wind tower, it was not clear if they would get their inside overlap in time.

"Ten lengths, mark room!" my panel flashed at me. It was a text communication from the other boat, now just overlapped to windward and inside.

"Feather!" shouted Lee over the intercom. "We have to bear off to give room."

"I fumbled to find the right button, pushed it hard with maybe six or seven lengths to the mark. But just then the engine died.

"Damned two-strokes," cursed the skipper.

"Switch to manual!" shouted Lee.

"How?" I screamed back, randomly hitting some buttons that I thought might be the override controls. But the screen went all blue and displayed the words "program not responding."

Meanwhile we had bore off as far as we could without capsizing. The windward hull was already way up in the air and, if the wings didn't feather or stall, we'd be over. We were at the mark, and I saw the leeward wing of the inside boat scrape our elevated windward hull. Looking down under our hull I could see that the inside boat had been forced partly



RUF INTERNATIONAL

**'RUF'ing it — The Rapid Urban Flexible Dual Mode Transport System is nearly a reality.**

backwind a little. Make sure you know where the buttons are. They override the automatic trim mode, but only as long as you keep them pressed."

After a little more coaching I was ready, and practiced feathering and backing as we dodged the boats in the divisions that would start after us. A mixed bag of PHRF racers, plus one-design fleets for Antrim 13-meters, Santana 22s and Bear Boats. Then a countdown window appeared on my display, and the skipper announced that the prep signal had been made.

"Got the course?" asked Lee.

"Course tweet received," he confirmed, and he forwarded it to all onboard displays.

Our start was almost dead even with the other boats in our class, not surprising with computers calling the approach on every boat. But our wind strategist had done his homework well, and he had the wind analyzer programmed to match the conditions of the air mass perfectly. A few tacks on semi-predictable shifts and, thanks to fuzzy logic, we were crossing in front of four of our five competitors. The wind was up to the high teens, the trim was on auto, we were screaming to windward with a hull flying, and I was warm and dry watching the dials. What



inside the small stand-off buoys protecting the turbine blades.

Then came the agonizing crack of splintering carbon fiber composite on splintering carbon fiber composite, as the wind turbine blade and the other boat's windward wing sail collided head on.

"Protest!" said my display, which had only taken a couple of seconds to re-boot itself.

But it was the wrong couple of seconds. We were clearly in the wrong, and we withdrew from the race, sailing back to the club at low speed in case the other boat, with one wing broken, needed assistance.

**T**hey never did fool around when it comes to protest hearings at my yacht club, and the tradition persists. An hour later I was in the hearing room. The protest had been properly filed, the facts were clear, and even though we had withdrawn from the race, the RC still had to hold the required liability hearing.

The surprising part was that the

waiver I had signed appeared to make me liable for damages if I should be found to be at fault. And another surprise: Since these cats are an ISAF class, we were all required to follow Olympic Committee rules. That meant that I was technically required to use performance-enhancing drugs for the competition, as are all competitors in all events under IOC jurisdiction. I could be banned from future competition if a finding of drug evasion were to be reported to ISAF.

"What's your estimate of the damage?" I asked the other skipper.

"The wing is at least \$750K," he informed me. "And I just received a text from the power company — \$2.2 million for the turbine blade.

I promptly passed out.

**"M**ax! Pay attention!" said Lee, prodding me in the side.

"That's a ridiculous amount of money!" I stammered.

"What is?" The committee chair replied.

"I think it's reasonable," said the other skipper.

But something was different. The same people were in the room, the same pictures were on the wall and the same trophies were in the display cases. But Lee looked like a student again. And the Protest Committee seemed to be discussing the addition of a new dining room to the clubhouse rather than the cost of replacing carbon wings and turbine blades. What year was it, anyway?

I reached for the copy of *Latitude*, still wedged in the handle of my bag. "January 2010," I said out loud with profound relief.

"Yes we know," said the Commodore impatiently. "It's the latest issue."

"Max fell asleep again during the financial report," said the yacht club treasurer, who had been playing the role of protesting skipper in my dream.

"I move that we approve the financial report " I said. "And I also move that we never allow power sail trim in any race this club sponsors. Ever."

"Second," said the treasurer.

— max ebb

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# THE RACING

It's a new year, a new decade and a new edition of The Racing Sheet, which kicks off with a look at a brand new event, the **Paradise Cove Match Race**. Next up is a look at the Cal Maritime Keelhaulers' trip to the **Kennedy Cup**, and another offshore event, the **Clipper 'Round the World Race**. We follow that up with a round-up of the Bay's Midwinters, before heading south for a closer look at **BMW Oracle Racing** before finishing off with some **Race Notes**.

## Paradise Cove Match Race

With such a full racing schedule, just finding a slot to schedule a new event on the Bay is a challenge in and of itself. Add the fact that so many types of events are already on that schedule, and it might seem there isn't much chance for a club with a somewhat nascent racing program to add to its offerings. But that wasn't the case December 4-6 at Tiburon YC. Thanks to the efforts of Kristen and Peter Lane, and Cal Maritime Director of Sailing Charlie Arms-Cartee, the Bay's first open match racing event in ages drew eight teams for the Paradise Cove Match Race.

Cal Maritime and Tiburon YC sailors provided J/22s and US Sailing trained the judges. The result was a typical match race regatta. The only difference was that, as an ISAF Grade 5 event, it was open to anyone.

With early-morning start times, the teams sailed 11 flights for a grand total of 42 races, and by the time the dust had settled, Cal Maritime Dinghy Coach Ty Reed and his crew of 'Keelhauler' sailors won on a countback over Paradise Cove local Shawn Bennett and third-placed John Horsch, whose regular ride — with which he won San Francisco YC's Belvedere Cup match race earlier this year — is the J/105 *Rhymenoceros*.

"Match racing takes all the things we

first of many more match racing events here."

## Kennedy Cup

The Cal Maritime Offshore sailing team went to Annapolis, Maryland and the US Naval Academy November 6-8 and came back with the Kennedy Cup — College Sailing's offshore championship. The Keelhauler's squad of driver Cole Davis, tactician John Gray, trimmers Thor Proulx, Matt Van Rensselear and Tom Steele, plus mastman Sebastien Laleau, pitman Evan Wanamaker, and bowman Kyle Vanderspek put on a clinic for the other eight teams in the nine-race series sailed in Navy 44s.

The team posted five bullets in breeze that ranged from zero to 20-plus knots, showing the kind of skill you can develop by sailing on the Bay year-round, which they do.

"The team has been racing the Academy's 1D48 regularly on the Bay," Arms-Cartee said. "These guys are used to racing together and that made the difference this year."

With competition that included the U.S. Naval Academy, U.S. Coast Guard Academy, Cornell, St. Mary's, the University of Rhode Island, Maine Maritime, U.S. Merchant Marine Academy and Massachusetts Maritime Academy, the field was anything but soft. The fact that our Bay Area team won the Cup is big — by winning the Kennedy Cup, the Cal Maritime sailing team became the ICSA big boat national champions, and earned the right to represent the U.S. at the 2010 Student Yachting World Cup in France next fall!

## Clipper 'Round the World

In the Clipper 'Round the World Race, sole American entry *California* finished 8th in Race Four from Cape Town to Geraldton, Western Australia — a mere seven hours behind

the first-place, now-three-leg winner *Team Finland*. *California* played its "stealth mode" card near the end of the leg, at one point closing to within about 20 miles of the pack.



DANIEL FORESTER/ROLEX

"It was quite an experience," said *California* crewmember Max Spring of San Jose. "We didn't see the big swells we were anticipating but it was challenging, with a confused sea state a lot of the time. Overall I think we were pretty lucky with the weather. I've really enjoyed my Clipper Race experience, from the training, which was really well organized, to representing my home state on *California* on this leg."

While undoubtedly not the result the team was looking for, finishing so close to the rest of the pack after a frustrating first leg and breakdown-ridden leg to Cape Town had to be gratifying. The Bay Area's Charles Willson will be joining the boat and 'round the worlder Quannon Au for Race 5 to Singapore which should be well underway by the time you read this. Meanwhile the organizers have announced that San Francisco will be the stopover in California this year.

## Midwinters Notebook

After a break over the Thanksgiving weekend, midwinter racing got back underway December 5-6 with some really good turnouts at the Golden Gate YC's



**Kennedy Cup winners:** back row from left — John Gray, Cole Davis, Thor Proulx, Thomas Steele, Evan Wanamaker, Sebastien Laleau, Matt Van Rensselear; front row — Kyle Vanderspek.

love about fleet racing and cranks up the volume!" said Kristen Lane. "What's even better is you don't have to own a J/22 to participate. Paradise Cove is a perfect venue for this format. We hope this is the





**Alan Brierty's 'Limit' bashes upwind in the Rolex Trophy Rating Series off Sydney, a prelude to the Sydney Hobart Race which will be in the books by the time you read this. Look for 'Limit' in this year's Pac Cup. Inset — 'Alfa Romeo'.**

Manuel Fagundes Seaweed Soup Series on Saturday, and both the Sausalito YC Mids and the Richmond YC Small Boat Mids.

The Seaweed Soup Series got a bright, sunny . . . and fluky day that saw shortened courses and zero-to-hero moves — and vice-versa — on what, for the larger boats, ended up being a Blackaller-Harding-Ft. Mason and back to Harding for a surprise finish.

The "little guys" at Richmond got a nice and sunny start to their Sunday program, but as the day wore on, it got colder and darker. What it lacked in temperature, it more than made up for in breeze, to the mid-teens depending on where you were on the Bay.

The following weekend, December 12-13, was slated to include the second installment of the RegattaPRO Winter One Design series, Island YC Mids and the Berkeley YC Mids. The weather outside was frightful — cold, breeze-on and ex-

tremely wet — but it didn't stop a few dozen boats from showing up for Berkeley YC's mids over the weekend. Nearly 40 boats — including 10 Express 27s — showed up on Saturday to race in breeze that scratched the mid-20s at times and was accompanied by torrential downpours. Another 20 boats showed up on Sunday — the two days are scored as separate series — and got more of the same with less precipitation.

"The weekend was wild and very wet!" said Berkeley YC's Bobbi Tosse. "There was rain, there was hail, and there was plenty of wind. But it wasn't all cold and miserable; we were also treated to some sunshine and rainbows. Add in spectacular views of all three bridges to the mix and you have a fantastic weekend!"

**'California' bashes upwind in the Clipper 'Round the World Race; San Francisco has been confirmed as the race's West Coast stopover later this year.**



CLIPPER VENTURES

"Not everyone thought going out in this stuff was a very swift idea. On Saturday, only half the fleet showed. The 8-mile course was completed with dispatch, even though there were times that no one could see the marks due to the heavy rain. "D" was the first weather mark and the day was marred with a dismasting. Nathalie Criou's Express 27 *Elise* reportedly tangled with the first buoy, and the only part of the mast left was from the spreaders down. The buoy is a government mark and is frequently referred to as the 'spinnaker eater.' Happily, no one was hurt.

"On Sunday, a little less than half of the 46 entrants made an appearance, and the rest missed out on a fine day. The rain stopped before the start and the wind didn't die completely until almost all the boats had finished. The sun even made an appearance."

Down on the Estuary, the hearty crowd at the Island YC's Island Days series showed en masse, with 17 of the 22 entries showing up on Sunday. Meanwhile, the sailors entered in RegattaPRO's Winter One Design Series chose to dream away a rainy day. PRO Jeff Zarwell said he started getting queries in the middle of the week from entrants wanting to know if the day was still on, so he sent an email to the fleet asking what people's plans were. Over 85% of the fleet responded and the answer was an overwhelming "no," or "I'll go if everyone else does." Faced with the prospect of not having enough boats to constitute divisions, Zarwell pulled the plug.

December 20 was the second installment of the South Beach YC's Island Fever series, and 16 of the 30 entries must have already have done their Christmas shopping in order to make it out on the water for yet another rainy day. You'll find the results for all these on page 126.



# THE RACING



ALL PHOTOS LATITUDE/ROB

December on the Bay, clockwise from top-left — this month's mystery photo is of a new boat, under build in the Bay (we'll have more next month); the Golden Gate YC's Manny Fagundes Seaweed Soup Series turned into a drifter; Angie Rowland trims while Steve Stroub drives his SC 37 'Tiburon' at the Seaweed Soup Series; the Paradise Cove Match Race featured some close action; it also on-the-water judging too; the Bay's Snipe sailors got in gear for the first installment of the Richmond YC Small Boat Midwinters; this 29er is hatin' life behind a pair of Wylie Wabbits; the Byte fleet in a downwind procession.

## America's Cupdate

The entire BMW Oracle Racing Campaign was loaded on a freighter December 15, and is headed for Valencia, as Alinghi's appeal to reinstate Ras Al Khaimah as the venue was denied the same day BMW Oracle Racing shipped out from San Diego. Bay Area IOD sailor Ron Young, who was a prin-

cipal on Tom Blackaller's Golden Gate Challenge in the challenger series for the 1987 America's Cup in Freemantle, Australia, got an up-close look at the BMW Oracle Racing before they packed up for Valencia. Here's his report:

"In late November, I received an invitation no one could turn down to fly to San Diego and check out the new BMW

Oracle Racing trimaran on its last day of testing in San Diego.

"Like all the best Cup efforts there was a noticeable sense of purpose within the 50,000-square-foot, one-story BMW Oracle Racing compound in San Diego. All 90 members in the San Diego portion of the 150-member team seemed to be in a controlled hurry. Berthed in the





just 100 yards from the compound, the trimaran is a stunning vision from a futuristic movie!

"It took 10 minutes to hoist the soft sail predecessor to the wing. By contrast, the wing of is left up overnight and just allowed to rotate on its vertical axis to minimize loading as the wind buffets it. Once off the mooring and wing trimmed, the boat is strikingly fast, usually sailing at two or three times the true wind speed. It flies a hull at around 8 knots of breeze. Since defender *Alinghi*

is believed to fly a hull in as little as 6 knots of true wind speed, crew weight is a strategic consideration. There is discussion of racing with as few as 7 or 8 sailors, including team owner Larry Ellison. If Alinghi succeeds in limiting racing conditions to 15 knots of wind speed or less, skipper Russell Coutts may even skip the ride sometimes, depending on wind strength. Helmsman James Spithill and tactician John Kostecki and trimmers will have multiple responsibilities and require expertise in the care

and operation of reciprocating engines, hydraulic systems, and winches driven by a BMW engine, not grinders and instruments. Since Dennis Conner's 1988 catamaran was sailed by a crew of 9, the trimaran is likely to be sailed by the smallest crew in Cup history.

"With every design change in the Cup, there is a heightened emphasis on engineering. the trimaran's performance metrics and structural loads are collected by 560 input sensor channels from over 100 sensors on the boat and moni-



# THE RACING

tor over 4,000 variables. A Sail Vision system takes over 1,800 photos of the 6,800 square foot wing, the 6,700-sq-ft genoa and the 8,400-sq-ft gennaker daily, for shape analysis. The structural loads throughout the boat are monitored by 125 alarms. The wing rotates and the eight flaps articulate to form the most efficient airfoil; it also cants side to side to improve efficiency and decrease downward loading on the leeward ama. An important element of the hurried sail testing program has been gently working up the loads as the crew learns about the wing and boat in different wind and wave conditions. While methodical sail testing was unbelievably boring in the 12 meter and IACC days, going 2 or 3 times the speed of the wind makes testing aboard *BMW Oracle Racing 90* the best 'sail jail' yet.

"The sound of the engine is decidedly unpleasant; human power is a natural and productive design constraint to Cup performance. Crew members, with all of their personalities and complexities, add to the America's Cup more than the efficiency and drone of even a fine BMW engine.

"The team will have only a month to test, practice and prepare for the show-



RON YOUNG

**One thing you won't see in the team-supplied photos that's evident here, is how much control *BMW Oracle Racing* have over rake. When they unroll the massive gennaker, the center of effort moves so far forward, they have to compensate by raking the wing aft.**

down with Alinghi starting February 8.

"After years of sailing and watching AC boats sail at 8 to 18 knots, it was an exhilarating experience to spend a day

chasing the trimaran off San Diego at 20-30 knots. The boat has already sailed over 40 knots. While I wouldn't have guessed this years ago, I think these two giant, all-out multi-hulls will be good for the Cup this time around. The scale, speed and danger will make this the most telegenic America's Cup ever."

## Race Notes

*Playin' the Piana* — Peninsula-based St. Francis YC member Peter Vessella and his crew of Tracy Usher and John Callahan beat a "who's-who" field at the Piana Cup on Biscayne Bay December 12-13. The first of four events that constitute the Jaguar Cup midwinter series for Etchells, the regatta brought out 45 boats for what had been scheduled to be a two-day regatta. Going into the second day, Vessella's team led by three points after scoring a consistent 3-2-3 on Saturday; when the breeze never filled and racing was abandoned after a 2.5-hour postponement, the title was theirs.

*Sign Up Time* — It's the heart of the midwinter sailing season, but it's not too early to sign up for YRA racing for this year. We've included the **YRA sign-up**

Big midwinter race turnouts around the Bay so far have been rewarded with awesome conditions, but we don't have the time or manpower to chase down all the results. Please post them on your club's website or send them directly to the Racing Editor at [rob@latitude38.com](mailto:rob@latitude38.com). Our format, to 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). Please do your best to get us that info, and we'll do our best to get that info into *Latitude 38* and *Lectronic Latitude*.

### GOLDEN GATE YC MANNY FAGUNDES SEA-WEED SOUP SERIES #2(12/5, 1r)

PHRF 1 (PHRF ≤ 50) — 1) **Javelin**, SC 37, Pat Nolan; 2) **Sapphire**, Synergy 1000, Dave Rasmussen; 3) **Racer X**, Farr 36, Gary Redelberger. (14 boats)

PHRF 2 (PHRF 51-99) — 1) **Q**, Schumacher 40, Glenn Isaacson; 2) **Outsider**, Azzura 310, Greg Nelsen; 3) **Encore**, Sydney 36, Dan Woolery. (16 boats)

PHRF 3 (PHRF 100-129) — 1) **El Raton**, Express 27, Ray Lotto; 2) **Uno-129**, Wyliecat 30, Steve Wonner; 3) **Shaman**, Cal 40, Steve Waterloo. (14 boats)

PHRF 4 (PHRF 130+) — 1) **La Paloma**, IOD, James Hennefer; 2) **Arcadia**, Modernized Santana 27, Gordie Nash; 3) **Torrid**, Aphrodite 101, Larry Westland. (9 boats)

## THE BOX SCORES

CATALINA 34 — 1) **Casino**, Bill Eddy; 2) **Queimada**, David Sanner; 3) **Sea Spirit**, Laurence Baskin & Herbert Bros. (9 boats)

KNARR — 1) **Flyer**, Chris Kelly; 2) **Pegasus**, Peter Noonan; 3) **Knarr 134**, J. Eric Gray. (5 boats)

FOLKBOAT — 1) **Polperro**, Peter Jeal; 2) **Freja**, Tom Reed; 3) **Frihed**, William Madison. (7 boats)  
Complete results at: [www.ggyc.com](http://www.ggyc.com)

### SAUSALITO YC MIDWINTER #2(12/11, 1r)

DIVISION A (SPINNAKER) — 2) **Razzberries**, Olson 34, Bruce Nesbitt; 1) **Gammon**, Tartan 10, Jeff Hutter; 3) **Breeze**, J/105, Franci Fridell. (13 boats)

DIVISION C — 1) **Q**, Schumacher 40, Glenn Isaacson; 2) **Grey Ghost**, Hanse 342, Doug Grant; 3) **Min Flicka**, Hanse 37, Magnus Le Vicki. (7 boats)

DIVISION D — 1) **French Kiss**, Beneteau 350, Dave Borton; 2) **Mimicat**, Hinckley 38, Robert Long; 3) **La Mer**, Newport 30, Randy Grenier. (5 boats)

DIVISION E — 1) **Tackful**, Santana 22, Frank Lawler/Cathy Sterhoff; 2) **Kelly Shawn**, Santana 22, Leah Pepe; 3) **Aquila**, Santana 22, Derek Meyer. (3 boats)  
Complete results at: [www.syconline.org](http://www.syconline.org)

### ISLAND YC ISLAND DAYS MIDWINTERS #2 (12/13, 1r)

DIVISION A (PHRF ≤ 138) — 1) **Rascal**, Wilderness 30, Rui Luis; 2) **Crinan II**, Wyliecat 30, Bill

West; 3) **Audacious**, J/29, Scott Christensen. (3 boats)

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

DIVISION C (PHRF 139-180) — 1) **Crazy Eights**, Moore 24, Aaron Lee; 2) **Lelo Too**, Tartan 30, Emile Carles; 3) **Galatea**, Aphrodite 101, Ken Viaggi. (4 boats)

DIVISION D (PHRF 181+) — 1) **Wings**, Columbia 5.5 Meter, Mike Jackson; 2) **Spitfire**, Santana 22, Tom McIntyre; 3) **Tinker**, Wilderness 21, Matthew Beal. (6 boats)

DIVISION E (NON-SPINNAKER) — 1) **Scrimshaw**, Alerion Express 28, Michael Maurier; 2) **Freudian Sloop**, Islander 30-II, Steve Taylor; 3) **Take 5**, Wilderness 21, Roger England. (4 boats)  
Complete results at: [www.iyc.org](http://www.iyc.org)

### RICHMOND YC SMALL BOAT MIDWINTERS #1 (12/8, 3r/0t)

EL TORO SR. — 1) Will Paxton; 2) Michael Quinn; 3) Gordie Nash. (13 boats)

EL TORO JR. — 1) Michael Pacholski; 2) Wilton Fletcher; 3) Haydon Stapleton. (12 boats)

OPTI — 1) Jack Barton; 2) Will Cefali; 3) Kyle Larsen. (29 boats)

SNIPE — 1) Tom O'Neill; 2) Vince Casalaina; 3) Dick Loomis. (6 boats)

SOUTHAMPTON OPEN — 1) Pieter Versavel; 2) Del Olsen; 3) Gill Woolley. (7 boats)

BYTE — 1) Trish Sudell; 2) Laurie Davis; 3) Mi-



form in this month's issue; you'll find it on pages 128-129. Also make sure not to miss the **2010 Northern California Racing Calendar and YRA Master Schedule**, which should be available from most places you pick your copy of *Latitude 38*, or at our World Headquarters in Mill Valley after January 1. It's also available as a PDF at [www.latitude38.com](http://www.latitude38.com).

**Coach of the Year** — Tiburon's Mark Ivey was recognized as **US Sailing's 2009 National Coach of the Year**. At the '09 Star Worlds in Varberg, Sweden, Ivey coached Californians George Szabo and Rick Peters to their first gold star.

Szabo and Peters were also named **US Sailing Team AlphaGraphics Olympic Team of the Year**.

**The Short List** — US Sailing announced the short list for the 2009 Rolex **U.S. Sailing Yachtsman and Woman of the Year** last month. On the Women's side, Redwood City's Molly O'Bryan Vandemoer and Tiburon's Genny Tulloch have both made the list. Szabo is on it and so is Southern Californian Mike Martin — winner of the '09 505 Worlds on the Bay.

*Don't put it off . . . any longer* — You

may remember that in last month's issue, we reported that the **'10 Pacific Cup** was already up to about 60 entries. We know of at least five more boats that haven't yet signed up that should be on the starting line this summer.

The Pacific Cup YC has instituted a new trophy for the highest placing boat — on corrected time — that sails in "cruising configuration." The idea is to lower the bar a little for cruising boats that want to be in the hunt for a trophy without adding a racing inventory and without having to replace their roller furling and dodger.

"Cruising configuration" is defined as: no more than two headsails other than required heavy air or storm jibs that



RON YOUNG

*Another thing you'll see here is the amount of they can cant their wingmast.*

must be on roller furling, and no more than two spinnakers which are required to be tacked on centerline or to a fixed bowsprit. Boats must also have a dodger or pilothouse. The new requirement is aimed at owners of boats like Beneteaus and Catalinas in the 38- to 50-ft size range that aren't geared up for serious ocean racing.

chele Logan. (5 boats)

WYLIE WABBIT — 1) **Weckless**, Tim Russell; 2) **Mr. McGregor**, Kim Desenberg/John Groen/Terry White; 3) **Keala**, Ron Tostenson. (6 boats)

29ER — 1) Finn Nilsen; 2) Annie Schmidt; 3) Chris Ford. (11 boats)

LASER — 1) Drake Jensen; 2) Mike Bishop; 3) Nick Burke. (17 boats)

BREAKWATER OPEN — 1) John Barrere; 2) Steve Lowry; 3) Steve Cameron. (8 boats)

THISTLE — 1) Kristofer Vogelsong; 2) Michael Gillum; 3) David Rumbaugh. (4 boats)

LIGHTNING — 1) Wayne Clough; 2) Mike Molina; 3) Lindsey Watters. (3 boats)

FD — 1) Buzz Ballenger; 2) Zhenya Kiruëshkin-Stepanoff; 3) Jason Lawrence. (3 boats)

WETA — 1) Dave Berntsen; 2) Tim Tsao. (2 boats)

MULTIHULL — 1) George Pedrick; 2) Jason Moore; 3) Nico Columb. (3 boats)

#### BERKELEY YC MIDWINTERS SATURDAY SERIES (12/12, 1r)

DIVISION A (PHRF < 78) — 1) **Stewball**, Express 37, Bob Harford; 2) **Jeannette**, Frers 40, Henry King; 3) **Advantage 3**, J/105, Pat Benedict. (8 boats)

OLSON 30 — 1) **Hoot**, Andrew Macfie; 2) **Voodoo Child**, Charles Barry; 3) **Wraith**, Ray Wilson. (3 boats)

DIVISION B (PHRF 81-105) — 1) **Mintaka 4**, Farr 38m, Gerry Brown; 2) **Sheeba**, C&C 99, Michael Quinn; 3) **Flexi Flyer**, Soverel 33, Mitchell Wells. (5 boats)

EXPRESS 27 — 1) **Moxie**, Jason Crowson;

2) **El Raton**, Ray Lotto; 3) **Motorcycle Irene**, Will Paxton/Mark Jones. (10 boats)

ULTIMATE 20 — 1) **Breakaway**, John Wolfe. (1 boat)

DIVISION C (PHRF 108-168) — 1) **Maguro**, S 35, Jack Feller; 2) **Phantom**, J/24, John Guilford; 3) **Frogflips**, J/24, Richard Stockdale. (3 boats)

DIVISION D (PHRF 171-198) — 1) **Achates**, Newport 30, Robert Shock; 2) **Lelo Too**, Tartan 30, Emile Carles; 3) **Starkite**, Catalina 30, Laurie Miller. (3 boats)

DIVISION E (PHRF 201+) — 1) **Can O' Whoopass**, Cal 20, Robert Shock; 2) **Fjording**, Cal 20, Tina Lundh. (3 boats, 1 DSQ boat)

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

#### BERKELEY YC MIDWINTERS SUNDAY SERIES (12/13, 1r)

DIVISION 1 (PHRF < 99) — 1) **Sweet Okole**, Farr 36, Dean Treadway; 2) **Warp Speed**, C&C 115, Jeff Smith; 3) **Flexi Flyer**, Soverel 33, Mitchell Wells. (6 boats)

OLSON 30 — 1) **Hoot**, Andrew Macfie; 2) **Voodoo Child**, Charles Barry; 3) **Corsair**, Don Newman. (3 boats)

EXPRESS 27 — 1) **Tule Fog**, Steve Carroll; 2) **Great White**, J.P. Sirey duBuc de Ferret; 3) **Dianne**, Steve Katzman. (5 boats)

ULTIMATE 20 — 1) **Breakaway**, John Wolfe. (1 boat)

DIVISION 2 (PHRF 102-177) — 1) **Gruntled**, Moore 24, Simon Winer; 2) **Iwishwasawabbit**, Moore 24, Pete Rowland; 3) **Frogflips**, J/24 Richard Stockdale. (3 boats)

DIVISION 3 (PHRF 180+) — 1) **Antares**, Is-

lander 30-2, Larry Telford; 2) **Kodiak**, Bear, Peter Miller. (2 boats)

CATALINA 22 — (0 boats)

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

#### SOUTH BEACH YC ISLAND FEVER SERIES #2 (12/20)

PHRF ≤ 146 — 1) **Centomiglia**, Flying Tiger, 10M, Fabio Maino; 2) **Sierra II**, Sabre 362, Paul Eisenhardt; 3) **Breakout**, Santana 35, Ritchey/Powell. (5 boats)

PHRF 147+ EXCEPT 180 — 1) **Eyrie**, Hawkfarm, Synthia Petroika/Sylvia Earle; 2) **Double Play**, Yankee 30, RDK Partners. (3 boats, 2 finishers)

PHRF 180 — 1) **Huge**, Catalina 30, Bill Woodruff; 2) **Missy B**, Catalina 30, Russell Calvery; 3) **Goose**, Catalina 30, M&L Kastrop. (4 boats)

NON-SPINNAKER — 1) **Seaview**, C&C 115, Pete Hamm; 2) **Fancy**, Ericson 33, Chips Conlon. (3 boats, 2 finishers)

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

#### SEQUOIA YC WINTER SERIES #2 (12/5)

SPINNAKER — 1) **Head Rush**, Antrim 27, Charlie Watt; 2) **Sail La Vie**, Ericson 35-2, Phil MacFarlane; 3) **Lucky Duck**, Wylie 34, Paul McCarthy. (13 boats)

NON-SPINNAKER — 1) **Linda Carol**, Catalina 320, Ray Collier; 2) **Iowa**, Hunter 380, Rick Dalton. (3 boats, 2 finishers)

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



# SIGN UP FOR THE 2010 RACING SEASON

Entry Form  
next page!



## Welcome to YRA Racing, the best racing value on the bay!

Thank you for participating in the YRA! We offer a choice for racing both on the Bay and on the local ocean!

### RACING INFORMATION

#### **HDA (Handicapped Divisions Association) & ODCA (One Design Class Association)**

- Round the Buoy racing for boats with a current NCPHRF rating certificate (HDA) or for One-Design classes belonging to ODCA. The Vallejo, 2<sup>nd</sup> Half Opener, and Season Closer Regatta's (The Party Circuit Series) are included in the HDA & ODCA Season Racing fees.
- The complete season consists of 6 Round the Buoy races- the Spring 1,2, & 3 and the Fall 1, 2, & 3, as well as the Party Circuit Weekends- Vallejo, the 2<sup>nd</sup> Half Opener, and Season Closer Regatta's. Boats may not be in the same division for the Party Circuit & HDA/ODCA Series.
- HDA Divisions are determined by grouping similarly rated boats.
- HDA divisions are invited to race in the Crewed Lightship 1 race for an additional \$5.00 per racer. A signed Minimum Equipment List must be included with entry. Entry into the Crewed Lightship 1 race must be made at the time of season entry or individual race fees will apply.
- If you are not sure if your One-Design fleet is a current ODCA fleet, or would like to sign your fleet up for ODCA, please contact the YRA office at (415) 771-9500 or [info@yra.org](mailto:info@yra.org).

#### **OYRA (Offshore Yacht Racing Association)**

- Approximately 12 ocean races ranging from 15 to 51 nautical miles in length
- OYRA racers are invited to race in the Vallejo race for an additional \$5.00 per racer or in the entire Party Circuit series for \$25. Entry into the Vallejo race or Party Circuit must be made at the time of season entry or individual race fees will apply.
- Racers will race in one of the following 5 divisions, determined by their boats D/L ratio (unless choosing to race in the SHS division):
  - PHRO 1a – NCPHRF of 0 or less
  - PHRO 1 - D/W ratio Less than 100
  - PHRO 2 - D/W ratio 100 to 199
  - PHRO 3 – D/W ratio 200 & Over
  - SHS – Shorthanded division, Specifically Requested

#### **WBRA (Wooden Boat Racing Association)**

- The WBRA is a Golden Anchor member in US Sailing and includes US Sailing membership dues in its entry fee
- Bay racing for one of the following 4 fleets:
  - Bird Boats
  - Folkboats
  - IODs
  - Knarrs

#### **The YRA Party Circuit Series**

- This series highlights the marquee YRA events: The YRA Season Opener (The Great Vallejo Race) in May, the YRA 2<sup>nd</sup> Half Opener in July, and the YRA Season Closer in September. Three fun-filled weekend events with great parties on each Saturday night!
- There is one throw out race for the series. In addition, 50% of the fleet or class must qualify for awards to be given.
- Divisions available for PHRF racers, One-Design Classes, Double/Singlehanded racers and Non-Spinnaker boats. If your One-Design Fleet is interested in signing up, please contact the YRA office.

### GENERAL INFORMATION

- **YRA Sailing Instructions are available on the YRA website at [www.yra.org](http://www.yra.org)**, or at the YRA office. Sailing instructions are normally posted approximately 2 weeks prior to the race for each series. If you do not have access to the internet and need to have your race instructions mailed to you, please contact the YRA office at (415) 771-9500 or [info@yra.org](mailto:info@yra.org)
- Entries for a series, or individual regatta, must be received by 8 am the Monday before the race is scheduled or a \$35 late fee will be applied. No entries will be accepted after 5 pm the Wednesday before a race is scheduled.
- **A YRA sailing membership and a membership in a YRA member yacht club is required to register a boat for any YRA series.** A YRA membership is required to race in any individual YRA Race, but one time racers do not need to belong to a member club.
- Sailors entering the OYRA Season, or any individual OYRA Race, must complete an OYRA Minimum Equipment List and submit it to the YRA office no later than 5 pm the Wednesday before their first ocean race. The MEL is valid for the entire OYRA season, unless changes are made to the boat, in which case a Skipper must re-submit a valid MEL. **Please note that to race in an OYRA Race a 406 EPIRB is required.** A Boat/Crew Information sheet must also be submitted by 5pm the Thursday before each ocean race.
- Please fill out your entry form completely, sign, date and return it to the YRA office along with your payment. If you need additional assistance completing this form, please contact the YRA office.
- You can save time and postage by signing up online! Visit [www.yra.org](http://www.yra.org) for more information!



# Yacht Racing Association of San Francisco Bay - 2010 Entry Form

Quarters 35 S, Fort Mason  
San Francisco, CA 94123  
Phone: 415.771.9500  
Fax: 415.276.2378  
email: info@yra.org

Name: \_\_\_\_\_ Boat Name: \_\_\_\_\_ Sail Number: \_\_\_\_\_  
 Street: \_\_\_\_\_ Boat Model: \_\_\_\_\_  
 City, State, Zip: \_\_\_\_\_ Manufacturer: \_\_\_\_\_ Yr Built: \_\_\_\_\_  
 Evening Phone: \_\_\_\_\_ Daytime Phone: \_\_\_\_\_ Designer: \_\_\_\_\_ Yr. Designed: \_\_\_\_\_  
 Email Address: \_\_\_\_\_ U.S. Sailing #: \_\_\_\_\_ YRA Member #: \_\_\_\_\_  
 Yacht Club Affiliation: \_\_\_\_\_ Marina: \_\_\_\_\_ Berth/Slip #: \_\_\_\_\_

**Membership Fees:** YRA Membership: **Required for YRA Racing** \$45 \$ \_\_\_\_\_  
**NCPHRF Fees:** Renewal of 2009 Certificate: \$30 for YRA Members/\$40 for NON-YRA Members \$ \_\_\_\_\_  
 New Certificate/Renewal of 2008 or prior Cert.: \$45 for YRA Members/\$55 for NON YRA Members \$ \_\_\_\_\_

Season Racing Fees:	US Sailing Members	Non US Sailing Members	Fleet	See back for more fleet information
Handicap Division Association (HDA) Season (Includes PC races)	\$180	\$195	_____	\$ _____
One Design Class Association (ODCA) Season (Includes PC races)	\$180	\$195	_____	\$ _____
Ocean Yacht Racing Association (OYRA) Season *	\$195	\$210	_____	\$ _____
Wooden Boat Racing Association (WBRA) Season (includes US Sailing Membership)	\$190	N/A	_____	\$ _____
YRA Party Circuit 3 race weekends only: Vallejo, 2nd Half Opener Season Closer	\$150	\$165	_____	\$ _____

Single Race Fees:	US Sailing Members	Non US Sailing Members	Fleet	See back for more fleet information
HDA season racers entering Lightship 1 *	\$5	\$10	_____	\$ _____
OYRA season racers entering Party Circuit	\$25	\$35	_____	\$ _____
OYRA season racers entering just Vallejo	\$5	\$10	_____	\$ _____
Party Circuit racers entering the Summer Sailstice	\$5	\$10	_____	\$ _____
Vallejo Race Only (YRA Season Opener)	\$75	\$80	_____	\$ _____
2nd Half Opener Only	\$75	\$80	_____	\$ _____
Season Closer Only	\$75	\$80	_____	\$ _____
All other YRA Races (write in race name): _____	\$50	\$55	_____	\$ _____

**Late Fee:** **No entries are accepted after 5pm the Wednesday before the race**  
 Any entry Rec'd after 8am the Mon before the race \$35 \$ \_\_\_\_\_

\* All Racers entering an ocean race or ocean series must submit a signed OYRA Minimum Equipment Requirement List. See [http://www.yra.org/OYRA/ocean\\_safety.html](http://www.yra.org/OYRA/ocean_safety.html) or contact the YRA office for more info. **TOTAL** \_\_\_\_\_

In consideration of being admitted to sailing membership in the Yacht Racing Association of San Francisco Bay (YRA), I agree to abide by "The Racing Rules of Sailing" and the Sailing Instructions of the YRA and the regatta sponsors. I warrant that I will maintain compliance with the YRA Minimum Equipment requirements. To the fullest extent permitted by law, I hereby waive any rights I may have to sue the YRA with respect to personal injury or property damage suffered by myself or my crew as a result of our participation in the YRA and hereby release the YRA and it's race organizers from any liability for such injury or damage.. I further warrant that I have not relied upon any of the above entities or individuals in preparing my yacht for racing.

Signed: \_\_\_\_\_ Date: \_\_\_\_\_

Make check payable to YRA. To pay by MasterCard or Visa please provide card info below, including billing street address and zip code

Card Number: \_\_\_\_\_ Exp Date: \_\_\_\_\_ CV # \_\_\_\_\_ Name on Card: \_\_\_\_\_  
 Card Holder's Signature: \_\_\_\_\_ Billing Address: \_\_\_\_\_

**Office use only**

C.C. Check Number \_\_\_\_\_ Amount PD \_\_\_\_\_ DATE Received in office \_\_\_\_\_





# WORLD

We'll depart from our regular format this month and devote this entire section to **Chartering in Washington State and British Columbia.**

## Northwest Wonderland: The San Juans, Gulfs and Beyond

Within the whole of the U.S. and Canada there is arguably no area more ideally suited to vacations under sail than what we like to call the Greater Puget Sound. That is, the islands and coastal regions between Seattle and British Columbia's Desolation Sound. With the promise of easy sailing conditions, line-of-sight navigation, dozens of unspoiled marine parks, and plenty of friendly towns to shop, dine and reprovision in, this vast area should be near the top of every charter junkie's must-do list.

Although some diehards sail year-round up north, the prime chartering season runs from May through September, which is precisely why we're discussing it now. With its relatively short season, and relatively small fleet of charter yachts — at least in comparison to places like the Caribbean and Med — right now is the ideal time to lock in a reservation on the boat of your choice.

We've sailed the pristine waters of the American San Juan Islands and the Canadian Gulf Islands, as well as the primeval fiords of Desolation Sound, and we had a grand time on each cruise. But we certainly don't consider ourselves to be experts on the region. So we solicited tips and comments on favorite places from *Latitude* readers, and received a boatload of insightful info that we'll share with you in these pages.

As you'll learn, the region offers ac-

**The water was so clear and the crabs were so plentiful at this public dock that Karen and her kids decided to fish for them.**



TIM STAPLETON

tivities for sailors of all ages, including hiking, beachcombing, kayaking, fishing, crabbing and swimming — believe it or not, there are areas where the water temperature gets to a pleasant 70°. Another plus, is the likelihood of observing wildlife such as bald eagles and orcas during your cruise. Because these cruising grounds lie between latitudes 47° and 51°N, the sun doesn't set during mid-summer until around 10 p.m., giving you more 'play time' than in just about any other prime sailing venue in the world.

Although you do need to plan your movements and choose your anchorages with the substantial tides and currents in mind, piloting through these waters is easy enough for first-time charterers, as hazards are very well marked on both sides of the border. You are allowed to take American-flagged boats into Canada (and vice versa), by the way. Just be sure every crew member brings a valid passport. With that introduction, we'll turn you over to our readers (whose comments have been excerpted):

"The area is very beautiful, with lots and lots of trees and snow-capped mountains. The shrimp in Desolation Sound are to die for, and are pretty easy to trap. Friends and family can join you almost anywhere by seaplane — very cool!

"The salmon fishing is up and down. Having a guide really helps."

— *pete wolcott  
kiapa, M&M 52*

"Brenda and I bravely gave up boat ownership many years ago and took up bareboat chartering as a means of seeing the world. We've chartered in the Pacific Northwest many times — beautiful areas and many adventures we'll keep for life memories.

"Places we like are (all great an-



TIM STAPLETON

chorages or marinas): Sucia Island (hiking); Roche Harbor (hiking, food); Deer Harbor (ambience, food, walking); God's Pocket (advanced scuba); and Inati Cove, across from Bellingham, WA (just plain beautiful).

— *gary & brenda ouwerkerk  
los osos, ca*

"Despite being avid sailors, our family chartered a power boat, which was a great call. We covered over 400 nm in only one week.

"Prevost had several finger bays with excellent protection, beautiful scenery and quaint homes and cabins. In late June the sun sets right down the bay at 10 p.m. It was 90+° into the night.

"The famous Butchart Gardens had free moorings — we spent two nights — with a dinghy dock and a separate entrance into the gardens. Our tickets allowed us in/out privileges, so we were able to experience the gardens in all the different lighting — morning, afternoon and night. We also took a bus from there down to Victoria and spent a day taking in the Natural History Museum and lunch in a proper pub.

# OF CHARTERING



LATITUDE / ANDY

**Spread:** Gliding along on a gentle breeze over flat water, with majestic Mt. Baker as a backdrop — it just doesn't get much sweeter. **Inset:** Haydon makes a friend.

"Sidney Spit is a small island that is a marine park. (Think Angel Island, but smaller). It has free docking/mooring and a sandy spit that goes for miles. We hit it one morning at an extreme minus tide. We spent hours walking the spit finding all kinds of treasures such as crab pots, crabs, and sand dollars. There were lots of birds, gulls, egrets, bald eagles, all enjoying a feast — a real adventure."

— tim stapleton  
ypso, cal 2-27

"We chartered three times in Desolation Sound — once as a honeymoon. We tied off to a log at Teakearne Arm one afternoon, had a great bonfire with fresh oysters on the beach, and woke up the next morning to find the mooring log floating and the beach a figment of our imagination. Tides of up to 25 feet, and tying stern lines to trees ashore after anchoring in 90' of water were new experiences.

"The lakes were warm enough for swimming; the waterfalls exciting for showers; the eagles and snow-covered peaks in the channels were breathtaking; picking oysters while lounging in the dink was wonderful.

"Desolation Sound is pristine wilderness with soul-filling beauty. We plan to go up the coast this spring on I'O and spend the summer there."  
— bobbie & robert  
kuschel  
I'O, davidson 44

"Many of our best times in the San Juans and the Gulf Islands have been after Labor Day in September and into October. Yes, the weather is cooler and the possibility of rain is real, but the boat traffic is nearly gone



LATITUDE / ANDY

and it is always easy to find one of the wonderful state or provincial moorings. In September many of the marinas are still operational, but by mid-October the less protected ones will have pulled their floats out for the winter and closed up.

"Victoria Harbour is a special treat. By September it is usually possible to get one of the slips directly in front of the Empress Hotel. Not a bad place to be stuck in the fog. Great for high tea in the afternoon. Not to be missed in Victoria is the Provincial Museum that fronts the harbor, which has tremendous coverage of the native American cultures of the Northwest, and the age of discovery by Europeans.

"During crab season the Dungeness crabs are fabulous. They are catchable in many of the anchorages and with local knowledge in any shallow grassy bottom. Ask your charter company for the latest advice. There is no better dinner than a couple of dungeys straight out of the water and into the pot, accompanied by a nice local artisanal bread and a good Northwest wine!"

— chris & heather stockard  
legacy, saga 43

"I really enjoyed life up there — super easy cruising. There's very clean water and beaches, the weather was great, and there's tons of conveniences. You can see a lot in a week.

"The weather is much better than most people expect. I am a meteorolo-

**By Northwest standards, Friday Harbor is a bustling little town. Shops, restaurants and a top notch marina make it a popular stop.**



# WORLD

gist, and can tell you that the Olympic Mountains shadow the San Juans very nicely. South Whidbey Island, for example, gets about as much precip as San Jose. In Canadian waters you aren't so lucky, as the rainy season extends well into June some years. By mid-July, fog can be a real problem but is not as persistent as along the California coast. There are very few surprises in the summer months and the marine forecasts from the National Weather Service are much, much better than down here.

"Everyone talks about the tides up there, but there really are only a handful of places that you have to be careful of. If you sail on S.F. Bay, it is pretty much the same amount of current in much of the Sound. Tide tables are spot on.

"You'll also hear a lot of griping about no wind. That can be true, especially in late July through August when high pressure tends to dominate, and you end up playing in the land breeze or sea breeze. Otherwise, we found plenty of wind all the way through early July. The distances between very comfortable anchorages are so short, that nursing the boat along in the zephyrs is not a big deal. If possible, see if you can get a drifter or asymmetrical for your charter boat.

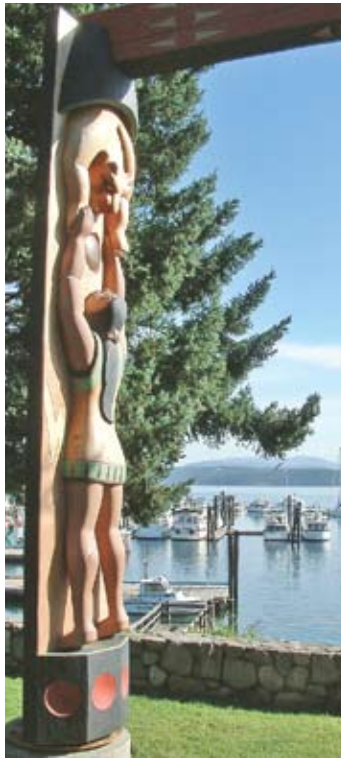
— *nick o'kelly*  
either way, *freedom 33*

"We haven't been everywhere in the world, but so far British Columbia is

***A lovely city with a decidedly British feel, Victoria is well worth a visit. The ornate Parliament building lies adjacent to the harbor.***



LATITUDE / ANDY



LATITUDE / ANDY



LATITUDE / ANDY



SHIRLEE SMITH



TIM STAPLETON

high on our list of favorite places.

"The town of Ganges reminded us a bit of little towns we've driven through in western Marin County. It's the commercial center for the summer homes in the surrounding forests and hills. It's very cute and a little high-end, but

there are plenty of colorful and less prosperous people around too. The anchorage there is quite large, and the ferry stops somewhere else on the island, so you don't have to contend with it. Seaplanes land along the edge of the anchorage, though, so be sure to stay clear of them. An open wireless Internet hotspot served us well in the an-

***Clockwise from upper left: A contemporary totem pole at Friday Harbor; the approach to False Creek; Madi eyes a shrimp; a Desolation Sound fiord; orcas are commonly seen in the straits; (center) Tim and Karen take a sunset cruise***

chorage in May '07.

"The town has a huge grocery store and lots of smaller shops and restaurants. If you don't want to anchor out, the public marina charges reasonable rates. We bought crab from a local fisherman since we didn't have our Canadian license yet, but I'm sure there are crab in the anchorage for the taking.

"The False Creek anchorage in Vancouver does require a free permit, which limits you to 14 days out of 30. Water taxis provide service from Granville Island and other commercial centers around the cove.

"From False Creek you can explore all of Vancouver. Get a day pass for the transit system and ride the bus, ferry and SkyTrain (BART-equivalent), all on the same ticket. We used our pass to visit the Vancouver Aquarium and ride the ferry to North Vancouver. In the opposite direction we recommend the Mu-



# OF CHARTERING



PETE & SUE WOLCOTT



PETE & SUE WOLCOTT

seum of Archeology at the University of Vancouver. The public market at Granville Island is amazing. It's huge and all under cover.

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"Gorge Harbour is beautiful, almost like a lake. The entrance is through a narrow gorge with pictographs on the cliff. Otherwise, it's completely surrounded by land, and you can see the distant snow-covered mountains over the trees of the island. There is a marina here, Gorge Harbour Marina Resort, and a very good restaurant, but there aren't many houses, so it feels remote. We caught crabs right off the boat at the dock. Going ashore felt like being in the mountains at a lake.

"You can get Canadian fishing licenses online. In fact, they're difficult to find otherwise. Consider chartering a motor yacht. Wind is often light and variable here, especially in the high season."

— *shirlee smith*  
solstice, *sceptre 41*

"I've only chartered up there once, in April '07, to coincide with the kids' spring break. Although we had no rain until the last morning of our week-long charter, it was pretty cool.

"Two favorites in the San Juan Islands are the Washington State Parks, especially Spencer Spit (beach combing) and Stuart Island (woody hiking); and lastly, just the time spent away from daily life to get out on the water and cope with the tides and weather in order to plan the daily routes from anchorage to anchorage.

"If you have the choice, charter in late June to early July and visit Victoria for Canada Day (July 1), then slip over to Friday or Roche Harbor for the 4th of July. You'll see two fireworks shows, and the wind is usually better. August is typically fairly calm up there."

— *brian timpe*  
pearl, *gulf 29*

"I'm a long-time *Latitude 38* reader who moved to Vancouver, BC in '04. Since then, I've experienced some amazing cruising up here.

"Vancouver Island acts as a humongous breakwater. With only 22 miles of fetch between Vancou-

ver Island and the mainland, we don't see ocean swells, although northerly wind conditions can create some nasty short chop.

"Of the Gulf Islands, The Pender Islands have a plethora of anchorages which rarely fill up — Port Browning is a favorite and has a dock with easy access to the Port Washington Bar and Grill, as well as local markets.

"Farther up the Gulf Island chain, Salt Spring is a large island with a lot to offer in terms of shoreside attractions — restaurants, art galleries and festivals — all summer long.

"On the mainland side, the Sunshine Coast is named due to its having more sunny days than most anywhere else in the Pacific Northwest. Gibsons is a usual first stop, and is a pleasant, artsy town that feels oddly like Sausalito. Farther up the coast, boaters have numerous ports of call available at Pender Harbour, Secret Cove, Smuggler's Cove, and Sechelt."

— *ben jones*  
vancouver, *bc*

"I now sail SF Bay, but I grew up on Puget Sound. The charter companies all do a good job of pointing out danger areas, but every year a few skippers manage to ground their boats. The San Juans are well charted, so if you pay attention to the charts and plan your course conservatively you should stay out of harms way. Most of the waterways in the San Juans are actually very deep compared to SF Bay.

"My favorite time in the San Juans

***They don't take reservations for slips in front of the stately Empress Hotel. So just show up about 9 a.m. and hope for an opening.***



LATITUDE / ANDY



# WORLD OF CHARTERING

is mid- to late September. The days are still long, the crowds are down, the charter companies offer better rates, and the weather is usually outstanding — I think the very best of the whole year. Also, the combination of the length of day and the angle of the sun at that time of year at that latitude creates a lot of contrast, with bright colors and deep shadows, what my artist friend calls *chiaroscuro*. At night the phosphorescent phytoplankton is very dramatic.

"We stayed at Spencer Spit (pretty spot, but rocking from passing ferries); Jones Island (which is a nice size to explore on foot); Stuart Island (also very nice); and Turn Island, near Friday Harbor

"As far as 'don't miss' places we really enjoyed our overnight in Friday Harbor. It's the county seat of San Juan County, so there is a good collection of restaurants and shops, including a local West Marine. The setting is very picturesque, with views of the water and islands, with the Cascade Mountains and the big dome of volcanic Mt Baker as a backdrop. The marina facilities are



KIAPA

**How's the fishing in the Northwest? Judging by Sue's hefty salmon, it's not bad. But Pete says a fishing guide will increase your 'luck'.**

top notch, very clean and well staffed.

"The big discovery this trip was the hiking on Cypress Island. From Pelican Bay, on the NE end the trail, to the top of Eagle Cliffs is a bit under two miles.

It's a pleasant hike through ferns and fir trees. The Cliffs are very prominent from the water, but this was the first time I had hiked to the top of them. The view far surpassed my expectations. They are several hundred feet directly above the water, with panoramic views over Rosario Strait, Obstruction Pass, and points beyond.

"The other attractions of Cypress Island are the hiking trails criss-crossing this heavily forested island."

— *chris northcutt*  
san francisco

We lived and worked there for 5+ years before moving to Puerto Vallarta. Great place.

My best and favorite crab bait was always, raw turkey legs — always got large keeper crabs with them. A 'keeper' crab is one that the State of Washington says measures 6 inches from tip to tip across the back. To have a smaller crab in your possession is bad news to you and expensive. The fines are steep."

— *capt. debbie orlando*  
echoes of summer.

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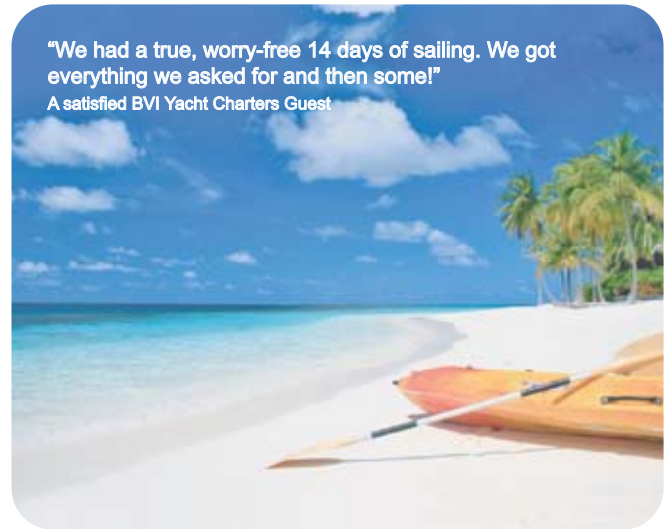
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# CHANGES

With reports this month from **Sea Bear** on the last leg from Maine to the Virgins; from **Lagoon 380** sisterships on Banderas Bay; from **Antares** on dealing with the summer heat on the Rio Dulce; from **Wanderlust 3** on having to do an engine fix after an anti-siphon valve failure in St. Martin; from **Manu Rere** on food shortages at Funafuti; from **Le Chat Beaute** on losing an escape hatch at sea; from **Profligate** on Yelapa; and **Cruise Notes**.

## Sea Bear — Whittholz 37 Peter and Marina Passano Bermuda to the British Virgins (Ex-San Francisco / Maine)

We arrived safe and sound in the British Virgins from Bermuda on November 30. Our landfall was Anegada, the easternmost island in the group, and home to over 300 shipwrecks.

The weather for the passage was wonderful — for everything but sailing. Although it was late in the year in the Atlantic, we had sunny and warm days with smooth seas. But the winds were light and often out of the south, which forced us to tack a lot — not *Sea Bear's* strong suit. Marina's stomach liked the conditions just fine.

Normally one would expect to pick up the northeast trades between latitudes 25° and 22°N. We didn't get them until 19°N, at which time we were only 30 miles from Anegada! When we did get them, they were minor league stuff. So by the time it was over, we'd been forced to motor 40% of the eight days and 906 miles. We're pleased to report that the new engine ran like a Swiss watch — and almost as quietly.

A highlight of our passage was seeing a four-foot-long turtle 150 miles from land. Based on the distinctive ridges on its carapace, Marina identified it as a leatherback. When we first saw it, its

**'Sea Bear' being launched in Santa Venetia Creek in Marin County. She's been all over the world — and around the Horn — since then.**

head was so large that we thought it was a human's.

It was very cold when we left Maine, so we brought along warm clothes. But the day we arrived in Anegada, the air and ocean temperatures were in the 80s. That meant we no longer needed all the long johns, fleece and other stuff. By the time we gathered all our cold stuff, there was a mountain of it! We had no idea what to do with it all, as we certainly couldn't give it away in the tropical islands.

A couple of days after arriving in the Virgins, we took a sail down the Sir Francis Drake Channel. We were surprised to see how many of the charter boats are catamarans these days. I'd estimate there were two cats for every monohull. They were everywhere, mostly motoring around with their mainsails up. A lady from The Moorings explained the popularity of cats to us: "Two screws are better than one!" That kind of brought us up short, but we couldn't disagree.

When we sailed into the anchorage at Coral Harbor, St. John, in the U.S. Virgins, we were taken by the sight of *Gaucha*, a beautiful 50-ft Colin Archer design built of wood. The next morning, John, the owner of *Gaucha*, rowed over to admire *Sea Bear*, and which gave us a chance to chat. He told us that he was the fifth owner since Ernesto Uriburo, but that he and his family — including three kids — had lived aboard for 23 years. *Gaucha* still has her beautiful shape, and I complimented the owner on how well she'd been maintained. This item will be of little interest to many people, but there are a few old-timers who will appreciate it.

Coral Bay is a very laid-back and funky place. It has lots of character boats — and characters! Besides a number of Colin Archers, there were seven Block Island schooners built here — five of them on top of each other in the same mold!

— peter 12/05/09

## Three Lagoon 380s On Banderas Bay

Everybody seems to have a different idea of what makes a good cruising boat, which is the reason you rarely see sis-



terships in the same anchorage. That's why we were surprised to see three Lagoon 380 catamarans together on Banderas Bay during this year's Blast — knowing that a fourth was going to arrive shortly.

The 380s were: Glenn Twitchell's Newport Beach-based *Beach Access*. He's owned the cat for several years, and for the last two years has done both the Ha-Ha and cruised Mexico. Then there was Mark Sciarretta's San Diego-based *Younger Girl*, which he's slowly been delivering to San Diego since buying her in Florida a year ago. Mark is one of the few people who has decided that he likes monohulls better than catamarans. His primary complaint — and it's a legitimate one — is that you don't actively steer cats as you do monohulls. He misses that, so he'll be putting his cat up for sale in California in the next few months. Finally, there was the Medina family's Colorado-based *Eleganz*, soon to be renamed *SEA Parents*. This wonderful family — Troy, Brady, and daughters

COURTESY BOB VAN BLARICOM



**'Sea Bear's co-builders Pete Passano and Bob van Blaricom.**

COURTESY BOB VAN BLARICOM





# IN LATITUDES



ALL PHOTOS LATITUDE/RICHARD

**Spread:** Glenn Twitchell's 'Beach Access', one of the three Lagoon 380s around for the Blast. **Inset left;** The adorable Conger girls, Jaime, Mera and Aeron, practicing upside down yoga on 'Profligate'. **Inset right,** the equally adorable Medina girls, Samantha, Emily and Ashley, with mom Brady.

Samantha, 9, Ashley, 8, and Emily, 6 — purchased the cat four months ago in Puerto Vallarta and intend to sail her around the world.

It would have been really interesting if *Eleganz* hadn't been in such a hurry to get going, because yet another sister-ship — with a 'sistercrew' — was about to arrive on the bay. This was the Seattle-based Conger family's *Don Quixote*. Veterans of the '08 Ha-Ha, the Congers are similar to the Medinas in that they also have three girls: Jaime, 13, Mera, 11, and Aeron, 9. It's not uncommon to see cruising boats with two and sometimes three young boys, but we can't remember ever seeing a cruising boat with three girls. And this would make two of them.

During last year's Sea of Cortez Sailing Week, we 'borrowed' the hilarious Conger daughters for two afternoons, including the Isla San Francisco to Isla

Partida race. And during the Blast, we had a lot of fun with the Medina girls. On both occasions we were flooded with fond memories of the great times we had sailing with our daughter Lauren — now 28 — when she was a similar age in places such as Mexico, Costa Rica, the Med and Hawaii. You never forget memories like that. As girls grow into their teens, identities become more developed and complications arise, so we think pre-teen is a great time to take kids cruising. But you don't necessarily have to do it aboard a Lagoon 380.

— latitude 12/09/09

**Antares — Amel 53  
Phyllis and Jeff Rapp  
The Rio Dulce  
(Healdsburg)**

Man, is it hot! In June we motored 25 miles up the Rio Dulce to escape the

chance of getting hit by a hurricane in the Caribbean. Despite my clever timing of the spring tide at Livingston, which is at the mouth of the river, we still ran aground on the bar. Getting towed into Livingston sideways was fun. But the trip up the river gorge from Livingston was stunning. It's a real jungle, with blazing green vegetation and screaming parrots and monkeys. Once we tied up the boat at Mario's Marina, we stayed put. Nonetheless, we started everything regularly. For on boats, as well as with people, 'motion is lotion'.

Mario's is located at Fronteras, which is just a wide spot in the river a few miles downstream of Lake Izabel. Someone started a marina here years ago, and now scores of cruisers like us come to stay at the many marinas that cater to boats hiding from hurricanes. There are lots of people to play with here, although many cruisers just leave their boats for long periods to do inland trips to avoid the heat. There are also many restaurants, some places with boat parts, and a real fuel dock. Fronteras is a throwback to the Wild West, as there is one main street along the river with open stalls and markets, but no sidewalks. And, there is the occasional real shooting.

The main reason we chose Mario's over the other marinas is that it has a luscious, shaded pool. Unlike the water in the river, the pool water is very cold because it comes from springs high in the mountains. But who cares where it comes from, because on blisteringly hot

**Jeff and Phyllis cruised the Caribbean for 2½ years aboard an Amel 48 in the '80s before moving to Mendocino to raise their son.**



**The gorge of the Rio Dulce is stunningly beautiful. And hot!**



ANTARES

COURTESY ANTARES



# CHANGES

days, it feels wonderful to jump into the pool and freeze your ass off. It's so hot here on the river in the summer that you get sweaty from doing just a few



**Spiders in Guatemala can be big and furry.**

minutes' work on the boat: making a bed, walking to the pool — or even just thinking about doing any of those things. Jeff, who is well-known for being a good 'sweat-er', sweated so much that he had to install windshield wipers on his glasses in order to see. After two weeks of living in the oven that is Mario's, we travelled to Antigua, a delightful colonial town in the mountains — and therefore cool. Once the capital, Antigua is quaint and has numerous attractive hotels, restaurants, museums and bars. Plus, there are lots of outdoorsy things to do. For example, we climbed an active volcano. Since Guatemala doesn't have too many lawyers yet, the guides not only allowed us to get as close to the hot lava as we wanted, but even brought along marshmallows so we could roast them over the hot rocks. Unfortunately, one of us got too close — guess who — and crashed through the newly hardened lava, shredding his/her arm. When we threw the blood-soaked tissues onto the hot rocks, they immediately blazed up, giving the incident powerful religious overtones.

Even though one of us hates horses, he/she insisted — "because of extreme fatigue" — on hiring one for the trip up the volcano. On the way down, our guide

**Once the director of ER at St. Luke's Hospital in San Francisco, Jeff now limits his operations to the diesel on 'Antares'.**

fell, severely injuring his ankle. He had to be taken the rest of the way down on another horse. Ultimately, we were all stranded, and had to eat the horses in order to survive. But that's another story. The two of us were by far the oldest farts on the trip. We only went because the tour company assured by that "anyone" could do it. Ha!

We also rented mountain bikes and toured the surrounding area. It was very interesting until the heart attack. Part of the trip was a tour of a macadamia nut factory. They claim to supply the oil for various obscenely overpriced Lancôme products that one of us uses to excess. Before it was over, we'd enjoyed two wonderful weeks in cool Antigua, spending only the Monopoly money that is a time-share exchange. But prior to leaving Jeff started a relationship with a scarlet macaw, despite hotel's many signs warning patrons not to approach or touch the bird. I assume she was in love.

Before Jeff's 91-year-old mom died, forcing us to suddenly rearrange our plans, we'd made plans for a long trip back to the States. American Airlines either couldn't or wouldn't help. The best we could do was dovetail a completely separate trip onto our pre-existing trip in order to attend the funeral. So after being in New Jersey, New York, Massachusetts and Miami, we had to fly back to Guatemala City for one night, at which time we started our original trip to Miami for a connecting flight to San Francisco! Cruisers beware.

After visiting countless family members and friends in different parts of the country, we returned to *Antares* with — what else? — two big bags full of boat parts. Unfortunately, we got back in September, the hottest month in the Rio Dulce. It was so hot that we took another trip to a higher elevation, this time to Lake Atitlan. What a joy that was, as it was cool, the water was cool, and the Casa del Mundo was a spectacular but surprisingly affordable hotel. Every room had a perfect view of the then-full moon, surrounding volcanoes, water and sunsets.

We also travelled to Peten Province, which was another success. The best part was trekking through the jungle and getting to see lots of wildlife and flora. We had a great guide who



told us all about Mayan culture. For example, we learned that the captain of the losing ball team had his heart cut out. That raised a lot of interesting questions about motivation and sportsmanship. I hate to say this, but to my thinking, once you've seen one Mayan pyramid, you've seen them all. My great idea is that they should completely restore one of the ruins, even if they have to use plaster, paint and new sculptures. This would have the practical benefit of protecting it from the elements, and give the average schmuck an idea of how they really looked. They could even hire living Mayans — or Incas or Greeks — to dress up and hang around. It would be good money for these people, who are often very poor. Maybe they could even stage a ball game, and cut out the heart of the losing captain.

I'm always amazed at the scams being tried on *gringos*. Millions of years ago we drove down the Baja peninsula where, in the middle of the desert, an old Mexican guy with a vaguely military-looking hat





# IN LATITUDES



ALL PHOTOS COURTESY ANTARES

**Spread:** An Amel Maramu 53 like 'Antares', an iconic French design if there ever was one, in full flight. **Inset left;** Phyllis, a retired RN, stands halfway up the volcano that "anybody could climb." **Inset right;** Central America has provided inspiration for Phyllis, an accomplished artist.

had placed a log in the middle of the highway. We had to pay a small 'toll' to get through. Well, on our bus trip to Flores, the bus stopped about 10 miles from town, at which point a guy got on the bus to inform us that we had to get off and take a mini-van the rest of the way. Naturally, there would be an extra charge to complete our trip. I may have gone for it, except I noticed the guy only gave *gringos* the news. When I told him that we were staying on the bus, he shrugged and continued on. Sure enough, the original bus took us right to Flores like it was supposed to. Cruisers beware.

Having survived the summer and fall, we left the Rio Dulce in November the same way we entered — on our side, tipped over by a masthead halyard pulled to the side by a fishing boat off our starboard beam. Going out was a

lot easier than coming in had been, and we probably could have made it in on our own. But we'd already contracted for the tow which, given the problems on our first crossing, was the sensible thing to do. We're now anchored in a beautiful bay on the other side of the Bahia de Santo Tomas de Castilla from Livingston, the latter being a curious name for a Spanish pueblo. *Antares* had been moved only twice since we arrived at Mario's Marina in June. Once was to a shakedown cruise/party to Lake Izabel that was attended by about 15 boats. The other was a pre-departure trip to Texan Bay, closer to the river mouth. True to its name, everyone at Texan Bay "talks lak thee-is" — and smokes a lot of herb. Once

again, the river gorge was stunning.

What to make of our five months up a river? We did it to avoid hurricanes

— although this year we could have done that by going anywhere we wanted in the Caribbean. Five months is a long time to stay in one place, although we weren't even on our boat for half of it. The Rio was beautiful, but did I mention that it was really hot? We made many friends, whom we saw and played with nearly daily. It's

one of the odd things about cruising, that you become better friends with your new friends than your old land-based friends. And then you part, probably never to see each other again. It's sort of like being a schoolkid again.

At this point, I feel a little like I've escaped, because I didn't like being 'trapped' up a river. Anyway, our next stop is Belize, home of clear water, thousands of cays, and a huge barrier reef for snorkeling, diving and living on the hook again. We're ready!

— phyllis 11/15/09

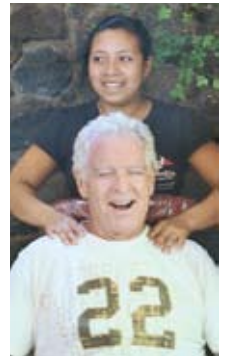
## Wanderlust 3 — Hunter 49

**Mike Harker**

### Do-It-Yourself Diesel Repair (Manhattan Beach)

How could the failure of an \$80 part potentially cause \$8,000 in damage to my boat's Yanmar 4JH4 HTE diesel? I'll tell you, so you can keep it from happening to your engine. The \$80 part in question was a corroded Vetus anti-siphon valve in the exhaust system of my diesel.

**Finding saltwater in the #3 cylinder of the diesel. It's not a cruiser's dream, but rather an expensive and time-consuming nightmare.**



**Jeff, enjoying a medicinal rub.**





# CHANGES

If there is a problem with the anti-siphon valve, seawater can be sucked back into the engine's cylinders. Perhaps I would have discovered the problem with the valve if had I more experience with boat diesels. Or if the owner's manual didn't identify the part as not needing any maintenance!



**Harker plays with his oily Yanmar on the salon sole.**

I was spending the summer at Simpson Bay Lagoon in St. Martin in the West Indies. After taking refuge in the Mullet Pond mangroves when hurricane *Bill* threatened during the summer, I returned to my normal spot in the lagoon. Then, for seven weeks I never started my Yanmar. This was a mistake on my part. I should have run the engine every week, even if just for a few minutes. But as my boat is equipped with three large solar panels, an Air-X wind generator, and a 12-kW generator, I never needed to run the main engine for power. In fact, I used the generator only about three hours a week to top off my battery banks and make water.

What I didn't know, is that during this time the anti-siphon valve at the top of the seawater outlet that cools the intercooler on the Yanmar was corroded. Since the little flap wasn't closing, it allowed seawater to be siphoned back down the hose and into the exhaust manifold — including back through the turbo — and finally into the open exhaust valve of #3 cylinder.

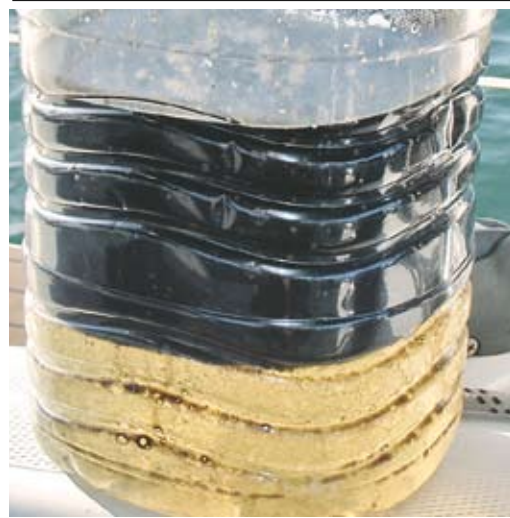
As a result, my Yanmar wouldn't turn over when I finally tried to start **Yes, after having had sea water sitting in it, which prevented the engine from turning over, the #3 hole looks like it needs work.**

it. Puzzled, I put a 14mm socket on the shaft nut near the alternator belt. I had no luck when I tried to turn the engine that way. Stumped, I called for the local Yanmar mechanic to come to my boat. He took off some hoses and the valve cover, then showed me how the #3 cylinder had filled with seawater.

Hoping for some warranty relief, I called the Yanmar distributor in Florida. They told me that the anti-siphon valve "wasn't a Yanmar part." As for Hunter, they said my boat was out of warranty, and in any event the anti-siphon valve was a maintenance problem not covered under warranty. When I asked the Yanmar dealer in St. Martin for a quote to fix the engine, I was told they would need \$5,000 in cash — in advance — just to have them look at the damage. This would, however, include their towing my boat to their facility, using a crane to lift the engine out, and having the engine in the shop for three to four weeks. I was also warned that if the turbo had been damaged, or if the head or valves needed work, the total cost could come to over \$8,000. All this because of a stuck anti-siphon valve!

I'd grown up in Southern California, where my dad and uncles raced boats and did their own engine work. As such, I'd seen engines in pieces at the launch ramp during all-night Saturday night engine rebuilds before the big races the next day. Based on that heritage, there was no way I could pay \$8,000 to have someone else fix my diesel. So I purchased a Yanmar service manual for my engine, and had the Yanmar folks at Mastry Engines in Florida send me all the parts they thought I would need. This included a new piston and rings, injector tips, and all the seals and gaskets for a complete overhaul. Doug Dykens, the service manager at Mastry, was particularly helpful. When the parts arrived, they came with good wishes from the folks there.

As much as I wanted to be self-sufficient, I felt that this wasn't a project that I should tackle alone. That's why I was so lucky to have come across James, a retired diesel expert who had been living on his boat in St. Martin for years. He'd worked on many diesels over the years, including those on old boats and trucks, but this would be the first time he worked



on a turbo-charged, four-valves-per-cylinder modern sailboat diesel.

Our first step was to get the heavy diesel out of the bilge and onto the salon floor. We placed a steel bar across the top of the companionway, then used a borrowed chain hoist to lift the engine out of the bilge and onto boards we placed on the salon sole. This required that the companionway steps be removed, which meant for the next week or so, I had to enter and exit my boat through the forward hatch. It wasn't easy, given the injuries I'd suffered to my legs years before as the result of a near-fatal hang gliding accident.

The next job was to get the bad piston out. James and I took turns whacking at the piston, drilling some holes in it, then whacking it again. It took us a full day to get the seized piston loose and remove all the pieces. I then bought a special honing device that attached to my power drill. Following the instructions in the Yanmar shop manual, we cleaned up and polished the inside cylinder wall.





# IN LATITUDES



ALL PHOTOS COURTESY WANDERLUST 3

**Above: James the mechanic, a friend and Mike. Lower left; Looks like a bad piston. Upper left; This much water in the oil is a bad sign.**

I put the valves into a cardboard box, carefully marking each valve and its corresponding hole in the head. I then took it all to an excellent machine shop that specializes in racing engines. They returned it the next morning looking better than new for \$250. I also had James take the turbo over to the airport, where a specialist works on turbines and other specialized equipment. It was returned the next morning also looking as good as new. The cost was \$200, including new seals and bearings.

Finally, after seven continuous days of our working up to 10 hours a day, the engine was back in place, the electrics and plumbing reinstalled, and the key ready to be turned. As soon as the key was turned, the Yanmar started and purred like a kitten! I felt a great sense of elation, and a great sense of accomplishment. After four hours of running the engine at idle speed, I changed the

oil and filter. The oil was a bit dirty and had some diesel mixed in. After 10 hours of running the engine up to 1,800 rpm while on my way to St. Thomas and back, I changed the oil and filter again. This time it was perfectly clean.

After 25 hours on the repaired engine, I hired one of the off-duty Yanmar service technicians to come to my boat to check the engine out. He was slightly impressed that everything seemed to be working perfectly. Almost as an afterthought, he checked the anti-siphon valve — and it was almost clogged up once again! He corrected the problem by shortening the anti-siphon relief hose to a visible position just above the bilge.

So for about \$800 in parts and about 80 man-hours, I got my engine apart, repaired, and back working again. I do not, however, recommend that anyone try to do the same

thing without the help of professional diesel mechanic. But if you're desperate, I guess we proved that it can be done. Having subsequently talked to lots of other more experienced boat owners and diesel mechanics, I've learned that plugged up anti-siphon valves are one of the most common causes of expensive engine repairs. Check yours often!

— mike 12/03/09

## **Manu Rere — 38-ft Polynesian Cat Glenn Tieman Wallis and Funafuti (Oxnard)**

Although Wallis Island — a French collectivity located at 13°10'S and 176°08'W — has a beautiful lagoon surrounded by lusciously wooded islets, I stayed only two weeks. There were three reasons. First, there wasn't a good anchorage that was also convenient. Second, the islanders were — for being Polynesians, at least — relatively inaccessible.



**Glenn and friends playing at the pier.**

Finally, the prices of things were two to three times that of already expensive Tahiti.

What I enjoyed most at Wallis was spending three days daysailing between the pretty islets, and anchoring alone at several stunning spots while I made improvements to my boat's rig. Details such as brailing, I discovered, required lots of trial and error.

I then made a routine one-week passage to Funafuti — routine in the sense that I had some fine conditions, some stormy conditions, and a couple days of calms. When the waves get big enough

**The French collectivity of Wallis Island. Despite being in the South Pacific, it has some islets with luscious forests!**



MANU RERE



# CHANGES

to make the self-steering a little squiggly, I've learned to set a small drogue consisting of two fathoms of chain. That straightens *Manu Rere's* course without slowing her noticeably. If things get stormy, I shackle the chain around an old tire for even greater control.



**Glenn's outrigger in proa mode. She's great fun to sail.**

Funafuti is a place I remember fondly from my visit 22 years ago, when I was doing my 10-year cruise aboard my 26-ft catamaran *Peregrine*. Funafuti was the first atoll I'd ever seen, and it was so clean, bright, wind-swept and simple that it left a deep impression on me. This is a place where I feel comfortable. Although Funafuti is the capital of the island-nation of Tuvalu, it has less than 5,000 inhabitants, and it's a bit of a shabby village. The locals are very friendly and everything is casual. So casual that the one bank doesn't accept credit or debit cards!

The only difficulty at Funafuti — apart from the government officials who are still trying to discourage tourism with high fees and other obstacles — is food. There's always rice, of course, and coconuts. And sometimes fresh fish is abundant and for sale at low prices out of ice chests along the lagoon-side road. Although local produce is sometimes given away, none is for sale. And I have a problem with produce imported from New Zealand.

The food problem prompted me to investigate alternative foods and alternative ways of keeping foods. It's hard for one man without refrigeration to eat even a small tuna before it spoils, so I ex-

**While at Tuvalu, Glenn would sometimes use his simple outrigger as a canoe. At other times, he would put up the mast and sail it as a proa.**

perimented with a technique for salting and drying fish. Then, after a freshwater soak, I fry it — and it tastes delicious! Fortunately, the sand seabed 10 feet beneath *Manu Rere* is carpeted with two-inch gastropods. After being well cooked, they are easy to remove from their shells and taste gourmet delicious. On the vegetable side, there is an edible plant called sea grapes that I could find just a short swim from my boat. And many locals have planted bele, which is an edible bush that, when cooked properly, tastes like Swiss chard. There is another kind of bush — I don't know the name — that has fruit sort of like a pear with dimples. I've seen it being cultivated on plantations all across Polynesia. It smells like sharp cheese — not a very appetizing quality in a fruit!

Fortunately, there are two libraries at Funafuti — which is twice as many as I ever saw in French Polynesia. While doing research in one, I learned about noni. It's a stinky fruit that Americans are apparently willing to pay high prices for in health food stores. After I collected the noni fruit from wild bushes, the juice ran out of the fruit and fermented. It was reasonably tasty.

Speaking of fermentation, a gallon of water mixed with 2/3 kilo of sugar and three teaspoons of yeast starts to get interesting after only three days. The yeast dies off after another two days and settles, leaving a strong, clear alcoholic beverage. It's barely palatable, but it is dirt cheap. I first encountered this very inexpensive way to make alcohol while aboard the boat of Henry Wakelam, a great sailor and author. I also saw it in Malaysian Borneo after the rice wine and sago wine had all been consumed.

Meanwhile, I've been dining with volunteers and diplomats from Taiwan, swimming at the old wharf with the kids, working on the boats, and sailing my proa dinghy. Funafuti is a perfect setting for sailing a proa, as there are miles of flat

water and tradewind breezes. I finished off my proa's mast step and other details after much experimentation. The big breakthrough was adding a windward side mast strut. Having completed it, I now have a fun, super exotic — and carbon-free way — of scooting about the lagoon.

*Manu Rere* is currently anchored safe



and sound inside the lagoon on the warm and bright green water. Two yachts may pass through here in the busiest week of the year, which is now, the start of the South Pacific cyclone season. These boats are heading north, instead of south to New Zealand, to avoid cyclones.

— glenn 12/03/09

## **Le Chat Beaute — Privilege 42 Paddy Barry and Dave Surridge A Hatchless Passage (Vancouver, Washington)**

We left the Chesapeake bound for the Virgins on November 1 under cloudy skies and in light rain. The wind was blowing 20 knots and gusting to 25 out of the northeast — brisk conditions. We were carrying a full genoa with three reefs in the main, making 8+ knots in 6-to-9-foot beam seas. The forecast called for 15-20 knots with six to nine-foot seas once we got to the Gulf Stream. These weren't ideal conditions in which to start a trip to the Virgins, but thanks to hurricane *Ida* developing in the Gulf of





# IN LATITUDES



SPREAD; GLENN TWITCHELL; INSET, LATITUDE / NICK

**Spread:** Polish model Ursula Szyrak shows how serious it would be if a near vertical escape hatch just above the waterline — as is common on cats like Lagoons — were to break. It would be much harder to keep water out than if a bridgedeck hatch broke. **Inset;** Lagoon 380 'Younger Girl'.

Mexico, we weren't going to get another decent weather window anytime soon. So it was either head for the warmth on November 1, or be cold for weeks.

We had just about made it across the Gulf Stream at 35°N, 74°25'W, and were roaring along at 9.5 knots, when I looked down into the salon — and saw a three-foot tall column of water surging up through the bridgedeck and into the boat!

Most catamarans have escape hatches on the bottom of the bridgedeck or the inside of the hulls so crews can escape in case of a capsized. On *Le Chat Beaute*, there are two escape hatches, covered with teak grates, that are part of the main salon floor near where the bridgedeck meets the hulls. In calm conditions, they are 30 inches above the surface of the water.

Anyway, I rushed to the starboard side escape hatch, thinking it had come

open. But no — it was gone! Having a hatch-size hole in the bridgedeck just 30 inches above the tempestuous seas meant that we took on water fast. Before long, the inside of the starboard hull was awash, and the bilge pumps were going full bore.

I always keep plywood on my boat for damage control, so I grabbed some of it along with the screw gun and screws. I then started screwing the plywood down to the salon floor. Meanwhile, I had Dave steer the boat downwind to stop the beam seas from ricocheting between the hulls and coming up through the hole where the hatch had been. Needless to say, it was a scary time.

After I covered the hole, I disconnected the shower

pump on the starboard side, and stuffed the hose in the bilge above the bilge pump. The hull was awash for maybe 15 minutes before the two pumps removed most of the water. Interestingly, I couldn't detect any difference in performance between when the hull had lots of water and when the water was all pumped out.

After I got the leak under control, I had to decide on our next course of action. We were just about out of the Gulf Stream on the east side, which meant we were about 90 miles from the Chesapeake, something less than that from ports on the south side of Hatteras, and about 1,180 miles from the Virgins. Although going back to the Chesapeake was only 90 miles, it didn't seem like the best option, as it would require sailing into the wind and seas. I discarded that idea because I didn't think my repair could withstand all the pounding while going to weather. Heading for the south side of Hatteras didn't look like such a good idea either, as the weather along the entire East Coast was getting worse by the hour. So even though it was 10 times farther to the Virgins than back to the Chesapeake, I decided that it would be safest to press on. My decision was helped by the fact the wind was forecast to moderate to 10 to 15 knots over the next 24 hours.

As we left the Gulf Stream, conditions settled down to 20 knots out of the north, gusting to 25. While these would have normally been ideal conditions for heading to the Virgins, we had to keep

**Paddy bolting down his more sophisticated repair once he got to the Virgins. He's now sourcing a replacement hatch.**



**Paddy sailed the damaged cat 1,200 miles.**



COURTESY LE CHAT BEAUTE



# CHANGES

our boat speed down to six knots. If we went any faster, the wave action would assault my repair, and water would fill the starboard hull again. The bilge pumps easily contained the inflow of water after my plywood repair, but they would still come on every 15 seconds.



**'Le Chat', back when her escape hatches were intact. But thanks to the failure and big seas, Paddy now has more faith in his cat than ever.**

One of the pumps eventually failed, so I had to replace it.

If conditions had ever gotten calm or even light, I might have been able to attempt a repair from the outside of the hull. But conditions remained vigorous. After putting 100 screws into the plywood sheet over the floor, I was able to keep most of the water out.

But the ocean eventually gets her way. When a 17-ft swell came under my cat and slapped the plywood sheet, it broke the cabin floor loose and left it raised about six inches! All of the sudden I was able to look right through the bridgedeck floor again and see the Atlantic Ocean, just a few feet down, in all her glory! After more screws and blocks in the walls to jam the floor, we were off again! But by that point I had reason to worry about running out of lumber.

When we finally reached 'Highway 65' — 65° longitude, which is where everyone makes their turn south to the tropics — we made our turn. Thanks to a north wind, along with more sun and

**New Lagoon cats come complete with fixed escape hatches — and 'Break Glass In Case Of Emergency' hammers.**



PAUL PUDDLESTONE

rising temperatures, the damaged main salon floor in my cat actually dried out. The rest of the trip was generally mild — although we did have 30 knots gusting to 40 out of the northwest for 30 more hours. But it was from astern, so it was mostly a wild slide down the 15-ft swells. Dave was amazed at how much better the conditions were with 30 knots of wind than 20 knots of wind. The stronger wind established a more consistent swell pattern, and the wind waves had less impact.

Until this point, I'd never been in any rough weather on a cat. Like many ex-monohull skippers, I'd always wondered about cats in bad conditions. But after this experience, I would go anywhere in a cat. Even though I had to spend lots of time with my head in the bilge, the cat's more gentle motion kept me from getting more than mildly seasick. Had I had to do the same thing in a monohull, it would have been a battle to make repairs and keep my lunch down.

The wind came out of the south at 5-10 knots the day before we arrived at St. Thomas, so we were forced to motorsail. It had taken us 10 days to reach the U.S. Virgins, as we'd slowed *Le Chat Beau* down to six knots for almost the entire passage in order to minimize damage to my temporary repair. It actually would have been a great trip, and the passage time acceptable, had I not been suffering from a high level of anxiety. But at no time did conditions prevent Dave and me from enjoying meals. In fact, we BBQ'd for half the trip. I talked to some sailors on 60-ft plus monohulls who arrived before us, and was told that when they ate — which wasn't often — it was out of cans. So in even the worst of conditions, life on a cat seems all right to me.

Dave Surridge had never been on a sailboat before this trip, and I can't say that he'll ever get on one again. But he did a good job, as he stood all his watches and was there when I needed him.

— paddy 11/25/09

## **Profligate — Surfin' 63 A Short Stop At Yelapa**

Banderas Bay is a place with many charms, one of the most interesting being the *muy, muy tranquilo pueblo* of Yelapa. Nestled in the southernmost cove of what is claimed to be the seventh largest bay in the world, Yelapa has long been a mecca



for those wanting to drop out. The attractions were that you could get there only by boat, so there were no cars or traffic; there was no electricity or phones; 'no shirt and no shoes' was no problem at the restaurants; and neither was firing up a big spliff.

A few things have changed in Yelapa. While it's still easiest to get there by boat, there is now a road of sorts. Quads have replaced donkeys for transportation and hauling things up the cobblestone trails. And not only does Yelapa now have electricity and phones, there's even an Internet cafe.

But much hasn't changed. It's still surrounded by a magnificent jungle, it's sleepy before the tourist boats have arrived and after they've gone, and credit cards are useless. The anchorage is still dicey because the bottom is so deep right up to the edge of the beach. That's why we were going to pay Bully \$10 to use a ferry mooring for the night. We would have paid him, too, except he disappeared before we could hand over the cash. We'll get him next time.





LATITUDE/NICK

**Clockwise from top left: A local girl works on rosewood in the outdoor shop; the lower falls; Yelapa has lots of flowers; the young delivery guys work hard for the money; Yelapa Cove; frolicking beneath the falls; a languid local; the outdoor lavanderia; jungle vegetation is often twisted.**

As many cruisers who have visited can attest, Yelapa Cove can still get rough and sloppy. We arrived on a Monday afternoon when the cove was flat and calm. But the swell and chop came up during the night, creating a cove full of heavy slop. Although *Profligate's* 30-ft beam tends to keep things smooth, one crewmember who never gets sick, did get sick.

We think the most fun destination at Yelapa is the waterfall. It's a short and gentle uphill hike, and in November, right at the end of the rainy season, there is still a lot of water free-falling from a height of 150 feet or so. Rumor has it there's an even higher waterfall farther up the mountain. In any event, the water tumbling down the lower waterfall is fresh and cold — the perfect thing for those who have overdosed on saltwater and humidity.

Yelapa may not have as many dogs, hippies and mystics as it once did, but

it's still a stop you don't want to miss.

— latitude 12/09/09

### Cruise Notes:

"I would like to send a huge 'thank you' to the editors, staff and the folks who send letters and articles to *Latitude*," writes Chris Juhasz of Southern California. "Although I don't currently own a boat, I — like many others — fancy myself a sailor based on my past — and hopefully future — sailing adventures. Because of *Latitude*, I recently had one such trip. I had read that singlehanded circumnavigator Mike Harker of the Manhattan Beach-based **Wanderlust 3** sometimes takes crew along on certain legs of his adventures. I applied, and before I knew it, it was November 3 and I was meeting him on his boat on the beautiful island of St. Martin. What

followed was just shy of three weeks of an amazing Caribbean adventure. My trip started with my learning some very important lessons about the cruising life. First, even rather new and well-maintained boats such as Harker's Hunter 49 can have issues. For when I got to the boat, the engine was lying on its side on the cabin sole, not looking as though it was going to propel us anywhere soon. I also learned that when things need to get done 'out there', you must take things as they come — if and when they come. For if a part from the States was mistakenly flown to the wrong island, there would be no progress that day, period. It was a huge lesson in patience for me, and Mike was a great teacher. Soon enough — but not a day late — the engine was fixed and we headed off to the British Virgins.

"Once underway," Juhasz continues, "I was treated to some glorious sailing. The highlight was our overnight passage to Peter Island, during which time I learned much about sailing through squalls on black nights. We got hit by the hardest one just as we made our way past Round Rock at the entrance to the Sir Francis Drake Passage. It was very exciting stuff for me, and I loved it. Also exciting was the good-sized lightning storm that started to crack away at the hills surrounding the bay we anchored in. The next week was spent moving from one amazing anchorage to another, and seeming to find an even more beautiful snorkeling spot at each location. The time passed so quickly! Once again, I'd like to thank *Latitude* and all the con-

**Rejuvenated sailor Chris Juhasz of Southern California takes the helm of 'Wanderlust 3' as she exits Simpson Bay Lagoon.**



'Wanderlust 3'.



MIKE HARKER



# CHANGES

tributors for giving me the push I needed to get out sailing again. After my 'Hangin' With Harker' adventure, my plan is to buy a new boat and start sailing to Two Harbors, Catalina, again. And eventually sign up for a Ha-Ha."

Frenchman Tom Blancart and his Aussie mate Kim report that their ketch **Karaka** was boarded by four men carrying machetes and guns late on the afternoon of December 2. They were transiting the Boca Chica Channel to **Cartagena, Colombia**, at the time. Already inside the bay, *Karaka* was about five miles from the city itself when the apparently well-orchestrated robbery took place.

"The pirates managed to get us under control before we could call for help," Blancart wrote in his blog, "and they took their time searching our boat for valuables. The experience was quite unpleasant, but nobody was hurt. However, lots of valuables — including electronics, computers and money — were taken. Once the pirates left, we called the police. The friendly officers arrived about half an hour later, but were fairly



CARLOS FERNANDEZ

**Most cruisers love visiting Cartagena, but recent thefts have accentuated the need to be cautious there — and avoid the Boca Chica.**

complacent about the whole affair. But they did escort us into the harbor."

The consensus around Cartagena is that the Boca Grande entrance is safer than the Boca Chica entrance, and

thanks to the red and green buoys that mark the underwater wall, it's easy to navigate, too.

Cruisers, who generally love Cartagena and feel safe there, also report that there has been a recent spike in dinghy thefts around the Cartagena anchorage and surrounding areas. However, all the dinghies that were stolen had apparently been left unlocked in the water. It's incomprehensible to us — having had a dinghy and outboard stolen there after they went unwatched for three minutes — that anyone would leave an unlocked dinghy in the water overnight in that part of the world. The *Guardia Costa* believes that the dinghies are being stolen by *banditos* who swim out from the street between 2 and 4 a.m. Many cruisers believe that dinghy and other thefts increase in the weeks before Christmas, as the thieves need money to buy Christmas presents for loved ones. In any event, you've been warned.

"We're happy to report our recent haul-out at Rebak Marine in Langkawi, Malaysia, went well," wrote Capt. Fatty



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*The Cruiser's Home in Mexico*



Goodlander of the Virgin Islands-based Hughes 38 **Wild Card** in his holiday newsletter. "It had been 2.5 years since we last hauled, so it was a big, barnacle-busting job. Rebek treated our boat like a Fabergé egg. We slapped on \$1,400 worth of paint, and managed to relaunch in 14 days — despite the fact that it rained each and every day, often several times a day. Once afloat, we returned to Kuah to help Amanda, a Malay friend, get her new coffeehouse off the ground. I played guitar there almost every night for weeks. Amazingly, I was joined by Nashville songwriter Gene Nelson, the country picker who wrote *18 Wheels and a Dozen Roses* — and seven other million sellers! Gene is circumnavigating with his two teenage sons aboard their C&C 48 **Emelia**. We made dozens of local friends in the year we based out of Malaysia, and went to lots of weddings, grand openings and Muslim parties. The Malay people are lovely — very honest and generous. We also bumped into Germans Jurgen Kanter and Sabine Merz of **Rockall**, who had been captured by

Somali pirates and held for ransom for 52 days. They were constantly threatened with death — and worse — until someone paid \$2.5 million for their release. They never learned who put up the money. **Rockall** was completely looted — the engine, sails, boom — so nothing was left after the pirates and police got through stripping her. The thing that drove Jurgen the craziest was that the pirates were so primitive that they didn't use the stove for cooking. Instead, they just built a fire on deck and fed it with bits of varnished mahogany that had been crow-barred from her interior. As for us, we're soon to be sailing **Wild Card** across the 3,000-mile wide Indian Ocean to Oman, getting ready to — pirates permit-



**Now lazily circumnavigating for the second time, Cap'n Fatty has made a career out of profiling colorful nautical characters.**

ting — make a run up the Red Sea. Fatty, an old friend who writes frequently for *Cruising World* magazine, has a new book out called *All At Sea Yarns*, which he says "contains some of the weirdest, most twisted of my bizarre writing." That's really saying something, so you should check it out.

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**WARNING** for cruisers leaving from Mexico: Weather in the Gulf of Tehuantepec is a serious issue and you must obtain a reliable forecast before crossing. Marina Chahue in Huatulco is a good source. It is 450 miles from Huatulco to Bahia del Sol, El Salvador.



# CHANGES

"As of early December, 23 boats have signed up for the first ever **El Salvador Rally**, which is a cruising rally from Mexico to El Salvador and 'The Forgotten Middle'," report organizers Bill Yeargan and Jean Strain of the Honolulu-based Irwin 37 **Mita Kuuluu**. "We had an informational seminar at the La Cruz Marina in early December, and will have another one on January 27 at the Vallarta YC at Paradise Village in Nuevo Vallarta. If anyone is interested, please stop by or visit us at [elsalvadorrally@aol.com](mailto:elsalvadorrally@aol.com)."

"Like a lot of boat owners on Banderas Bay, I was about to take my boat 200 miles up to Mazatlan and the highly-regarded **Total Yacht Services** at the Singlar yard for a bottom job," writes Thomas Lilienthal of the La Cruz-based Oceanis 41 **Dream Seeker**. "But after comparing prices and talking to folks who have recently hauled at the new **Nayarit Riviera Marina Ship Yard** in La Cruz, I decided to give them a chance. I came away very pleased, because the haul-out was \$300 less than it would have been in Mazatlan, and because the work was of high quality and done on schedule. They even did extra tasks



LATITUDE/NICK

*"I can't believe we saved \$5,800 on the keel," says a happy Huggy, standing in front of 'Pipe Dream' at the Nayarit Riviera Ship Yard.*

that I wasn't charged for, things I know I would have paid dearly for back in the States. Perhaps best of all, co-owner and manager John Gerber introduced himself to me, pointed out his office,

and told me that if I saw any work being done below my standards, I was to get him so he could have his workers rectify the situation. Gerber was also there when *Dream Seeker* was splashed, and told me that if I was unhappy with any of the work over the next few weeks, to come back and he'd see that it was taken care of. Having owned boats for over 25 years, and spent a lot of money in a lot of yards, I found it to be a unique and wonderful experience."

When the Nayarit Riviera Marina boat yard opened a little more than a year ago, there was a lot of grousing about the prices being higher — much higher — than in the States. Therefore, a lot of boat owners would make the 400-mile round-trip to Mazatlan, where Total Yacht Services had indeed earned an excellent reputation. But Gerber has really seemed to turn things around. Huggy, the BMW aboard Scott Piper's Miami-based J/160 **Pipe Dream**, hauled there last month, and told us an interesting story. "We'd gotten some chain wrapped around the keel while in Thailand, so when we hauled at Vancouver last sum-

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mer, we asked for a quote to do some repairs on the leading and trailing edges. They wanted \$6,000, which seemed a little too steep. Well, when we hauled at Nayarit, they happily did the work for just \$200. That's a savings of \$5,800!"

We want to double emphasize that we're not recommending any boatyard over any other, but are simply reporting that we can't remember ever hearing so many boat owners being so pleased with the prices and work being done on their boats. This is true not just in Mexico, but also in the United States. In fact, in some cases yards here in the States have underbid those south of the border. As a result, we recommend that everyone follow the advice of Motown singer Smokey Robinson, who sang, "You'd better shop around."

Speaking of the **Vallarta YC**, they held their 10th annual **Chili Cook-Off** on December 5th, the day after the Banderas Bay Blast, which they co-sponsor. There was a massive turnout, which is a great thing, because all but a few pesos of the money collected — \$56,080 pesos — goes to the nonprofit Families of the

Dump. The name might cause you to laugh, but it's no joke, as there are families — and even single kids — who are so poor they have to scrape out an existence from the Puerto Vallarta dump. FAD uses the cookoff proceeds to try to address the many physical, spiritual, medical, emotional and educational needs of the people who live in the dump. For more information, Google the Vallarta YC web site.

Speaking of charity events in Mexico, if you're anywhere near Zihua February 2-7, you don't want to miss the 9th Annual **Zihua SailFest**, perhaps the biggest cruiser fund-raiser of all in Mexico. Last year \$640,000 pesos — about \$50,000 U.S. — was raised, with \$20,000 U.S. more chipped in by Rotary International. Six hundred very



*With ravishing Maira Muñoz and Jennifer Wright of La Riviera ladling out the chili, it was impossible — fortunately — to stop giving to FAD.*

deserving kids in nine schools were the beneficiaries. Cruiser volunteers and participants are the life blood of this wonderful event, so please participate if you can.




Looking a little farther down the road, the Club Cruceros' **La Paz Bay Fest** will

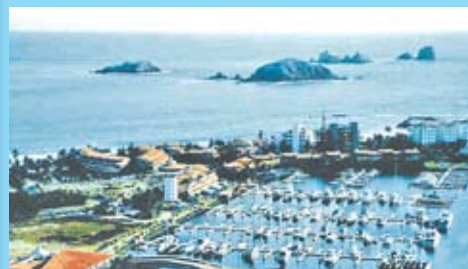
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# CHANGES

be held April 8-11, **Sea of Cortez Sailing Week** on April 15-22, and **Loreto Fest** April 30-May 2. Of these, Loreto Fest is the biggest, Sea of Cortez Sailing Week has by far the most sailing, and La Paz Bay Fest is easiest to get to. All of them are fund-raisers for deserving local charities.

If you're going to be cruising or chartering in the **Eastern Caribbean** this winter, there is a huge slate of events from Puerto Rico down to Trinidad — although to our knowledge none of them are for charities. If we had to pick what we thought were the top events, they would be, in chronological order, the following: March 4-7, **30th Heineken Regatta** in St. Martin; March 25-28, the **St. Barth Bucket** for boats over 100 feet; April 1-5, the **Bequia Easter Regatta**; April 2-5, the **B.V.I. Spring Regatta**; April 6-11, **Les Voiles de Saint Barth**; April 15-20, the **Antigua Classic Regatta**; April 24-May 3, **Antigua Sailing Week**; and May 7-9, the **Anguilla Regatta**. For the record, participants in Caribbean regattas drink about a case more beer or a quart more rum, per



AMY MICHELE

*So close yet so far. According to unconfirmed reports, 'Melody' was lost after running out of fuel near the harbor at Santa Rosalia.*

night, than do participants in sailing events in Mexico.

"On the Tuesday before Thanksgiving, David David's sloop **Melody** went on the rocks, apparently as a result of

running out of fuel while about to enter Marina Santa Rosalia," reports Patrick Martin of the Long Beach-based Crealock 34 **Amy Michele**. "The boat was holed above and below the waterline, with a 3-ft diameter hole beneath the waterline. I'm told that the Mexican Navy stationed guards by the boat to make sure she wasn't stripped, and that the next day workers from the marina came down to help David salvage everything the could be salvaged. They managed to get the winches, fittings, boom, sails and all his personal stuff. In fact, they got pretty much everything but the hull and mast. A very experienced sailor, David was naturally distraught due to the loss, but the last I heard, he'd taken off to Guaymas to look at boats."

"Time is a funny thing," write Wayne Meretsky and Neria Brewerton of Alameda-based S&S 47 **Moonduster**, currently at Nanuya Resort, Blue Lagoon, Yasawa Islands, Fiji. "When we were in Neiafu, Tonga, I asked someone the time, and he replied, 'It's 2009.' I thought that was clever. After all, how much

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precision is really required? Enroute to Fiji, we changed the clocks by one hour to adjust for the change in longitude — one hour per 15 degrees — but we haven't really been maintaining much of a schedule. We missed dessert at the resort restaurant last night. In fact, the waiter looked rather miffed at us as he informed us that the kitchen had closed at 9 p.m. It didn't make sense to us, and when we got back to *Moonduster*, it was our turn to be a little miffed, because the clock said 8:30 p.m. And so today we were shocked when, during our morning hike, we encountered a woman who was convinced that it was 12:15 p.m. That was clearly impossible because we'd left our boat just an hour before at 10 a.m., and Neria had a massage appointment at noon. How could this be? In a word, Daylight Saving Time. All right, that's three words, but you get the point. After reconstructing the facts, we found that we've been on the wrong time every since we arrived in Fiji 2½ weeks ago! And on reconsidering a number of things, that certainly explains why the town of

Savusavu closed up so early at night and started so early in the morning. And why our guide for our cave adventure the other day seemed to be waiting so impatiently for us. In fact, all the pieces are fitting together a bit better now — except for that missing hour that we won't find for another six months or so."

"The first sail of every season is always the worst," writes Marc Hachey of the Auburn-based Peterson 44 **Sea Angel**, who is starting something like his sixth straight winter in the Caribbean. "Part of it is because it's a long overnighter, from Trinidad, where I keep my boat in the summer, to Grenada, where I start working my way north up the chain. I got off the dock late as I decided I would leave on — the heck with superstition



**When Wayne and Neria attended a BBQ in Tonga, the pig didn't know if it was Daylight Saving Time or not, only that his time had come.**

— Friday morning. Then the weather forecast changed from Thursday p.m. to Friday a.m., and there was supposedly going to be a very small weather window where the wind and seas were down for a short period. Yeah, right! So I worked nonstop Friday preparing to go. And I do mean nonstop, as I ate a peanut butter sandwich for lunch one bite at a time

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# CHANGES

while working on other things. By the time I cleared Immigration and Customs and got back to my boat, it was 4:30 p.m. and I still had to stow my shore-power cord and hose on the dock, and various items on deck and down below. An hour later I was almost ready to depart, and already an hour behind the new schedule. Naturally a big black cloud and rain started heading my way, and at a time when the rain is usually over for the day. So I delayed my departure a few more minutes before starting the engine and asking the Russian guy next to me — who didn't understand one word of English — to move his docklines off the top of mine so I could get going. By then the sun was down and it was darker than normal because of the 99% cloud cover. My plan had been to at least get out through the Boca, a relatively narrow passage between Trinidad and an adjacent island, and out into the open ocean before dark. Well, it was already dark, and I still had stuff to do on the



**When it comes to the 'cost of cruising', Mexico still stacks up well against the competition. At a new and clean roadside restaurant near Nuevo Vallarta, \$3.50 got a delicious meal like this, plus a soup starter and a jug of fruit juice. But our favorite remains the 75-cent street tacos.**

boat before casting off from Chaguramus Bay. I still didn't have my GPS working with my laptop software, so I had to head out in the dark, navigating by memory

alone. I remembered there is a shoal sticking out from a point where the last turn is made on approach to the Boca, so I made sure that I gave it plenty of room. I had wanted to raise my mainsail in the flat and protected water of the bay, but I didn't have time because I was too busy clearing the foredeck. Well, after working hard for 36 hours, I got the hook down in the flatwater of Tyrell Bay, jumped into the refreshing sea and took a freshwater shower. After being covered in salt all night, the sweet water felt so soooooo good. And I'm getting free WiFi Internet access. After I catch up on my sleep and the weather clears in a few days, I'll head on up to Bequia for Christmas. Another season in the Caribbean has officially begun for me, and it feels so great to be here!"

Happy New Year to everyone! Here's hoping that **2010** is your best cruising year ever.



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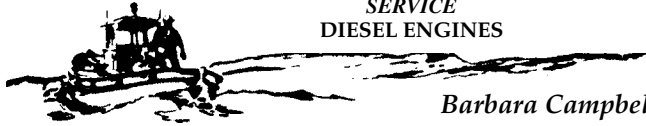
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## 24 FEET & UNDER



**24-FT MELGES.** Alameda Boatyard. \$MAKE OFFER. Hot Deal! Must sell this month. Hull #87. Great PHRF boat. Performance, fast, easy to trailer. (Photo is sistership.) Contact Frank. (512) 750-5735 or cabosportsfrank@yahoo.com.



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**22-FT SANTANA, \$1,800.** Excellent class jib and main with additional oversize spinnaker and 155% North jib. Recent bottom paint and rudder fairing. Bow and stern pulpits added. (415) 686-5256.

**J/24, 1978, \$9,800.** SF Bay 2007 Fleet champion. Fully faired. 2002 dual axle trailer; almost new North sails and backup set. Mast 2003, boom 2009, standing rigging 2008, 3.5hp outboard, carbon pole, running rigging, extras. See more at: <http://sites.google.com/site/j24forsale533>. Email [eww@berkeley.edu](mailto:eww@berkeley.edu).

**27-FT ANTRIM, 1996.** Point Richmond. \$35,000. K5, Hull #1. OD sport boat priced to move! Sail 15+ knots. Carbon mast, new trailer. Barely used Quantum main and jib, 3 kites, new running rigging, lots of extras. Email [robdkessel@yahoo.com](mailto:robdkessel@yahoo.com) or (415) 828-1203.



**26-FT CONTESSA, 1976.** Los Angeles. \$29,500. *Horizon* was bought and outfitted for the Singlehanded Transpac (SHTP) in 2008. She is just about completely redone with too much to mention here. Just a couple of things to wet your whistle: New diesel engine 2005. New radar 2008. New Monitor windvane 2008. New 2 part Urethane inside and out October 2009. Ready to go on SHTP 2010 or go cruising. For full specs and 20 pictures, go to [boats.com](http://boats.com) website, search for 'Contessa' and scroll down to my Contessa 26 that says, "For sale by private owner - Richard Hillman". That's me. [www.boats.com](http://www.boats.com). Call (714) 914-1451 or [captainrich1@sbcglobal.net](mailto:captainrich1@sbcglobal.net).

## 25 TO 28 FEET



**27-FT ERICSON, 1978.** Sausalito. \$11,000. Yanmar diesel, wheel, furling, autopilot, new hatches, all new rigging & lifelines, new head, new upholstery. Great singlehander or take the family. Well maintained and in excellent condition. See more at: [www.flickr.com/photos/29512960@N07/sets/72157622552854149](http://www.flickr.com/photos/29512960@N07/sets/72157622552854149). (510) 213-3586 or [cathouz@yahoo.com](mailto:cathouz@yahoo.com).

**28-FT ERICSON 28+, 1981.** Rio Vista. \$12,500/obo. Universal diesel, new fuel tank, North sails, new upholstery, clean, wheel steering, recently replaced lifelines. Email [stottonic@gmail.com](mailto:stottonic@gmail.com).

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**12-FT ZODIAC FASTROLLER 380.** 1997. Sausalito. \$1,800/obo. Light weight with air floor and catamaran keels. 20" tubes. Comfortable, roomy, dry and fast. Up to 25hp. Has been in storage for ten years, little use. Highly visible red color. (415) 332-2500 or (415) 272-8350 or [flamingo480@gmail.com](mailto:flamingo480@gmail.com).

**CARIBE 10'2" RIB.** Inflatable dinghy, 1995. \$1,900. Fiberglass hull, hypalon tubes. Mercury 15hp two stroke motor, tank. Canvas cover, boat and motor lifting harnesses, aluminum oars, pump, seat, anchor. Runs great, stable, planes well and moves fast. (510) 219-9116.

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**28-FT ALERION EXPRESS, 1999.** Richmond Yacht Club. \$65,000. Hull #135. Flag blue. Scheel keel, single cylinder Yanmar diesel, shaft drive, Hoyt jib boom. Head w/holding tank. 2-year-old main, original jib. New running rigging. (510) 215-7424 or hboat@yahoo.com.

## 29 TO 31 FEET

**30-FT TARTAN MARINE, 1971.** Berkeley Marina "F" dock. \$5,400/obo. Wonderful Bay sailing, with engine mounted just behind mast. Side galley model. Hull number 13. Atomic 4 not running and don't have the money to fix it. (510) 910-2886.



**30-FT FISHER PILOTHOUSE, \$69,000.** Heavily built in England to Lloyds' specs. Outstanding example continuously upgraded, amazingly well equipped, pristine condition. In fresh water last 5 years. Documented. Specs and many photos at website. You won't be disappointed. See more at: <http://fisher30forsale.blogspot.com>. Email [trigeorge@hotmail.com](mailto:trigeorge@hotmail.com) or (916) 505-3397.

**30-FT CORONADO, 1973.** Monterey. \$8,995. Comfortable cruiser. Atomic 30 4 cyl, Santa Cruz/UK Sails, Barient winches. 15 gal gas tank, head, holding tank, macerator pump, 2 batteries, Sony CD player, gimbaled stove. VHF, davits, 12V & manual bilge pumps. (831) 372-7245 or [capt\\_dutch@montereysailing.com](mailto:capt_dutch@montereysailing.com).

**INTERNET FRAUD.** Recently, we've been getting another tidal wave of reports of Internet scams, so we feel compelled to warn you once again about this unfortunate aspect of human nature. If somebody wants to buy your boat sight unseen, and suggests sending you a cashier's check for more than the asking price, trust your instincts. It is too good to be true. Usually they want you to cash the check and return the remainder to them for shipping costs. Then, much later, the bank informs you that the check was no good. We recommend that you don't even respond to the initial email inquiry. For more info on these cons, see: [www.craigslist.com/about/scams.html](http://www.craigslist.com/about/scams.html) Brave New World.



**NEWPORT 30 MKIII, 1980.** Marina Del Rey. \$12,000. Here is a perfect opportunity to get into a very nice Newport 30 for a very reasonable price. Well maintained by a knowledgeable owner, this boat would make a perfect first time keel boat and is perfect for daysailing and trips to Catalina Island. Owner is motivated and is looking forward to upgrading to a larger boat. Easy to singlehand! Wheel helm, autopilot, furling mainsail and furling jib make for ease of handling. New head, new dodger, new bottom paint, engine and hull well maintained by professionals. (323) 394-1413 or (323) 235-7638 or email [douglas\\_williams@williamsrecords.com](mailto:douglas_williams@williamsrecords.com).

**31-FT PACIFIC SEACRAFT MARIAH.** 1979. Redwood City. \$39,500. Bulletproof world cruiser. 3-cylinder Yanmar diesel installed 2008. Recent standing rigging. Gorgeous teak interior. 2 burner stove with oven. Isotherm refrigerator. Sept 2009 haul-out and survey. <http://sites.google.com/site/pacificseacraftmariah>. Email [nicholas.clinton@gmail.com](mailto:nicholas.clinton@gmail.com) or (510) 502-8901.



**30-FT CATALINA, 81.** San Rafael. \$20,000/obo. Clean. New: main and jib, shore power, fuel tank. Recent upgrades: standing-running rigging, lights, batteries, cushions, motor (A4). Wheel, dodger, roller furling, VHF, stereo, stern perches, stern skirt, bimini. Partnership possible. (530) 235-4908 or (530) 859-1090 or [barrshome@yahoo.com](mailto:barrshome@yahoo.com).



**30-FT FISHER/NORTHEASTER, 1976.** San Diego, CA. \$79,500. The aft cabin version of the famous British motorsailer Fisher yachts. New Yanmar, new North sails. She is absolutely Bristol inside and out. For photos and complete information see website. [www.will-shelton.com](http://www.will-shelton.com). (619) 616-9209 or [csdales@yahoo.com](mailto:csdales@yahoo.com).

**30-FT CAPE DORY CUTTER, 1984.** Tomales Bay. \$37,500. Well maintained. Recent E80 radar, VariProp, new upholstery/cushions. A sweet sailing boat and easy to singlehand. Lots of pictures (click to enlarge) at website. <http://cd-30.blogspot.com>. (510) 910-2099 or [mbritt@eyedocs.com](mailto:mbritt@eyedocs.com).



**30-FT WILDERNESS, CUSTOM, 1980.** Alameda Marina dry storage. \$15,000/obo. Great boat. Pac Cup '96, 20+ knots, good sails, dry sailed, new keel, jumper strut for masthead kites, new paint inside, new bottom paint. Been sitting, needs some new lines and rigging, then ready to go. Email [mgreatish@comcast.net](mailto:mgreatish@comcast.net).



**ISLANDER 30 MK II, 1971.** Treasure Island \$15,000. Meticulously restored sloop ready to sail. Comes with six bags of sails including two spinnakers. This boat is turnkey and needs nothing. More info at: [www.sailboatlistings.com/view/11663](http://www.sailboatlistings.com/view/11663). Email [stephan.sowash@gmail.com](mailto:stephan.sowash@gmail.com) or (415) 867-5085.

## 32 TO 35 FEET



**33-FT ALAJUELA, 1979.** Ventura, CA. \$38,000. Very good condition. Bigger than many 35's. Full sail inventory. Ready for coastal cruising! Engine in good condition. Hull in excellent condition. Ray Richards design which optimizes performance vs stability. (714) 732-9882 or email [Jablonce@bp.com](mailto:Jablonce@bp.com).

**35-FT SANTANA, 1982.** Tiburon. \$18,000. Great boat for SF bay, handles high winds well. Very good shape. Many upgrades to rigging, includes hard rigging and extra sails for racing. Engine runs great, overhauled in 2001. (415) 846-3589 or (415) 897-6311 or [Gooddots@aol.com](mailto:Gooddots@aol.com).

**35-FT ALUMINUM BREWER** Bluewater, 2005. Friday Harbor, Washington. \$288,000. Fully equipped cruising cutter, readied for 2009 transoceanic passage, but unexpected change in plans. Truly, all you need to add is food. Full information at website: [www.millieboat.com](http://www.millieboat.com). (360) 704-8003 or [millieboat@gmail.com](mailto:millieboat@gmail.com).



**32-FT BENETEAU 323, 2005.** Sausalito Yacht Harbor. \$84,900. Possible slip. Like-new condition. Finot design. Sleeps 6, Queen aft-bunk, full galley, new head, shower, engine under warranty. 32'10" LOA. Over \$15,000 upgrades: 116% and new 90% summer jib, Raymarine ST4000, 40 Wind/Speed/Depth, C80 networked chart plotter, GPS, Kato mounted radar, VHF, stereo, Strong mainsail track system, Gori 3-blade folding prop, StackPack, Acu-Gage dual tank monitor, new Frigoboat reefer, wired for auto bilge-pump, galvanic isolator, new Trinidad bottom, KKMI maintenance. (707) 544-7988 or [donholden@sbcglobal.net](mailto:donholden@sbcglobal.net).



**ERICSON 35 MK II, 1970.** Long Beach. \$19,950/obo. Mexico/Hawaii ready. Skillfully refitted, windlass, custom double roller, 3 anchors, furling, 6 sails, refrigerator, weather skirts, new cushions, rigging, water heater, head, fuel, water tanks, wiring, plumbing. (562) 714-2455 or [tikkibill@gmail.com](mailto:tikkibill@gmail.com).

**32-FT ARIES, 1984.** Sausalito. \$28,500. Stout offshore cruiser. New mainsail from Hood in Sausalito. Roller furling jib. Wind generator. Lots of ground tackle. Fun boat to sail. Transferable downwind slip. [www.flickr.com/photos/zrl/sets/72157622805588990](http://www.flickr.com/photos/zrl/sets/72157622805588990). Call (415) 867-1040 or [nodandsmile@yahoo.com](mailto:nodandsmile@yahoo.com).

**34-FT SAN JUAN, 1984.** \$39,000. Fast comfortable, blue water 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](mailto:nino@access-print.com).



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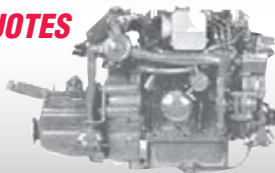
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**33-FT STEEL SLOOP, 2006.** Lowrie, San Rafael. \$52,000. Custom designed and built. 28hp Beta diesel, monitor vane, Hogan full batten main and genoa, Lavac head, Raytheon radar/GPS, extensive ground tackle, stainless steel galley, Shipmate stove/oven. Lines plan, pics, survey on request. Call (707) 895-2813 or [derwinski@pacific.net](mailto:derwinski@pacific.net).

**32-FT PEARSON RACER/CRUISER.** 1979. Alameda. \$23,000/obo. Easily singlehanded Bill Shaw sloop. Featured in August 2007 *Practical Sailor*. 1250 hours on original M-15 Universal diesel. Gear (vintage '95): Autopilot, digital depth finder and gauge, Harken furler, Navtek backstay adjuster, Hall Spars QuikVang, Furuno radar, 25-watt marine radio. New: 19-gallon aluminum fuel tank and electric fuel pump (2002), 2 batteries (2006). Documentation: all original manuals, '95 survey, maintenance, diving, haul records since my '95 purchase. (510) 525-2754.

### 36 TO 39 FEET



**37-FT ENDEAVOUR, 1981.** Wilmington, CA. \$40,000. Excellent liveaboard with beautiful teak interior. Private owner's cabin with double berth, huge salon, hanging lockers and drawers galore. 6'4" head room, new upholstery, canvas and cosmetics in recent years. Easy to sail. (562) 706-4334 or [sailfast6@verizon.net](mailto:sailfast6@verizon.net).

**39-FTYORKTOWN, CENTER COCKPIT.** 1980. Richmond. \$26,000. Full bed in aft cabin, V-berth, CNG gas stove/oven, microwave, refrigerator, freezer, ice maker, VHF, radar, GPS, depth finder, 50hp diesel, electric windlass, electric head, separate shower. Great liveaboard. Call (209) 743-6275 or [vik@inreach.com](mailto:vik@inreach.com).



**38-FT KETTENBURG, 1956.** 3 Available. "Nice boat!", "Beautiful boat!", "Gorgeous boat!" heard many times from other boaters during every sail. Enjoy character, admiration, and fantastic sailing while sustaining the heritage. Details at: [www.sailk38.com](http://www.sailk38.com) (916) 847-9064 or email [steve@paradigmpilgrim.com](mailto:steve@paradigmpilgrim.com).

**37-FT TARTAN, 1976.** Maryland. \$39,000. Good old boat for sail. Circumnavigator. Profurl, radar, SSB, solar, wind gen, '08 FB main, windlass, Raymarine 6002 autopilot, fridge, hot water, Freedom 10, Force 10 propane stove & heater. Centerboard missing, still sweet sailing. S&S design. Email [jdefoe52@yahoo.com](mailto:jdefoe52@yahoo.com).

**36-FT PEARSON 365 KETCH, 1977.** Marina Village Yacht Harbor, Alameda. \$53,000/obo. Beautiful liveaboard. 40hp Westerbeke diesel. 3 new sails. 2005-Standing rigging, refrigeration, entertainment and electronic systems. Inflatable rigid bottom. Much more! (925) 457-4957 or [sailonchapp@yahoo.com](mailto:sailonchapp@yahoo.com).

**36-FT TRISBAL, 1981.** Sausalito Yacht Harbor. \$69,000. *Ta Mana* (aluminum hull, built in France) is a proven, comfortable world cruiser, loaded and in excellent condition with a recent haulout and bottom paint. A turn key Pacific Cup boat ready to go 2010. AIS, SSB, weatherfax, navigation computer, solar panel, windvane, Raymarine electronics, dodger, Yanmar 3GM30F, 3 blade folding prop. Sails in good to excellent condition. For details and pictures please check the website: [www.getawayonthebay.com](http://www.getawayonthebay.com). (415) 272-5789 or [skipper@getawayonthebay.com](mailto:skipper@getawayonthebay.com).

**37-FT CREALOCK, 1980.** Monterey. \$65,000. Cutter. Ballenger tabernacled mast. New Yanmar w/saildrive, radar, GPS, easy access to all systems, 70gal diesel, 3 watertight bulkheads. Not in yacht condition, needs finish work. Great little sailing ship. Price firm. Email [ddatpbio@gmail.com](mailto:ddatpbio@gmail.com).

**38-FT HUNTER 380, 2000.** Alameda Marina #350. \$96,500/obo. Radar, autopilot, Yanmar, chart plotter, electric winch, inverter, great shape. (503) 332-3334 or [pbpme@hotmail.com](mailto:pbpme@hotmail.com).



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**36-FT SABRE, 1998.** Berkeley. \$145,000. Have to sell her. Shallow draft keel. Blue hull and topsides painted 12/06. Standing rigging replaced 2/07. New autopilot 5/07. New mainsail 7/08. Furling jib and lightly used asymmetrical spinnaker. Call (925) 766-2205 or [dan@deltaexcavating.net](mailto:dan@deltaexcavating.net).



**37-FT EXPRESS, 1986.** Manchester, MA. \$60,000. Original owner. Yanmar 27hp diesel, upgraded rudder, Raymarine C-80 Navigation electronics, tiller pilot, SSB, Frigiboat refrigerator, propane oven/stove, water heater, Xantrex 40 amp charger. Hauled out. Complete equipment list available. Call (603) 291-0280 or email [dickzd@hotmail.com](mailto:dickzd@hotmail.com).

**36-FT WILLIAM ATKIN SCHOONER.** 1977. \$30,000. 42' LOA. Traditional double ended ocean vessel. Heavy displacement, full keel composite construction. Marconi staysail rig for easy shorthanding. 30hp Yanmar diesel. Liveaboard or cruise. Message for photos and survey. Trades considered. (415) 265-0474.

## 40 TO 50 FEET

**42-FT VALIANT, \$295,000.** Never used. Never in salt water. Quantum sails, ProFurl on jib, autopilot, microwave, Westerbeke diesel. Boat is as new, location Valiant factory in Texas. Contact Dick May. (480) 513-7136 or [boatseller@aol.com](mailto:boatseller@aol.com).

**42-FT CATALINA, 1989.** Brisbane Marina, SF Bay Area. \$106,000. *Neener3* is a tri-cabin layout, with fin keel, cruising equipment, standing and running rigging upgrades since 2004. She is truly ready to go, in excellent condition, hauled, inspected and new bottom paint 12/2009. Call for details, equipment lists, photos and upgrades available on request. (831) 462-3013 eves or (831) 566-2857 anytime. Email [jpneener@comcast.net](mailto:jpneener@comcast.net).



**42-FT SPENCER, 1966.** Orcas Island, WA. \$42,000/obo. Aft cockpit sloop. Berthed in Seattle area. Solid fiberglass. Traditional lines, solid dodger, full keel. Cruiser. Warm teak interior, light and airy. Cruising couple moving ashore. If you are seriously considering a boat this size, don't think of paying more before checking this one out! Boat loaded w/gear. For safe, comfortable cruising or living aboard. See many current photos AND inventory list at website. <http://spencer42.shutterfly.com>. (360) 376-3838 or [spencer42seawind@yahoo.com](mailto:spencer42seawind@yahoo.com).

**44-FT KELLY-PETERSON, 1977.** \$140,000. Extraordinary. Purpose built for life in the tropics. Green power keeps systems running while others are running their motors. Refit 2008: solar, LED lights, big alternator, big batteries. Most beautiful boat in any anchorage: new canvas and new paint in Herreshoff-style palette. New rig, new electronics, new electrical system, new plumbing, custom features. Full set of sails, spinnaker and gear. Just hauled. Ha-Ha '08, Puddle Jump '09. Details at website. Contact Mike. [www.thinwolfadventures.com](http://www.thinwolfadventures.com). (509) 860-9614 or [wardski@thinwolfadventures.com](mailto:wardski@thinwolfadventures.com).



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**48-FT CHAPPELLE-DESIGNED.** Gaff-rigged wooden schooner, 1979. Sausalito. \$45,000. Laid in Marshall, planked in San Rafael and launched in 1979, *Henry Rusk* is a local celebrity. New canvas cover, deck prisms, prop. Recently hauled-out at Spaulding. Currently berthed in Sausalito. 3rd owner. [zserber@gmail.com](mailto:zserber@gmail.com).

**CAL 2-46, 1981.** San Rafael. \$89,500/obo. Baja Ha-Ha '08 vet. It can go again, but I can't. Must sell. 2 complete staterooms sleeps 5. 40 gal/day watermaker. Touchscreen GPS/radar, 272gal diesel, 200gal water. Dutchman main. Roller jib. Excellent condition. (415) 299-1087 or [millerpi@comcast.net](mailto:millerpi@comcast.net).



**40-FT PETERSON 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 [bruno.bomati@gmail.com](mailto:bruno.bomati@gmail.com).

**44-FT BENETEAU 445, 1993.** St. Thomas, US Virgin Islands. \$129,000. Cruising ready performance cruiser/liveaboard located in the Virgin Islands. Watermaker, wind generator, solar, davits, AGM batteries, newer engine, navigation electronics, dinghy. [ansano.com/4sale](http://ansano.com/4sale) (340) 344-6262 [gil@ansano.com](mailto:gil@ansano.com).

**45-FT EXPLORER, 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 [david@winchmate.com](mailto:david@winchmate.com).



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**TARTAN 4400, 2003.** Channel Island Harbor. \$439,000. Hull #1, *Tartini Time* has been well cared for and optioned. Green LP hull, recent bottom paint. Call/email for options list and visit [youtube.com](http://youtube.com), search Tartan 4400, our actual boat! (530) 318-0730 [amgjohn@sbcglobal.net](mailto:amgjohn@sbcglobal.net).

**50-FT COLUMBIA, 1967.** Ventura. \$85,000. Legendary sloop designed by Bill Tripp. Comfortable liveaboard. Fast cruiser, sleeps six, dinette, galley with freezer, fridge, propane stove and oven, lots of extras. Perkins diesel. Haul out & survey August 2008. (805) 443-9206 or (805) 658-1415 [cconnally@islandpackers.com](mailto:cconnally@islandpackers.com).



**45-FT DOWNEAST, 1977.** Melbourne, Florida. \$79,000. Cruiser ready. Ketch rig sailboat. 4-236 Perkins 85hp, 300 gal water, 265 fuel, 14' beam, 6' draft, 6.5 headroom, 2 heads, 3 cabins. Dinghy davits, KISS generator, radar, phasor 6.5kw genset, inverter, GPS, Simrad autopilot, new main stackpack, newly painted and bottom survey. More info, check web page. She was in the 1998 Baja Ha-Ha. <http://prospectlearning.com/sorrento.html>. (702) 587-4790 or (702) 439-9768 or [taylorfran@hotmail.com](mailto:taylorfran@hotmail.com).



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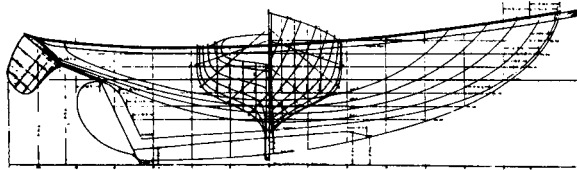
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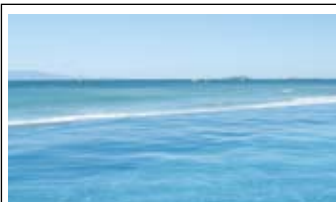
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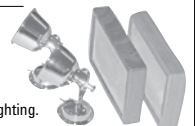


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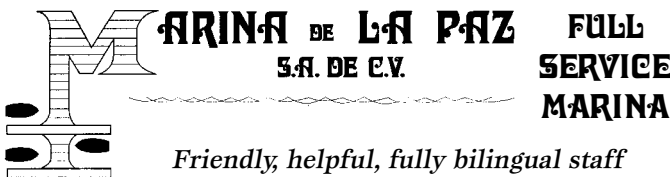
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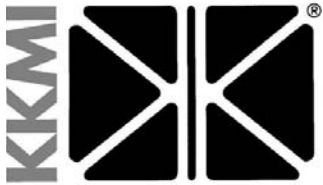
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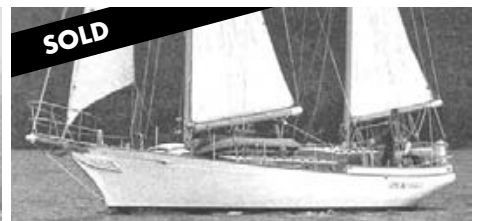
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**40' BENEteau FIRST 40.7, 2003** The First 40.7 combines the excitement of a sleek racer with all the comforts of a luxurious cruiser. This one is a well-equipped beauty that shows new inside and out. She's the deep version (preferable for the Bay). **\$179,000**

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### 38' HANS CHRISTIAN, 1984

Great shape and extensively updated, epoxy barrier coated bottom, stunning professionally maintained brightwork, low time on Yanmar diesel, heavy duty offshore dodger, much more. **\$134,900**

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### 48' C&C LANDFALL PILOTHOUSE CUTTER, 1980

Spacious raised salon performance cruiser that's competitively priced and lying in a transferable Sausalito slip. **\$129,500**

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### 46' SEA STAR CUTTER, 1981

Vessel refit after circumnavigation and ready to go again! Replaced teak decks and rigging including chainplates, extensively refurbished interior. Sturdy cruiser ready to take you any place you want to go. **\$115,000**

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**35' J/BOATS J/105, 2000** Lightly used and very clean, includes the factory Comfort, Systems and Custom Wheel options, plus dodger, roller furler, and 2009 mainsail, 2008 jib, three spinnakers, more. Transferable Sausalito YH slip. **\$109,000**

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### 37' HUNTER 376, 1999

Very spacious, light and airy, this vessel shows as new; must see to appreciate. Out-of-country owners motivated; offers encouraged. Sausalito Yacht Harbor slip can be arranged. **\$97,000**

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### 38' HANS CHRISTIAN, 1979

Shows well inside and out with the Burmese teak interior in particular showing beautifully. Hull recently buffed and waxed. Teak decks in fine shape as well. **\$94,000**

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### 34' JEANNEAU SUN ODYSSEY 34.2, 1999

Professionally maintained, extensively updated. New sails, Harken roller furler, canvas and isinglass, electronics, batteries. Yanmar diesel serviced annually, bottom just painted, much more. **\$77,000**

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### 41' MORGAN OUT ISLAND, 1979

Center cockpit ketch. Never cruised and fresh water kept, she shows much newer than actual age. Note all new stainless steel ports. **\$69,000**

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### 38' INGRID, 1984

Clean, never cruised one owner example with low time on diesel engine (only 155 hours), custom finished interior, much more. **\$64,500**

See at: [www.marottayachts.com](http://www.marottayachts.com)



### 30' NONSUCH ULTRA, 1987

Professionally maintained, the interior is flawless and the exterior comes close. Transferable Sausalito Yacht Harbor slip that has a great views. A nice, must-see package. **\$59,000**

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### 40' CHALLENGER KETCH, 1973

Recently Awlgrippped in beautiful Flag Blue, incredibly spacious below with 6'5" headroom. **\$55,900**

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**35' BABA, 1979** Traditional double-ender with a recently revarnished interior. She also sails well and will make a perfect cruising yacht for someone who wishes to sail places with grace and style. Transferable Sausalito Yacht Harbor slip. **\$49,500**



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**32' ARIES.** Ocean cruising sloop. Highly respected double-ender by Tom Gilmer. Glass, beautiful TEAK appointments. Extra nice and loaded for cruising: RADAR, furling, self-tailing winches, vane, dodger, dinghy, diesel. Ready to cruise. Asking **\$36,950/offers**



**58' ALDEN BOOTHBAY MOTORSAILER** center cockpit ketch. Dsl, genset, air/heat, new upholstery, much recent refitting & refinishing. Loaded w/cruise gear, AP, radar ++. Great comfortable bluewater cruising w/excellent layout & more! Ask **\$268,950**



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