

Latitude 38

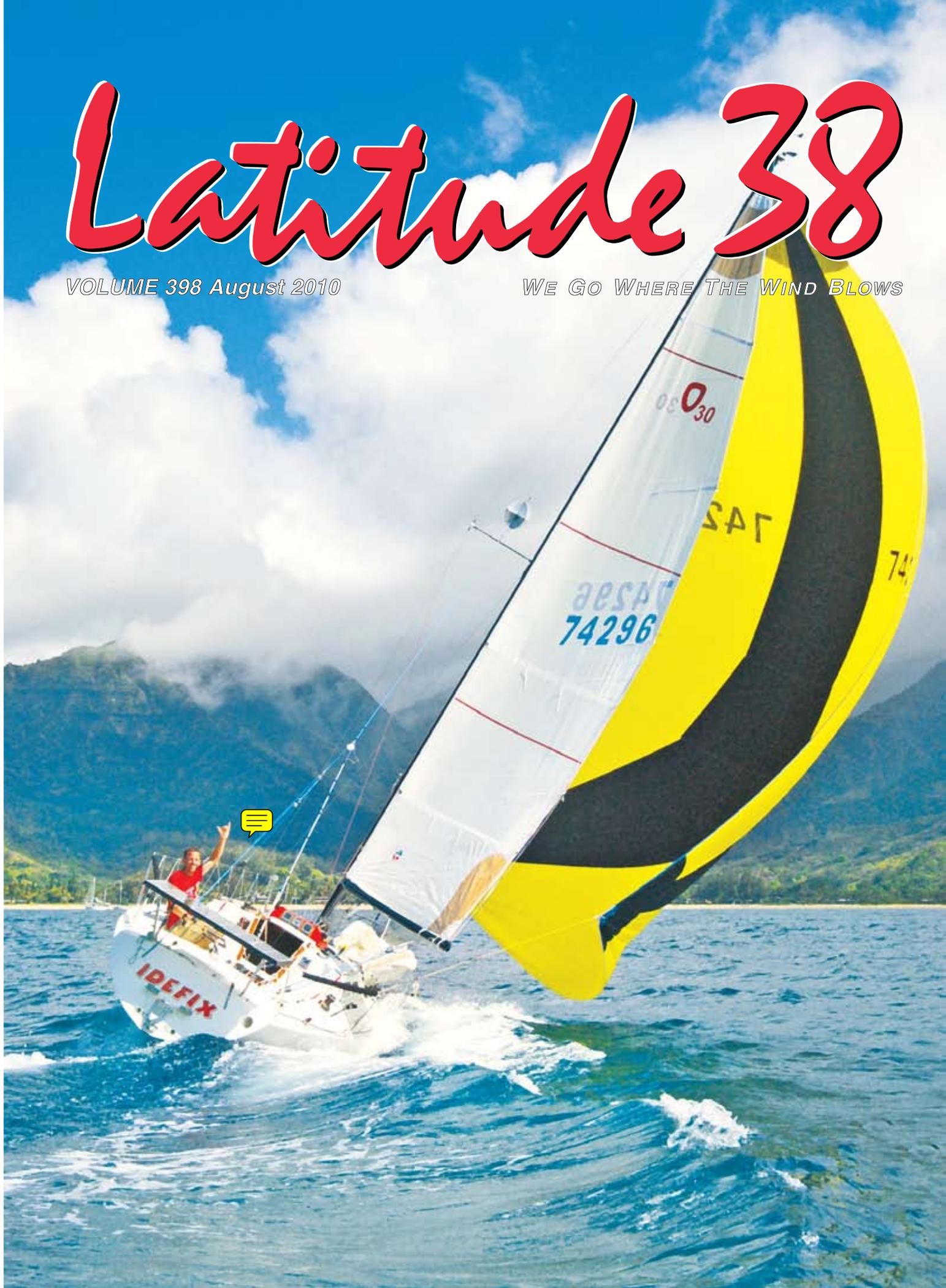
Latitude 38

VOLUME 398 August 2010

WE GO WHERE THE WIND BLOWS

AUGUST 2010

VOLUME 398



'10 PACIFIC CUP

Hawaii races are commonly referred to as the "milk runs" of offshore races, but for the 55 boats that started the '10 Pacific Cup, the 2,070-mile course was anything but what the brochure promised. Instead of running under sunny skies or a full moon in stable, 12- to 14-knot northeasterly trades, this year's fleet got everything from slatting conditions to days of reaching on the edge of control in breeze into the high-20s. The wind direction never seemed to settle and was accompanied by a wall-to-wall carpet of high clouds that smothered the fleet almost the entire way to Kaneohe YC. The weather and the route it allowed forced the bulk of the fleet to sail somewhere between rhumb line and the great circle route, and meant the 16th running of "The Fun Race to Hawaii" could have been more aptly titled "The Weird Race to Hawaii."

But what the race lacked in comfort and predictability, it more than made up for with some pedal-down sailing that saw many boats in the fleet run up some seriously impressive numbers — a couple 400-mile days anyone? How about a conventionally-ballasted elapsed-time winner in 6d, 16h, 19m? A Mini Transat knocking off 276 miles in one day? A Santa Cruz 50 packing away 288 miles in the same amount of time and finishing the trip in 8d, 11h, 46m? A 45-ft boat knocking off 397 miles in 24 hours? This race had all that and more. The toll the conditions took on the sailors and their gear underscore that this was one of the fastest Hawaii races ever.

"We were in giggle mode the entire time," said Tom O'Keefe, who along with Robert Plant, Jason Adamson, Peter Kornhaber, John Berry, Erik Shampain

The 'Horizon' crew, clockwise from top left — Jason Adamson, Tom O'Keefe, Peter Kornhaber, John Berry, Robert Plant, Jon Shampain, Jack Taylor and Erik Shampain celebrate the win.



LATITUDE/ROB

and his father, navigator Jon Shampain plus skipper Jack Taylor sailed the Dana Point-based SC 50 *Horizon* to overall honors in the race. "It was pitch black at night. It was binnacle driving the entire time."

The crew have been sailing the boat together for the last three years, and have racked up an impressive record of division wins in Hawaii and Mexico races including this year's PV Race and last year's TransPac. But finishing the '10 Pac Cup in 8d, 11h, 46m, they sailed what has to be hands-down the fastest SC 50 trip to Hawaii, ever. Taylor, who owns a perishable foods brokerage, attributed the success to a couple factors.

"Jon does such a good job prepping the boat

Jack Taylor's immaculate Dana Point-based SC 50 'Horizon' didn't spend much time ducking transoms in the '10 Pacific Cup.

that aside from a few little things, we didn't break anything," he said. "Everyone drove, and I think at least three or four of us hit our first 20s. Most of all the boat is like a family. There are never any cross words. We all get along together, we all hang out after the racing and all our families get together around racing."

According to Kornhaber, the only time there was any discord was when he inadvertently swiped the navigator's coffee cup on Day 2. But it's tough to argue with a navigator who has you in first in division and first overall by the division's third position report. And while he uses all the typical tools of the trade, Shampain said that by and large, he doesn't use them consistently.

"I'm more of a seat-of-the-pants type guy; I never ran new routes with the new weather data from day to day, just looked for small corners to cut here and there, and the routing proved to be really



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good," he said. "We got routing as usual from Rick Shema and also picked up the Commanders' Weather report, and both their preliminary forecasts said the same thing; that the first two start days were going to get a gale right offshore and that it would be iffy for the Wednesday start, but that we'd be sailing the first couple days in light air."

As it turned out, the opposite was true. Doublehanded 1 and Division A, which started on July 5, sailed what one racer dubbed, "The fun race to the Farallones." After a fast beat to the islands, it was slattsville in lumpy seas and no breeze. Doublehanded 2 and Division B, which started Tuesday, had the same thing. Although some boats were able to set kites early, the pressure didn't arrive within 100 miles offshore until after Division C succumbed to the same fate the following day. It wasn't until Division D started on July 8 that the breeze filled in and thrust everyone in that group into the top eight overall in less than a day.

"The third night out was the heaviest

night I've had in a long time," Shampain said. "The first night felt like February, we finally dried out on Day 5, and didn't see the sun until the seventh day."

O'Keefe has a race-boat preparation background, having run Newport Marine from '89-'97 and with six Hawaii races and Mexican races since 1982 on his resume. He said that Taylor — whom he also pointed out is an "awesome driver" — and Shampain's commitment to the boat paid huge dividends.

"The boat has a sail for every gear, and you don't have to worry about it being frayed or questionable," O'Keefe said. "I don't have the time to go through a boat before leaving the dock any more. It's a lot of fun to be able to step aboard, and the boat's ready to go."

But all the boat prep and crew chemistry in the world won't get you to Hawaii fast if the weather doesn't cooperate, and Shampain, who modestly puts his Hawaii race total at above a dozen and under 18, said he's never sailed anywhere near that close to rhumbline and the great circle route. In fact, he said they even had a hard time getting south.

Usually, the challenge for all Hawaii race navigators is getting west, but it wasn't until *Horizon* and the frontrunners from the first three start days encountered a small depression on about Day 5 that they found a path south.

"We said, that's our elevator, better get on board," O'Keefe said.

They rode that elevator straight to Kaneohe Bay and in the process finished the race in a time that would have been unthinkable to anyone who grew up watching the cream of the ULDB 70 crop chase *Merlin's* '77 TransPac record for the better part of 20 years. Granted, the TransPac is nominally 155 miles longer than the Pacific Cup, but for the sake of comparison, *Horizon* sailed only about 45 more minutes than *Merlin*, whose effort started it all for fast West Coast racing over 30 years ago.

Of course *Merlin's* record has long since been eclipsed. In the '05 TransPac, Hasso Plattner's canting-keeled MaxZ86 *Morning Glory* set a new record in 6d, 16h, 4m. By comparison, the elapsed-time winner in this year's Pac Cup, Australian Alan Brierty's

R/P 63 *Limit*, gave up some 23 feet of waterline and a whole lot of power to boot by virtue of being conventionally ballasted. But this speed machine finished the race in only 6d, 16h, 19m! In the process, *Limit* knocked off a 415-mile day. It wasn't until last year's TransPac that any boat in a Hawaii race had eclipsed that mark, when Neville Crichton's R/P 100 *Alfa Romeo* put up about a 430-mile day en route to a new race record.

While *Limit's* elapsed-time was indeed impressive, it wasn't good enough to beat Division E winner, Chip "Dr. Megadeath" Megeath's Tiburon-based R/P 45 *Criminal Mischief*, which finished the race in an astounding 7d, 10h, 21m. That's not a typo. Sporting a square-top mainsail that Megeath's well-oiled machine has been working into their sail inventory for offshore work since this year's Cabo Race the Criminals absolutely blazed to Hawaii. And because we're on this comparison trip, Roy Disney's R/P 73 *Pyewacket*, which was the first boat to break Merlin's TransPac record, did it in 7d, 11h, 41m. In the process the Criminals reeled off 397 miles in one 24-hr period.

Conceived from the get-go as a point-to-point racer, the powered up little hot-rod has been winning every offshore race of consequence on the West Coast since taking the division win and fourth overall in the '08 Pac Cup, and after this much success, you'd wonder how the Criminals have managed to keep the streak going. According to Megeath, a big part of it is crew chemistry.

"This boat is a fellowship," he said.

And while the battle-tested crew of project manager and navigator Jeff Thorpe, Campbell Rivers, Paul Allen, Dan Malpas, Robin Jeffers, Patrick Whitmarsh and Morgan Gutenkunst certainly have the boat dialed by now, their ability

Australian Alan Brierty's R/P 63 'Limit' set the 2,070-mile course on fire, finishing in 6d, 16h, 19m and taking the elapsed-time honors.



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to handle some lumps in the effort may have been the decisive factor. The first came when Jeffers had to have his appendix removed before the Spinnaker Cup as they were working up to this race. The second came when they lost regular Joe Penrod to a family emergency. Their initial replacement for Penrod had to bail. Then, their second replacement

deck to get tools, Gutenkunst went back up armed with some spectra and a few tools, he lashed both the spinnaker and himself to the top of the rig, and went to work retrieving the sheave, which had settled down on the halyard lock flipper. He managed to get the sheave aligned

with the pin and re-installed, saving the rig and the race.

Criminal Mischief was locked in a two-boat race w/ Hector Velarde's *Miraflores*, Peru-based SC 70 *Mirage*, with the latter finishing just 21 minutes ahead on elapsed time and just over three hours behind on corrected time. Together, the two boats broke Division D's deadlock on the overall standings with the Criminals coming in second and *Mirage*

that was moving about 2-knots faster than we were, and staying with it," Lewis said.

And find it they did.

"We were able to just wiggle and surf on a lot of waves that other boats can't catch," Carroll said.

Tule Fog, née *Geronimo*, has been in Carroll's family since he was 16 years old, and apart from a .5-oz. Cuben Fiber drifter built by Lewis, who works at Santa Cruz Sails, the duo didn't do anything extreme. They did however blow up one spinnaker, one that's well known to many Bay Area sailors — it looks like a patchwork quilt of varying colors.

"We were joking that once it's put back together, no one will ever know," Lewis said.

The sail, which was built with remnants and looks like a cross between a Mondrian painting and a TV color test, was Lewis and Carroll's secret weapon.

"It was great at night," Lewis said. "Because there are so many contrasting colors, it was really easy to see even when it was pitch black."

The two Express 27s didn't come into their own until the last few days of their race, while up ahead, another two-boat battle had raged between the initial frontrunners: Jody and Skip McCormack

fourth, sandwiching rookie Pac Cupper Bill Helvestine's Bay Area-based SC 50 *Deception*, which came home with third overall, Division D runner-up honors, plus the nods for The Fastest Family Afloat and Fastest Maiden Voyage, despite nursing a leaky bottom rudder bearing.

Rounding out the top-five overall, while taking honors in Double-handed 2 and the award for the fastest Carl Schumacher-designed boat were Steve Carroll and Patrick Lewis aboard the Express 27 *Tule Fog* who overcame those initial cruddy days to win their division by more than 10.5 hours after a 2,070-mile two-boat race with Rachel Fogel and J.P. Sirey on Fogel's Express 27 *Great White*. If you discount the time they spent slatting off the California coast, Carroll and Lewis would have easily been the overall winners in the race.

"It was mostly about finding that wave train



Steve Carroll, left, and Patrick Lewis on the Express 27 'Tule Fog' were the only starters from any of the first three start days to sneak into the top five overall, winning Doublehanded 2 by over 10 hours.

had to cancel just two days before the start! Fortunately they were able to pick up navigator Artie Means at the last minute. It turns out that when Means wasn't trading off time with Thorpe on the computer working on the polars and performance analysis while the latter analyzed the weather and called the angles, he was kicking everyone else off the pedestal and grinding for hours.

One of their most key decisions was in sail selection. Megeath and his crew put in a lot of effort in this area. Specifically they brought along a masthead genoa, which on the surface would seem like a funny sail to rate-in with on a primarily downwind race. But it couldn't have been a better call when Division E encountered a light southerly after starting on July 10. While other boats were undoubtedly trying to establish any kind of heel to keep their sails full, the Criminals were fully hiked in the 5-knot breeze, allowing them to make significant gains in the first part of the race as they sailed past the Farallones on port tack.

The Criminals' tipped Gutenkunst as their trip's MVP. Seventy miles from the finish line, he went up the rig to uncross a spinnaker halyard for a sail change. When he got to the masthead, he realized that the sheave pin had worked itself halfway out of the sheave box, and the loaded spinnaker halyard was in danger of 'unzipping' the front of the boat's top-mast. After scrambling back down to the



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on their Farr 30 *Trunk Monkey*, and Emma Creighton and Andy Hamilton on Creighton's 21-ft proto Mini Transat *Pocket Rocket*. Those two boats traded off first and second in division for most of the race with *Pocket Rocket* reeling off 276 miles during one 24-hour period.

Although *Trunk Monkey* set the bar early on, according to Skip, the twitchy Farr 30 did exactly what the husband and wife team with multiple crossings under their belts had hoped it would.

"We wanted a boat that fit our budget

Spread, 'Criminal Mischief' and 'Mirage' started their two-boat battle across the Pacific before they even exited the Gate. Below, the Criminals, clockwise from top-right — Skipper Chip Megeath, Campbell Rivers, Dan Malpas, Morgan Gutenkunst, Robin Jeffers, Artie Means, Paul Allen, Patrick Whitmarsh, and Jeff Thorpe.



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LATITUDE/ANDY

and would challenge us," he said. "We hit our physical limits. I'm not used to not pushing, but we had to throttle back."

The McCormacks weren't the only ones who found the going taxing.

"We were in a race to the finish with our bottle of ibuprofen," Creighton said. "I think we won."

Meanwhile Creighton and Hamilton put *Pocket Rocket's* powerful hull form and canting keel to work, finishing just three hours behind *Trunk Monkey*, despite having fried their satphone-computer connection four days into the race and thus leaving them without updated weather for the remainder of the race.

At the Kaneohe YC, the two duos compared notes on the other's race.

"We thought they were sailing a textbook race," Skip said. "They rode the depression south, jibed to cover and then jibed back on a perfect angle, while we were completely spent."

Hamilton and Creighton were bombing along, with no weather info in a boat that Hamilton — who won the division two years ago in his Moore 24 — described as having "negative creature comforts."

"We were imagining them sitting at the nav station sipping their morning cappuccinos while they did their routing," Hamilton said. "The only reason we went south when we did was that we needed to

warm up!"

Creighton is planning an assault on next year's Mini Transat race from La Rochelle, France to Salvador de Bahia Brazil, and said the race taught her a lot about her powerful little boat.

"I realized what makes the French guys so good," she said. "The boat is sensitive, and getting it into the right mode is challenging, but once you do, it will sail itself. The French mini sailors can find every gear quickly."

Although it was beyond the scope of this article, look for more on her effort to compete in next year's Mini Transat in future editions of *Latitude 38*.

Dylan Benjamin and Rufus Sjoberg sailed Benjamin's Dogpatch 26 *Moon-*

shine to a convincing win in Double-handed 1, absolutely demolishing the rest of the division by nearly 1.25 days. What's more impressive is that they did it without the use of weather forecasts, when their computer and satphone failed to talk to each other, a glitch that ended

up causing Benjamin to spend 30 hours on the phone with tech support at the beginning of the race. The duo sailed an impressive race using only their pre-race routing. They also maxi-



LATITUDE/ROB

mized their **Ron Tostenson of the Synergy 1000 'Summer Moon' got a few appropriate surprises on his lei from daughter Kelsey: taxi cab air fresheners.**

after setting on Day 2. The computer glitch wasn't the only thing that went wrong for them though. In the rush to prepare, they'd neglected to reinstall the spreader-tip boots, which meant the main started chafing through. Their solution? Benjamin cut up a sailmaker's binder and adhered it to the sail.

In Division A, sitting YRA President Pat Broderick and his crew of Gordie Nash and Michael Andrews gutted out the slow early going before making fast westward tracks early on while much of their division sailed north looking for breeze that never materialized. The trio then capitalized on the reaching conditions that favored Broderick's Wyliecat 30 *Nancy*. When the breeze finally went aft, they kept pushing hard in order to try to stay ahead of their competition, which proved to be Shawn Ivie's J/30 *Friction Loss*. When the latter was finally able to square back and put their spinnakers to their most efficient use, Broderick, Nash and Andrews were pushing hard constantly sailing the boat like a Laser. With its unbalanceable sailplan, the cat-rigged boat becomes a handful when running, especially in the confused sea state that had wave trains coming from two different directions, neither of which was going the direction they were.

"We were trimming on every wave," Nash said. "Where the waves would meet, there would be two good waves that we could surf. When we'd fall back off the second one, the next one would slap us one way or the other."

This wash, rinse, repeat cycle may

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have taken a physical toll on them, but Nancy's crew never let up.

"We were looking over our shoulder the entire run into the finish," Andrews said. "Friction Loss kept gaining on us on each of the last two position reports, and we knew they were going to threaten. At the 100-mile check-in, we knew it would be close, so we never let up. It wasn't until the 25-mile check-in and we had an hour on them that we finally relaxed a little."

The final delta? A scant 45 minutes of corrected time between the two equally-rated boats.

Division B was all about Dean Treadway's bright-finished, cold-molded Farr 36 *Sweet Okole*, which finished almost 18 hours ahead of Greg Paxton and Arnold Zippel's Sydney 32 *Relentless*. Treadway and his crew of navigator Bill Keller, David Hodges, John Norheim and Alexis Tucker scored a wire-to-wire victory, leading the division at every check-in, and ended up ninth overall. The effort was strong enough to fend off a challenge from *Moonshine* for the *Latitude 38* Performance Award. Together with Josh Grass's Division C runner-up, the Synergy 1000 *Summer Moon*, *Sweet Okole* and *Moonshine* took home the Yacht Club Trophy for Richmond YC, which fielded five three-boat teams in the race to represent the largest contingent from any yacht club by miles.

Summer Moon sailed a fast race, finishing in just 10d, 5h, 18m, but it was James and Chris Gilmores' Columbia 30 Sport *Uncontrollable Urge* that took

YRA President Pat Broderick, Gordie Nash and Michael Andrews aboard the Wyliecat 30 'Nancy' gutted out a hard-fought win in Division A by the closest corrected-time delta of any division.



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"I told you to get the satphone talking to the computer before we left," says Rufus Sjoberg, right, to Dylan Benjamin. As it turned out, the pair didn't need weather info to crush Doublehanded 1 by almost 1.25 days.

home the top prize in Division C with the second tightest delta of any of the divisions. The Gilmore's, along with Michael Skillicorn and Brian VanderZanden, took advantage of the breezy conditions to correct out by just a shade over an hour against their larger division rivals.

The northerly course also meant that the boats saw a lot of trash in the water, and it wasn't just the typical plastic kind that's thankfully been getting so much attention as of late.

"It seemed like you couldn't go more than 15 boatlengths without seeing trash," Jody McCormack said.

Aboard Mark Howe's Farr 36 *War Pony*, navigator Will Paxton punched through the back of the wave only to find he'd speared a bicycle inner-tube with the boat's prod. Hamilton and Creighton surfed *Pocket Rocket* down a wave and into a trough where they found a telephone pole they were fortunately able to sail around. Other hazards included skin infections, due to the damp, cold conditions, which sent at least three sailors

to the hospital upon arrival.

The race was a sailmakers' dream, with kites blowing up on quite a few of the boats, and some torn mainsails thrown in for good measure.

Probably the most attention-grabbing breakdown was that of Buzz Blackett's brand-new Antrim Class 40 *California Condor*, which lost the use of first one, then both of its rudders to what the

scuttlebutt was saying was a failed weld on the rudder gudgeons. After a blistering start, Blackett and his crew of son David, designer Jim Antrim, Tom Paulling, Liz Baylis and Todd Hedin were forced to steer with a drogue for four days until they could effect a repair that got them to Kaneohe and an official finish. Although the story had a happy ending thanks in no small part to the experience of those aboard, the incident will likely reignite the debate over whether twin-ruddered boats should be required to also carry emergency steering gear.

When all were present and accounted for, six of the 55 boats that started the race retired with gear failures.

A laptop loaded with a routing software like Expedition that's plugged into a satphone or SSB for GRIB files has become the norm for offshore racing other than the MiniTransat — in that race, competitors are allowed only the race committee-provided weather over VHF — and the Pacific Cup is no exception.

"Technology has leveled the playing field," said *War Pony* navigator Will Paxton, who was sailing his 10th Hawaii Race. "This year you saw it more than ever before; by and large everyone was going the same way, and the finish deltas bore that out."

The purist would point to that and say that as a result, no one is "really a navigator," or that it rewards programs with bigger budgets; one sailor pointed



LATITUDE/JOHN A.

— THE WEIRD RACE TO HAWAII



NATHAN BOSSETT

It might have taken almost the entire trip to see it, but the sun did come out as the boats got close to Hawaii. Bob Gardiner's Olson 40 'Spell-bound' enjoys the brochure conditions here.

out that quite a few boats are already hiring top-level weather routers like Rick Shema or Commanders' Weather to do their pre-race routing, and that once you've purchased the laptop — which almost everyone has already — and the routing software, all you have to do is learn its functions, and keep it all dry!

With that in mind, the navigator's award, one of the race's special awards, was awarded not on the basis of performance — *Horizon's* Shampain would have been a very likely winner under this system — but rather to a boat that made a significant contribution to the race. This year it went to Philippe Kahn, who armed with only an iPhone 4, iPad, Fleet 250 satellite dome and his MotionX software, posted onboard video — a Pac Cup first as far as we know — that garnered an impressive 200,000 views.

"It's time consuming," Kahn said. "I lost a lot of sleep because of it, but I think it's really good for sailing. I don't think someone beating someone else by 5 or 10 seconds interests the public at all. I think their interest lies in a love of the ocean and a love of the wilderness;

that's what it's about, that experience, that feeling."

While the Fleet dome and the cost of its airtime are the one piece of the puzzle that's outside the reach of many of the racers' budgets, everything else, or equivalent products, definitely aren't. Hopefully it won't be long before every boat in the race is posting video from onboard, for now the race's profile and media output is certainly bolstered by the Pegasus program. Kahn's Open 50 *Pegasus MotionX 50* didn't have as fast a trip as we would have expected, despite knocking off a 400-plus-mile day. It turned out that three days into the race, the ferrules and sleeve through which the topmast backstay strops pass had crimped and started unzipping the boat's topmast — a fact the team, which included Zan Drejes, Mark Christensen and David Giles, kept to themselves. As a result, they sailed the rest of the race with only fractional kites and two reefs in the main.

For the technophobe

who wants to do this race, but lives in an inescapable fear of anything that requires electricity beyond an incandescent light-bulb, a future edition of the race might have a division just for you. The idea to have a celestial navigation division in an upcoming edition of the race was mooted over mai tais around the pool at Kaneohe YC, and was well-received. With the ever-expanding prevalence of AIS, there will likely come a time in the not-too-distant future when having once-a-day skeds will be a creative anachronism, and there's no reason there shouldn't be a forum for those who would like to keep the tradition alive. It should be said that DR would've taken a very active role in this particular race, as no one we talked to saw the sun or the stars until a couple days from Hawaii.

This year's race marked the first time that the smaller boats were permitted to go without an SSB. The ubiquity of sat-phones, plus the fact that you can buy a \$99 receiver-only that allows a boat to listen to both children's hour and the skeds, was a boon for the smaller boats, who instead of having to lug around generators to feed the 30-amp power draw of the SSB, could make do with just a few solar panels.

"We probably wouldn't have done the race if we'd had to install an SSB," said *Tule Fog's* Lewis.

As it was, they carried two solar panels that satisfied all of their charging needs, as they were running handheld GPSs that required new batteries every couple of days.

The response to the change was overwhelmingly positive, at least among those to whom we spoke, and for those of you making plans for '12, it's definitely

Not even two broken rudder gudgeons could keep Buzz Blackett's sweet, brand new Jim Antrim-designed Class 40 'California Condor' from reaching Kaneohe Bay for the awards.



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something to keep in mind if your budget or technical expertise with establishing a ground and a sufficient power source are preventing you from thinking about the race.

While it was certainly full-on, the race did provide some lighter moments; there were three engagements that came about during that two-week period, and while we'd love to tell you all about them, we'd rather not go anointing the *Latitude* jinx in this arena. There was plenty more to report from this year's race but we lacked both the time and space to get it all in. We even decided to forgo our custom of printing the full results as we have in the past. The Pacific Cup YC is faithfully storing that info at its website at www.pacificcup.org. As it was, we were forced to skip all the parties in order to get back home and get this together by the end of our editorial cycle. The pool-side scene at Kaneohe YC was a little more demure than in '08, as just about no one we talked to had arrived in Hawaii with any reserve energy this year. The '10 Pacific Cup was one for all time, and no one summed it up better than *Criminal*



LATITUDE/ROB

The heavy conditions and their toll paled in comparison to the wrath of the rum squalls at Kaneohe YC, which left more than this sailor ready for an impromptu nap during the week.

Mischief's Megeath:

"Everyone who sailed this race is a hero."

— *latitude* /rg

OVERALL — 1) *Horizon*, SC 50, Jack Taylor; 2) *Criminal Mischief*, R/P 45, Chip Megeath; 3) *Deception*, SC 50, Bill Helvestine; 4) *Mirage*, SC 70, Hector Velarde; 5) *Tule Fog*, Express 27, Steve Carroll. (55 boats)

DOUBLEHANDED 1 — 1) *Moonshine*, Dogpatch 26, Dylan Benjamin/Rufus Sjoberg; 2) *Furthur*, SC 27, James Clappier/Cody Spruce; 3) *Nozomi*, Cal 40, Rowena Carlson/Robb Walker. (6 boats)

DOUBLEHANDED 2 — 1) *Tule Fog*; 2) *Great White*, Express 27, Rachel Fogel/J.P. Sirey; 3) *Pocket Rocket*, MiniTransat, Emma Creighton/Andy Hamilton. (8 boats)

DIVISION A — 1) *Nancy*, Wyliecat 30, Pat Broderick; 2) *Friction Loss*, J/30, Shawn Ivie; 3) *Green Buffalo*, Cal 40, Jim Quanci/Mary Lovely. (9 boats)

DIVISION B — 1) *Sweet Okole*, Farr 36, Dean Treadway; 2) *Relentless*, Sydney 32, Arnold Zip-pel/Greg Paxton; 3) *Coyote*, Beneteau First 42, Connie & Steve Hill. (8 boats)

DIVISION C — 1) *Uncontrollable Urge*, Columbia 30 Sport, James & Chris Gilmore; 2) *Summer Moon*, Synergy 1000, Josh Grass; 3) *Spellbound*, Olson 40, Bob Gardiner. (9 boats)

DIVISION D — 1) *Horizon*; 2) *Deception*; 3) *J World's Hula Girl*, SC 50T, Wayne Zittel. (8 boats)

DIVISION E — 1) *Criminal Mischief*; 2) *Mirage*; 3) *Mayhem*, TP 52, Ashley Wolfe. (6 boats)



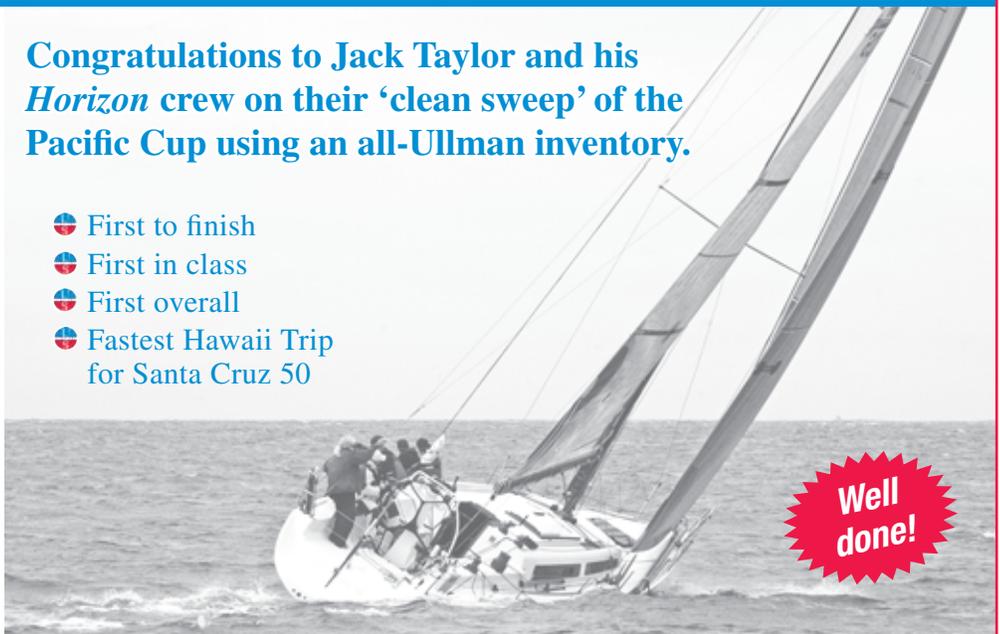
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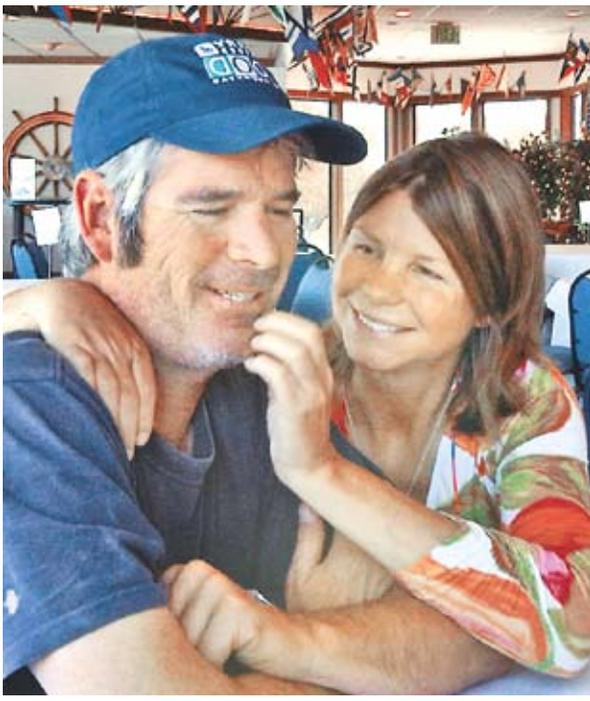
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FUN HOUSE RIDE FROM HELL —

"During the last two hours, when I looked behind the boat it scared the hell out of me — and I've got a few miles under me," recalls sailmaker Steve McCarthy. "The waves were *really* steep, and conditions just kept getting worse and worse."



Steve and Kristy in better times at the Oakland YC. They're both passionate about sailing, but not the sort of sailing they did on this trip.

When he agreed to help his girlfriend, Kristy Lugert, deliver her newly purchased catamaran to the Bay early last month, Steve — a lifelong sailor who's been racing offshore for years — had no idea that he'd signed up for what he now describes as the "fun house ride from hell."

For Kristy, buying *Catalyst*, a meticulously maintained PDQ 32 cat, was the fulfillment of a dream she'd been nurturing since her early sailing days, more than 15 years ago. After sealing the deal at Sidney, on British Columbia's Vancouver Island, her original idea was to have the boat trucked south to Alameda. However, Kristy says that her surveyor, Kristoffer Diel, talked her into letting him deliver the cat on its own bottom. Later, she explains, when Diel refused her request to take on additional crew at Newport, OR, and broke the agreed-upon float plan, she felt compelled to fire him midway through the 850-mile trip — and ordered him to leave the boat at Crescent City Marina, just south of the Oregon border.

Unsure if it was even possible to haul

the 16-foot-wide cat there and have it trucked south, she asked Steve if he'd captain *Catalyst's* delivery south during the upcoming Fourth of July weekend. Although he cautioned her that a PDQ 32 isn't really built for offshore conditions, he was game for the adventure, and he recruited his longtime racing mate, Greg McCuen, as a third watchstander. The threesome arrived at the marina on Thursday evening, July 1, along with Kristy's beloved border collie, Jakey.

While squaring away her gear, Kristy noticed that some of the equipment that she'd stowed aboard before the boat left B.C. was missing, including some of the ship's papers, all the paper charts, her handheld VHF, and a brand-new handheld GPS. Steve had brought his own GPS, though, plus the boat had one that was built in, so they figured they had adequate navigational redundancy to make the trip safely.

Before setting out early the next morning, Kristy got a print-out of the weather forecast from the marina office, and all three sailors studied it. The prediction was for NW winds of 15-25 knots within 10 miles of the coast, with stronger winds and big seas farther offshore. They took that assessment as good news, as they'd been hoping for some breeze in order to complete the 350-mile distance within the three-day weekend, if conditions allowed. Other than giving notorious Cape Mendocino a wide berth, their intention was to stay less than 20 miles from the coastline during the whole trip.

"When we left Crescent City it was nice," Steve recalls, "gorgeous in fact." They made good progress initially, but the breeze eventually got light, at one point forcing them to motor for a while — *Catalyst* was rigged with twin Yamaha 9.9hp outboards. Sixty miles down their track they were abeam of Humboldt Bay, which they knew was — realistically — the only safe haven they'd encounter until well south of Cape Mendocino. But conditions at the time seemed fine, so all agreed to press on.

During the first half of the night they saw 18 to 22 knots of breeze. "It was bumpy," Steve remembers, "but not really nasty." Sometime during the middle of the night their route took them outside Cape Mendocino's offshore buoy, which

lies roughly 10 miles off the point, warning mariners of inshore hazards. It was then that they really missed that third GPS, as the two they had on board were not in complete agreement. As a result, they stayed farther offshore than they might have done otherwise.

During the pre-dawn hours of July 3 the wind built continuously, reaching a steady 30 knots by 9:30 a.m. And with the increase came larger and larger swells. Knowing she had the least experience driving in such conditions, Kristy opted to let the guys trade one-hour stints at the helm while she handled navigation and worked on slowing the boat down. Long before, they'd stowed the main, and were running with only about 15 square feet of jib rolled out.

"When *Catalyst* would surf, it would go 10 to 15 knots," recalls Kristy. Because much of her sailing experience has been aboard multihulls, she knew as well as the guys that one of the greatest dangers in such situations is burying the bows and pitchpoling. So, as she'd been taught to do, she trailed numerous warps of spare line off the stern, with monkey's fists tied in them to create more drag. Just as the textbooks promise, the warps slowed the little cat down to 6 or 7 knots, giving it much-improved directional stability, which in turn made it much easier to steer. Because PDQ 32s are not designed for such conditions, they have relatively small rudders.



Left to right: Rescue swimmer David Foreman begins his descent; the swell height makes operations tricky; Greg is hoisted to safety.

The game plan had been to reach farther east once they cleared the Cape, following the easterly curve of the coastline. But as Steve explains, "The wave and sea direction forced us to keep our

A NORTH COAST NIGHTMARE

course low. There were two defined wave angles: one heading toward 170° (nearly due south) and the other toward 120° or 130° (roughly ESE to SE)." Being forced to sail deep — nearly dead down — they

"Those waves were huge, at least 20 feet. . . breaking, crashing, frothing. . . It was horrible."

found themselves farther and farther offshore as the coastline faded away to the east.

Throughout the morning, conditions got uglier and uglier, with sustained winds in the mid- to high 30s, and frequent gusts in the mid-40s. For drivers with less experience, trying to maintain control would have been impossible, but Steve and Greg hung in there hour after hour. "A wave would line up behind you and the boat would want to surf," Steve recalls. "So we'd wait until a wave got pretty much beneath the boat — you could tell that it wanted to go — then we'd spin off the top of it so we wouldn't catch it, then spin back again. With the two wave angles coming in, we had to be very careful, as we were avoiding one, not to catch the other one. We were spinning the wheel 270° or so, then having to spin back in the other direction."

boat, you'd normally have a beautiful panoramic view through the salon windows. But during this passage it would just make you sick to your stomach with fear to look out. I've never been so scared in my entire life."

About 11:15 a.m. Steve came up from belowdecks where he'd been trying to rest: "The first thing I noticed was how much bigger and steeper the seas had gotten since I'd been below. It was pretty amazing how much things had changed. I sat there with Greg for about five minutes just to get a better feel for what was going on."

When Steve eventually took the wheel, Greg went below to rest. But not long afterward Kristy strongly recommended that they all stay above decks — just in case — and the guys agreed. While no one was obsessing about the possibility of a rollover, the thought was definitely on all their minds. Before lashing the large main hatch shut, they brought up the GPIRB and lashed it to one of the hardtop bimini's supports. Without being asked to do so, Kristy's dad, Jerry, had taken the initiative to rent the unit for them from Boat US, out of fatherly concern. (Due to the demand from Pacific Cup skippers, this particular unit had to be FedExed from Annapolis, arriving the day before their departure.)

In contrast to the roaring seas

Steve. "Greg saw a big cross wave coming from abeam — from inshore — and said something like, 'This is going to hurt.' It was ready to break. It didn't pick the boat



In moderate conditions PDQ 32s — like this sistership — are fast and fun. But they weren't designed to ride 20-foot swells.

up, it just nailed the port hull, just aft of the beam, and moved the whole boat to starboard."

Because Steve was hanging onto the wheel "with a death grip," he was flung to the portside as the blades of the rudders were pushed to starboard by the force of the monster wave.

Catalyst hinged up onto her starboard hull and for a few unnerving seconds teetered at a balance point. "We all fell in a heap on the starboard side of the boat," recalls Kristy, "then looked at each other and thought, 'What's it going to do?'" But the wind apparently caught the underbelly of the bridgedeck and finished the job. It was about 12:40 p.m., and they were roughly 20 miles west of Fort Bragg.

The three crewmembers suddenly found themselves in a truly surreal situation: They were standing on the firm surface of the bimini's underside, with their heads and shoulders sheltered within the air-filled well of the overturned cockpit. For a few moments Kristy actually felt a sense of relief, realizing that the three of them and Jakey were unharmed and sheltered together. But the illusion of security faded quickly as they realized that the boat was slowly settling deeper, thus forcing their precious air out through the cockpit drains overhead. This

cat was designed with four watertight compartments, fore and aft, so in theory it couldn't sink completely. But the center portion was slowly filling.

Steve manually activated the GPIRB, then stuck it underwater just to make sure. Amid the tangled spaghetti of lines and gear, Kristy grabbed a floating



"Those waves were huge," Kristy remembers vividly, "at least 20 feet. They seemed as big as a two-story building to me; breaking, crashing, frothing. . . It was horrible."

"When you're sitting below in this



and howling winds, it was actually a gloriously sunny day with clear blue skies. And protected by the cat's full cockpit enclosure, the crew was dry and relatively comfortable, considering the tumult outside. But that was all about to change.

"I'd just kicked off a wave," remembers

FUN HOUSE RIDE FROM HELL —

cushion and perched Jakey atop it, as she and the guys assessed how to break out of the wrap-around enclosure. It was obvious that they'd have to swim down, then out, in order to get clear of the hull and rubble. Greg grabbed the GPIRB, took a deep breath, then dove down, but he couldn't find an opening. Then Kristy noticed that one of the clear vinyl window panels had torn free, and on Greg's second attempt he broke out.

Kristy went next, but the flotation of her lifejacket wouldn't allow her to get deep enough. She removed it, as well as her foul-weather jacket, and managed to get out on her next attempt. Outside, among the violent swells, it wasn't easy to clamber up on *Catalyst's* slick underbelly, but she managed it with Greg's help. He still had his lifejacket and tether on and was able to clip on to the pivot pin of one of the outboards — there was absolutely nothing else on the boat's underside to cling to.

Meanwhile, as the boat settled deeper, the volume of air in the inverted footwell became smaller and smaller. Steve was focused on finding a way to get Jakey out. But as he removed the dog's lifejacket, he realized his own was still on too. "By the time I got it off," he remembers, "there was just enough air to take a breath and make one try."

Outside, anxious minutes had passed with no sign of Steve, and Kristy began thinking he'd drowned. But suddenly

he surfaced, more than a boat-length away. Despite the churning wave action, he was able to swim to the cat's stern and join his shivering crewmates. Sadly, Jakey didn't make it out.

After more than two hours exposed to the elements, both Steve and Kristy felt they were reaching the end of their endurance.

Now out in the elements with no protection, no shoes and only one lifejacket among the three of them, they were completely at the mercy of the raging wind and seas. All they could do was huddle together for warmth and wait to be rescued. With Greg still clipped to the outboard, they lashed themselves together with a random piece of line.

Oddly enough, the inflatable dinghy,

which had been stowed on davits, was upright and afloat behind the boat, still attached by its painter. "It was scary," says Kristy, "because it kept washing up over the transom and trying to ram us." They didn't dare cut it loose, though, as it brought some comfort as a last-chance bailout option.

Initially, the boat lay parallel to the dominant swell angle, so the windward hull gave them some protection. But about 15 minutes into their topside ordeal, the main came unfurled below the surface and acted like a giant wind-vane, rotating the boat so that every wave crashed over the bows and washed down the bridgedeck. "Waves just kept smashing down on us, trying to rip us off the boat," says Kristy. As the minutes passed they got colder and colder, with each new wave prolonging their agony. There was no possibility of drying out, but they all did their best to stay positive. "There was no panic," recalls Kristy. "I was more scared than the guys, though. I'd occasionally ask, 'Where are they?' And the guys kept saying, 'They're com-

406 MHz EPIRBs vs GPIRBs

For a thorough explanation of the differences between traditional EPIRBs and the new GPIRBs, we consulted Landfall Navigation:

"The position of a 406 MHz EPIRB is determined by calculations using the Doppler shift in the beacon's distress signal, which occurs as satellites approach and recede in overhead orbits. The accuracy of the calculations is determined by the number of signal bursts received by the satellites. Accuracy is enhanced when a satellite passes directly overhead, because the satellite receives the greatest number of signal bursts. The only real problem with the system is that it takes time for an accurate fix to be acquired.

"In contrast, the GPIRB (combined GPS EPIRB) takes an active role in determining its own position. When activated, its internal GPS finds its own position, just like an onboard GPS you might already have. Having located itself, it broadcasts its identity and position on 406MHz. It will then shut down for 20 minutes to conserve power, and repeat the process of locating itself and broadcasting. It will continue to update its position every 20 minutes as long as it is active.

"The advantage of a GPIRB is that an accurate fix is almost instantly available; its frequent update allows rescuers to compute drift accurately, and direct SAR teams directly to you — difficult to do with the time delays of an EPIRB."



A NORTH COAST NIGHTMARE

ing. Don't worry. They're coming."

And, in fact, they were. Through the miracle of modern electronics, the rented GPIRB had been periodically transmitting their lat-long coordinates, which were picked up by U.S. Coast Guard Search and Rescue coordinators. After confirming with Kristy's dad that the boat associated with that GPIRB was, in fact, somewhere off the Mendocino Coast, they began putting their resources into action.

These GPS-enhanced transmitters give amazingly accurate location data, but, of course, no info as to the nature of the emergency. So — as is standard practice — a 47-ft motor lifeboat was dispatched (out of Fort Bragg's Station Noyo River) as well as an MH-65C Dolphin helicopter (out of Air Station Humboldt Bay at McKinleyville).

According to copilot Lt.j.g. Bernie Garrigan, his helo was on maneuvers about 25 miles NW of Eureka when his team got the alert. They quickly returned to Arcata airport to refuel, and while there received an updated lat-long position

for the vessel in distress. Once airborne again, it took them about 45 minutes to travel the 92 miles to the site.

Meanwhile, after more than two hours exposed to the elements, both Steve and Kristy felt they were reaching the end of their endurance. Greg was in a bit better shape, as he'd been in the 50° water for a shorter time, and was dressed in a full fleece suit. "All three of us thought we were going to die," recalls Kristy, "but we weren't crying or screaming. All we could think about was how devastated our families were going to be."

She and Steve both felt as if they only had a short while left before slipping into unconsciousness, so she made a bold suggestion. "I don't remember exactly what I said, but somehow I proposed — something like, 'If we're going to die, can we be married?' I figured Steve was the captain, so he had the authority to marry us!" Steve agreed, and they hugged each other a bit tighter.

Not long afterward, Steve thought he heard the faint sound of a helo engine — just for a few seconds — whirring faintly in the distance. But the others could hear nothing but the din of the churning ocean. Steve was thinking he'd probably imagined it, when all of a sudden the bright red Dolphin appeared overhead. "Seeing that helicopter was like a religious experience," says Steve. "I thought, oh my God, we're not going to die!" recalls Kristy.

Garrigan remembers looking down and seeing that only one survivor (Greg) was waving to them. To him, that was a sure sign that the other two sailors

Left: 'Catalyst' lies in a North Coast 'doghole' pinned in place by her broken mast. Below: The battered cat was righted with the help of pumps and air bags.

were extremely hypothermic. And indeed they were.

With sustained winds in the mid-30s, gusting to 45, and steep swells up to 20 feet, it is truly remarkable that the helo crew could pull off what appears in the on-scene video of the incident to have been a textbook rescue. The team's rescue swimmer, Petty Officer 2nd Class David Foreman, was lowered into the roiling waves, then swam the crewmembers, one by one, to the cage-like rescue basket, in which they were hoisted to safety.

Inside the helo their wet clothes were stripped off and they were wrapped in blankets. Kristy and Steve "were incredibly hypothermic," recalls Garrigan. Even after the half-hour ride in the helicopter with the heaters on full blast, they couldn't walk. "There are different stages of hypothermia," explains Garrigan. "As you get close to the end, you stop shivering and lose situational awareness. They were in that scary final stage." Ironically, the fact that Greg was shivering violently was a sign that he was in much better condition.

At Ukiah Valley Medical Center the three survivors were put in the intensive care unit and given an IV solution to counteract the effects of rhabdomyolysis, a frequent byproduct of severe hypothermia which can cause cardiac arrest and/or organ failure. A hypothermia specialist, who happened to be on call, told Steve that the survival rate for extreme hypothermia is only about 50%.

A remarkable footnote to this story is that four days after the rollover *Cata-*



BOTH PHOTOS GREG YARMAN



FUN HOUSE RIDE FROM HELL

lyst drifted into a tiny reef-fringed grotto along the Mendocino coast, just north of Saddle Point, near the town of Albion. Once within the protection of the cove's surrounding boulders, the boat's broken mast apparently stuck in the bottom, keeping the hulls from being pulverized on the rocky shore. After being alerted to the cat's arrival by longtime *Latitude* disciple Greg Yarman, we published his photos of the cat online, and apparently Kristy's brother, Jerry Jr., saw them. Unbeknownst to Kristy, he took it as a personal challenge to rescue and right the boat — which he did with the help of a salvage team. The hulls look to be in relatively good shape, but considering the cost and complexity of refitting, we assume an insurance adjuster would consider the tough little cat to be a total loss.

Needless to say, the *Catalyst* crew learned plenty of valuable lessons from their horrifying ordeal, not the least of which is never to let time pressure have too much influence on an offshore sailing



Losing your dream yacht is tough. But losing your best friend is even tougher. Jakey will be sorely missed.

plan. "The next time I go offshore," promises Steve, "I'm going to have a personal EPIRB, a waterproof handheld VHF, and maybe a wetsuit or survival suit."

"I think we're all going to be a lot more

conservative in the future," says Kristy. "It's human nature that you never think *you're* going to be the one caught in a disaster. Once you've been through something like this, though, you know how fast you can be disabled. For us it only took three seconds!"

Garrigan complimented the crew for having given a realistic float plan to Kristy's dad before setting out, and for having the presence of mind to stick with the boat. He tells us, "If there's one thing I'd like to pass on, it's that those EPIRBs are worth their weight in gold!"

Naturally, we were curious to know if the marriage vows held up once Kristy and Steve got back to dry land. "Well," she says with a smile, "there's a joke going around that Steve said, 'Burrrrrr,' not 'Sure.'" But, in fact, they made it official shortly after returning home to Alameda. So, despite all the horror and drama, we're happy to report that this story does have a happy ending. And we always love a happy ending.

— **latitude/andy**



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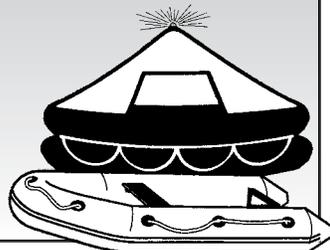
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2010 SINGLEHANDED TRANSPAC

The way Aesop tells it, when Mr. Tortoise challenged Mr. Hare to a race, Bugs took a nap midway through, allowing the glacial-paced reptile to win. But what happens to the fable if the tortoise breaks a leg — and the hare never sleeps? If the 2010 Singlehanded TransPac was the setting for the tale, you'd have what was



for some a surprisingly close race between two disparate competitors: a lightweight Olson 30, a boat that was specifically designed to win Hawaii races — and has many times — and a Westsail 32, a heavy displacement cruising boat. The end of this thrilling tale would see the hare — Adrian Johnson on his Seattle-based Olson 30

Idefix — perform flawlessly to take top honors in this 2,120-mile solo marathon from San Francisco Bay to Hanalei Bay on the island of Kauai.

Just 6.5 corrected hours behind this indefatigable 27-year-old aeronautical engineer was Portland boatwright and delivery skipper Dave King, 61. King shocked those who thought they knew what Westsail 32s were all

about by establishing himself as a serious contender the moment he crossed the start line aboard the venerable *Saraband*. For those in the know, King's stellar performance was anything but unexpected.

"Before the start, I was impressed with Dave's pedigree," Johnson said of *Saraband*'s overall win in the '88 Pacific Cup

Spread, Dave King sailed his Westsail 32 'Saraband' into Hanalei Bay with a broken boom, finishing first in division and second overall. Insets, Adrian Johnson earned 'top dog' honors on his Olson 30 'Idefix'.





2010 SINGLEHANDED TRANSPAC

and subsequent division win in '90. "But the minute I saw how impeccable his boat was, I thought, 'This guy's serious.'"

He had no idea how serious until halfway through the race. After realizing he had a substantial lead on his main competition — Ronnie Simpson, 25, aboard the Jutson 30 *Warrior's Wish* — he took a metaphorical look around only to

find *Saraband* nipping at his heels.

Even after breaking his boom during an accidental jibe 650 miles from the finish, Dave "The Terminator" King kept plowing along at six knots.

"I'm still racing to the finish," he noted in that day's log update. It wasn't until a few days later

that it became clear his jury rig wouldn't allow him to keep up his competitive pace, ensuring Johnson's position as top dog.

For the past two runnings of the Singlehanded TransPac, racers have seen excruciatingly light winds at the start. This year, they were thrilled to find their prayers had been answered with good winds predicted for the June 19 start off Corinthian YC.

What's that saying about being careful what you wish for?

As the boats in Division A crossed the line around 11 a.m., a moderate

Dave King shows off the repair — a six-ft length 'sleeve' of solid wood — he and friends made to his broken boom for the trip back to Portland.



northwesterly and a massive ebb were whipping up a bit of chop on the Bay. By the time they reached the Bridge, skippers were seeing 25-plus knots and decidedly grumpy seas. Almost before they knew it, the entire 14-boat fleet was out the Gate and halfway to the Farallones.

"I've never made it under the Bridge so fast," reported Ken "The General" Roper, a retired Army brigadier general who is the undisputed grand master of the event, having now completed his 11th TransPac aboard his

Finn Flyer 31 *Harrier* . . . at the age of 80! "But each one's different — there's no such thing as 'normal'."

An offshore low earlier in the week had added some good-sized rollers to gale-force conditions outside the Gate, forcing more than a few sailors to make offerings to Neptune over the leeward rail. "I always say I never get seasick, and I usually don't," wrote Simpson after the weather had mellowed, "but those first two days . . . wow. The velocity with which my freeze-dried spaghetti exited my mouth and covered the cockpit was most impressive."

Johnson, who grew up in France idolizing solo sailors and who's literally sailed his entire life, also claimed to have never suffered from *mal de mer* before this race. "I kept thinking, 'I can't believe you guys do this for fun.' I had to believe that it would get good at some point, if all these guys were willing to go

through it again." (In fact, only five racers were returning vets.)

Seasickness was the least of Ben Mewes' worries that first day. Sailing his 30-ft Black Soo *Mirage*, Ben realized just after dark that his batteries weren't holding a charge. Since he wasn't that far out, he flipped a 'U-ey'



Spread, Jeff Lebesch sailed his Hammerhead 54 'Hecla' to his best runs ever early in the race. Inset, but a broken spinnaker block meant a trip up his 59-ft rig.

to address the situation. Two new batteries, a readjustment of the solar panel, and a nap later, and Ben was back in the game.

Around the same time *Mirage* was sailing out the Gate on Sunday night, Al Germain on the Wyliecat 30 *Bandicoot* reported — via a passing container ship — that he was retiring from the race due to what he thought was a failed SSB. "Everyone knows that saltwater and electronics don't mix," Al said, "and a lot of water was getting into the boat. But it turns out that the sensing wires for the battery charger were corroded. It didn't take much water sloshing around in the bilge to corrode them. After I replaced the connectors and moved them higher, the radio worked perfectly."

In the meantime, Mewes had once again turned around due to charging issues. Defeated and exhausted, he pulled into his slip in Pt. Richmond determined to withdraw from the race.

But concerned friends encouraged both racers to restart — it wasn't too late to catch up, they insisted — so on Wednesday afternoon, four days behind the rest of the fleet, *Bandicoot* and *Mirage* sailed in company out the Gate. By then, conditions had settled down considerably, resulting in less water washing over the decks — which startled Ben into the realization that much of the water coming into the boat wasn't actually from deck leaks, as he'd first thought. Discretion being the better part of valor, Mewes turned *Mirage* around for the last time and headed for home.

THE NEW NORMAL



The rest of the fleet—now joined by Sam Burns on his Catalina 309 *Southernaire*, who was forced to start a day late due to problems with his own SSB—weathered the gale surprisingly well. AJ Goldman on the Cascade 36 *Second Verse*, who reported suffering a near-knockdown the first day out, lost a blade to his wind generator; George Lythcott on the Express 27 *TAZI!* blew out a block and a traveler car; and Jeff Lebesch on the Hammerhead 54 *Hecla* also blew out a block—the spinnaker halyard block at the top of his 59-ft mast.

"I was below when I heard a big bang," Jeff recalls. "I looked out the window and saw the spinnaker falling like a big sheet. It got under the boat, wrapped around the headstay, then yanked the spinnaker halyard clutch right off the mast." That clutch exploded into oblivion just before the main halyard clutch was also torn off, the latter at least surviving the ordeal. Instead of risking a mast climb in less-than-calm conditions—imagine Lebesch as the bouncy part of a Paddleball game—he decided to wait for a light air day to effect a repair.

He got his wish... and then some.

mileage on their first few days. "I flew for the first part of the race," said John Hayward on the Valiant 40 *Dream Chaser*. "I even had thoughts of beating my wife Jan to Kauai."

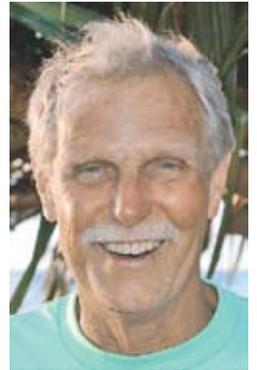
Then the stationary North Pacific High found its legs and dipped south, stealing the wind from the northernmost boats. "The Pacific High jumped me," Simpson wrote in one frustrated log update. "It snuck up on me from around a corner, jumped on my back, punched me twice in the kidneys, and stole my lunch money. Then it said mean things about my mom."

It wasn't long before everyone in the fleet was bemoaning their windless state. "Are we racing yet?" Paul Nielsen of the Olson 34 *Culebra* asked in a log posting. Even *Idefix* had difficulty making progress.

Realizing there was no time like the present—flat seas and six knots of breeze—to climb his mast, Lebesch

rigged his ATN climber and started up. "I had one chance—there would be only one climb," he said later.

As a triathlete, Lebesch would seem better prepared than most to perform such a task, but even for him, the experience was exhausting. Once at the masthead—actually, about a foot shy of where he needed to be—Jeff says his "legs and arms were shaking like a sewing machine." Having only one hand to work with (the other was desperately trying to prevent him from ricocheting off the mast), Jeff found the normally 'simple' job of adding a new block to be a feat of determination and endurance.



Solo circumnavigator Gary Gould always wore a smile.

Meanwhile, *Idefix* and *Warrior's Wish* were duking it out as best they could in their own private mini-race. Seemingly at every check-in, they would switch the lead position: Simpson ahead by 16 miles, then Johnson by 10, then Simpson by 15. "I was just trying to keep up with Ronnie," admits Adrian.

The freshening of the breeze gave everyone hope that the Trades were finally filling in. While one group of racers, including *Warrior's Wish*, had followed the wind north of the rhumb line, the rest nosed south, *Idefix* among them.

"I thought I'd played the weather card

George Lythcott's entire family flew in to surprise him at the finish.



Many racers reported record

2010 SINGLEHANDED TRANSPAC

pretty good," said Simpson. "I thought I'd played the tactics properly."

Who could have predicted the High wouldn't so much explode as melt?

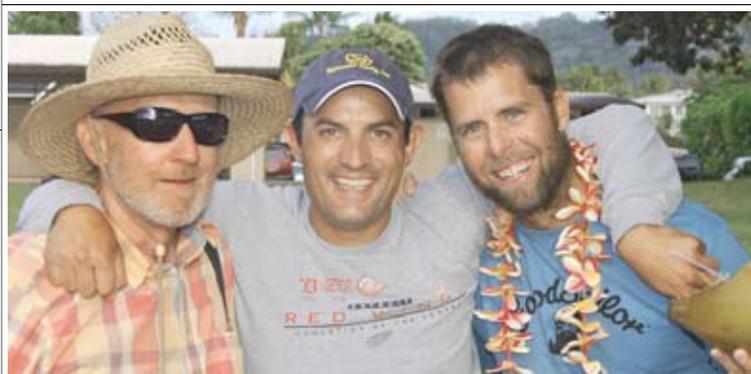
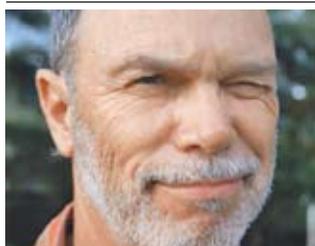
"It spawned all these little highs, right where I was," he continued. "I went from being 54 miles ahead to 100 miles behind in two days. That demoralized me." Coming from a Marine who was nearly killed by an RPG in Iraq, then subsequently lost his first boat on his first attempt at a Pacific crossing, that says a lot.

Much farther south — off Mexico, in fact — potential trouble was brewing for the TransPac fleet. Hurricane *Celia* had developed offshore and was heading right for the race course. While a Category 4 hurricane is nothing to sneeze at, *Celia* was all but guaranteed to fizzle out long before reaching the racers, so no one was too concerned. The worst damage she could inflict would be some awkward seas. Big deal.

As everyone kept one eye on *Celia*, those south of the rhumbline thought they'd found the breeze. "Yesterday was a truly glorious sailing day," Lebesch reported one morning. That night he wrote: "I've sailed a lot of miles in this ocean looking for reliable wind, and I thought now that I'm in the tradewind zone, I would have it to the finish. But no! Today was a drifter, squeezing what I can out of a five-knot, barely perceptible breeze."

Particularly frustrating to Jeff was that the day marking his halfway point in the race was the day he'd been hoping to cross the finish line. Not only had *Hecla* shot out the Gate like a rocket, leading some to wonder if he might not

Ronnie Simpson sailed race vet Don Gray's Jutson 30 'Warrior's Wish' to a stellar finish.



The '10 family album (clockwise from above) — Paul Nielsen gives a knowing wink; 'frenemies' Ronnie Simpson and Adrian Johnson greet each other at 'Tree Time'; John Hayward's Valiant 40 'Dream Chaser' screams out of the Bay; Ken 'The General' Roper found himself surrounded by beautiful women at the awards ceremony; 'Harrier' sailed over the finish and under a rainbow.

be on track to set a record, but he'd also made the radical tactical decision to take a hard left in search of wind, a gamble that didn't pay off.

But Lebesch wasn't the only one finding the 'Trades' to be fickle. Fleet-wide, it took all their physical and emotional energy to eke out every tenth of a knot possible toward Hanalei — or Chile, or the Aleutians; whichever direction would get them moving.



Around the time Adrian was realizing that Ronnie wasn't his only serious competition in the race, the fleet began breaking up into two distinct groups — one being decidedly closer to the finish than the other. As the racers in the first group were opening their halfway presents — spirit-elevating gifts and notes given by family and friends before the start to be opened the day the racer reaches the halfway point — the ones bringing up the rear were struggling to catch up.

gling to catch up.

Bandicoot had made good time toward the fleet after his late restart, but his trajectory north left him searching for wind. Once he found it, though, he shot ahead fast enough to finish at the back of the first group.

The core trio of the afterguard consisted of Sam Burns on *Southernaire*, AJ Goldman on *Second Verse* and Adam Correa on the 26-ft International Folkboat *Blue Moon*. The three had gotten to know each other before the race, and spent countless hours bantering on the radio after check-ins.

Indeed, SSB chats are such a part of the personality of this race that, while radios weren't exactly *required*, the race committee "strongly" recommended each boat be equipped with one. Correa had initially planned to go with only a sat-phone to save money, but a number of race vets insisted a radio would elevate his race experience beyond his wildest expectations.

"I'm so happy to have the SSB for my trip," Adam wrote in a log update. "I've really enjoyed the chatter, and the check-ins help create a focus for me." And focus is easily lost when check-ins become shorter every day as your friends reach the idyllic shores of Hanalei.

THE NEW NORMAL

ALL PHOTOS LATITUDE / LADONNA



As the leaders neared the islands, *Celia's* wrath was finally felt by the fleet. With the Trades finally starting to fill in, bringing with them their typical swell from the northeast, *Celia* sent some sloppy offspring up from the southeast, creating havoc-wreaking seas. "They were like the topping on lemon meringue pie," recalled Paul Nielsen.

The crazy cross swell meant more tough going across the entire fleet, from *Hecla* to *Blue Moon*. "Why does the last full day have to be so hard?" wondered Lebesch the day before his finish. "Boat motion alone causes big sails to deflate and repower with a bang, and it doesn't take too many bangs before something breaks."

That was a hard-learned lesson for Adrian Johnson, who suffered an accidental spinnaker jibe due to the swells three days out from the finish. "When I brought the chute back, it caught on something at the masthead, and apparently pulled out the pin for the spinnaker sheave box. I heard a clunk and thought, 'That's probably really important,' but I didn't bother to find out where it came from. I figured I'd find out pretty soon."

Sure enough, when he finally doused the spinnaker some time later, the various parts that had remained at the masthead — the sheaves had long since dropped into the base of the mast — came raining down. And that was the

end of Johnson's spinnaker flying.

George Lythcott on *TAZ!!* described the seas to his family via satphone: "The waves are like mountains. Waves driven by wind equals natural waves. But adding them to the waves driven by the hurricane equals confused seas which are really hard to sail through." As proof of this, Lythcott casually mentioned that one particularly large wave sent him flying across the cabin, resulting in an impressive black eye.

But the biggest carnage of the event also effectively ended the unexpected drag race between *Idefix* and *Saraband*. King had been quietly chugging along throughout the race, posting anywhere between five to seven knots on his position reports. His consistent forward movement — even in the lightest of winds — coupled with his 199 rating, made him Adrian's last serious threat.

That all ended late one night when the rolling seas sent *Saraband's* boom flying in an accidental jibe. "Normally that wouldn't have been a real problem," said King, "but when it jibed, the mainsheet hooked up on the boom gallows, jerking it back. Since it wasn't able to complete its jibe, it commenced to do it a second time. That's when the boom broke."

The irony of the boom breaking at the vang point while racing against an Olson 30, a boat that has a habit of breaking booms in that exact spot, was not lost

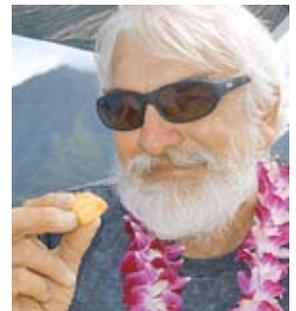
sort of splint. "They were a bit wider than the boom so it kept sagging down," Dave noted. In an effort to prevent the sag, he crammed a spare tiller into the bottom of the splint, but it didn't help much. "I duct taped it all together, then used continuous link hose clamps to strap it all together."

S a d l y , whether or not he wanted to acknowledge

it at the time, with 650 miles left to go, Dave's race for overall honors had come to an end. "But a Westsail 32 coming in second to an Olson 30 in a downwind race to Hawaii is still pretty good," he said with a smile.

Agreed.

Once *Hecla* took line honors on July 2, the next four finishers were each spread a day apart: *Idefix* — who naturally won his division in addition to overall — on July 3, *Warrior's Wish* on July 4, Max Crittenden on the Martin 32 *Solar Wind* — who won the *Latitude 38/ Nelson's Trophy* for the first Northern California monohull on corrected time — on July 5, and *Harrier* on July 6. But



Al Germain enjoying fresh pineapple in paradise.

RESULTS

Boat	Type	Skipper	Homeport	Elapsed (d:h:m)	Corrected	Fleet
MULTIHULL DIVISION						
1. <i>Hecla</i>	Hammerhead 54	Jeff Lebesch	Fort Collins, CO	13:04:49	13:03:03	5
DIVISION A						
1. <i>Idefix*</i>	Olson 30	Adrian Johnson	Seattle	14:09:34	11:23:16	1
2. <i>Warrior's Wish</i>	Jutson 30	Ronnie Simpson	Oriental, NC	15:06:08	13:09:58	6
3. <i>TAZ!!</i>	Express 27	George Lythcott	Alameda	17:13:10	14:09:12	8
4. <i>Bandicoot</i>	Wyliecat 30	Al Germain	Pt. Richmond	19:06:12	16:02:50	11
<i>Mirage</i>	Black Soo	Ben Mewes	Pt. Richmond	DNF		
DIVISION B						
1. <i>Saraband</i>	Westsail 32	Dave King	Portland, OR	17:03:01	12:05:50	2
2. <i>Harrier</i>	Finn Flyer 31	Ken Roper	Myrtle Beach, SC	16:23:26	12:11:40	3
3. <i>Solar Wind</i>	Martin 32	Max Crittenden	San Francisco	16:07:31	12:15:46	4
4. <i>Culebra</i>	Olson 34	Paul Nielsen	Sausalito	17:01:49	13:23:02	7
5. <i>Dream Chaser</i>	Valiant 40	John Hayward	San Francisco	17:21:40	14:15:20	9
DIVISION C						
1. <i>Pakele</i>	Islander 36	Gary Gould	San Diego	18:22:07	15:02:50	10
2. <i>Southernaire</i>	Catalina 309	Sam Burns	Alameda	20:23:17	16:09:10	12
** <i>Second Verse</i>	Cascade 36	AJ Goldman	San Francisco	21:09:34	17:13:42	FAD
** <i>Blue Moon</i>	Intl. Folkboat (26')	Adam Correa	Sausalito	21:18:34	15:15:56	FAD
	*Overall winner	**Finished After Deadline				

on Dave. But instead of wallowing in self-pity, he got to work on a jury rig. Using the main halyard, he winched the unnaturally angled spar relatively level, then used two windvane rudders as a

as a testament to either how well the racers sailed or how much they wanted to 'get off the ride', July 6 was a busy day, with three more boats finishing right behind *Harrier*: *Culebra*, *Saraband* — who

2010 SINGLEHANDED TRANSPAC

also won his division — and TAZ!!.

One of the more heart-warming moments came just after George Lythcott on TAZ!! crossed the line. Poor George had been reduced to surviving on rationed granola and dried fruit for the last half of the race after overestimating the lifespan of dry ice, which resulted in most of his food spoiling. "I'm going to have a BIG lobster dinner!" shouted George as the race committee boat gathered him up to take him ashore. There he was shocked to find 15 members of his extended family waiting to greet him. The next night they took him out for his lobster.

Dream Chaser was the next finisher at dawn, with Gary Gould on the *Islander 36 Pakele*, then *Bandicoot* following the next day. Gould, who has solo circum-navigated aboard *Pakele*, was the first — and for a while looked as if he might be the only — finisher in his division. But



The Class of 2010 — Back (l to r): Gary Gould, Paul Nielsen, George Lythcott, AJ Goldman, Dave King, Ken Roper, Adam Correa & Max Crittenden. Front: Jeff Lebesch, Adrian Johnson, John Hayward, Ronnie Simpson, Sam Burns (Al Germain not shown).

Sam on *Southernaire* managed to heat it up enough to cross the line a few hours before the race's official deadline. That left two soldiers on the battlefield: *Second Verse* and *Blue Moon*.

Fighting through 24 hours of miserable conditions, the dynamic duo finished what they'd started 21 very long days earlier. Though both had finished after

the race's deadline, they were greeted by their fellow racers as returning heroes and, along with Burns, were honored at a special 'Tree Time' (a nightly get-together on the beach) to award them their well-deserved belt buckles.

In a poignant example of the spirit of this race, Sam Burns, who had received the Perseverance Trophy as the race's last official finisher, immediately handed it to his compadre Adam, the "real winner."

We honestly have no idea why this race flies so far under

the radar of the big-name racers, but we can't say we're sorry that it does. The Joe Everyman-dynamic is part of what makes it so special. There are no rockstar egos, no underhanded tricks, no protests — just a group of ordinary people sailing across an ocean together to achieve one extraordinary goal.

— **latitude/ladonna**

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ARE YOU READY TO HA-HA?

With the September 10 entry deadline fast approaching, more than 130 boats have signed up for this year's rally, and more are added daily. If you're on the fence about joining this year's southbound migration, we'll remind you that your "To Do List" will never be complete, so don't fall prey to procrastination. As thousands of rally vets would tell you, at some point you've just got to forget the list and "Do it!" You'll find the complete list at www.baja-haha.com.

If you're not familiar with the event, let us explain that the Ha-Ha is a 750-mile cruisers' rally from San Diego to Cabo San Lucas, with stops along the way at Turtle Bay and Bahia Santa Maria.

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

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MEET THE FLEET

Among the important dates to note (at right) is *Latitude's* annual Mexico-Only Crew List and Ha-Ha Party, September 8. There, hundreds of potential crew mix and mingle with Ha-Ha boat owners looking for extra watch-standers. Get a headstart on the process at our constantly updated Crew List site at www.latitude38.com. As many Ha-Ha vets will confirm, the best way to prepare for doing the event in your own boat is to crew for someone else first.

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IMPORTANT DATES

Sept. 8 — Mexico-Only Crew List and Baja Ha-Ha Party, Encinal YC in Alameda; 6-9 pm.

Sept. 10 — Final deadline for all entries.

Oct. 16 — Ha-Ha Welcome to San Diego Party, Downwind Marine, 12-4 pm. Ha-Ha entrants only.

Oct. 23 — Informational Meeting about the Pacific Puddle Jump, West Marine, San Diego, 5 pm.

Oct. 24, 9 am — Final deadline for all crew and skipper waivers, West Marine, San Diego.

Oct. 24, 11 am — Skipper's meeting, West Marine, San Diego. Skippers only please.

Oct. 24, 1 pm — Ha-Ha Halloween Costume Party and Barbecue, West Marine, San Diego.

Oct. 25, 10 am — Fleet Parade through San Diego Harbor

Oct. 25, 11 am — Start of Leg 1

Oct. 30, 8 am — Start of Leg 2

Nov. 3, 7 am — Start of Leg 3

Nov. 5 — Cabo Beach Party

Nov. 6 — Awards presentations hosted by the Cabo Marina.

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PLEASE NOTE: There is no phone number for the Baja Ha-Ha Rally Committee. Please don't call *Latitude 38* with questions. The Ha-Ha is a separate operation.

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FOGGY FRIDAY FUN



— BEER CAN RACING



One thing we've always been complimented on here at *Latitude* is our willingness to tell it like it is — even when the truth isn't so rosy.

So, let's get this out in the open. You know that famous wisecrack that Mark Twain supposedly made about a summer he spent in San Francisco having been the coldest *winter* he'd ever endured? (*What a whiner!*) Okay, so we'll admit that from May through mid-August it's usually not exactly 'Baywatch' weather along the Cityfront. But, hey, the City also has something that few other California coastal towns can boast: dependable breeze! (Note: Wind is an essential requirement for the sport of sailing.)

Besides, we like to think that Bay Area sailors are a bit tougher than our brethren in, say, Florida or Long Island. When a thick loaf of fog envelops

If rompin' and stompin' suits your style, the Golden Gate YC's Friday night beer can series is the place to be. Races continue through September. — all photos latitude/andy

FOGGY FRIDAY FUN

the City on a Friday night, local sailors don't run for cover and cancel their plans to go beer can racing. No way. Instead, they just throw a few more 'layers' in their gear bags, slip on watch caps and head out into the mist.

As these photos confirm, on a particularly gray Friday last month many boatloads of zipped-up sailors braved

the elements to do battle during the Golden Gate and South Beach YC suds-fests. And despite the lack of evening sunshine, they all seemed to regard the experience as time well spent. After all, even getting a face full of cold sea spray on a foggy night is preferable to sitting in the Bay Area's mind-numbing Friday-

getaway traffic.

Regardless if it's sunny or dreary, when you're out on the water the stress and worry of the workaday world just seem to melt away. By the time you get back to the yacht club, your attitude will be brighter, your muscles will feel a bit tauter, and you'll feel substantially more



Around the corner, off the South Beach YC, dozens of boats competed on broad courses that stretched halfway to Alameda.

— BEER CAN RACING

'alive' than you did a few hours earlier, when you were hunched over a computer in your soulless office cubicle.

All throughout the Greater Bay Area beer can racing continues through the end of September. So we encourage

you to get out and join in the fun. If you don't have your own boat, it's relatively easy to catch a ride. To do so, we suggest you show up early at a sponsoring club with a smile on your face, an upbeat attitude, and something to share like, oh, let's see. . . a six-pack of beer perhaps?

By the way, we haven't had a single

sailor step up to tackle *Latitude's* famous Beer Can Challenge this season: The idea is to sail a beer can race every night for a week, then send your story — with photographic proof — to rob@latitude38.com, and we'll reward you with a write-up in the mag and some official *Latitude* swag. What a great excuse to have fun!

— **latitude/andy**



ALL PHOTOS LATITUDE / ANDY

MAX EBB'S S.O.S.

You can never tell who will be having a meeting in your own yacht club.

I was about to take a non-sailing co-worker and his wife out for a long-promised sail on my boat. I wouldn't call him my boss, per se, but he was senior to me in the company, and it was important to make a good impression. So while his wife made the required last pass at the bathroom in the yacht club, I thought I'd show off the portrait of my boat on the dining room wall. But we stopped short when we entered the room — a meeting was in progress, and it looked at first like another lunchtime corporate rental.

Except that there was a large map projected on the wall that I recognized. It was a nearby waterfront property — large and mostly undeveloped — that had been operated for generations by the military. Now it was being cleaned up and detoxified, and was about to be turned over to private hands for a major commercial development project.

"Let's take a minute to see what this is all about," I whispered to my guest as we took chairs in the back of the room near the door.

The point of the meeting was obvious soon enough. It was a sales pitch by the developer, trying to build up political support for the various zoning changes and building permits that would be necessary to make the project fly. I recognized a few members of the City Council and some local environmental activists.

The discussion was all about hiring practices, economic benefit to the city, traffic mitigation measures, and tax revenue. But I was intrigued by the detailed site plan, showing

a spectacular shoreline. The site included an existing deep-water pier, a semi-protected beach, and miles of shoreline previously off-limits to the public. This

could be a fantastic opportunity for sailors. I imagined new waterfront restaurants with guest docks, new berthing for mega-yachts that would enhance the development's upscale image, maybe even a new marina and yacht club. And new off-the-beach water access for small boats and sailboards, with more than enough space to support a community sailing center.

But then it was the park advocates' turn, they drove a hard bargain. Open space, and nothing but open space, near the shoreline. Habitat protection where things were growing. Habitat restoration where things were not growing. No docks, no boat launching, not even hand-launched kayaks or canoes had a place in their "compromise" proposal. Just paths and park benches. When we discreetly left the room, they were describing the elevated observation points for wheelchair viewing that would be placed along the boardwalks running through the new wetland habitat, created at great expense to the developer.

We met my colleague's wife back in the yacht club bar just as she was returning from the head. She was with,

of all people, Lee Helm, the naval architecture grad student who can sometimes be persuaded to crew for me when she's not windsurfing — or when she doesn't have a ride on a faster boat. Apparently they met in the bathroom and had already determined their connection.

"Lee," I said. "Good to see that you're part of this workshop. They need a windsurfer at that meeting."

"They already totally have my POV, and then some," she answered. "What's amazing is that, with all this buzz about 'saving sailing,' there's not one person



from the industry in there trying to save us a tiny bit of waterfront access."

"Maybe all the industry flaks spend their weekends volunteering with junior sailing programs," I said as I looked out at the harbor where a dozen pre-teen kids in tiny sailing dinghies were being blown into the leeward docks faster than the instructors' powerboat could pull them off.

"Naw. They're all worried about meeting next month's payroll. And I can't, like, blame them."

A copy of *Saving Sailing* by Nicholas Hayes had been left on one of the tables. Lee picked it up and handed it to me. "He says that participation in sailing is down 40% since '97, and down by a whopping 70% since '79."

Not having my reading glasses handy, I pretended to skim through the first couple of pages. There were no pictures, so I walked over to the open window for a better look at the kids' sailing les-



A dragon boat is the most bang for the water access buck.



Yacht club junior programs — such as last month's annual Sail Camp at Stockton SC — do great work, but the throughput is not high enough to reverse the national trend.

PHOTOS MAX EBB

son. I could hear one of the instructors shouting "Pull the tiller toward you! No, *toward* you!" through his megaphone. I couldn't help observing that the poor girl was sitting in the bottom of her boat, on centerline directly forward of the helm, and whichever way she moved the tiller it could only be moving away from her.

"Well, if anything really saves sailing," I said, "it will be the junior programs and the public 'Learn to Sail' classes. That has to be an important part of any revival, in the long run."

"For sure," admitted Lee. "It's much more productive than a media blitz about some celebrity race event, or public tours of the latest batch of round-the-world racers. But it totally doesn't scale. I mean, if Hayes' numbers are right and we really have 1.8 million sailors in the U.S. right now, and if sailing is down by 70% since '79, then to return to pre-'79 levels we have to add 4.2 million new sailors, not even adjusting for population growth. Divide that by the number of yacht clubs you think could support

junior sailing programs, work in a reasonable attrition rate, and it just doesn't compute. Yacht clubs alone can't make this happen."

"But in the long run," I asked, "what other way is there to build the fleet?"

"Look at it another way," Lee continued. "Hayes says only one in five sailors belongs to a yacht club. So just to break even, each club has to have a junior program that cranks out five new non-member sailors during the course of each membership. To grow back to pre-'79 levels, each club membership has to result in 11.7 new non-member sailors who stay active for as long as each YC member is active. No way. For long-term growth you have to make it easy for people to get into sailing without relying on the yacht club infrastructure. The yacht club pipe is too narrow, and the sailboat racing pipe is even narrower."

"You can't blame the industry for going after short-term gains via publicity," suggested my co-worker. "They're in it to make a profit next quarter, just like any other business."

"True, but they're fighting the last

war," Lee asserted.

"What do you think the industry promoters are missing?" I asked. "The ones I know understand the importance of small boats and entry-level opportunities."

"Land use, Max. Land use. It's all about what's going on in the dining room, and how the waterfront is used. The only way we will ever have a large-scale return to sailing is if new access points are created with every new waterfront park or shoreline development project. And not just in the urban core — the new access opportunities have to, like, follow the demographics to the waterfronts farther out in the 'burbs. I blame the sailing and paddling communities for not being right in there at every stakeholders' meeting and planning workshop, having it out with the enviros and fighting for access. I mean, some of those blue-hairs who run the park advocacy show think it's more important to preserve the view of the Bay from the freeway than it is to give kids a chance to sail or paddle on it."

Lee probably hadn't noticed that my colleague's wife had a slight tinge of blue dye in her hair. I also happened to

MAX EBB'S S.O.S.

know that she was on the board of one of the more active local environmental advocacy groups.

"Lee, I never thought I'd hear you making disparaging remarks about environmentalists."

"I'm with them 110% on wilderness issues," Lee explained. "But get them inside the city limits and they don't know how to balance things. I mean, the main problem is that they don't seem to understand the value of any form of boating, and they do a lot of damage to urban park design in the name of their open space monoculture. I see them waste a lot of resources blocking facilities that would allow people to float on or touch the water instead of just looking at it. Those resources would be much better spent protecting habitat where there are fewer people and it's way more cost-effective. I can go on for, like, hours about this, with lots of examples, but I have to be at a meeting downstairs in the library."

"Which meeting is that?" I asked, not being aware of any other group using the club that day.

"It's an organization of kayakers, windsurfers and small boat sailors who helped get the Water Trail legislation through a couple of years ago. Now we're trying to get some funding directed at improvements at launch sites. These cats

have their heads on pretty straight."

"Well, fight the good fight for us," I said as she ran to her meeting.

"Land use!" she repeated over her shoulder.



LATITUDE / JOHN A.

Not only do more launch ramps need to be installed in the Bay Area, already existing ramps should be upgraded and reopened.

der. "Land use and water access!"

Fortunately we didn't run into any other acquaintances on our way to my boat. And once on the water I gave a pretty good introduction to sailing, if I say so myself. The weather was perfect. No fog, a good breeze in the mid teens,

and warmer than usual on the Bay.

But we had to come back early — my friend was showing signs of motion sickness, and that's a sure way to turn someone off to sailing. Bearing off for the downwind sail back to the club didn't help much. Even putting him on the tiller, which almost always works in the marginal cases, did not restore color to his face.

"Those kids don't seem to be getting seasick at all," his wife observed as we threaded our way through the fleet of dinghies that were now sailing outside the breakwater.

"You know, motion sickness is almost unknown in very small boats," I informed them.

But it was too late. He lost his cookies over the side, and at that moment the world of sailing lost another prospective member.

One who would have doubtless spent a lot of money in the industry if he had decided he liked it. His wife, on the other hand, was looking at a brochure for the university sailing club — Lee must have slipped it to her when they had first met.

"Honey, this looks like it could be fun," she said with a sly grin. "And Max," she added as she turned back to me. "I'm sure I can count on your presence at the next park planning workshop."

— max ebb

A Better Plan To Save Sailing

- Show up at meetings that address waterfront land use planning. Take back the priority list from the advocates of waterfront parks habitat restoration. They seem to believe the Bay should be observed from a park bench or trail but never touched or floated on. Urban waterfront parks work best when they mix open space and habitat with built space and water-related recreation. Carrying these principles to new park projects in the suburbs is critical.

- Promote easy access to entry-level non-motorized water activities of all types, especially paddle sports with a very low entry bar. Kayaks, canoes and dragon boats are usually an easier entry route than small sailboats, and far more cost-effective.

- Support on-site storage for small craft. Cars of the future will not be very

good at hauling boats around. Housing in the future will be less likely to have garages or driveways and there will be reduced options for storing even small boats or sailboards at home. On-site storage keeps small craft ownership viable. Note that even if on-site storage facilities include parking, they still reduce driving miles because after-work or other combined trips do not have to go home first to pick up the gear. Build it and they will come (and rent storage space).

- Infiltrate the most powerful open space and environmental advocacy groups. It's for their own good. Audubon Society needs to realize that every kayaker becomes a birder, and Sierra Club needs to understand that every sailor becomes a stakeholder in the natural shoreline. These groups should

be the natural allies of non-motorized sailors and paddlers — the trailerable powerboat or Jet Ski (usually hauled around by an SUV) is the natural enemy. Join these groups and help set the policies.

- Support no-wake areas and powerboat bans. Thrillcraft activity is usually preemptive of quiet and non-annoying forms of boating, and reduces the carrying capacity of small bodies of water. We don't need to wait for the next fuel price shock to divert some of the market back to sail and paddle.

- Support mandatory licensing for powerboat operators. Powerboats are many times more hazardous than sailboats, yet the popular perception is that beginners need lessons for sailing but not for power. This perception

— SAVE OUR SAILING

needs to be reversed.

- End the monopolistic protection given to waterfront concessions by public agencies. Commercial rental operations generally charge fees that are too high to offer access opportunities to the broader public. But non-profit clubs and co-ops rely heavily on volunteers and offer dramatically lower costs to the user. These organizations should always be allowed to operate in close proximity to commercial operations at popular sites — experience has shown that neighboring facilities of even slightly different character will usually enhance each other's markets rather than divide them.

- Go for the low-hanging fruit in potential new access points. New parking lots, bathrooms and ramps have become incredibly expensive, but multi-use opportunities abound. Every marina can add a few on-site small craft storage racks with minimal

parking loss and neutral (if not positive) cash flow impact. This should be a requirement for Cal Boating grants and loans. Most marinas have otherwise unmarketable inside tie space for small sailing dinghies, dragon boats and outriggers. Ferry terminals have bathrooms and a vast excess parking resource on weekends. Historic ships have overnight accommodations without upsetting camper-phobic neighbors.

- Forget about big boats. It's the wrong demographic for growth. Promoting big-boat events may generate short-term gains for the industry, and is always valuable for its own sake. And of course it's vital for people in the big-boat business. But it brings in little new blood compared to new small craft access.

- Forget about big-name corporate or institutional sponsorship. Local sponsors with a close relationship

to sailing are fine: Chandleries, boat-yards, gear suppliers and the local sailing press have a direct interest in sailing activity. But hawking unrelated products and charities does very little for the growth of the sport. These sponsors might bring up the number of spectator eyeballs, but they would rather have us all sitting at home watching it on TV or viewing their ads on the web than out sailing our own boats.

- Do all the stuff that *Saving Sailing* recommends. But keep in mind that it's far easier to change land use, architecture, infrastructure, and public policy than it is to change human behavior. Nick Hayes is asking us to change human behavior as the primary approach to the problem. One-on-one mentoring, valuable as it may be for the mentee, does not scale up to the level needed to reverse the decline in sailing participation.

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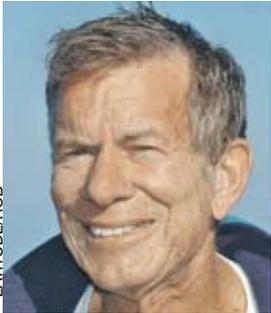
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THE RACING

Thank heavens August is here; hopefully we'll get some weather that resembles summer for a change. In this month's Racing Sheet, we take a look at the **Star Lipton Cup**, then it's on to the Bay View Boat Club's visually-appealing **Plastic Classic Regatta**. Following that, we head back South for **Ullman Sails' Long Beach Race Week**. Then we come right back to the Bay for the **Sperry Topsider N.O.O.D. Regatta**. After that, it's time to honor a group of successful **Beer Can Challengers** before heading for the mountains and the **Trans Tahoe Regatta**. The **Westpoint Marina Regatta** gets a belated look and finally we check in with the **El Toro Jr. North Americans**. Enjoy!

Star Lipton Cup

With the class's North American Championship coming up in Marina Del Rey later this month, the Santa Barbara YC-hosted Star Lipton Cup — doubling as the District 5 Champs — was bound to have a quality fleet. It didn't disappoint.



LATITUDE/ROB

Dr. Lee Kellerhouse, still charging hard in Stars.

Steeped in tradition that's nearly a century old, the Star Boat has some unique protocols. For instance, when you've won a World Championship in the class of all Olympic classes, you get to change the color of your class insignia to gold.

At the Lipton Cup — dedicated to the Star Class for the last forty years after being deeded to the Yacht Club in 1923 — on July 10-11, there were three gold stars flying among the nineteen boats.

One belonged to George Szabo, the '09 World Champion who would end the regatta in fourth place sailing on a borrowed boat with Isao Toyama in the hiking harness. Another belonged to Louis Vuitton Cup veteran and '99 World Champion Eric Doyle, sailing with another Louis Vuitton Cup veteran John Ziskind, who finished third. The third gold star belonged to Mark Reynolds and Hal Haenel, who between them have a few Olympic medals also.

You might recognize these two . . . Hal Haenel, left and Mark Reynolds, winners of the '10 District 5's.



LATITUDE/ROB

But who finished second? Steve Gould and Greg Sieck.

Who?

In a class where the top finishers usually have more name recognition than just about any other sailors, these two ended up in second in a loaded top five that was rounded out by longtime Pyewacket regular Ben Mitchell and crew Mike Marzhal. It turns out that Gould, a resident of San Francisco, and Sieck who lives in Mill Valley, sail out of St. Francis YC, which surprised us, because other than the odd year where the Joe Logan Trophy is the District Championship, we didn't know that there had been any kind of Star boat presence on the Bay in a long time.

After a short delay on Saturday, the breeze filled from the south at 6 to 8 knots. After four races, Reynolds and Haenel led Gould and Sieck by just two points with Doyle and Ziskind another seven points back.

Saturday night was reserved for a 40th birthday celebration for Szabo, and while we'd like to tell you all the gory details, bear in mind that Star crew are typically very big and strong dudes.

Sunday morning rolled around looking like what many of the sailors' heads must have felt like — gloomy. It wasn't looking promising to begin with, but the sun finally popped through during the first of the day's three races and brought 8 to 10 knots. Reynolds and Haenel recovered from a seventh in the first race — their throwout — to win by a seven-point margin. Doyle and Ziskind slid into third by winning the final race.

When we asked Gould if they ever sail their boat on the Bay, their response was something along the lines of 'not if we can help it; it's cold.' After July's weather, we couldn't agree more.

We were asked to fill in as crew with Dr. Lee Kellerhouse. A retired radiologist, Kellerhouse is 74 years old and still sailing hard in the Star Class. It had been more than a decade since we last sailed on a Star, and after three races, we were amazed to find out that Kellerhouse's only concessions to getting older aboard these physically chal-



SHARON GREEN/WWW.ULTIMATESAILING.COM

lenging boats are a couple modifications to his boat's barney post to allow him faster passage under the low boom during tacks.

He was incredibly patient with us even though we probably cost him a couple places in the regatta, and had to bail during de-rigging to get photos and do the whole work thing.

After meeting guys like Kellerhouse, and Ernie Rideout, who won the Santana 22 Nationals at the age of 89, we can't help but think that there's no excuse to get out there and sail hard. Complete results are up at www.starclass.org.

Plastic Classics

Invoke the word "classic" for any regatta around the world and you're likely to make a sailor think of wooden boats, but the Bay View Boat Club's Plastic Classic regatta is as steeped in history as the vintage fiberglass boats that make up its fleet. With a banner turnout of 53 boats with a design vintage at least 25 years-old, the event, held on July 17, shows that you don't have to be wood to be good.

With everything ranging from a few Lasers to a 40-ft yawl, this year's event



The District 5 Star fleet battling it out off Santa Barbara for their championships and the Star Lipton Cup. Inset — the Bay's Greg Sieck, left, and Steve Gould came away with runner-up honors.

had a little of everything on the 11-mile course set off Mission Bay, south of the Bay Bridge. The fleet was treated to sunshine that came out by the time the race started, and 7 to 12 knots of breeze accompanied by a flood that swept across the course at a max strength of a little over two knots. Antonio Rico's Pearson Commander *Mephisto Cat* took top honors with a corrected time of 1h, 35m, 5s after the results were computed on the rented Cray mainframe.

One of the main attractions of the Plastic Classic is, of course, the "T" Mark, a large powerboat anchored in front of the club featuring a bevy of beauties who aren't afraid to reward the racers' efforts by showing off that female body part with a slang name starting with the letter "T." The tradition dates back to the first event in 1974, when a Plastic Classic in her own right, famed exotic dancer Carol Doda, handed out the trophies. This year, Don Prell's Sea Bop Jazz Band accompanied the racers as they rounded the mark

— three times. Not surprisingly, the "T" mark garnered the attention of the San Francisco Police's Marine Unit, which dutifully patrolled near the mark several times during the day.

While competitive on the water, the regatta also boasts a Concours d'Elegance, which drew nine boats that were judged by a panel of three wooden boat owners who accepted bribes of wine and cheese during the judging. Top honors for the "Prettiest Boat Overall," and "Nicest Interior" went to Mark Sange's custom C&C *Evening Star*, while Robert Crawford's Cal 20 *Black Feathers* took home the top honors for "Simplest to Single-hand." The "Most Stock Boat" was judged to be Chuck Kruskamp's Columbia 28 *Harvest*.

After the boat show, it was time for dinner, and the club's all-volunteer galley staff served 250 plates. After the awards ceremony at 8 p.m., The Curtis

Lawson Band played until the wee hours of the morning. Those who woke up in time the following day detoxed with the help of Bloody Marys. Next year's race is scheduled for July 16, so mark it on your racing calendar.

BAY VIEW BOAT CLUB PLASTIC CLASSIC (7/17, 1r, 0t)

OVERALL — 1) **Mephisto Cat**, Pearson Commander, Antonio Rico; 2) **Ursa Latus**, Columbia 8.7, David Broadbeal; 3) **Dalliance**, Ranger 23, Kimo Bailey; 4) **Shadowfax**, Olson 25, Mark Simpson; 5) **Balien**, Olson 25, Daniel Coleman; 6) **Double Play**, Yankee 30, RDK Partners; 7) **Spirit of Elvis**, Santana 35, Lewis Lanier; 8) **Crazy Horse**, Ranger 23, Nick Ancel; 9) **Breakout**, Santana 35, Lloyd Ritchey; 10) **Lazy Lightning**, Tarten 10, Tim McDonald. (65 boats)

IB (PHRF 256+) — 1) **Constellation**, Islander Bahama, John Llincoln; 2) **2 Ts**, Del Ray, Kent Taylor. (2 boats)

TRITON — 1) **Rascal II**, Norman Thomas; 2) **Cadenza**, Chuck Miller; 3) **Sanctuary**, Ian Elliot. (7 boats)

RANGER 23 — 1) **Dalliance**; 2) **Crazy Horse**; 3) **Flirt**, Doug Wiedwald. (6 boats)

SANTANA 22 — 1) **Hamachi**, Stefan Berlinski; 2) **Auggie**, Sally Taylor; 3) **Atunamata**, Bill King. (3 boats)

RAWSON 30 — 1) **Dora**, Guy Halopoff; 2) **Rainbow**, Steve Cooper. (2 boats)

SANTANA 35 — 1) **Spirit of Elvis**; 2) **Breakout**. (2 boats)

CORONADO 25 — 1) **Spray**, Ray Kytile; 2) **Sanity Check**, Xenon Herrman; 3) **Jayhawk**, Peter McCool. (4 boats)

PHRF NON-SPINNAKER — 1) **Mephisto Cat**; 2) **Ursa Latus**; 3) **Nemesis**, Pearson Commander, Pat and Jeff (last name not given). (13 boats)

PHRF SPINNAKER — 1) **Shadowfax**; 2) **Balien**; 3) **Double Play**. (17 boats)

Complete results at: www.bvbc.org

Long Beach Race Week

As one of the West Coast's longest-running keelboat regattas, Ullman Sails

The "T" Mark at the Bay View Boat Club's Plastic Classic Regatta; the fleet of 53 boats were required to round this mark three times during the race; apparently so did the S.F. Police boat.





Clockwise from top left — Ray Godwin's Farr 40 'Temptress' revels in the seabreeze at Ullman Sails Long Beach Race Week; imagine if we could get all these Farr 40s on the Bay . . . ; as many Bay Area sailors know, one design produces some of the best buoy racing, this 12-y.o. design continues to prove itself as a viable platform; the Open 5.70s were the largest of all the one design fleets at Race Week; Ed Feo's Andrews 45 'Locomotion' the PHRF Boat of the Week; the Fast 50s line up for a start and it's too bad all but one aren't planning on the Rolex Big Boat Series, after all, what's the point of having a planing boat if all you're going to do is sail it at displacement speeds?; it's a shame that Mark Jones (here with co-skipper Mick Shlens) won't get any reciprocity for his travel.

Long Beach Race Week is a must-do for many California sailors. This year's iteration, held June 25-27 produced three awesome days of 8- to 12-knot breeze, sunny afternoons, and the legendary parties the sailors have come to expect.

Once again co-hosted by Long Beach and Alamitos Bay Yacht Clubs, the event drew 139 boats in 14 one design and

six handicap divisions — the latter split between IRC and PHRF.

With the locus of handicap big boat racing having shifted to Southern California, Race Week brought out a sizable fleet of competitive boats. Ed Feo's Andrews 45 *Locomotion* — equipped with a recently added bowsprit in place of a 20-ft-long conventional spinnaker pole — shook off

a pair of sixth-place finishes on Friday, and an arbitration penalty, to post a trifecta of seconds on Saturday and surge to a four-point lead. Heading into the final day, *Loco* held on for dear life in Sunday's final two races to win the PHRF-scored "Fast 50" fleet by a solitary point over Lorenzo Berho's Puerto Vallarta-based Kernan 70 *Peligroso*, earning Feo's crew



PHRF Boat of the Week honors. Also in the mix was the San Francisco-based, Newport Harbor YC-burgeed *Wasabi*, Dale Williams' Kernan 44, which shared a -21 rating with *Loco*. Both boats were constantly seeing each other in their rear-view mirrors — in this case, the objects were indeed as close as they appeared. Despite claiming three bullets in seven races, *Wasabi* was left to settle for third in the division, just one point behind *Peligroso*.

Although all the non-one design big

boats sailed together in one fleet, there was separate scoring for both an IRC division and the SoCal 52s, converted TP 52s which also sail under IRC. Australian Alan Brierty's R/P 63 *Limit* took IRC honors. The three-boat SoCal 52 division went to David Team's *Rebel Yell*. The Bay Area-based TP 52 *Flash*, co-skipped for the event by owner Mark Jones and charterer Mick Schlens, finished as the runner-up in the IRC division, and because of the way the event was scored, did the same in the SoCal 52 division.

The eleven Farr 40s — which keep going from strength to strength in a West Coast resurgence of the boat — marked the biggest of the big boat one design divisions. Jeff Janov's *Dark Star* took the title by ten points over perennial contender, Dave Voss' *Piranha*.

The Open 5.70 fleet continued its steady emergence on the West Coast, attracting 15 boats to boast the largest one-design class at the event. Tracey Kenney and her *Hat Trick* crew used an especially strong Sunday — posting a 1-2 — to

THE RACING

overtake Peter Drasnin and his *D.I.S.C.*, who had dominated the division up to that point with only six points after the first five races. There were three Northern California entries in the division, including Stephen Gonzalez' Stockton-based *Delta-v*, Kathy Conte's Sequoia YC-based *Boudicca*, and Paul Dorsey's *DiabolicLRB* from Inverness YC on Tomales Bay.

The turnout marked the largest Race Week fleet ever, so clearly the event organizers are doing something right.

"The Race Committees on all three courses were stellar," said Ullman's Steve Beck. "Once again, there wasn't a single complaint. Both Clubs hosted awesome parties, the competition was great in every division, and the wind gods smiled on us again."

For complete results and more details on the '10 Race Week, visit www.lbrw.org. As always, the event represented the final installment in the Ullman Sails' Inshore Championship; go to www.ullmansailswestcoast.com/USI-Chome.htm for those scores as well.

Sperry Topsider NOOD Regatta

The N.O.O.D. Regatta, returned to the Bay after a six-year hiatus June 26-27, bringing out 18 classes for two days of racing hosted by St. Francis YC. What used to be a regatta for offshore boats — N.O.O.D stands for National Offshore One Design — has morphed into something that had everything from 13 kites to a small, seven-boat IRC division.

While the idea of a mega regatta like this is theoretically worthwhile, the practical implication of having so many fleets



STEVE LARKIN/WWW.H2OMARK.COM

Dan Hauserman's 'Personal Puff' on the way to winning the Melges 24 Tahoe Race Week, the second of three events in the class's California Cup.

represented was that there just weren't enough sailors to go around. Despite the regatta being on the season schedules for many of the Bay's one design fleets, it drew paltry numbers compared to the other events on their schedules. For example, the J/105s, which even at a smaller-scale Stone Cup brought out 16 boats, could only manage a 12-boat turnout. The Express 27s only brought out 12 boats. The Knarrrs — easily capable of bringing out numbers in the 20s — turned out 15 boats vying for spots in the class's upcoming Internationals on the first day, to see only two return for Sunday's

racing. Only seven Folkboats showed up; a month earlier there had been 13 out for the Woodies Invitational. There were only 14 Lasers; a dinghy regatta over at Richmond YC is unlikely to draw fewer than 20. A look at the turnouts among all the divisions shows that 11 of the 18 divisions had seven or fewer boats, and only two of those — the J/24s and Corsair 24s — were at their maximum practical capacity for the Bay.

There were some bright spots though, specifically the Corsair 24s, F18s and Wetas. As far as we know the Corsair 24s haven't really ever had a one design presence on the Bay, so to see seven of them out racing together is gratifying. The F18s, which were sailing their Pacific Coast Championships, were the largest class at the regatta — at least among those where most of the boats sailed both days — with a total of 15 boats, and it was really great to see these speedy little racing cats get some traction up here beyond the Delta Ditch Run. There were 11 Wetas — their biggest turnout on the Bay so far.

St. Francis YC and the N.O.O.D. organizers need to go back to the drawing board on this one. First of all, having the regatta the weekend after the Coastal Cup is probably not the best scheduling, especially when the Ditch Run — gaining increasing popularity among Southern California sailors in classes represented at the N.O.O.D. like the Melges 24s and F-18s — is the weekend before that. Having the event so close to the Pac Cup also

THE BOX SCORES

LITTLE LIPTON (EXPRESS 27) — 1) **New Wave**, Dave Carrel, 3 points; 2) **Opal**, Tom Hintz, 6; 3) **Moonlight**, Jim Gibbs, 13. (3 boats)

ADMIRAL'S (J/24) — 1) **TMC Racing**, Michael Whitfield, 3 points; 2) **On Belay**, Don Taylor, 6. (2 boats)

Complete results at: http://www.picya.org/LIPTON_2010_RESULTS.pdf

WEEKNIGHT:

OAKLAND YC SWEET 16 SERIES # 8 (6/23)

PHRF ≤ 150 — 1) **JetStream**, JS9000, Dan Alvarez; 2) **Wiley Wabbit**, Wabbit, Kit Wiegman; 3) **Golden Moon**, Express 37, Kame and Sally Richards. (5 boats)

PHRF 151-200 — 1) **Morning Dew**, Kiwi 29, Vince Boley; 2) **Popeye & I**, Cal 9.2, Ruth Summers; 3) **Gonzo**, Santana 525, Dina Folkman. (6 boats)

PHRF 201+ — 1) **Chile Pepper**, Santana 25, Dave Lyman; 2) **Blueberry**, Nonsuch 22, John Foster. (2 boats)

MULTIHULL — 1) **Triple Play**, F-31, Richard

Keller; 2) **Sunbow 3**, Corsair Sprint 750, Ken Johnson; 3) **Pegasus II**, F-27, A&A Pitcairn. (3 boat)

NON-SPINNAKER — 1) **Half Fast**, Merit 25, Michael Law; 2) **Svenska**, Peterson 34, Fred Manning; 3) **Kiwa**, Ericson 32-2, Warren Taylor. (6 boats)

COLUMBIA 5.5 — 1) **Tenacious**, Adam Sadeg; 2) **Alert**, Liem Dao; 3) **Wings**, Mike Jackson. (5 boats)

MERIT 25 — 1) **Bewitched**, Laraine Salmon; 2) **Double Agent**, Robin Ollivier; 3) **Bandido**, George Gurrola. (4 boats)

Complete results at: www.oaklandyachtclub.org

SOUTH BEACH YC FRIDAY NIGHT SERIES SECOND HALF (CUMULATIVE) (2r. 0t)

SPINNAKER (PHRF ≤ 99) — 1) **Jolly Mon**, J/105, Chris Chamberlin, 5 points; 2) **Alpha Puppy**, 1D35, Alex Farell, 5; 3) **pHat Jack**, Express 37, Bob Lugiiani, 8. (5 boats)

SPINNAKER (PHRF 100+, 2r, 0t) — 1) **Northern Light**, Santana 35, Rod Neathery, 3 points; 2) **Highlighter**, Islander 36, William Hackel, 3; 3) **Moondoggie**, Islander 36, Doug Gooding, 8. (9

Beer can series are in full-swing, and this month's Box Scores covers both weekend and beer can events. We don't have the time or manpower to chase down all the results, so please post them on your club's website or send them directly to the Racing Editor at rob@latitude38.com. Our format is to include the name of the boat, the type and length of boat, and the first and last names of the owner(s). We'll do our best to get that info into *Latitude 38* and *Lectronic Latitude*.

WEEKEND:

PICYA LIPTON CUP (7/17, 3r, 1t)

BIG LIPTON (PHRF) — 1) **Tupelo Honey**, Elan 40, Gerry Sheridan, 4 points; 2) **Yucca**, 8 Meter, Hank Easom; 3) **Spindrift V**, Express 37, Larry Wright. (5 boats)

LARRY KNIGHT (ISLANDER 36) — 1) **Luna Sea**, Dan Knox, 3 points; 2) **Mai Pen Rai**, Noble Brown, 6. (2 boats)

means that the sailor pool is drastically reduced as Hawaii-prep efforts are taking much of their time.

Before the hiatus, the N.O.O.D was on or near the Labor Day weekend and represented part of a Northern California swing that included the Rolex Big Boat Series, and at one time, the Aldo Alessio Regatta and the San Francisco YC's now-defunct Quick Boat Regatta. Holding the regatta where it is in the schedule now is almost worse than the — thankfully now resolved — situation with the Ensenada Race and the Border Run. Ullman Sails Long Beach Race Week is one of the biggest regattas on the West Coast; its largest one design fleet, the Open 5.70s, would probably be into a N.O.O.D Regatta on the Bay. I have to imagine the Viper 640s would be into a N.O.O.D event too, but it's hard to be in two places at once. Given the scheduling, and dilution of the talent pool associated with trying to have a mega regatta on the Bay, this one needs a good re-thinking.

Taking the Beer Can Challenge

We've been pumping the *Latitude 38* Beer Can Challenge here for years, and while we had a taker two years ago, last year no one was game. The idea is this: sail a Beer Can Race on every night of the week. You don't need to sail your own boat, or even on one boat. All you have to do is make it out for one race every night of the week.

Well, if completing the Beer Can Challenge is like a baseball pitcher tossing a shutout, and doing it on one boat is like

throwing a no-hitter, then Benicia YC's Chuck Hooper sailed the perfect game of Beer Can Challenges last month. Linda Cowgill, Roger Ruud, Elvin Valverty, Jennifer Valverty, and Don Gonsalves made the rounds of San Francisco and San Pablo Bays with Hooper aboard his Contessa 33 *Warwhoop*, completing the challenge, plus a bonus race back home to Benicia the following Saturday.

"We had attempted to do the *Latitude 38* Beer Can Challenge of doing a beer can race every night of the week on two previous occasions," Hooper said.

"The first attempt several years ago failed because this exuberant skipper assumed that all clubs started their season at the same time. Earlier this season, the second attempt failed when this irrationally exuberant skipper assumed that all clubs raced every week. When all else failed, the crew read the directions scattered about the internet and found there is one week when it is possible to race every night of the week on the Bay. The only one was June 21-25.

"Setting out from our homeport of Benicia on Sunday, the crew delivered



COURTESY WARWHOOP

The 'Warwhoop' faithful were up to the Beer Can Challenge; back row from left, Elvin Valverty, Chuck Hooper, Roger Ruud, and Don Gonsalves; front, from right, Linda Cowgill and Jennifer Valverty. Together, they knocked off six race days out of a possible six! Think you have what it takes? Give it a shot.

the boat to Richmond, and picked up the skipper on Monday for the trip to the Bay View Boat Club. Bay View Boat Club only races every other week, but has a great flat water venue in the South Bay. That night the wind was light and the committee decided to shorten the course. When they fired off the two shots signaling their intention, the leader — a small woodie — who was at least a mile ahead, altered course and went home.

"That left us in the lead and one of the few finishers. Our first race and we get

boats)

NON-SPINNAKER (PHRF ≥ 154 2r, 0t) — 1) **Carmelita**, Catalina 42, Christian Lewis, 3 points; 2) **007**, J/105 Bruce Blackie, 3; 3) **Rollover**, Catalina 34, Lynn Guerra, 7. (9 boats)

NON-SPINNAKER (PHRF 155+ 2r, 0t) — 1) **Star Ranger**, Ranger 26, Simon James/Tim Walsh, 2 points; 2) **Synergizer**, Ericson 28, Larry Weinhoff, 5; 3) **Outrageous**, Cal 2-30, John de-Castro/Joe Boss, 6. (7 boats)

CATALINA 30 (2r, 0t) — 1) **Adventure**, Jack McDermott, 2 points; 2) **Huge**, Bill Woodruff/Tanya Keen/Peter Birch/Russell Houlston, 7; 3) **Friday's Eagle**, Mark Hecht, 7. (11 boats)

Complete results at: www.southbeachyc.com

BALLENA BAY YC FRIDAY NITE GRILLERS SERIES #8 (7/16)

PHRF — 1) **Tortfeasor**, Olson 34, Jeff Rude; 2) **Legendary**, Jeanneau 41, Dave Edwards; 3) **Di-xie**, Pearson 10M, Dan Watson. (5 boats)

Complete results at: www.bbbyc.org

VALLEJO YC WEDNESDAY NIGHT SERIES (6/30)

DIVISION A (SPINNAKER) — 1) **X-TA-C**, Olson 29, Bill Sweitzer; 2) **Tutto Bene**, Beneteau 38.5, Jack Vetter; 3) **Summer & Smoke**, Beneteau 36.7,

Pat Patterson. (6 boats)

DIVISION B (NON-SPINNAKER)- 1) **Some-where in Time**, Schock 35, Tom Ochs; 2) **Lita-K**, Catalina 42, John Karusas; 3) **Seascape**, Passport 37, Roger Smith; (7 boats)

DIVISION C (NON-SPINNAKER)- 1) **Wings**, Albin 30, Jerry Halterman; 2) **Pretty Penny**, Mull 30, Bruce Sinclair; 3) **Sleepy Head**, Triton 28, Jim Kuykendall; (14 boats)

Complete results at: www.vyc.org

TIBURON YC FRIDAY NIGHT RACING #9 (7/16)

DIVISION 1 (PHRF < 157) — 1) **Hurricane Gulch**, C&C 33, Richard Selmaier; 2) **Miramar**, Frers 41, Jeff Brucia; 3) **Siento El Viento**, C&C 29, Ian Matthew. (4 boats)

Complete results at: www.tyc.org

GOLDEN GATE YC FRIDAY NIGHT SERIES #5 (7/9)

SPINNAKER — 1) **Whisper**, J/105, Marc Vayn; 2) **Coyote**, Cal 20, Mike Farrell; 3) **Pajarito**, Rnager 23, Joe Sheehy. (5 boats)

NON-SPINNAKER — 1) **Mary Belle Bright**, Coronado, Bright Winn; 2) **Banana**, Cal 2-29, Wayne Carley; 3) **Snafu**, Canadian Sail, Maurice

Quillen. (5 boats)

Complete results at: www.ggyc.com

CORINTHIAN YC FRIDAY NIGHT SERIES # 16 (7/23)

NON SPINNAKER 3 — 1) **Roadrunner**, Ranger 23, Gregory Demetrulias; 2) **Mischief**, Hunter 295, Karl Belgum. (2 boats)

NON-SPINNAKER 1 — 1) **Q**, Schumacher 40, Glenn Isaacson; 2) **Willow**, Centurion 40s, Bob Braid; 3) **Salient**, Cal 39/2, Mark Pearce. (7 boats)

NON SPINNAKER 2 — 1) **Mimicat**, Hinckley 38, Robert Long; 2) **Fantasea Islander**, Islander 28, Kevin Reilly; 3) **Maxine**, Yankee 30, Stephen Spoja. (3 boats)

J/105 — 1) **Blackhawk**, Scooter Simmons. (1 boat)

SPINNAKER 2 — 1) **Shenanigans**, Express 27, Bill Moore; 2) **Nothing Ventured**, Melges 24, Duane Yoslov; 3) **Tiburon**, SC 37, Steve Stroub. (7 boats)

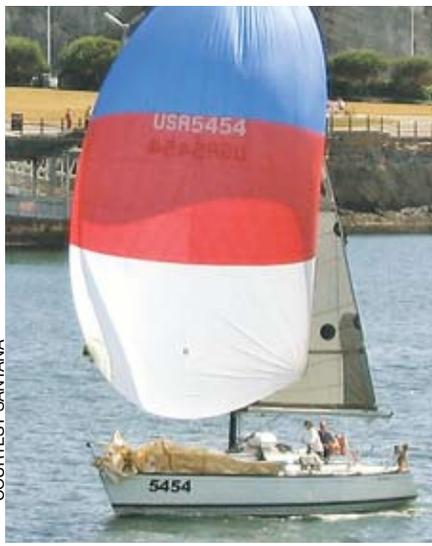
SPINNAKER 3 — 1) **Big Wow!**, Rhodes 19, William Royal; 2) **Wuda Shuda**, Sovereil 26 OB, Craig Page; 3) **Moxie**, Cal 282, Laurence Bekins. (3 boats)

THE RACING

a 1st! The next morning found us near South Beach in need of breakfast and coffee. Sitting in the Java Café the crew struck up a conversation with a fellow customer, non-sailor Don Gonsalves, who accepted an invitation to help deliver the boat to Sausalito for their Tuesday night Beer Can race. Don was hooked, or as we told his wife, "Shanghaied" for the rest of the week!

"After a poor performance in Sausalito the boat was delivered to Vallejo YC, home to three of the crew. A good start, great wind and some local knowledge allowed us to notch our second bullet of the week.

"Thursday night was spent racing out of our home club of Benicia YC. By now we were a well-practiced crew, and *Warwhoop* got another first. First thing Friday morning, the boat needed to get back down bay for the Berkeley YC's Friday Night series. The crew took the boat back down to Berkeley and I spent the day frantically running errands, managing to jump on the boat at the last possible second. *Warwhoop* took a third. After a full week of racing and the requisite partying,



COURTESY SANTANA

We caught up with the formerly-Mill Valley-based pro Ashley Perrin in Hawaii, and got the lowdown on her Doublehanded 'Round Britain and Ireland effort with brother Daniel. Due to space constraints, we couldn't fit it in here, but keep an eye out in future editions of 'Latitude 38' for a recap on this mettle-testing trip, sailed aboard the family's Capo 30, 'Santana'.

we notched three bullets, a third, and a DFL.

"On hearing that Sausalito was having a race to Vallejo on Saturday, we took off

across the Bay. We were late at the start, but still ended up third. During this, our 6th race day in a row, we suffered our first major gear failure. A 25-plus-knot gust of wind off Point Pinole wrapped the spinnaker pole around the headstay, and turned our 25-year-old kite to trash. Jamie, the owner of *Jazz Beau* who took second, watched us blow it up. Later he said he had an old kite and pole we could have, so we are back in business!"

Tahoe Tanglin'

For some racers, summer means heading offshore to Hawaii. For others, it means heading inland for spectacular sailing on the crystalline alpine lakes dug into the Sierra. The weekend of July 10-11 was a busy one up at Lake Tahoe between the 47th annual Trans-Tahoe regatta and the Melges 24 Tahoe Race Week, both hosted by Tahoe YC.

Bill Erkelens Sr.'s modified D-Class Cat *Adrenaline* was the elapsed-time winner, finishing the 35.5-mile race in 4h, 12m. But it was local Dick Ferris and his *J/125 August Ice* that took overall honors

Built at Berkeley Marine Center

Congratulations to Buzz Blackett on his new Antrim Class 40, **California Condor**. The boat was launched in May, with final preparations made in time to compete in the 2010 Pacific Cup. Berkeley Marine Center is proud to bring custom yacht construction back to Northern California.



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by 2m, 55s on corrected time. Ferris and his crew of Greg Felich, Seadon Wijzen, Justin Casey, Rob Duncan, Jake Lambreth, Ken Frost, Mike Frost, and Marc Thomas took advantage of the 18 knots of breeze, which will get a J/125 planing with ease, and finished before the wind died later on in the evening. The win was Ferris's fifth in the event.

Last year's winner, Richard Courcier's Farr 36, *Wicked*, managed to just squeak by Gary Redelberger's sistership *Racer X*, both of which should be familiar to Bay Area sailors.

Prior to the start, Tahoe YC members and race participants placed rose petals on the water to honor the late Erik Arnold of Tahoe City, who died in May at age 40. Arnold was active in the Tahoe YC scene and a good friend to most race participants, according to the organizers. As a tribute, Arnold's crew and friends sailed his 30-footer *E Ticket* in the race.

Meanwhile, Tahoe City's Dan Hauserman, the Bay's reigning Melges 24 Season Champion, won the Lake Tahoe Melges Race Week, which ended with the Trans

Tahoe as the final race of the three-day series. Hauserman, sailing his Melges 24 *Personal Puff*, may have benefitted from local knowledge of the conditions on Lake Tahoe, like knowing to look for 'fan' puffs coming out of the mountain canyons. Hauserman and his crew held it down for the home team against the visiting boats, which included entrants from San Diego, San Francisco, Santa Barbara, and Ensenada, Mexico. This was the second of the three Melges Race Weeks that comprise the class's California Cup. The first installment was in San Diego in May, and the final one will be on the Bay this month, hosted by San Francisco YC August 20-22. Details on that series can be



COURTESY/CASCADE

Steve Rienhart's Antrim 27 'Cascade' reveling in the kind of conditions we can only hope August will bring, at last month's Westpoint Marina Regatta.

found at <http://california-cup.com/>, and full results for the Trans Tahoe are available at www.tahoeyc.com.

Westpoint Marina Regatta
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Register at: leukemicup.org/sf



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THE RACING

Race went off well last month, and Steve Rienhart of the Encinal YC-based Antrim 27 *Cascade* sent us a report about this novel 20-miler. Unfortunately the event coincided with the Delta Ditch Run, and while it didn't seem to adversely affect attendance, the organizers are planning on moving it back a month next year so as not to conflict with the Richmond YC and Stockton SC's classic.

"While a far more popular downwind race was going upwind on June 12, my crew and I had the great pleasure to sail in the second annual Westpoint Marina Race to Redwood City, sponsored by Sequoia YC and Westport Marina. Not only did we sail downwind the entire race, we did so in shorts and tee shirts, because it was hot, hot, hot, on the Bay.

"In my 40 years of sailing the bay, I've never before sailed in the summer months from YRA 10 to Alcatraz, this race's "weather mark," off the breeze or in shorts and shirts — it was amazing!

"The race was a pleasant, lower-key downwind affair reminiscent of the Ditch Run, but without the trailer logistics. The club was friendly, the reception great, and

the committee work just fine.

"The only downside to the day was fighting the same massive flood and N-NE wind the sailors in that other race had to fight to get to the start line. Once at the start, it was well-run, and we were off the line first and fastest, averaging 7.5-plus knots all the way to Alcatraz.

"In the category of 'firsts', this was also the first time in summer months I have ever set the kite while rounding Alcatraz counterclockwise and been pointing at Crissy Field!

"Fortunately most of the competitors also misjudged the first jibe onto port, as the wind clocked farther east and we had to douse for 15 minutes to clear Pier 39. Suffice it to say, the early weather was just plain weird.

"Once near the Bay Bridge, the wind mellowed to 10-12 range, and backed into the north, where it remained N-NNW the rest of the day, gradually lightening to the 8- to 10- knot range, something that helped us save our time on the lower-rated boats coming up from behind with the flood. We sailed well enough to secure

second overall and second in the Spinnaker division.

"After finishing, Sequoia YC was a warm, friendly place to relax, have dinner, and enjoy the weather.

"As to the use of downwind ratings, well, on the 'weather leg' we were more or less sailing to our downwind rating. As the wind lightened, particularly after Hunters Point, we were hard pressed to sail to our standard rating of 75, so you can forget about our sailing to our DW number, 45.

"Perhaps it's time to consider a wind-speed variable that becomes a percentage factor on ratings? Food for thought. In the meantime, I'll live with what our exceptionally wise and hard working PHRF committee determines.

"Next year look for the race to move to July, when schedules might be a little freer. We will definitely be on the line!"

El Toro Jr. North Americans

The '10 El Toro Junior North American Championships marked the end of the Richmond YC and Stockton SC's popular

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SailCamp July 16 on the San Joaquin River in front of the Stockton Sailing Club. Forty-seven boats — 19 in the Gold Fleet and 28 in the Silver fleet turned out for the three race, no-throwout series

The sailors raced on long windward/leewards with restricted lines in breeze that ranged from 8 to 14 knots. An ebb tide added some challenge to the fetch as if the 100-degree temperatures weren't challenging enough.

The Silver Fleet sailed a pair of single-lap races, plus a twice-around course. Half Moon Bay's Sampson Reynolds finished with just four points, three points clear of Santa Cruz YC's Michael Levy. The top girl in the division was third-placed Sasha Hawley from Santa Cruz YC with 12 points.

The Gold Fleet sailed two double windward-leewards and one triple at the direction of PRO Fred Paxton, who ran the races by the book. In first place with four points was Haydon Stapleton from Richmond YC. Stapleton beat out the previous defending champion Michael Pacholski from Santa Cruz Yacht Club. Third

place went to the Santa Cruz YC's Emma Drejes, who finished with 13 points. The battle for first place was virtually a match race between Stapleton and Pacholski, with each getting a first and second in the first two races. The third race was a long, pressure-packed race with several lead changes. A crowd of over 100 gathered on the lawn at the Stockton SC to watch the two face off. The ebb provided plenty of opportunities for covering and splitting upwind, and an important decision had to be made at the weather mark as to which shore of the river you wanted to follow to stay out of the current. The favored shore changed



El Toro Jr. NA Champ Haydon Stapleton is flanked by runner-up and former champ Michael Pacholski and third-place finisher Emma Drejes.

several times during the runs.

Complete results are up at www.sailcamp.org.



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With a special report this month on a short but rewarding cruise through **Tahiti's Idyllic Îles Sous-le-Vent**.

At Play in the Leeward Lagoons: Three Days Just Isn't Enough

Working as a writer with sailing as your specialty is certainly no way to get rich. But it does have its rewards, such as occasional travel opportunities to exotic sailing venues.

A case in point was my trip in June to report on the fourth annual Tahiti-Moorea Sailing Rendezvous (see our July edition). My wife, Julie, and I had a great time hanging out with all those salty cruisers who'd just transited 3,000 miles of open ocean from the west coast of the Americas. But by the time we said goodbye to them, we were itching to do a little adventuring on our own. The perfect solution? Charter a bareboat, of course, and take a laid-back spin through the islands.

From Moorea, we caught an 80-mile flight to Raiatea, in the center of the Leeward Islands (*les Îles Sous-le-Vent*), where this French Overseas Territory's four bareboat companies all have their bases. Unfortunately, we only had three days to play before unchangeable obligations at home would draw us away, but we made the most of it. After all, only a few days of sailing in this tropical paradise is far better than none at all.

Before we give you the blow-by-blow account of the places we visited, allow us to share some background on these amazing islands. As you've probably heard before, Tahiti and her sister isles

While sailing the lagoons, you'll soon witness the favorite sport of Tahitians: outrigger canoe racing.



JULIE TURPIN

are undoubtedly some of the most stunningly beautiful islands in the world. As I always tell friends, when traveling among them, it's difficult to decide which way to point your camera — wherever you go, you always seem to be sailing through a postcard.

Formed by a series of volcanic eruptions in ancient times, each of the principal Tahitian islands has distinctive characteristics that are rare elsewhere: First, they all have lofty mountains that are covered by a lush carpet of nearly impenetrable forest, and topped by craggy pinnacles that reach up toward the heavens. As a result, most of the population lives in the flatlands near the water's edge, or on the lower slopes just above. Even more unusual, though, is the fact that each of these isles is encircled by a fringing reef that creates a flat-water lagoon between the reef and the island. For sailors, this phenomenon provides a rare combination of splendid trade wind sailing over flat water and peaceful nights at anchor, cooled by the steady tropical breeze.

We're told the outer reefs are actually built on the ancient perimeters of sunken volcanic craters, and the islands that we see today are the result of much later eruptions from the same fiery sources.

Apart from Tahiti's stunning geography, though, these islands stand out in comparison to many other travel destinations because of the genuinely friendly Tahitian people and the Polynesian cultural traditions that are evident throughout this archipelago — as well as the four other archipelagos that comprise French Polynesia. Every afternoon, for example, in virtually every lagoon in the islands, you'll find broad-shouldered men — and sometimes women too — practicing their favorite sport: paddling one- to six-person outrigger canoes. If you're lucky



enough to be here in July, during the annual Heiva celebrations, you can watch the top Tahitians compete against islanders from the Marquesas, Tuamotus, Gambiers and Australs. And in the evenings you can watch lavish ceremonial performances by hundreds of musicians and dancers wearing elaborate, handmade costumes.

In French Polynesia, cultural dances aren't just anachronisms from olden days that are put on for the benefit of tourists. On every island we've visited during five trips here, we've seen boys and girls of all ages, as well as adults, joyfully practicing the age-old steps and gyrations of their ancestors — the girls dressed in coconut bras and grass skirts or *pareos*, and the boys bare-chested above their loincloths.

It's obvious that Polynesian music is highly revered throughout the islands too, because it seems as though just about everyone knows how to play the guitar or ukulele and sing sweet island melodies.

OF CHARTERING



LATITUDE / ANDY

It would be hard to find a tropical islet more idyllic than tiny Ile Taouru in Raiatea's eastern lagoon.

Although the French have been administering these islands since the late 1800s, most native Tahitians have never abandoned certain elements of the traditional Polynesian lifestyle, such as fishing and gardening. On any given day, you'll see islanders fishing the reefs with nets and spears. And practically every home in the Leewards is shaded by towering breadfruit and mango trees, with papaya and banana plants lining the fences. Even at the height of the so-called dry season in July and August, the land remains incredibly lush, so that flowering plants punctuate every vista.

But what about the sailing? Because Tahiti lies in the trade wind belt, the sailing here is generally great — especially during the dry season when most vacationers visit (April to October). There can be occasional squalls during the season, of course, as well as days of very light breeze. But most of the time you can

count on steady winds in the low teens to mid-20s from the east or southeast.

On a typical 7- or 10-day cruise you'd want to visit all four of the main Leeward islands: Huahine, Bora Bora, Raiatea and Taha'a. The latter two share a common lagoon and are situated in the center of the cluster. Huahine lies to the east of them and Bora Bora lies to the west, both at a distance of roughly 20 nm (from reef entrance to reef entrance).

Naturally, the channel crossings between these islands are typically bouncier than daysailing inside the lagoons, but we've always found that the combination of the two makes for well-balanced itineraries with plenty of variety. Tides, by the way, are almost a non-issue here — only about 8 inches from high to low. Due to its location in the center of the Pacific basin, high tides occur at noon and midnight every day of the year!

On this trip, since we only had three tearfully short days to explore, we elected to just throttle back and limit our cruise

to Raiatea and Taha'a. After all, our goals were simply to shed some stress, swim and snorkel as often as possible, and revel in the pure joy of sunny tropical sailing — it had been a very long and miserable winter in Northern California.

Five minutes from the airport, at the combined Sunsail-Moorings base, we boarded our well-kept Jeanneau 36 *Atua Matai* — named after a Polynesian god. She was perfect for our needs: a bright, roomy interior with all systems working well, a simple sailplan with all lines led back to the cockpit, and a huge wheel that gave the helm great responsiveness as we glided across the lagoons. At home we sail a big multihull, which I have to admit, is a bit like driving a bus compared to *Atua Matai*.

We had sailed these waters before, so didn't need much of a briefing, but first-timers would be well advised not to exit the marina before becoming thoroughly clear about the local navigation aids. Once you get the hang of it, piloting these waters is really pretty easy. The hazards are well-marked and the charts seem to be highly accurate. But especially for Americans, understanding the local adaptation of the European cardinal system of buoyage is initially a bit of a head-scratcher.

Basically, most Europeans operate

"Come back and stay longer next time!" said Sunsail managers Sylvie and Patricia. They couldn't believe we only had three days.



JULIE TURPIN

WORLD

using what we call "red, left, returning" — the opposite of the U.S. system. In Tahiti you see this at the entrances to the passes through the reefs, but they're pretty obvious during daylight anyway, and night sailing is forbidden.

Throughout the lagoons the safe channels are delineated by red, square-topped markers on the land side, and green, triangle-topped markers on the reef side. Simple, right? What makes it a bit more complicated is the use of the four types of cardinal markers, whose distinctive shapes and markings advise you to stay to the north, south, east or west of a known hazard. It sounds complicated, but it's really quite easy once you get the hang of it. Still, it's always wise to keep a chart close at hand, even though many newer bareboats — such as *Atua Matai* — are equipped with chartplotters. Ours was a delight to have when I was joyfully singlehanded while Julie was belowdecks whipping up lunch.

Speaking of food, I should mention that although dining out in fancy restaurants here for three meals a day could



JULIE TURPIN

Tattoos are hugely popular in these islands. Most designs borrow graphic motifs that have been handed down through the generations.

definitely break your budget, bareboat provisioning has always seemed quite reasonable. The tuna we requested was fresh-caught and delicious, and came in such a large portion that it lasted for three meals. In the towns and vil-

lages, if you dine in the simple places where the islanders eat, you can get by reasonably too. But you'll want to splurge at least once or twice, because Tahiti's French cuisine can be sensational.

On our first afternoon we sailed north from Raiatea's Apooiti Marina and beam-reached across the two-mile channel to Taha'a, then lolled along the coast, soaking in the beauty of these deep green, sparsely developed islands, before heading into broad Baie Apu. On the short trip across, we'd been struck by how few boats were out on the water. Apart from a few speedboats and fishing boats that were taking islanders from point to point, we saw fewer than a half dozen cruisers and charter boats sailing the channels. We'd forgotten that in the whole of the Society Islands — the more formal name for Tahiti and her sisters — there are only about 50 bareboats, yet dozens of anchorages for them to get lost in. And in these tough economic times, many boats were idling at their bases.

In Baie Apu a visit to the bar and

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OF CHARTERING

restaurant called the Taravana Yacht Club — where virtually every westbound cruiser stops here due to the availability of Wi-Fi in the mooring field — was part of our plan for the evening. But after a refreshing swim and a sundowner, we were content to savor the utter tranquility of the place, elated by the realization that we had no obligations or schedules to keep for the first time in ages.

In the morning we motorsailed to the eastern edge of Taha'a's lagoon, where a tiny palm-covered *motu* (islet) lies called Ile Mahaea. It defines the northern edge of Passe Toahotu, which is frequently used when returning from Huahine. Mahaea. This *motu* had been high on our 'must-revisit' list, because of the great snorkeling we'd done there on a previous trip. Fed by nutrients in the incoming water, each pass in these waters is a sure bet for spotting sealife of all descriptions.

After a long stint of exploring with masks and fins, we raised sail and headed north through the lagoon, blasting along on a beam reach over water as

calm as a lake. In our book, one of the coolest things to do in these islands is to circumnavigate Taha'a under sail — roughly a 24-mile loop. Not only are there beautiful sights every inch of the way, but there are day anchorages adjacent to prime dive spots and several resort hotels that welcome sailors ashore for a meal or a drink. The small villages here are well worth a look, and a number of fragrant vanilla plantations are happy to give tours to off-island visitors.

But our favorite thing about making this loop is the sailing. As you begin to round the top of the island, you sheet out onto a broad reach. A couple of miles later, when you begin to turn down the leeward side, you're sure you're going



LATITUDE / ANDY

You can see beautiful sunsets just about everywhere in the tropics. But only here can you see Bora Bora's classic profile in the foreground.

to run out of breeze, or at least need to change your sail trim. But the wind wraps with you. As you turn the wheel left and head south down the leeward-side lagoon, the wind bends its course with yours. Honest! We hadn't even been drinking rum. If you don't believe us, you'll just have to check it out for yourself.

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WORLD

When the breeze finally goes light, you know you're in the lee of Taha'a's highest mountains, and that's just about the time you'll arrive at one of the best snorkeling spots on the reefs: the Coral Gardens. Despite the fact that it's adjacent to a resort hotel, this shallow cluster of coral reefs is teeming with juvenile fish in a kaleidoscope of colors.

That night we decided to check out one of the west side anchorages that was new to us, Baie Tapuamu. Anchored in placid water, we had the whole bay to ourselves. After marveling at the sun's dramatic descent, with Bora Bora silhouetted in the foreground, we listened to the happy sounds of ukes and wooden drums drifting on the breeze from across the harbor. A local dance troupe was practicing their moves in the moonlight.

In the morning we continued south and east to complete our loop of Taha'a, and were tempted to go 'round again to test my 'bending wind' theory, but there was so much more to see.

Crossing back to Raiatea, we decided to cruise the commercial waterfront of



JULIE TURPIN

Along the garden-like banks of the Apoomau River, bananas and coconuts seem to be free for the taking.

the island's only real town, Uturoa, and see what was new. On the western end of the seawall, past mini-cruise ships bound for Bora Bora, there's a free temporary docking area where boaters can

fuel up, shop and dine ashore. In addition to the large Champion supermarket there's a wonderful fruit, veggie and flower mart, plus art galleries, boutiques and a variety of restaurants.

We didn't linger long, though, as we had two snorkeling stops planned at passes along Raiatea's eastern reef. The first was just three miles from Uturoa, at a picture-perfect *motu* called Ile Teoru. Just in front of its palm-lined shore lies a shallow reef that encircles the islet and falls away into deep water in the adjacent Passe Teavapiti. It was there that I spotted a huge moray eel, silently watching the passing parade of 'lunch items' from within the protection of his own coral 'bommie'. Because she's not a big fan of giant eels, Julie declined to be introduced to him.

After noting that many of the juvenile species of fish here appear to be cousins of Caribbean species that we know well — identical shapes, but somewhat different markings — we sailed farther south under a perfect 15-knot southwesterly and brilliant blue skies. Short-tacking

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'my' little sloop through the lagoon while Julie lost herself in a novel was great fun — and a visual feast. All along the shoreline neatly-kept waterside houses, each with its own dock and gardens, were evidence of a tranquil lifestyle that would be the envy of millions of burnt-out city-dwellers.

The next break in Raiatea's eastern reef, Passe Irihu, is skirted by long, finger-like *motus* on both sides, and both are good for snorkeling. With its sandy beaches and tall palms offering shade, Ile Irihu, on the south side, is a favorite picnic spot for both islanders and day-trippers. Avid snorkelers could spend hours here watching the interplay of big and small fish, as they dart among the coral shelves that line the pass.

After we'd had our fill of exploring, we crossed the lagoon and entered a deep fiord-like bay called Faaroa, directly opposite the pass. Carved out in antiquity by waters of the Apoomau River — which still flows into the head of the bay — this mile-and-a-half-long inlet could safely harbor dozens of boats. But here again,

we had it all to ourselves.

Before The Moorings and Sunsail were bought by the same parent company, the Sunsail base was here. And although the shoreside facilities have been removed by a new private owner, the moorings out in front are still intact, and free for the taking.

By this point we'd become thoroughly spoiled by our brief flirtation with care-free cruising. At the beginning of the trip we'd both stowed our watches and let the sun's rise and fall dictate our daily timetable. At night, with the gentle breeze drifting through the hatches, we slept deeply, dreaming about varicolored sealife and the ancient voyagers who



LATITUDE / ANDY

At Taha'a's south end, the Taravana Yacht Club is a popular stop for both cruisers and charterers. Raiatea is seen in the distance.

once plied these waters in their sailing canoes.

We got up early on our final morning, hopped into the inflatable, and motored slowly up the shallow river, as the rising sun painted the treetops with amber tones. With fruit trees and flowering plants lining its banks, the narrow,

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twisting channel takes you into a tranquil world that seems lost in time. The few islanders we saw, who were cutting banana stocks and paddling in weather-worn canoes, greeted us with smiles and the familiar salutation, "Ia Orana!" (Hello in Tahitian.)

Before returning our little sloop to the charter base, we snuck in one last snorkel at Ile Taoru, and were rewarded with a special treat: Just as we were about to call it quits and head back to the boat, a dark shape appeared to our left, then another, and another. By the time we realized they were spotted rays, there were seven of these graceful creatures checking us out. They seemed as curious about us as we were about them.

A few days of sailing in the Tahitian lagoons is far too short a time — having to turn in our floating home and fly back to the rat race was a subtle form of torture. But we're certainly glad we did it, nonetheless. And we know we'll be back again soon.

It's interesting to note that although you often see advertisements promoting travel to Tahiti, the lion's share of visitors



JULIE TURPIN

As if organized to give us our own special send-off, a troupe of young dancers and musicians entertained us at the airport.

are honeymooners who stay almost exclusively in Bora Bora resorts and cruise ship travelers who observe the charms of the islands largely through the portholes of their staterooms. Statistics show that French Polynesia gets only about 1/20th of the tourism that Hawaii enjoys.

Part of the reason is that it has a reputation for being quite expensive. But bareboat pricing and provisioning seem to be on a par with other tropical destinations. And because hotels and restaurants are pricey, the place is not overrun by swarms of package-tour travelers.

All in all, we place Tahiti's Leeward Islands near the top of our list for its sweet sailing, rich culture, eye-popping scenery and underwater fun. The territory's affiliation with France brings sophisticated services and infrastructure, while development is cautiously restrained.

So if you're ready for a radical change of pace, an eyeful of natural beauty, and some sweet, sweet sailing, a taste of Tahiti's magic might be just what you need.

— latitude/andy

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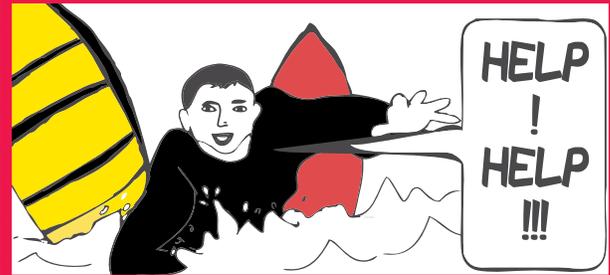
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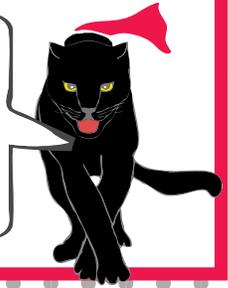
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CHANGES

With reports this month from **Beach Access** on a niece's first Baja Bash; from **Geja** on partying through the Adriatic; from **Capricorn Cat** on fun with **Sea Level** in Tahiti, and **Kialoa III** and **Cirque** in Baja; from **Jesse's Girl** on eight months in Mexico; from **Isis** on a crossing from La Paz to Hilo; and **Cruise Notes**.

Beach Access — Lagoon 380

Alyssa Twitchell Like A Baja Bash Virgin (Cal State Fullerton)

When I learned my uncle Glenn was going to deliver his Lagoon 380 catamaran *Beach Access* back to California from Mexico, I asked if I could join him. Having done several Bashes before, he knew how rough it could be, so he wasn't sure if a 21-year-old like me was serious. I told him that I knew it might not be fun, but I wanted to go for the adventure. Besides, I'd visited him on his cat in Barra Navidad last year, so I knew something about the boat and wanted more time in his world. So on June 28, I flew to Cabo to meet him.

I've had some sailing experience, but nothing prepared me for the journey I was about to embark on. After waiting four days for a weather window, we headed out up the coast of Baja on July 2. The four nights and five days I've had at sea on the Bash was the most enlightening experience of my life. I live in Orange County, where the fast pace of life had been consuming me, so being at sea was an enormous change. For if I wasn't witnessing the free sea life, the amazing sunrises and sunsets, or standing adrenaline pumping night watches on my own, I was savoring the peace and serenity of the oceans.

Alyssa found that there was more true beauty to be found along the waters of Baja's west coast than in all the shopping malls in SoCal.

Having spent a little more time at sea, I began to feel the passion other sailors have described. Each passing day as we made our way up the coast seemed more spiritual. Being at sea made me feel as if I were on another planet, a planet where beauty and contentment weren't to be found in make-up and clothes, but in things like the sun's reflection off the ocean or the sight of dolphins swimming along with the cat. I found my sense of being, my true soul that had been constricted by the compulsive thinking society had forced upon me.

It's frustrating not to be able to adequately put my feelings into words, but the bottom line is that the trip showed me what true beauty is and what true joy can be.

There wasn't much wind, and the seas were smooth for the first two days of our passage. But on the third day I came to realize why sailors call the trip up from Cabo 'The Bash'. For two days we had 20+ knot winds on the nose, which had us bouncing around and reduced the boat speed to as little as two knots.

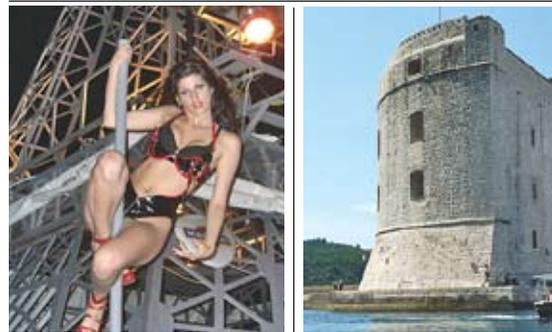
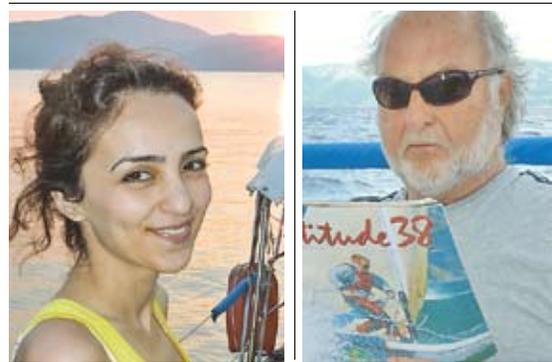
But as the time passed and we neared Southern California, the marine layer replaced the sun. Although the weather had begun to sour, our spirits were still soaring. It was a wonderful and educational trip for me, and since Uncle Glenn says the Ha-Ha is 10 times more fun than the Bash, I guess I'll have to see for myself.

— alyssa 07/10/10

Geja — Islander 36

Andrew Vik Boras, Babes, and Albania (San Francisco)

I'm back in the Med for a third straight season of party cruising aboard *Geja*, the '76 Islander 36 that the Sandys of Palo Alto sailed most of the way around the world during the '90s. I arrived in *Geja's* winter home near Split, Croatia, in mid-June during an oppressive heat wave. After four long, sweaty days in the boatyard, *Geja* was back in the water and I was ready to go — just in time for Europe's reliably unreliable weather to return. Unlike most cruisers, I commit to a precise, but relaxed, summer schedule,



which enables my many friends and acquaintances in both San Francisco and northern Europe to book flights ahead of time and join me for one- or two-week legs. I manage to see a lot this way and rarely have to sail alone, which I don't consider to be safe or fun.

Among my first crew this year was Norwegian Sven Halle, owner of the Vancouver-based *Jeanneau 49 Norfinn*. We first met in '06 in Cabo, where he'd just finished trailing the Ha-Ha fleet down the Baja coast. I myself being half-Norwegian, we became quick friends. Just shy of 70 years old, Sven was my second-oldest crewmember to date, trailing a 71-year-old Dane from the '08 voyage. Despite his age, Sven is still a great sailor, and not one to allow a happy hour to be skipped. If only he'd joined me at the bars as my wingman!

I spent the first two weeks sailing down Croatia's Dalmatian Coast, which is one of Europe's most popular charter destinations. Cruisers are hard to find among the huge fleets of newer Bavaria

COURTESY, BEACH ACCESS



Alyssa, decked out in her Baja Bash fair weather gear.

COURTESY, BEACH ACCESS



IN LATITUDES



ALL PHOTOS ANDREW VIK



GEJA

Swedes Anna and Krister returned for another leg on 'Geja'.

The above photo is of 'Geja' side-tied for free at Perast, Montenegro. The other photos of structures are all of Dubrovnik, Croatia. Sven is the one reading 'Latitude', Sepideh is the Iranian girl next to him and above the girl dancing on the 'Eiffel Tower'. Vik is sandwiched by two barkers in Budva.

brand sailboats. In fact, many cruisers don't spend long in Croatia, one of the big reasons being that they are charged as much as 20 euro a night to anchor off some places. The 150-euro annual cruising permit is another reason. And just added this year is a new method of collecting the Sojourn Tax, which tacks on up to another 175 euro a year.

In Croatia's defense, it's probably the safest and cleanest country in the Med.

Sven and I, with an assist from Oakland native Allison, set sail toward Dubrovnik in the south, visiting the islands of Hvar, Korcula, Mljet and others on the way. The weather was ridiculously unstable. Although we managed not to get slammed by anything while underway, there were some interesting moments at anchor. From time to time powerful wind gusts came out of nowhere, and rain fell as I had imagined possible only in the tropics. But we still managed to get in

some fine sailing down to Dubrovnik, the crown jewel of Croatia. What a marvelous walled town behind a magical 1.5-mile wall! The anchorage off the centuries-old, locals-only harbor was rolly, but offered both a view to die for and easy dinghy access to the old town.

With Henkku of Finland joining a leg for her third straight summer, we continued south, checking out of Croatia at Cavtat, the country's southernmost port of entry/exit. Anchored out the night before checkout, I was reminded of a huge sailing topic in the Adriatic — the bora wind. This nighttime catabolic wind comes out of nowhere in the summer, blowing down from the steep mountains along the coast. During other times of the year, it's a dry, cold, fierce wind that can blow for days. The strongest gust ever recorded was 160 mph!

For Henkku and me, the fun began at midnight. The wind built, along with a mile of fetch, and the 20-kg Bruce anchor began to slip slowly through the weedy bottom. In the dark of night, with the wind over 30 knots, we used the Navionics app on my iPhone to scour the bay for a spot less affected by the fetch. After several failed attempts to get the anchor to stick, we motored around the corner into an eerily calm Cavtat. We tied up at the Customs Dock, assuring us a good night's sleep and our being first in line to clear out in the morning.

Montenegro, a small country of fewer than 700,000 citizens, is Croatia's neighbor to the south. Formerly part of Yugoslavia, and until '06 part of Serbia, Montenegro is often skipped by cruisers. After all, cruisers are a thrifty bunch, and cruising permits in Montenegro start at 40 euro per week. I opted for the one-month permit, which cost 100 euro.

Montenegro's primary nautical attraction is Kotor Fjord, which is comparable to the fjords in Norway. Kotor Fjord runs 16 miles in from the Adriatic through a series of bays, and the town of Kotor is at the head of the fjord. The fourth UNESCO World Heritage site I've visited during my voyages, Kotor is yet another walled town with narrow, stone alleyways. I never seem to tire of places like that. Unlike in tourist-infested Croatia, the trendy folks of Kotor seemed to genuinely be interested in us, so it had a

This is St. Georges Monastery in Kotor Fjord, the largest fjord in southern Europe. There are several similar man-made islands in the fjord.



GEJA

CHANGES

much more friendly and open vibe. Even berthing was a relatively good deal at just 30 euro per night — especially when the bora came up later.

Five miles northwest of Kotor lies the mellow seaside village of Perast, which was to be one of my favorite stops. In stable

weather we could tie to the harbor wall of the coziest of small towns, backed by steep granite mountains, for free. Joining me for the fun in Perast was Sepideh, an Iranian-born San Francisco resident on her way home from Tehran.

Next up was Herceg Novi, where I completely botched my Med-mooring attempt — twice! Given the narrow fairway, the slight crosswind, and the Islander's insane prop-walk, *Geja* was hard to handle. If only she had a bow thruster.

We reached Budva, the final stop in this leg, in time to celebrate the Fourth of July. The Budva Riviera is a somewhat bloated tourist area, although it has a fantastic old town and features the best partying on the coast of Montenegro.

While Croatia typically teems with Brit and Aussie backpackers, Budva gets the holidaymakers from Serbia and Russia, so every night there was a spectacular parade of thin, long-legged supermodels. One of my female crew was so impressed that she declared that Budva would be *the* place to become a lesbian! How the backpacker contingent has missed Budva is beyond me. Although the local pop music, called turbo-folk, takes some getting used to, we spent five nights at Budva.

After too many nights in bars with supermodels, nothing was more welcome than a place like quiet and stunning Perast, Montenegro.

A young Swedish couple having joined me, we headed farther south, where we had the waters almost to ourselves. While at a small bay north of Bar, I got another taste of nighttime bora winds. Around midnight, *Geja* was hit by rig-shaking gusts in the 30s that came down from the high coastal mountains — that we had so enjoyed viewing during the day! The noise and vibrations were nerve-wracking, and sleep was impossible. But the 20-kg Bruce anchor held fast to the sandy bottom until the winds abated at 10 a.m. It's true that we'd been on a windward shore and therefore had been in little danger, but still, I hadn't come to the Med to challenge the wind gods, and I needed my sleep.

Bypassing Bar, which is an industrial town, we stopped at Ulcinj in southern Montenegro, where we discovered how schizophrenic this nation with the population of San Francisco can be. For in contrast to the supermodel parade in Budva, Ulcinj was like a Turkish bazaar, complete with mosques and more kebab vendors than one could visit in a month. Folks in the Ulcinj region are ethnically Albanian, with a large number of tourists from Kosovo, both of which have significant Muslim populations.

We then crossed our fingers — and toes — and sailed across the border to Albania, best known for being one of the most paranoid communist countries ever. Rather than stopping at Albania, most cruisers opt for the straight shot to Corfu, Greece, or across the Strait of Otranto to Italy. You see, Albania has a bit of a seedy past, there are few good anchorages, checking in can be troublesome and requires berthing in industrial ports, and the charts indicate that hundreds of square miles of the coast are infested with mines — although the cruising guide insists that surface navigation is now safe everywhere. Despite these negatives, we decided to go for it.

Sailing south toward Albania, we really had old *Geja* flying along, averaging 7.1 knots on the most dreamlike broad reach ever. That was for the first three hours. The remainder of the trip was 18 hours under power, after which we arrived at Orikum in Vlore Bay, which is Albania's only marina. The marina was in a place isolated from the town of Vlore. It seems as though the Italians who made the marina had a 'build it and



The narrow streets of the walled cities were great.



they will come' attitude, but they haven't come. There were about 20 boats when we arrived, most of them resident boats. Our official check-in to the country was done at no charge by the marina staff, so by afternoon we had headed in for our first glimpse of Albanian life. We'll get into that in next month's report.

From Croatia to Albania, I covered 500 miles, although only 30% was under sail alone. The stable weather in July provided some nice afternoon sailing, but the mornings and nights were calm — except for boras. *Geja*, which handles so beautifully under sail, has again performed reliably and comfortably. The only real casualty in 2.5 summers of Med cruising has been the outboard for the dinghy, which died recently. For an older boat, I've got *Geja* pretty well tricked out, with NMEA data flowing this way and that way, all originating from a simple Garmin 72 in the cockpit. Most of my navigation is done using a MacENC on a 13-inch MacBook Pro. New this



GEJA

GEJA

IN LATITUDES



Spread; The lovely town of Kotor. Inset left; From Russia, with love, baby. Inset above; the crowded beach at Ulcinj, Montenegro.

year is an unlocked iPhone, which does pretty much everything but the dishes. Throw in a local SIM card, and you can Facebook your way along the coast at 3G speeds. The best is the Navionics app, which provides basic chart plotting and detailed charts of the entire Med for about \$18.

I know that data over cell towers are the way to go in the U.S. and Mexico, but they aren't as practical when there are as many national borders as there are here. For onboard Wifi, I picked up a Bad Boy Extreme, an outdoor weatherproof router/repeater made by a Canadian company. Run an Ethernet cable between it and your nav station, and you can surf from hotspots up to a few miles away. It's designed well and is powered by injecting 12 volts into the Ethernet cable. Unlike with remote Wifi, cable length is not an issue. The higher

the placement the better. I just wish I'd splurged on their secondary device, which would have turned my entire boat into her own Wifi zone.

Next up on my summer agenda are the Ionian islands of Greece, which I've been told are the busiest cruising grounds in Europe.

— andrew 07/15/1

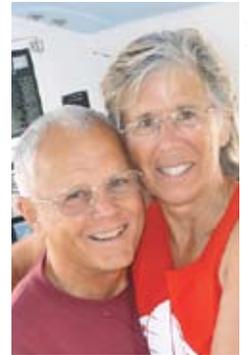
Cap Cat — Hughes 45 Wayne Hendryx and Carol Baggerly Mexico and Tahiti (Brisbane)

One of the great things that happens when you go cruising is that you become friends with scores of other cruisers who later invite you to join them in other great parts of the world. So it was that Wayne and Carol recently flew to Tahiti to spend 12 days aboard Jim and Kent Milski's Schionning 49 *Sea Level*, which Jim completed from a kit in Vallejo. The two

couples were friends from Ha-Ha's and cruising in Mexico.

"We had a fabulous time with Jim and

Kent, and we really enjoyed the terrific Tahiti Rendezvous for Pacific Puddle Jump boats that was put on by Tahiti Tourism with huge help from Andy 'Mr. Puddle Jump' Turpin of *Latitude*," says Wayne. One of the most hilarious parts of our visit was when we were at this



After a great visit with friends in Tahiti, Wayne and Carol are going with their cat.

sandy spot on a reef off Moorea where all the tourists are brought to feed the 'domesticated' sting rays. Jim was the first in the chest-deep water, and in a few seconds a ray started to come right at him. It was with love, of course, but it was a little spooky because the ray was four feet across and just kept coming . . . right up Jim's chest and into his face! "I'm okay with this! I'm okay with this! I'm okay with this!" Jim kept repeating. We laughed like crazy, but before long the rest of us got into the act."

"Feeding the rays at that spot is a really popular tourist activity," Wayne continued. "It wouldn't be if the tourists knew what was going on beneath the surface. We were the only ones with masks, so we knew that just 40 feet away in the pass were countless numbers of eight- to ten-foot sharks! The big ones pretty much minded their own business, but before long the two- and three-footers were swimming with the rays around and between the legs of the tourists! If they had known, some of them surely

Cal cat-ers on Moorea; From left, Steve and Manuela of 'Endless Summer', Kent and Jim of 'Sea Level' and Carol and Wayne of 'Cap Cat'.



ALL PHOTOS COURTESY GEJA

LATTITUDE/NICK

COURTESY CAP CAT

CHANGES

would have freaked.”

“We also had a great time on the Rendezvous Race from Tahiti to Moorea. We on *Sea Level* were in the wrong place at the start, so we fell quite a bit behind the rest of the fleet. But then the wind filled in strongly, and we took off. We hit speeds up to 19 knots under white sails alone, and were soon passing the typically overloaded cruising monohulls as

if they were standing still. In the end, there were two other cats, including Steve May and Manjuela aboard the Gualala-based Corsair 41 cat *Endless Summer*, a couple of other cruising friends from Mexico, and a big monohull battling for line honors. After it was over, all four of the skippers agreed that they should have reefed. But you know

“Tahiti!” screamed the flower.

how competitive sailors can get — particularly if you’d seen Steve in the banana race.

“Because of our visit with Jim and Kent, we’ve changed our cruising plans. We were going to cruise Mexico this winter and then make the easy sail to Hawaii in March to ease Carol into long ocean passages. But after being in French Polynesia, Carol said there was no reason to wait. So now we’ll do Mexico, but in March we’ll head to French Polynesia instead of Hawaii. But we’re doing a ton of work on *Cap Cat* before then.

“While family issues back home meant we’d only been able to spend about one of the last seven months on *Cap Cat* in Mexico, we did have a great time while we were there. For example, we had a

Dave and Kim Griffith aboard their S&S 80 ‘Kialoa III’, one of the greatest American sailing yachts ever — but also a handful for two.

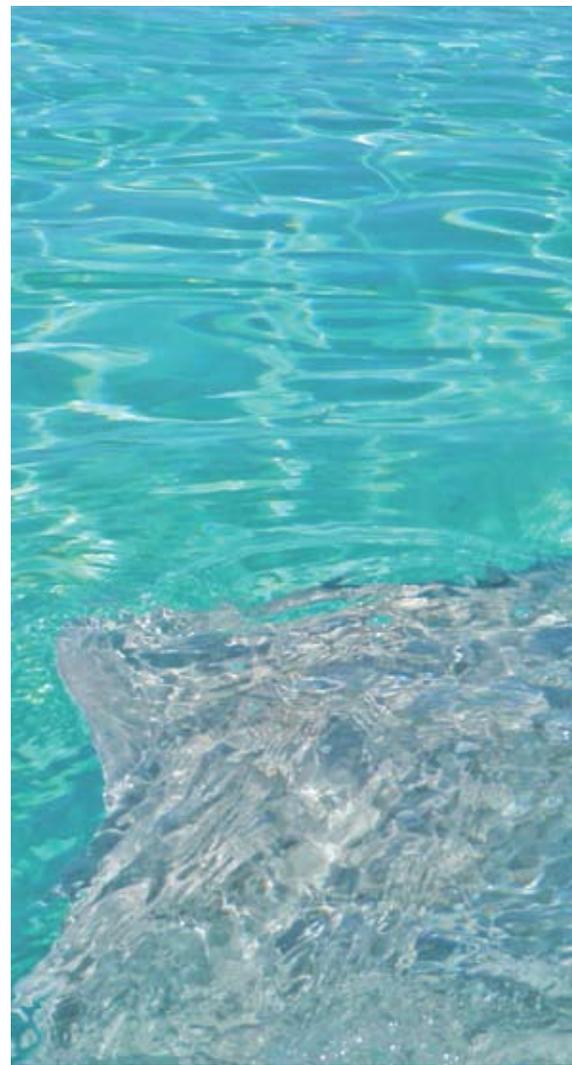
fabulous 400-or-so-mile trip from P.V. up to Caleta Partida off La Paz. We first got wind at Isla Isabella, so we put the sails up and were doing 8s and 10s. We pulled abeam of Mazatlan so quickly that we decided to just continue on across the Sea instead of stopping for the night. We close-reached across the Sea at about 12 knots. After dropping the hook at Muertos for the night, we woke up to a southerly — which isn’t uncommon in May — so we put the chute up and had a spinnaker run from there to Caleta Partida. It was our fastest and most fun trip ever from P.V. to Caleta Partida, and I’ve done a lot of them.

“Once at Caleta Partida, we pulled a great cruising couple over to the dark side. For when we got into Ensenada Grande, our favorite anchorage in those parts, we motored around, and swung by the legendary S&S 79 *Kialoa III* that was on the hook. She had been purchased about seven months before from Orange Coast College by Canadians Dave and Kim Griffith, and they were sitting on deck chairs beneath an awning really enjoying life. “You set a good example for the rest of us,” I shouted.

“The following day this really terrific couple had us over for cocktails, and we learned that Dave had been in the used car business — but not just any used cars. He specialized in buying used Rolls and Bentleys and sending them back to England. He worked his way up to owning a Rolls dealership and now, in his early ‘50s, was able to retire. We had so much fun with the couple that we invited them to join us on *Cap Cat* the next day for a trip up to dive with the sea lions. After our dive, the wind came up, so we set sail. That’s when Dave and Kim started going over to the dark side.

“To say these great folks were impressed with a catamaran would be an understatement. One reason is that, unlike *Kialoa*, *Cap Cat* doesn’t have 1.5-inch jib sheets, it doesn’t take 10 men to drop her main off at the sailmaker, and she doesn’t have a spinnaker pole — let alone a 35-foot one like *Kialoa*. In addition, *Cap Cat* doesn’t heel, an important consideration for Dave, who has had both hips replaced, and Kim, who was about to have a hip replaced in La Paz.

“A couple of days later, Dave and Kim told us that they’d put *Kialoa III*



up for sale and were in the market for a cruising cat. About this time Louis Kruk and Laura Willerton of the San Leandro-based Beneteau 42s7 *Cirque* showed up and joined us. Louis had raced all over the world aboard *Kialoa III*, so he regaled us with stories of the tragic Fastnet Race of ‘79, of sailing with King Juan Carlos of Spain, some big shot from Monaco, and stuff like that. Louis had a million *Kialoa* stories.

Kialoa is a handful for a cruising couple, but she’s still in good shape and still looks great. Kim says that when Dave walked down the dock to see her for the first time, he got that certain look in his eye. “You’re going to buy this boat, aren’t you?” she told him. “Probably,” he replied. I haven’t been without a boat in 40 years, and that’s the way I’ve bought all mine. I fall in love with them at first sight, buy them, and just deal with any problems later.

I’m not surprised the couple aren’t interested in a cruising cat. After all, of

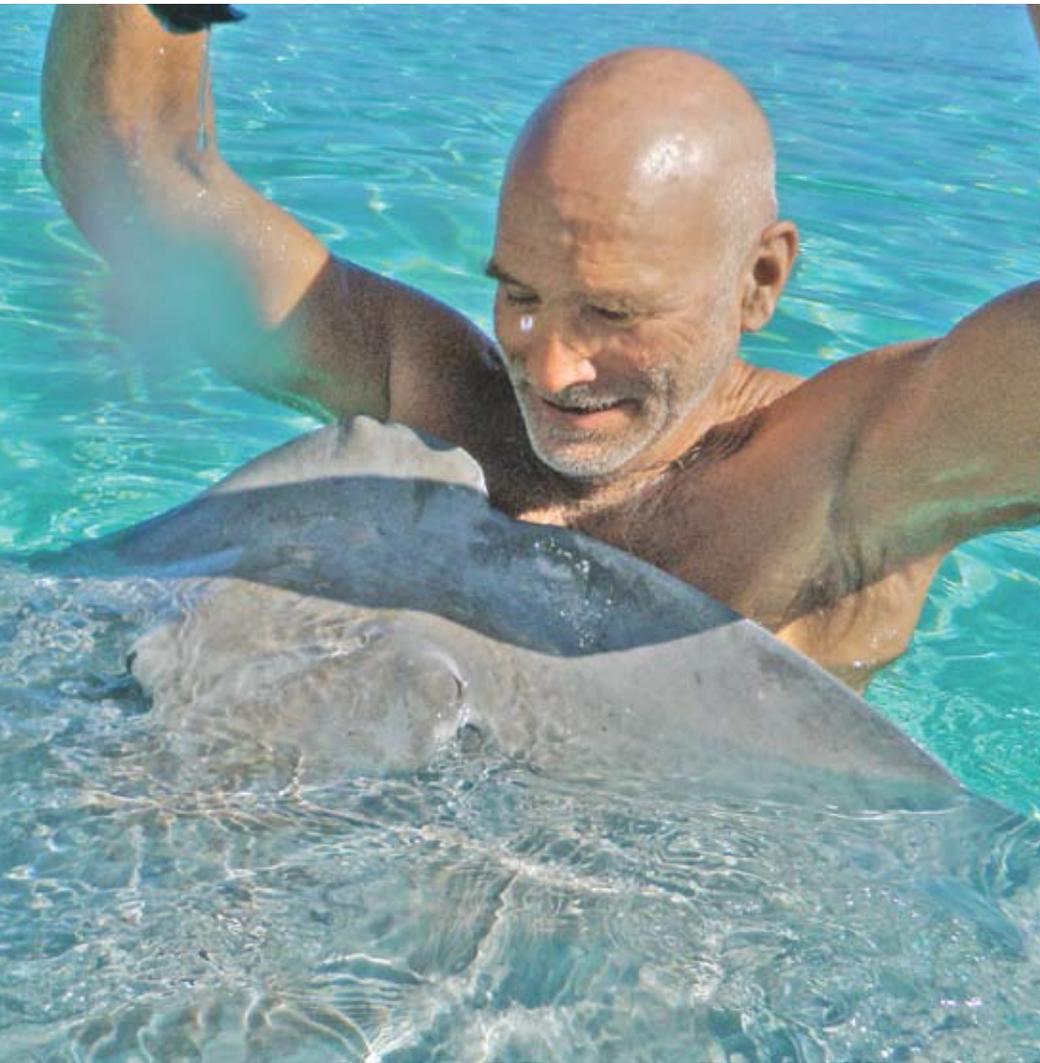
CAPRICORN CAT



LATTITUDE/NICK



IN LATITUDES



COURTESY CAP CAT

Inter-species fun at its finest! A wonderfully friendly sting ray fearlessly glides up to Jim Milski to lay a wet one on him.

the 36 Puddle Jump boats that braved the strong weather to make it across to Moorea for the party, 12 of them were cats. And when we pulled into the police dock in San Diego after a windless Baja Bash in July, there were more cats than ever.”

— wayne 07/20/10

**Jesse's Girl — Cat/Morgan 440
Jesse and Shanna Hibdon
Cruising Mexico
(Ex-Alameda / San Diego)**

After talking with Jesse and Shanna at the police dock in San Diego following their July Baja Bash, we were reminded of how adventurous, unpredictable, and comedic the cruising life can be. The couple moved aboard their boat at Marina Village in Alameda the day they bought her in '06, had an onboard party for 38, and have been living aboard ever

since. In '08, they decided to relocate in San Diego.

“I'd always wanted to do a Ha-Ha so bad,” says Shanna, “so even though we weren't going to be doing it ourselves, I was excited that we were going to be in San Diego and could enjoy the festivities of the Kick-Off Party. Two couples — Scott and Sue Rader of the Sausalito-based Catalina 42 *Suebee*, and Michael and Judy Stouffer of the Alameda-based Catalina *Milagro* — who are good friends of ours, were going to do the '08 Ha-Ha on *Suebee*. Well, on the Saturday before the Monday start, Michael went to see an eye doctor about an infection. The doctor told him it was possible he could lose vision in that eye if he did the Ha-Ha. So Michael and Judy were out and Scott and Sue needed crew. So I said, 'I'll go!' And I did.”

“That did it,” remembers Jesse. “Shanna kept calling

me to say what a good time she was having, so I decided right then that we'd be taking our boat down on the '09. And we did. In fact, we took the Stouffers as crew. And oh God, did we have a great time in Mexico! We spent eight months down there, and even though we didn't get south of Banderas Bay, the good times were really good, and the bad times weren't that bad at all.”

One of the most unpredictable things about cruising is how differently rules and laws are interpreted by Mexican officials. For example, the couple noted that, depending on what port you're checking in or out of, you can just call in your clearance, or you might be able to have a marina do it, or you might have to show up at the port captain's office.

Then there are the strange rules when clearing for the States from La Paz. “If you clear from La Paz to San Diego, says Jesse, “you have to have your boat inspected and pay \$100 per crewmember to get a health clearance. La Paz is the only port that requires this, so we just cleared out of Ensenada for the States instead.

“You'd think officials would require a health clearance from a crew when they were arriving in Mexico, not departing,” laughs Shanna.

When they got to Ensenada, the Customs guy demanded to know where the

During the Ha-Ha in '09, Jesse and Shanna really got into the spirit of things, joining the band for a rousing version of 'La Bamba'.



COURTESY JESSE'S GIRL



COURTESY JESSE'S GIRL

CHANGES

other two people on the crew list were. As we've written previously, when you cruise in Mexico, the proof that you cleared in is your crew you had at your port of entry — even though crew will later leave or join the boat. Somewhat understandably, the Customs folks in Ensenada demanded to know where the other people on *Jesse's Girl's* crew list were. It took a while to get that straightened out.

While checking out of Ensenada, another official demanded to see a certificate proving that *Jesse's Girl* was insured — just as all the marinas had. Jesse told the official that the boat was insured, which she was, but that the proof was out on the boat. The official told him to bring it with him when he returned. Jesse did, but the official didn't ask to see it again.

If you think Mexican officials are out to harass cruisers, here's proof that they aren't. When Jesse and Shanna sailed up into the Sea of Cortez, they realized that their six-month tourist visas had almost expired. So they went to Immigration to get an extension. The official at Immigration told them not to worry; they didn't need an extension! Indeed, when they cleared out of Ensenada a couple of months later, no official said anything about their visas having expired two months before!

Before anyone starts to criticize the professionalism of Mexican officials, remember that U.S. officials aren't any more consistent. For when *Jesse's Girl* cleared in at the police dock in San Diego, two female Customs officers said the couple would have to destroy their **Judy and Michael, with his eye problems behind him, display their just-arrived-in-Cabo smiles following the '09 Ha-Ha on 'Jesse's Girl'.**

citrus fruits and, if they wanted to keep their eggs, would have to boil them right then. Mind you, these officers didn't say anything about having to confiscate meat or anything meat had touched, including packaging. And this was less than a week after different Customs officers on the very same police pock had told Doña de Mallorca of *Profligate* that not only did all meat products, and everything they had come in contact with, have to be confiscated, but would have to be incinerated at great expense.

Then came the matter of the annual \$27 Customs sticker. Jesse said he wasn't familiar with it. One of the Customs officers told him, "We never used to enforce the law requiring them, but we've started now." Funny, because we've had to buy one for *Profligate* every year.

Of course, if you want real unpredictability, there's the weather on the Baja Bash. "There were seven boats that got stuck in Bahia Santa Maria for 12 days," laughs Jesse. "I had to start making water for some of the other boats because they were running out."

"Then we started to run out of food," remembers Shanna. "We were down to rice and beans. So when we eventually made it to Turtle Bay, we bought most of the food in town. I walked out of a store with 22 bags of groceries," she laughs.

If you've done a Ha-Ha, you know how salubrious the weather is at Bahia Santa Maria in late October. Well, it's not like that in June or July. "It was cold," says Jesse, "so cold that we even had to wear jackets in the afternoons."

A few days after the food-buying binge in Turtle Bay, *Jesse's Girl* left the north anchorage at Cedros for Colnett a little bit after the Helena, Montana-based Columbia 50 *Bliss*. The 50 was for all intents and purposes being singlehanded by a really likeable fellow named Scott, who was new to sailing. Jesse and Shanna got to Colnett first, and later got a VHF call from Scott saying he was eight miles from Colnett and was having to sail to the anchorage because of engine problems. "Six hours later we got another call from Scott, saying he was still sailing, but now he was nine miles away! When he arrived in the wee hours, he dropped the hook next to a massive kelp bed. The next morning we towed him out of the kelp and into the anchorage.

Scott's being faced with plugged fuel filters and having had little



success sailing upwind, the next thing the Hibdons knew was that he had called BOAT/US, and they were sending a boat to tow him the 90 or so miles up to San Diego.

"Scott told us it was going to cost him \$1,500 out of pocket," remembers Shanna.

Do Jesse and Shanna ever want to do another season in Mexico?

"Oh yes!" says Shanna, "I want to go again this fall."

"We've got about 12 close friends who are going to do the Ha-Ha," says Jesse, "but I'm not sure we'll make it again this year. But when you cruise, every day is an adventure, so we sure want to go again in the future."

— richard 06/10/10

**Isis — Allied Princess 36
Burke, Kacey and Quinn Stancill
La Paz to Hilo, Hawaii
(Seattle)**

When you're lucky enough to be able to do one of those things that's been

LATITUDE/NICK



Customs said Shanna could keep her eggs — if she boiled them.

COURTESY JESSE'S GIRL



IN LATITUDES



LATTITUDE/NICK

The Catalina/Morgan 440 isn't the sleekest design, but to the delight of Shanna and Jesse, she's very spacious both inside and out.

on your 'list' for a long time, one of the challenges is reconciling the reality of the experience with the expectations you've built up. This reconciliation became one of the main themes of our passage from La Paz to Hilo. "This," Kacey would say a few times, "was not in the brochure."

This is not to say that sailing to Hawaii didn't live up to its billing. It was just different. For example, had anyone told me we'd be in fleece and foulies for the first 1,200 miles, I would have laughed at them. Or that we wouldn't see one whale the whole way. (We saw so many in Mexico that eventually Quinn wouldn't necessarily get out of his cabin to look at them.) Or that we'd finish our 27-day passage so happy, tranquil, and blissed-out that we didn't even bother to get off the boat for a whole day. We were perfectly content to savor the peaceful anchorage and the last pot of chili, and not having to get up to stand watch. (Plus,

we had to finish *Charlotte's Web*.)

In contrast with our expectations, we had fairly rough weather. A several-day gale was blowing on the outside of the Baja when we came around the tip at Cabo Falso, which was a bit of 'good news/bad news'. The good news was that we immediately started making 120-mile days where we'd expected to be scratching for any miles we could get in the light, fluky breezes off Mexico. The bad news was that while we tried to get our 'sea legs' (code for not barfing over the leeward rail every once in a while, and slowly breaking down under the lack of sleep), things were fairly chaotic on the boat. After all, we could see three distinct swells fighting with each other, the wind was a constant howl in the sails and rig-

ging, and a couple of times a minute the entire deck and cockpit would be drenched with the spray of a wave that smacked into our beam. Good fun. Oh yeah, and the little salty drip constantly working through the corner of the window over the sea berth added to it.

Over the middle couple weeks though, a couple of good things happened. One was that our bodies acclimated to being at sea. Like the poor folks living a couple feet away from the subway tracks, we were amazed to find ourselves sleeping through the cacophony. The twin miracles of ear-plugs and abject exhaustion helped. The other development was that the wind slowly abated and clocked around to the northeast — as it's supposed to do in the northeast trades. The wind was still what they call "reinforced" for the majority of our trip. As a result, we were amazed to find ourselves under deeply reefed jib, reefed mizzen and no main, yet making a consistent 6+ knots with little bursts of actual surfing. Who knew our 38-year-old girl — buried in a literal ton of provisions by my amazing wife, a descendant of Mormons, had it in her?

Further, with only about 1,000 miles to go, the conditions turned pretty sweet. For several days, we zipped along pretty comfortably, which allowed us to make a few loaves of bread, do some dishes, straighten things up, catch a beautiful mahi, and grab some quality sleep. And in addition to chatting to a nice Russian skipper on a ship en route from Korea to Panama, we read a dozen books with

While Kacey wasn't in a smiling mood all the way across to Hawaii, cute little Quinn's spirits never flagged.



LATTITUDE/RICHARD



COURTESY ISIS

CHANGES

Quinn.

Oh yes, the Quinster. Even though we live with the guy, we were still astonished at his indomitable good spirits. To be fair, he does kind of get the VIP treatment around here. I mean, he's four, so he's not expected to do much beyond

keep his room safely stowed and not spill his soup. But still, his ability to keep a Zen groove on was unbelievable. More than once, he was the only one on the boat who managed to see the beauty of the situation. When at some point Kacey articulated a thought I was having — "I'm sick of this. I don't want to have to sail up to British Columbia after we get to Hawaii!" — Quinn's response was nice and calm. "Come on, Mom. This is just what we do."

Quinn was also the beneficiary of one of the most thoughtful gifts that any of us has ever seen. Chris and Emily, the kids on *Adios III*, who themselves are survivors of a transoceanic passage in their formative years, put together a Treasure Chest consisting of a month's worth of daily gifts. The gifts were cool things such as note pads, pens, superhero napkins, kits to make Mother's Day and Happy Birthday cards, spools of string, and the like. Opening these gifts gave Quinn something to look forward to when his parents were boring and also added structure to his day.

By the time we were closing on the Big Island, the wind went downright light. Thanks to the second-hand drifter we picked up from the great folks on *Eros* in La Paz, we were able to keep our boat bobbing forward. The last 250 miles were

The last few miles into Hilo were slow — but they would have been slower if the Stancills hadn't picked up a used drifter in La Paz.

nice and gentle, but a little hard to appreciate so late in the game. The last 16 miles into Hilo took almost 13 hours.

Ultimately, we found ourselves in Hilo, which we knew to be a true island paradise from previous visits. It would be hard to imagine a better blend of old Hawaii and stuff you want from the modern world after a month at sea. For example, it's a great town to find sushi or get a tattoo, but it's also a fine place for people watching after having not seen many people for so long.

Our plans are to go check out the volcano, soak in the warm ponds, load up at the farmer's market, and hit the sails again. We'd like to see Molokai, Lanai and Maui on our way to Honolulu, where we have several boat jobs on the punch list — such as rebedding the port above the sea berth. We'll then work over to Kauai and deal with tearing ourselves away from these incredible islands and sailing north. People say the biggest bummer of the next leg is that it gets colder every day.

As for our nearly 40-year-old boat, she's basically ready for the next leg, although a few things need to be refreshed. At least we're beginning to learn to stay in front of the maintenance, rather than respond to problems after something breaks or wears out. We did have to heave to for a couple hours on the way to re-sew a spot or two on the foot of the jib where the cover was fraying. The amount of work our old sails continue to do amazes us. From Cabo Falso to on the hook at Radio Bay, we ran the engine for a total of half an hour. Yes, we were powered by cloth pulling and pushing our boat through the water. After relying on your boat for so long, you can't help but develop a weird sort of personal attachment — with what we constantly remind ourselves is just a thing. But a thing that became our great friend.

During a nearly four-week ocean passage, you get a fair amount of time to just sit and think. It's a bit disappointing then not to have distilled any particular crystals of wisdom. Largely this trip seems to have reminded us about many of the things we already knew and believed. For example, Kacey talks about being struck by how happy she feels with just the basics of life. Such as the ability to eat dinner without dumping it all over the place. A good night's sleep. How all we

COURTESY ISIS



The closer 'Isis' got to Hawaii, the lighter the winds and the more the smiles.



really need is a place to sleep, a little warm food, and some quiet time with people we love. Quinn would add that ice cream is one of the basics of life.

— burke 07/05/10

Cruise Notes:

There's an interesting trend in the sailboat market: **Aussies and Kiwis are coming to California to buy boats.** They figure they can buy them, take a year or two cruising them back home — and break even on the whole adventure. Patrick Bloomer of the Margaret River area south of Perth in Western Australia is one such guy, and he says he knows of six other Aussie boatbuyers who were doing the same thing six months ago.

Shopping online, Bloomer found a fully-equipped Ian Farrier 44 cat, the construction of which was supervised by Farrier himself in San Diego, for sale for \$250,000. What got him really keen on the deal is that the price had just been dropped to \$250,000 from \$380,000. Figuring it would be hard to lose on a four-year-old cat that had

COURTESY ISIS



IN LATITUDES



LATITUDE/NICK

Patrick Bloomer likes to think he still got a good deal on a California cat to take back to Western Oz, but he wouldn't buy sight unseen again.

only been sailed 18 times and was fully equipped, he bought her sight unseen for \$220,000. While **Tiger** is a "beautiful ocean cat that really moves, and is structurally very sound," Bloomer now thinks buying a boat unseen is "not very bright."

"We've had problems with just about everything in getting *Tiger* sea safe," he explains. "The kick-up rudders weren't up to the job, so we had to build new ones. All the 12-volt stuff was really a mess. The engines needed to be realigned, but what's worse is that they are mounted right on the hulls so the whole boat vibrates like crazy when we run them. But worst of all, after sailing 100 miles in the direction of Hawaii, we discovered a major problem with the triad, which is where the upper shrouds and headstay meet on the rotating mast. We had to come back to San Diego and are having to take the rigging apart and go over it all. At least we didn't lose the

mast. We'd had the rig inspected once, but the problems couldn't be seen without taking the turnbuckles apart."

Despite having to pour a bunch of time and money into the cat — he gives a big thanks to the Newport Harbor YC for putting them up for a month — Bloomer thinks he still might break even. A big factor will be what the Aussie officials value the cat at when she arrives in Bundaberg. The U.S. and Australia have a duty-free trade agreement, but the Aussie government slaps a 10% GSC or sales tax on boats new to Australia.

Because of the months of delays, Bloomer doubts he'll be able to get *Tiger* back to Western Australia this year as planned, and will only make it to the East Coast. We talked a bit about sailing in Australia, and he said that, while Sydney is certainly the center of the action, catamarans are very popular on the Queensland Coast in areas protected by the Great Barrier Reef. The only problem is that once you get very far north of the Whitsunday Islands, the saltwater crocs and box jellyfish make it hazardous to go

into the water. And it remains hazardous all the way across the north part of the continent over to Broome, which is at about the same latitude as Townsville. Once south of there to Perth, it's often windy with big seas. No wonder so many Aussie sailors head north to Indonesia.

"I go up to Indonesia all the time," Bloomer told us. "It's perfect up there. I've always gone to surf because the waves are so great, but there is great sailing by West Timor to Bali. Once you get to Sumatra, however, it's light winds and you have to motor."

Bloomer isn't positive why boat prices are lower in the States, but figures it might have something to do with there being many more boats here than in New Zealand and Oz, as well as a recently favorable exchange rate. Whatever the reason, we're told that Seth and Elizabeth Hynes sold their Lagoon 380 **Honeymoon** at a premium in Australia compared to what they could have gotten in California. The San Francisco couple bought the boat on the East Coast of the U.S. in '08, cruised to Australia, but now have a little one — congrats to you! — and are living back in The City. Several other cruisers are mulling over sailing their cats to the Southern Hemisphere and putting them up for sale.

"I'm almost done with my round of good-byes through the islands of Tahiti," reports Liz Clark of the Santa Barbara-based Cal 40 **Swell**. "It's very sad to leave, but I'm excited to move on to new places." Alas, Liz didn't mention what new places she was headed to. If we're not mistaken, she just turned 30. Yikes,

Liz Clark believes in nature and the natural life, so she eats healthful foods such as fruits and nuts, and lots of veggies. Shouldn't we all?



JOHN CHOUT

Bali, perfect for a surfer-in/'sailin' high.



COURTESY SWELL

CHANGES

how time does fly!

Speaking as we were of Southeast Asia, we should report that the **Sail Indonesia Rally** started on July 26 with a bunch of U.S. boats in the 106-boat fleet. Among the familiar names are: **Convergence**, West Marine founder Randy Repass's Wylie 66 from Santa Cruz; **Esprit**, Charles, Catherine and Jaime MacWilliams' Kelly-Peterson 46 from Colorado; **La Palapa**, Roger and Tobé Hayward's Catalina/Morgan 440 from King Harbor; **Linda**, Steve and Linda Maggart's Bounty II from Elephant Butte, New Mexico; **Po 'Oino Roa**, Jerry and Kathy McGraw's Kelly-Peterson 44 from Newport Beach; **Scarlett O'Hara**, John and Renee Prentice's Serendipity 43 from San Diego; **Second Wind**, Bill Heumann and Marjorie Menz's C&C Landfall 48 from Juneau; **Sisiutl**, Bob Bechler's Gulfstar 41 from Portland; **Thumb's Up**, Ivan Orgee's Catalina 42 from Alameda; and **Victory Cat**, Tim Henning's Seawind 1160 from Anthem, Arizona. All of these boats but *Convergence* have done the Ha-Ha, and several have done two, three, or even four of



LA PALAPA

Seen here toasting the start of their circumnavigation, Tobé and Roger Hayward of 'La Palapa' joined the Sail Indonesia Rally last month.

them. Also interesting is that *Linda*, the fiberglass Rhodes Bounty II — sister-ship to the boat *Latitude* was founded on — was built in Sausalito 53 years ago! And they said fiberglass boats wouldn't

last.

The tragic facts are that Danish-born American sailor **Bo Kjaer-Olsen** bled to death after being shot in the leg last month by one of the five assailants who attempted to rob his 70-ft S&S schooner **Antares** while she was at anchor on the Rio Plantanal in Panama. The attack occurred at Baja Pipon, along a sparsely populated stretch of the river roughly eight miles south of the town of Pedregal, where *Antares* had been anchored for about six months. Kjaer-Olsen's son Zach was also shot, but survived, although he has a bullet lodged in his spine. Sujej Rodriquez, Zach's Panamanian wife, was badly beaten but also survived.

Panama, and the upriver city of Pedregal, have long been considered very safe by cruisers, so many began to wonder what might have been the cause of the attack. After researching the matter, reporter Don Winner of the widely read and well-respected online magazine *Panama Guide* is convinced that it was not a random attack. He believes

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that Kjaer-Olsen — who was a longtime treasure diver — and his family were singled out because they were believed to have a sizeable quantity of 17th-century gold aboard their schooner. The picture Winner paints of Kjaer-Olsen's life is a colorful one: Born in Denmark, he immigrated with his family to South Africa, where he lived until the late '70s. A passionate outdoorsman, he grew up assisting game wardens in the wild, then later got heavily into scuba diving, rock climbing and exploring uncharted caverns — supposedly motivated by stories of hidden treasure. After falling in love with an American model and moving to Hawaii, he developed a highly successful aquaculture business in the islands. At some point Kjaer-Olsen found *Antares* for sale in California, and modified her to be a liveaboard boat equipped for diving expeditions.

According to Winner, Kjaer-Olsen had recently completed a salvage operation of a sunken treasure ship in Honduras. His take was reportedly about \$200,000 in Spanish gold. Winner thinks that it was

the belief that Kjaer-Olsen kept such valuables aboard, rather than locked up in a bank, that led to the attack. Because there is plenty of drug trafficking in and around Panama, others have speculated that drugs may have played a role in the attack. But longtime friends of Kjaer-Olsen are adamant that he would never have been involved in drugs, and say that tales of a large amount of gold being on *Antares* are complete nonsense, too. All we know for sure is that Kjaer-Olsen is dead, and that most cruisers continue to believe Panama is still a great and safe place to cruise.

For many years there wasn't much in the way of racing in the Sea of Cortez, not even the 'nothing serious' variety.



We're not sure that Liz Clark would approve, but the main dish at the last Veleros de Baja event was this 150-lb pig.

But thanks to the revived **Sea of Cortez Sailing Week** and, even more so, Bob McAlvain and others who created the **Veleros de Baja**, that's been changing. The Veleros group is working to put on a regatta a month during the season, and their next big event will be the **Governor's Cup** from Cabo to La Paz right

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after the end of this year's Ha-Ha. That will be followed by a Christmas Regatta in December, a Full Moon Regatta in January, a Valentine's Regatta in February, a Carnival Regatta in March, and so forth. All except the Governor's Cup will be based out of La Paz, and most will be relatively short. The Veleros de Baja, the **Club Cruceros de La Paz**, and Sea of Cortez Sailing Week folks are happily working together to make sure the dates of their events don't conflict so everyone can participate in all the events. By the way, the dates of Sea of Cortez Sailing Week in '11 have been moved from the month of April to the month of May, and will follow **Loreto Fest**. Participants in past SOC's agreed that it would be a good idea to postpone the event so there would be more time for boats to make it up from the **Banderas Bay Regatta** in March — and because it's too damn cold for swimming in the Sea in April!

"Two years ago, I wrote *Latitude* regarding the rough treatment that some foreign yachtsmen were getting from Australian Customs officers, especially those located in Queensland," writes Miles Lewis of the Alamitos Bay-based



AUSSIE TIM

Each tentacle of a box jellyfish has 500,000 harpoon-shaped needles, making them almost as dangerous as Aussie Customs officers.

Ericson 39 **Miles Ahead**. "The problem was a result of yachties failing to comply with Australia's infamous 96-Hour Notification Rule. It was, and still is, physically impossible for most skippers

to communicate as required by the Notification Rule. In '07-'08, an American and a Dutch couple were each separated from tens of thousands of dollars in fines, court costs, and lawyer fees for violating the rule. Relations had become a bit more cordial between officials and cruisers since then. That is, until two weeks ago, when Customs nailed two sailors from New Zealand for \$2750 in fines and court costs. The pair had checked in with a Customs agent at Lord Howe Island while enroute to Brisbane, and thought that this covered the 96-Hour Notification requirement. Wrong! So all cruisers in that area should be aware of the situation."

From time to time over a period of about 10 years starting in the late '90s, we published cruising reports from Hawaii to Southeast Asia from Leslie King of Santa Fe, New Mexico-based Wilderness 40 **Tropicbird**. King would cruise for awhile, then come home for six months to two years, then cruise again for six months to a year. We regret to report that King passed away on June 15 as the result of a bizarre accident. He and

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Susan Moniotte, his significant other of seven years, had travelled to his boat in Thailand in February and, when they flew home on March 17, King was suffering from extreme jet-lag. So the next afternoon he took an Ambien to help him sleep. He ended up not only sleepwalking, but falling from the upper level of his condo to the brick floor below. King would spend 13 weeks in various ICU units before he passed on.

In much more pleasant news, the Pimentel family of Alameda — Rodney, Jane, R.J. and Leo — report they are now cruising Europe. While Rodney and fellow racers from Northern California took the family's Leopard 47 **Azure II** from the Caribbean to the Azores, the last leg from the Azores to Lagos, Portugal, was strictly a family affair. Jane found the last day of that leg to be pretty nasty, with winds to 35 knots, big seas, poor visibility and an endless stream of ships. "For Rodney, of course, it was just another day on the water," she sighs. The 3,439-mile Atlantic crossing was completed in two months' time, including stops at Bermuda and various islands in

the much-liked Azores. So far the Pimentels have visited Lisbon, Cadiz, Spain and Gibraltar. In fact, Rodney celebrated his 50th by climbing up the rock. As for Jane, just the thought that they are only a train ride away from Paris makes her feel warm and fuzzy. We know the feeling; it's a good one.

"We recently made our second trip from New Zealand to New Caledonia," report Steve and Dorothy Darden, former residents of Tiburon, "aboard our Morrelli & Melvin 52 catamaran **Adagio**." The first time was our maiden voyage in September '00, which was a peaceful passage. This year's voyage wasn't so peaceful, but major dramas were avoided because of typically adroit weather routing advice from Rick Shema of Hawaii. Rick has advised



COURTESY ADAGIO

Among the lucky ones to have gotten out of New Zealand this season, the Dardens moved on to the beautiful waters of the Loyalty Islands.

us for 10 years now, and we continue to feel that his professional weather expertise is a very high-return investment. This is especially Rick's enroute oversight, which on this passage rewarded us with a comfortable trip and, unlike some less fortunate boats, no serious gear breakage. Before leaving Opua, we'd

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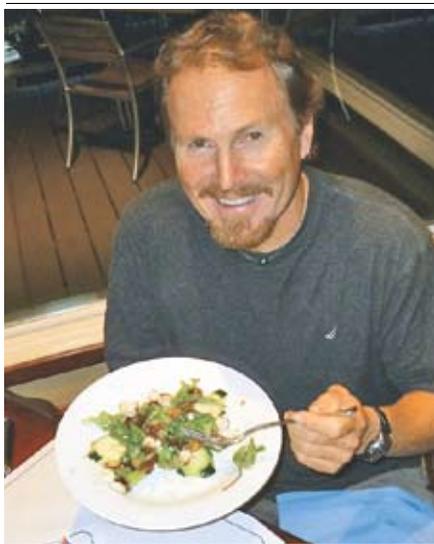
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estimated a 4.5-day passage to Noumea. We expected a low to form east of New Caledonia, and this was projected to track southeast, making a rhumb line course to New Caledonia viable. Thanks to being confident about our routing, we were the first yacht to clear out of Opua on June 14. As it turned out, our 4.5-day passage became a seven-day passage because the low moved farther west, and we wanted to sail clockwise around it for comfort and safety. But it worked out well."

The normal **South Pacific 'Milk Run'** consists of leaving Mexico in the spring, fooling around in the South Pacific until about October, then heading down to New Zealand for the Southern Hemisphere summer to get out of the tropical cyclone zone. After spending the southern hemisphere summer in New Zealand, in May or June the cruising fleet heads back up to the islands of the South Pacific for another season.

Well, according to Kurt Roll of San Diego, who crewed from Mexico to New Zealand aboard Dietmar Petutschnig and Suzanne Dubose's Las Vegas-based



Kurt Roll liked his dinner salad. But what he really would have liked was to be able to sail 'Carinthia' back up to the South Pacific.

Lagoon 440 cat **Carinthia**, and who was supposed to crew with them back up to Tonga and Fiji, it didn't work out that way this year. "Almost everybody was stuck in New Zealand for at least two months because of bad weather on the

often nasty route from New Zealand to the South Pacific," says Roll. "We were delayed so long that Dietmar, who really likes New Zealand, decided to buy a business there with another cruiser. So he put off the return trip to the South Pacific until next year. Roll says that a few boats did get out, but a couple of those that tried really got hammered. In fact, as soon as one cruiser got back to New Zealand, he put his boat up for sale." We'll have more on this and the *Carinthia's* travels in the next issue.

Shortly after the Fourth of July, while Seattle had temps in the 80s, and the East Coast was roasting in record 100-degree weather, **San Diego**, of all places, had the lowest high temperature — 59 degrees! — in the United States. It was so cold that girls on the beach were wearing fleece under their bikinis and ski hats. 'June Gloom,' of course, is the norm for all of coastal Southern California, but it's not supposed to last as long as it has this year. "I've lived here forever," says Chuck Driscoll of Driscoll Boatyard on Shelter Island where we

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spent several weeks with **Profligate**, "and after the Fourth of July there is only supposed to be a light marine layer, one that burns off by noon. I can't remember it being this bad before." The good news for cruisers headed south is that the best weather months for coastal Southern California are August, September and October.

John and Carol Stubbs, along with their pit bull Hennesey and their colie mix Marley, arrived in California in June after a two-year cruise from Florida aboard their Lauderdale-based Morgan Out-Island 41 Digital. They had a number of adventures that we'll be reporting on next month, but the thing that really attracted our attention was their Jetty Express folding bike. Although John said they had bought the bike only two years before from West Marine in Florida, it was a mass of rust. In fact, all the spokes on the front wheel had rusted to oblivion. "I was going to take it to West Marine to see what they thought of it," said John, "but I'm too embarrassed." But since he'd paid \$100 for an extended warranty, we

encouraged him to take it back to to see what might happen. Apparently the bike was a little bit older than John had told us, and West Marine couldn't find any record of the purchase or the warranty. So as John had expected all along, his request for a refund was turned down.

It was only by following up on this story that we learned West Marine has changed its once extremely liberal return policy. Although many sailors many not realize it, as of June 1 you have to return things to West Marine within 30 days to get your money back. And you must have the receipt.

While we're sure some people are going to grouse about the dramatic tightening of the rules, it's not that surprising, as the policy has often been abused. We hate to say it, but we've known unscr-



After more than two years of being on 'Digital' from Florida to California, the Jetty Express was no longer safe for riding at high speeds.

pulous sailors who have 'bought' some foul weather gear or electronics for a particular event, used them, and then returned them for a full refund — as they had planned all along. And when a few cruisers came back from a season in Mexico, they'd go to West Marine and ask for refunds on products they had a receipt for — and products they claimed to have thrown away in Mexico.

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As absurd as it sounds, West Marine even honored a few of those requests. It also our understanding that 90% of all electronics returned to West Marine are fully functional. Anyway, there's a new policy, and you've been warned.

It's no secret that our favorite island in the Caribbean, and probably the world, is St. Barth in the French West Indies. If you need to fly there to meet a boat, you fly to St. Martin on a big jet, then take a puddle jumper to St. Barth. Nick, our son, reports he recently watched a History Channel program called The World's Most Extreme Airports. We don't know the criteria they used for ranking airports, but St. Martin came in at #4 and St. Barth came in at #3. The funny thing is that this was after the runway at Queen Juliana Airport in St. Martin was substantially lengthened a few years ago so the Air France 747 pilots would stop hitting the cyclone fence on approach, and the folks at St. Barth greatly



Think you can't meet a lovely lady while cruising? Eric of the Half Moon Bay-based Ericson 29 'Nanu' says differently. More next month.

widened the gap between the hills and doubled the width of the runway. The latter allowed them to take down the sign on the main road that warned cars that landing airplanes had the right-of-way. To our knowledge, there has been only one fatal crash at St. Barth, and that was when a 19-passenger plane crashed

before the ridge as a result of an engine failure, killing all aboard, including a female sailor from the Bay Area. The History Channel says the second most extreme airport is one in Honduras, and the most extreme is the one at the base camp at Nepal.

Steve Black of the Cruising Rally Association, which for 20 years put on the Caribbean 1500 from Virginia to the British Virgins in November of each year, has announced that

the event is now becoming part of the World Cruising Club. That U.K.-based organization already runs the Atlantic Rally for Cruisers and the World ARC. Changes at this year's event include a Doublehanded Division, a division that ends the event at Marsh Harbor in the Bahamas, and an elimination of the fixed fee for crewmembers. This year's event starts on November 1.

No matter where you are cruising this summer, we'd love to hear from you. Write richard@latitude38.com.

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26-FT ISLANDER EXCALIBUR, 1966. Berkeley. \$2,900. Great, responsive boat, barely used 4-stroke outboard, 2 jibs, one main, bottom job 2 years ago, ready for the Bay; great learning boat. Call with any questions or to schedule a visit. (510) 205-2148 or stevesehon@gmail.com.

28-FT BUCCANEER, 1979. Phoenix. \$15,000/obo. Center cockpit, positive flotation, 6'2" headroom, aft cabin/double bed, inboard Volvo diesel, Autohelm wheel steering, GPS, depth gauge, radio, refrigerator, stove, solar panel, dinghy w/ OB. 2-axle trailer. Pictures on website. www.rhmarx.com. (928) 684-9606 or moondrifter@rhmarx.com.



28-FT ISLANDER, 1984. Emeryville. \$19,900. *Ridiculous.* Cruiser/racer in great condition. North main, Mylar/Kevlar genoa, jib halyard and sheets, lifelines and batteries, all 2008. Standing rigging replaced 2005. 2009 bottom, diver maintained. Wheel, Yanmar diesel. Roller furler, spinnaker pole, second jib, stereo, VHF, depth, knotmeter, new TackTick wind instrument, lazy jacks, new companionway and wheel covers. (510) 531-4204 or RBF355@aol.com.



25-FT SANTANA 525, 1980. Lake Don Pedro, Fleming Meadows. \$3,000/obo. New North Sail mainsail, gennaker & rigging, 24 volt electric motor with solar panels for recharging. Excellent condition. (209) 575-2653 ext: 303, (209) 471-9968 or mb@modestocpas.com.



25-FT OLSON, 1988. Alameda. \$9,500. New 6hp Mercury OBM, whisker pole, VHF radio, 2 anchors, cockpit cushions, main, working jib, genoa, new mainsail cover, alcohol stove, 2 coolers, Porta-Potti. Lines led aft for easy singlehanding. Great shape. (510) 995-8852 or tbstrand@comcast.net.

25-FT O'DAY, 1984. San Francisco Bay. \$11,500/obo. Excellent condition, 4-stroke Mercury, bottom painted 2008. Mainsail, genoa, jib and roller furling, wheel steering optional, depth sounder, compass, VHF, radio/stereo, BBQ, dinghy. EZLoad tandem trailer. <http://home.surewest.net/plaver/oday.html>. (916) 743-3399.



MORGAN M27, 1972. Benicia. \$3,500. Fiberglass sloop, Yanmar inboard diesel, tiller/pilot, propane heater, inverter, fridge, head, roller furling jib. (707) 249-9289 or rstickley71@sbcglobal.net.



ERICSON 26+, 1984. Richardson Bay Marina. \$9,900. Yanmar GM1 with new head, low hours. Harken roller jibs 85% and 125%, spinnaker, deep keel, tall rig. Lightly used only in SF Bay. (415) 902-5930 or dirk.strasser@yahoo.com.



27-FT O'DAY, 1978. San Rafael, CA. \$11,900. NOW 1K below NADA guides. Rare on West Coast. CLEAN turnkey race winner. Comfortable cruiser. Yanmar diesel. Dual AGM's inverter Martec folding prop. Dripless shaft seal. ProFurl AP with remote. Call (415) 269-3140 or windride27@gmail.com.



26-FT INTERNATIONAL FOLKBOAT, 1969. Berkeley Marina. \$5,500. Recent bottom job and topside paint. New Pineapple main 2005, new standing rigging 2006. 2003 Nissan 6hp outboard. 406 EPIRB (due for battery change). 2 spinnys. Headsails rough but usable. This boat handles SF Bay well. The heavy full keel provides a nice smooth ride even in heavy chop. 2-time solo Transpac vet. Ready to sail. Nice upwind slip for sailing in/out may be transferred. www.getandpost.com/reliance/index.php. (408) 370-0151 or support@getandpost.com.

26-FT MACGREGOR, 2001. Lake Elsinore \$17,000/obo. Lightly used, well maintained, 26X with trailer. Extras include roller furling jib, sail covers, lifeline covers, illuminated compass, 25hp Honda outboard, bimini, cockpit table, trailer surge brakes, marine radio, stereo. (949) 697-2306 or paulkillick@hotmail.com.



27-FT TARTAN, 1966. San Diego. \$15,000. Pocket cruiser. Excellent condition. Same owner since 1974. Volvo Penta diesel, Fleming wind vane, radar, furling jib, propane, solar panel, wind-screen, dodger, lots more. Death forces sale. Photos on Craig's List. Go to <http://sandiego.craigslist.org>. (619) 804-0402.

29 TO 31 FEET



30-FT CAPE DORY, 1982. Morro Bay. \$30,000. Wonderful sea-kindly cutter. One of Carl Alberg's best designs. Volvo MD7A, VHF, radar, chartplotter, autopilot, depth meter, roller furling headsail, dodger, cockpit shade and more. Bought bigger boat - must sell. bobjenkizziar@sbcglobal.net.

30-FT NONSUCH, 1979. Newport Beach. \$33,000. Possible Newport slip. Electric halyard winch, GPS, autopilot, VHF, LPG cabin heater, LPG water heater. Solar panel, solar vent, Volvo diesel and sail-drive. Extra sail and sailcover. New fixed propeller, dodger. Lots of gear and spares. Best priced Nonsuch in the country. (949) 675-1134 or jeansliechty@gmail.com.

30-FT CATALINA, 1979. Rio Vista. \$8,900. Good stiff Bay or Delta boat, roller furling, tiller, Atomic 4. (559) 284-2144 or rduenne@aol.com.

30-FT RAWSON, 1964. \$6,000. It's all here, William Garden design, 6 ft. headroom, very heavy fiberglass cruising sloop with an easy starting, good running 27hp Yanmar diesel that just sips fuel. (530) 534-5245, (530) 333-3673 or access1energy@gmail.com.



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ETCHELLS #520, 1981. Seattle. \$8,000/obo. Ontario hull, quick boat ready to race. Excellent Ullman racing sails, Doyle spinn + many extra sails. 2008 rig refit and professional paint, faired Baitplate bottom. Nonstan quick-adjust shrouds, Windex, tiller extension, deck compass, dual bilge pumps, motor bracket, Honda outboard. Road-ready galvanized trailer. Priced for quick sale. Call or email for more details. (509) 548-4599 or hrjhome@nwi.net.

30-FT BODEGA/GOLDEN GATE, 1977. Key West, Florida. \$25,000. Gently circumnavigated and ready to go again. Sea-kindly Chuck Burns design, 6 sails, new oversize s.s. rigging, Monitor wind-vane, Volvo diesel with manuals and spare parts. Located in a legal live-aboard slip in Key West, Florida. Sail to Panama 16 to 22 days and you are on your way around. Asking \$25,000 for *Kiana* and \$25,000 for the slip. (305) 292-1950 or kiana4sail@gmail.com.



30-FT LANCER, C&C DESIGN, 1980. Marina Bay, Pt. Richmond, CA. \$30,000/obo. Fractional sloop, wheel steering, Yanmar 2QM15. Redecorated cabin. New navigation instruments, plotter, stereo, sails, safety lines, shrouds, dodger, wheel pilot and roller furling. (916) 487-5351 or barronsdesign@surewest.net.

32 TO 35 FEET

34-FT HUNTER, 1984. Sausalito, CA. \$29,000. If you can find a cruise-ready sailboat at this price, take it! This is a 34-ft sailboat that could leave for Mexico tomorrow. Just fill up the water and fuel and turn left after leaving the Golden Gate. Any takers? This is an excellent, first time boat that is rigged for singlehanded and operates well under all conditions. I love this boat, but I am now the owner of another boat, so it is time to sell. This Hunter is priced to move. Photos and a detailed description of the boat can be found at <http://witchdoctorsailboat.webs.com>. (415) 497-6116 or medicre@yahoo.com.



33-FT RANGER, 1975. Santa Cruz. \$22,750. Great boat. New topside, paint, nonskid and refinished teak. Tall rig, PHRF 150, newly rebuilt 1GM10 Yanmar diesel, dripless stuffing box, dodger, new Raymarine GPS A50 chartplotter, new cushions, foredeck traveler for jib, 90, 150 and storm jibs, 3 reefs laid in, 8 winches, davits, reinforced stern, tons of extras, fast and comfortable. One year lower harbor slip available. Hawaii veteran. www.elkhornyc.com/Tequila. (408) 828-0534.

ERICSON 35+, 1983. Emeryville, CA. \$51,500. Nicely maintained. Recent haul-out. Fairly new sails and hatches. Autohelm 6000 AP, diesel, fridge, furler, dodger, plotter, more. Please email me to get link to photos and more info. (925) 754-4560, (925) 642-7600 or pmchin47@hotmail.com.



32-FT MARINER, 1971. Sausalito. \$49,500. Bulletproof cruising ketch, delights the eye, ready to go. Back from Mexico; all new standing, some new running rigging, bottom job, masts painted, more, at KKMI July 2010; new batteries, BBQ, tanks; VHF, SSB, GPS, radar, autopilot, solar panels, wind generator, good sails; fiberglass cockpit cap; 6-3 headroom, beautiful joinery, Cold Machine, Force-10, watermaker, heater; 4-ft draft, Perkins 4-108, dual Racors, heavy ground tackle, windlass; custom canvas, shade; inflatable, 10hp outboard. www.flickr.com/photos/52196443@N08. tom_kucera@hotmail.com.

35-FT ALBERG, \$25,000. Beautiful and well maintained, ready for cruising. Loaded with gear. Radar, GPS, VHF, speed, depth, wind, 5 sails in good to excellent condition, hot-cold running water, Yanmar diesel, custom galley, frig/freezer and more. (510) 508-8384 or jhicks@exponent.com.

32-FT ERICSON, 1969. Owl Harbor, Isleton, CA. \$10,000. Well built and well maintained older boat. Atomic 4, autopilot, holding tank, VHF stereo, microwave, stove and barbecue on propane system, four sails. phillips.fred5@gmail.com or (209) 572-2934.

33-FT HUNTER, 1979. Vallejo Marina. \$10,500. Cherubini design, 2QM15 Yanmar diesel, autopilot, windlass, reefer, good sails, new bottom paint, roomy teak interior, heater, extra gear. Fun, easy sailing, great Bay boat. Mexico veteran, 2nd owner. (925) 942-0554 or bpdarawson@yahoo.com.

32-FT ERICSON, 1974. Redwood City. \$16,900. Betamarine 220hrs, Alpha 3000 autopilot, 100%, 125% UK tape drive new, roller furling, self-tailing winches, all lines led aft, dodger, SSB, depth and knot-meter 3 reef main, surveyed July 2009. (650) 575-2466 or PatTuna22@aol.com.

32-FT PEARSON VANGUARD, 1964. Ventura. \$8,000/obo. GPS, radar, wind generator, 85w solar panel, depth, autopilot, propane range, A/B refrig, strong diesel, dodger, bimini. Good rigging, sails. Needs painting, but completely sailable; used often. Med school forces sale. (805) 570-9883 or svdaedalus2005@yahoo.com.



32-FT COLUMBIA 5.5 METER, 1966. Marina Village, Alameda. \$6,900. 5-time national champion. Major refit 2005: Two kites, two jibs, main, carbon pole, custom cockpit cover, two compasses, berth on 5.5 row. Ready to race now. Adam. (804) 384-7859 or spodeb5@hotmail.com.

34-FT SAN JUAN, 1984. \$39,000. Price reduced. Fast comfortable, blue water cruiser, excellent condition. 6' headroom, galley, sleeps six, rod rigging. Roller furling headsail, 150% genoa, main, working jib. 3GMD Yanmar, Achilles dinghy, large bimini. Original owner. (510) 420-8956 or nino@access-print.com.



32-FT CHRIS CRAFT CHEROKEE, 1968. Redwood City Marina. \$12,000. Sturdy yet elegant S&S sailboat in great condition: VHF, GPS, radar, diesel engine, lots of spares and tools. For Bay sailing and ocean cruising. More info at <http://andrasehrensberger.blogspot.com>. (530) 902-7987 or aehrens@gmail.com.

35-FT ERICSON, 1974. Downtown Sausalito. \$33,500. Upwind slip with view of Angel Island from the cockpit, forest green canvas, dodger, roller furling, genmaker, D.S., K.M., VHF, GPS, Avon inflatable, Yanmar diesel-950 hrs. A very pretty boat. (707) 357-1309.



33-FT HANS CHRISTIAN, 1980. San Diego. \$119,000. Change of plans! Fully refitted for S. Pacific voyage. New Yanmar, electronics, watermaker, sails, rigging, batteries, solar, canvas, dinghy and spares. Loads of cruising gear. Ready to go. (619) 319-0136.

35-FT SCHOCK, 1988. Alameda, CA. \$25,000/obo. Most bang for the buck, racing or cruising! Yanmar 3GM30, low hours. New rod rigging. Spectra halyards. Schock approved strut upgrade. New heavy duty keel frames. New rudder & bearing. New bottom paint. 11 sails. She's ready to sail today! Contact Brad Sampson at either (831) 475-3917 or sompy@yahoo.com.



34-FT C&C, 1979. South Beach Harbor. \$29,500. Great sailboat in great shape. 90, 110, 150 jibs, flasher and main, YQ20M Yanmar diesel, 10-ft West Marine inflatable dinghy with 8hp Tohatsu. Complete survey on June 4, all items professionally repaired. She is an awesome lady and will make a great addition to your family. (207) 650-6855 or herbert.gillman@gmail.com.

32-FT ARIES SLOOP, 1987. \$24,000. 33hp diesel, electric anchor windlass, 25 & 35 CQR's, Monitor vane, self-tailing winches, reefer, autopilot, dodger, lead ballast. 2 each - 35gal black iron fuel tanks. Contact F. Quigley. (541) 497-0224.

32-FT BENETEAU 10R, 2007. Long Beach. \$125,000. Yanmar 20hp, Harken furler, main, jib, genoa, spinnaker, dodger, canvas, performance and comfort pacs, liferaft storage, multiple NKE electronics and repeaters, loaded, ready to go. Pictures: www.quivercharters.com. (310) 809-2263.



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32-FT FLYING TIGER 10M, 2007. Alameda. \$50,000/obo. Hull #69 commissioned Fall 2007 at KKM1. No expense spared! Tack/Tick instruments: 3 displays and remote. Sails: OEM set + UK Halsey Matrix Twaron/Aramid Laminate jibs #1, #3, #4 (2008). Tohatsu 9.8 4-stroke outboard with water separator and new carburetor. Awlgrip black mast and boom. Phil's Foils tiller, Spinlock tiller extension. Blue Performance bags and organizers. Coast Guard equipment. Available separately trailer, more sails and more. (415) 754-3042 or rafft69@gmail.com.



39-FT LANDFALL, 1975. Alameda. \$25,000/obo. Bluewater, cruising, vet. Excellent opportunity to own one of the best designed cruising boats. Has radar, good sails, new mast/rigging. Boat is in need of some engine work and woodwork. Call Mark. Trade for Cessna 182. (510) 501-5046 or mkrajcar1@gmail.com.

34-FT HUNTER 33.5T, 1991. Point Richmond, CA. \$38,000. For sale by original owners; impeccably maintained. Full-battened main w/Dutchman flaking system, roller furling jib, autopilot, 27hp Yanmar, inflatable dinghy with outboard included. Photos and additional information at website. <http://ssmay2.blogspot.com>. ssmay@mindspring.com.

39-FT FREYA, 1978. San Rafael. \$68,000. Ready for cruising! Builder: Gannon Yachts. Yanmar, Monitor windvane, dodger, Profurl, SSB. New in 2007: standing rigging, dodger, radar/chartplotter, Force 10 range, Spectra watermaker, fuel tanks and lines, batteries, galley range, cushions recovered. (415) 717-5815.

32-FT WESTSAIL, 1973. Santa Cruz Harbor. \$40,000/obo. New engine and sails, really want to sell this summer. See website for full details and photos. <http://es.ucc.edu/~crowe/westsail32>. (831) 818-5550 or christierowe@gmail.com.

CAL 2-39, 1978. San Diego. \$55,000. Great boat for racing/cruising. Major upgrades: Recent haulout/bottom paint, wiring overhaul, new fuel tank, new upholstery throughout, new windpoint instrument, rebuilt engine in 2003. Maintenance history and pictures available. (858) 484-0186 or vsnell@san.rr.com.



33-FT HOBIE, 1984. Alameda \$13,000. Fixed keel version. Fast and fun, this is a great short-handed performance boat. Harken roller furler, self-tacking jib, mainsail, lazy jacks, 6 other bags of sails, brand new bottom job. Custom cockpit well with custom outboard motor mount. Honda 4-stroke outboard - good condition, runs well. sean@svendsens.com or (415) 999-0509.



38-FT CATALINA 380, 1998. Alameda. \$99,000. Exceptionally clean inside and out. Well equipped. Professionally maintained. New bottom 01/10. Priced for quick sale. Call (209) 612-8128.

34-FT HUNTER, 1983. Stockton Sailing Club, Slip D-17. \$28,000. Top condition. Yanmar diesel, new canvas, autopilot, shower, AM/FM, GPS. Adj backstay, 110% jib, genoa and spinnaker. Call Jim. (916) 715-9861.



36-FT MUMM RACING SLOOP, 1993. Seattle. \$47,990. *Panama Red*. Set up for competitive racing, spirited cruising or day sailing. Accommodates eight. 18hp Yanmar. 21 bags of Quantum, Sobstad and Nuclear. Five kites and headsails for every condition. Fitted with telescopic bowsprit for asym kite. Fast bottom. Motivated two-boat owner!! (360) 981-3758 or robh@harbortnet.com.

36 TO 39 FEET

37-FT RAFIKI, 1978. Fortman Marina. \$49,500. Solid blue water cruiser or liveaboard. Newer LPU, wiring, fuel tanks, electronics, cushions. Diesel heater, new holding tank and lifelines, windlass, inverter, epoxy bottom. Offered below 2009 survey. www.yachtworld.com/boats/1978/Rafiki--2093741/San-Francisco-Bay-area/CA/United-States. (510) 521-5400 or Fox@ebmud.com.

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37-FT GULFSTAR, 1978. Berkeley Marina. \$30,000. Great boat to sail, roomy, comfortable and very stable. Extensive rehab in 2002, new standing and running rigging, thru-hull fittings, roller furling, head and holding tank and more. (619) 244-2144 or jimhumphrey@cox.net.

BENETEAU 36.7, 2005. Port Angeles, WA. \$140,000/obo. Beautiful 36.7, all cruising amenities. Shows as new, see pics and details at website: <http://beneateau367forsale.com>. (360) 452-1110, (360) 460-1014 or bill@cpifiber.com. (54 West Misty Ln. Port Angeles, WA 98362).



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. (916) 847-9064 or steve@paradigmpilgrim.com.

37-FT CREALOCK CUTTER, 1980. Monterey. \$55,000. 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. ddatpbio@gmail.com.

36-FT HUNTER 356, 2003. Alameda. \$92,900. Beautiful boat. Very spacious interior. New bottom paint. Save thousands over buying through a brokerage. See all details and photos on the listed web page. <http://web.mac.com/laynegalloway>. (801) 419-4100 or laynegalloway@msn.com.



36-FT ISLANDER, 1975. Clipper - Sausalito. \$25,500. Great partnership boat for cruising or racing! Fully race equipped including 2 spinnakers, extra winches and halyards, hydraulic backstay and boomvang. Roller furling jib and recent mast re-build for \$11K. Recently rebuilt Atomic 4 gas engine. Start having fun on the Bay! Contact Dick Keenan at (415) 378-9830 or dick.keenan@gmail.com, or Desmond Hayes at 415-644-5981 or dhayes@treanllc.com.

36-FT UNION - CUTTER RIGGED, 1986. Oregon. \$110,000. Beautiful documented sailboat w/large salon and separate shower. New Isuzu diesel engine ('03 - 200 hrs). Full cockpit enclosure. Great liveaboard. Consider partial trade for West Coast property/condo. More at www.ablboats.com/details.php?id=81027. Email: suzieandpete@msn.com.

38-FT HUGHES, 1970. Monterey, CA. \$21,000/obo. Canadian built S&S design. Sound hull, low hours on nearly new diesel engine. Sails nicely, needs TLC & newer/upgraded equipment. (831) 915-4984 or coffina@sbcglobal.net.

36-FT CATALINA, 1983. Alameda. \$44,950. New dodger, main, wheel, canvas, furler, fuel tank, shaft, radar, GPS, jib, interior cushions, head, standing rigging. Bimini, inverter, Autohelm, 4 batteries, VHF, cockpit cushions, stern seats, shower, refrigerator, sleeps 7, diesel 2670 hrs, pressurized water, excellent condition. (510) 731-4259 or jandersonwj@sbcglobal.net.

39-FT NAUTOR'S SWAN 391-041, 1986. Puerto Vallarta, Mexico. \$149,000. 39'10" LOA, designed by Ron Holland. Excellent condition with low engine hours. Major re-fit 2007-2010 with new standing & running rigging, batteries & charging, windlass, etc. VHF, SSB, WfX, B&G instruments. Email ilalovic@hotmail.com.

36-FT ISLANDER, 1979. Sausalito Yacht Harbor. \$42,000. Well maintained, bottom paint '09, new main '04, rebuilt jib, new dodger '08, new cabin upholstery. Mast, boom, stripes, deck painted '03, Autohelm, Westerbeke diesel. Great location at S.Y.H. Slip A-37. (707) 255-5649.



36-FT UNIQUE CASCADE CUSTOM. 1984. Kemah, TX. \$48,500. Sailed extensively the East & West Coast of the U.S. and the Western Caribbean/Central America. Cruise ready. http://web.me.com/runningaground/Betties_specs. (877) 275-8156.

37-FT RAFIKI, 1978. Long Beach. \$65,000. Beautiful cutter rig with all furling stay and jib. New interior, updated electronic, Link 2000, no teak decks, too many extras, decks, dodger, fresh varnish. Great shape, 1350 hrs, many complements! Moving up. (310) 251-8860 or bbfalcon@yahoo.com.



37-FT HUNTER, 1982. Hidden Harbor, Rio Vista. \$29,900. Cutter rigged, Cherubini designed, Yanmar diesel, dodger, autopilot, lines aft, cruise vet, Achilles dinghy with dinghy tow system, 18hp Johnson. Hauled 5/09, new rigging 6/09. www.mysailboatforsale.com. (775) 721-5221 or wh2ojake@yahoo.com.

38-FT CATALINA 380, 2000. East Bay. \$129,000. Well equipped cruiser in excellent condition. 2 solar panels. ICOM SSB and ICOM VHF, AM/FM/CD. 2 GPS chartplotters, radar, autopilot, electric windlass, CQR, Fortress and Delta anchors with rode. Electric halyard winch, self tailing Lewmar winches, Dutchman mainsail, roller furling jib, 135% genoa, 100% jib, asymmetric spinnaker, MaxProp, 100 amp. alternator, 40hp Yanmar diesel with 1700 hours, aft centerline queen bed and V-berth both with inner spring mattresses, flat screen TV, LED interior lights, microwave, refrigerator and freezer, full cockpit cushions, dodger, bimini and shade canvas, zinc saver, bottom paint 2009. 90 gal. water, 35 gal. fuel, 30 gal. holding tank, dinghy with outboard. (916) 373-9801 or (602) 421-9964.

40 TO 50 FEET

46-FT PETERSON/FORMOSA, 1979. West Marin. \$90,000. Center cockpit cutter. Rebuilt (850 hrs.) 80hp Ford Lehman. Newer rigging, chain plates, wiring, & fuel tanks. Monitor vane, solar panels, wind gen, watermaker, SSB, GPS chartplotter, radar, electric windlass. (415) 663-9225.



435 BENETEAU, 1985. Marina del Rey. \$129,000. A rare pedigree French export. Open checkbook refit and maintenance. Huge equipment list. Tall rig. 12 ST Lewmar's, Harken, low-time Perkins, all B&G's w/pilot, custom panel, Furuno radar/GPS. Perfect teak decks. Huge aft stateroom. Navtec and Quantum, etc. Swan looks-Frers speed. Sistership in book *World's Best Sailboats*. Timeless beauty. Turnkey. Email berniefried@gmail.com or call (310) 666-4546, (310) 550-0742.

40-FT CHALLENGER, 1974. Emeryville, CA. \$55,000/obo. Great offshore cruiser/liveaboard. Radar, GPS, autopilot, new roller furling and mainsail. Two private staterooms, 1 head, Norcold standup reefer/freezer, 55hp Perkins. Full dodger with canvas enclosure, dinghy on davits. (530) 228-1827 or lorenchristopher@sbcglobal.net.



45-FT SPARKMAN & STEPHENS. Seafarer yawl, 1962. San Francisco. \$75,000. Yacht *Soltura*. Built in Holland in 1962 of hand-laid fiberglass. Seven Seafarer 45's were built, and their high quality of construction is evident. Great size for the Bay, Delta and Pacific. Sea-kindly and easily handled by two people. Contact Jerry. (415) 435-3513 or ggrumsey@yahoo.com.



50-FT HOLLMAN CUTTER, 1989. Marina Bay YH, Richmond, CA. \$189,900. Major refit '03 from keel to masthead, LPU, barrier, rigging all redone. All sails furling from cockpit for safety, easily single- or doublehanded. SSB, autopilot, VHF, GPS, Elec windlass w 300' chain, lrg chart table, lrg galley, reefer w/sep freezer, two staterooms, two heads. 280 water, 85 diesel. Strong, fast, cruising cutter w/ NO TEAK. Bottom paint 4/15/10. Call or email for more info. (520) 906-4351 or franke2u@aol.com.



40-FT PETERSON, 1980. Sunroad, San Diego. \$49,000. Doug Peterson design offshore blue water racer/cruiser. We bought the boat in 2003 in San Diego and sailed her to France. After 1 year of refit and several regattas in the Mediterranean, we came back across the Atlantic (2007), making the crossing in 13 days. She has an open plan design with space to sleep 8-10 crew. Ideal for someone looking to do some racing, but also with serious offshore capability. (619) 573-3525 or mark.richards@gmail.com.

40-FT CALIBER LRC, 1998. Mazatlan. \$209,975. Well cared for and fully equipped with electrical and electronic gear. Rare on the West Coast. This is a great cruising boat. Will be in Mexico through the summer. Email for details. (916) 806-6181 or mmcn@jps.net.

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40-FT PASSPORT, 1985. Anacortes, WA. \$169,000. I am the original owner that had this boat custom built with many extra features, such as insulated hull, removable headliner, and much more. Beautifully maintained, over \$100,000 spent to restore her to near Bristol condition, including full Sterling paint, bright work, refinishing the teak decks, bottom paint, Raymarine instruments, engine work, plumbing, and much more. Included is a 10-ft RIB dinghy with a 4hp Tohatsu 4-stroke engine. <http://passport40-windborne.com>. (206) 295-2049 or 1985passport40@gmail.com.



50-FT HERRESHOFF CARIBBEAN. 1978. Napa Marine. \$199,500. 14.5' beam, 6' draft, Perkins 6-354, radar/AP/SSB-Ham, VHF, Probe, 6-person raft, spares, tools, dinghy/motor. Fresh interior refinish. Not a fire sale. Serious inquiries only. www.sailboatlistings.com. (707) 834-4798.

J/41, 1985. Spindrift Marina, Isleton. \$29,000. Set up to cruise or race, V-berth, propane stove, teak interior, refrigerator, Harken furler, 4 kw radar, 2 autopilots. Has been to Canada and 2 years in Mexico. (530) 432-1234, (530) 320-4762 or mightywings@sbcglobal.net.

40-FT CHALLENGER SAIL KETCH #27. Sausalito, CA. \$32,000/obo. Glass hull, Perkins 410-7, maybe 600 hrs on rebuild. New tank holding, diesel, grey. Air Breeze w/5 8-D gel cells. Six aluminum propane bottles with custom built racks. Too much to list, call for details. Needs some work. (415) 370-0805.



47-FT CUSTOM STEEL BOAT, 1990. Lankawai, Thailand. \$120,000. The Pearl Hunter is for sale, this rebuilt, custom steel schooner has storage for more than 30 surfboards, an ice box with a capacity of 1000lbs, watermaker, custom hatches, stainless steel railings, custom dodger, watertight bulkhead, brand new stove and interior. Ready to sail to the Mentawai Islands or sail around the world. The hull has been almost completely rebuilt, water tanks rebuilt, hydraulic fishing reel. Recent survey and haul out. (808) 203-7262 or kritt@hotmail.com.

47-FT CUSTOM FIBERGLASS CUTTER. 2004. Coos Bay, OR. \$499,000. Price reduced. Blue water high latitude cruising sailboat, two helms, one enclosed, sleeps six, premium equipment, electronics, 85HP diesel, 4.2KW generator, workshop, 200+ fuel and water, refrigeration, washing machine, insulated. Pictures: www.hysopp.com/boat. (541) 888-5688.



CATALINA 42 MK II, 2000. Kemah, TX. \$174,400. Proven, turn-key luxurious liveboard/cruiser. Ten Ten is a three-cabin model which was professionally optimized for extensive liveboard/cruising. The port aft stateroom is a nav area/office/communications room. Includes watermaker, generator, A/C, dinghy/15hp OB/davits, solar, SSB, washer/dryer, additional freezer, Tempur-Pedic mattress, VacuFlush head, asymmetrical spinnaker, storm sails, and much more. Owners sailed from SF to TX via Panama Canal 2005-2009. www.sailblogs.com/member/svtenten. (530) 514-0356, (530) 514-2098 or cynthia@canterburycabins.com.

50-FT FD-12, 1981. Mexico. Unsinkable 50-ft cutter, AK/Mexico/SoPac vet. Superb galley in pilothouse: generous counter space, good daylight & view. Berths for 5-6 in 2 staterooms forward and master stateroom aft (privacy for parents w/ children or guests). www.svdaydreamer.com. (928) 717-8812.



44-FT TARTAN 4400, 2003. Channel Island Harbor \$429,000. 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, search Tartan 4400, our actual boat! amjohn@sbcglobal.net or (530) 318-0730.

40-FT HC CHRISTINA, 1988. Peninsula. \$129,000. Nice, sails beautifully, modern underbody, new bottom paint, Yanmar 4JHHT. New holding tank, ST winches, anchors, Cape Horn, watermaker, older electronics, plans changed - too big for day sailor. (650) 563-9686 or HCchristina40@gmail.com.

42-FT TAYANA, 1988. Sausalito. \$129,500. Must sell due to financial crisis! Beautiful cutter rigged cruising/liveboard sailboat with all the amenities. New fuel tanks, upholstery, jib, running rigging, etc. Full specifications and pictures available. (530) 848-0285 or donandmandy@hotmail.com.



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65-FT FREEDOM, 1981. Berkeley Marina, L Dock. \$65,000. Fiberglass/balsa core, 200hp Volvo Penta diesel, about 100hr. 3-carbon fiber mast, sail plan not finished, bottom keep-up in-good shape, boat needs work. This is one big boat! 18-ft beam, lots of headroom. (510) 701-5846 or ronwmail@yahoo.com.

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25-FT CHEOY LEE VERTUE, 1956. Alameda. \$12,500. #138, Laurent Giles' masterpiece, 9000 lbs. of solid craftsmanship. Copper riveted teak planking. Newer epoxy/plywood deck. Low hour 12hp Westerbeke diesel. Ready2sail! Vertue info at <http://vertueowners.org.uk>. (707) 832-6223 or casejames@fastmail.fm.

25-FT RHODES MERIDIAN, 1961. San Rafael Yacht Harbor. \$4,200. Offshore ocean classic. 6 ft. headroom. New sails. Covers and self furling jib. 3hp and 10hp. Built in Holland. Neat sailing, pretty good shape. (415) 305-8061 or jbarney20@comcast.net.

MULTIHULLS

34-FT GEMINI 105MC, 2005. Redwood City, CA. \$155,000. Screecher, heater, hammock seat, microwave, Furuno NavNet/GPS/radar/target tracking/fish-finder, Prosigne2000W inverter/charger, 200AH gel batteries, 9-ft RIB/8hp Honda 4-stroke, Fortress F28, Honda EU2000 generator, new upholstery and bottom June 2009. Much more! loon.asea@yahoo.com.



40-FT SEARUNNER, 1979. Blaine, WA. \$80,000. Among best in class. Well designed, constructed, maintained, equipped. Veteran of five-year cruise 2001-2006. Refit and survey 2007. Sleeps six, 15 sails, 30hp diesel, radar, autopilot, windvane, watermaker, SSB radio, solar panels, wind gen, life raft, new paint. Awesome cruising boat. More at <http://searunner40seafire.wordpress.com>. (360) 756-5004 or svseafire@yahoo.com.

24-FT CORSAIR, 1999. Benicia, CA. \$39,000/obo. Modified (taller mast) F24 trailerable trimaran. New main and nets. 2 furling screechers and furling spinnaker. Furling jib. Set up for singlehanding. (707) 746-5192, (510) 964-9000 or tpdavis@yahoo.com.



34-FT GEMINI, 2000. Ventura Harbor. \$123,000. The Gemini catamaran is a very capable and comfortable off-shore cruiser. Three staterooms-sleeps 8. New engine, new bottom paint. Ideal for entertaining, coastal cruising, and longer passages. Many upgrades, email for details, dick.mahoney@gmail.com or call (805) 217-3939.

F-24, 1995, LONG BEACH, CA. \$32,000/obo. F-24 trimaran for sale in good condition with AirDock. No trailer. Might consider partnership. Please contact by email: wwaterhouse@gmail.com.



38-FT LAGOON 380, 2003. San Diego. \$249,000. (2) Yanmar 3GM30's. Loaded example of the most popular cruising cat, ever! Crazy fast downwind - sailing flat! No "rolly" anchorages! Just returned from Florida-Caribbean-Mexico cruise. Most versatile 4-cabin version (sleeps 8, or more commonly 4 singles. Remember, you can convert a cabin for storage much easier than a locker to sleeping!) All the cruising "toys": solar panels, wind generator, watermaker, inverter, Sirius stereo, DVD-TV, SSB w/Pactor modem, (2) Raymarine color displays w/radar, chartplotter & AIS. Raritan (2) electric heads. The perfect cruiser? Perhaps. Too much to list here. Check website for more! www.YoungerGirl.org. (503) 320-9859 or CapitanoMarco@Yahoo.com.

34-FT GEMINI 105M, 2000. Pt. Richmond. \$119,500. Hull #660. World's most popular catamaran, comfortable cruise equipped with 3 headsails, traveler, davits, and more. 14' beam fits standard berths. Send email for list of equipment. Will consider trade down. (510) 367-0500 or jadawallis@hotmail.com.



43-FT CATANA 431, 1999. Alameda. \$399,000. Sail the Bay, Mexico, or the world safe, comfortable, fast and in style! Well maintained, new North jib, big stick carbon rig, bow sprit and everything you need for cruising. See more at www.onourboat.com/tramuntana. Email cat431sf@gmail.com.

39-FT FARRIER F-36, 2010. Newark, CA. \$95,000/obo. The hulls of this F-36 (extended to 39' w/Farriers' permission) are cedar core. The 6' long cockpit and interior panels are foam/glass w/interior panels upgraded with cherrywood or figured anigre veneers. The floats are done including hardware, hatches and 2 part L.P. paint. Designer specs have been followed throughout. Crossarms, rudder and daggerboard needed for construction completion. Save years and money with purchase. Email for photos memmerc@hotmial.com or call Howard for info, (925) 785-1617.

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25-FT ALBIN, 1975. Near Rio Vista. \$12,500/asking. Swedish-built cabin cruiser, aft cabin, sleeps 4. Includes sailing rig. Nice, clean well-equipped boat. 36hp Volvo-Penta diesel, new marine toilet with holding tank. (916) 966-2249.



65-FT WOOD CLASSIC, 1939. Heavy built ex-trawler. GMC 12V-71, 21-kw generator. Full electronics. Lots of equipment. Ready to go. Would make great conversion. Will consider any reasonable offer. More pics/details: (707) 964-5423 or ancona@mcn.org.

54-FT SAGAR 16 METER BARGE, 2002. Central France. \$290,000. Custom built for all navigable waterways. 2 brms, 2 bath. Complete inventory for comfortable cruising. See website for photos and complete inventory. Sagar has a two year waiting list for new build. Owner financing. <http://web.me.com/cbroussard/Acadia/Welcome.html>. Email pat1083@sbcglobal.net.

28-FT PROTECTOR, 2001. Lake Tahoe. Beautiful center console Protector, 99% fresh water use. Two 225hp Yamahas, under 400 hours. Teak sole. Rear seat, GPS/chartplotter, VHF. Excellent condition and very fast. (530) 583-4000, (530) 518-8500 or GD@DorlandProperties.com.



36-FT SLEEKRAFT COMMODORE. 1984. North Lake Tahoe, NV. \$15,000. Includes triple-axle trailer, new 454 CI engines. Very clean and well maintained. Will deliver if requested. Contact Jim at j.costalupes@sbcglobal.net or call. (775) 742-1004 or (775) 831-5827.

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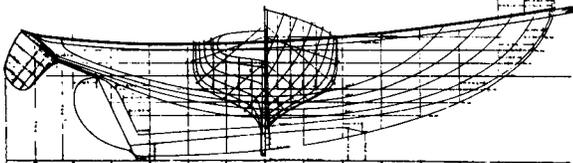
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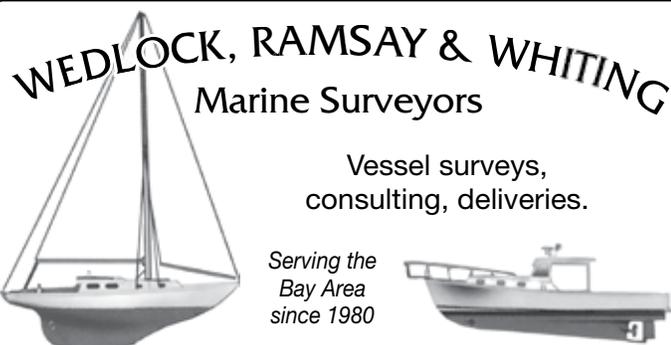
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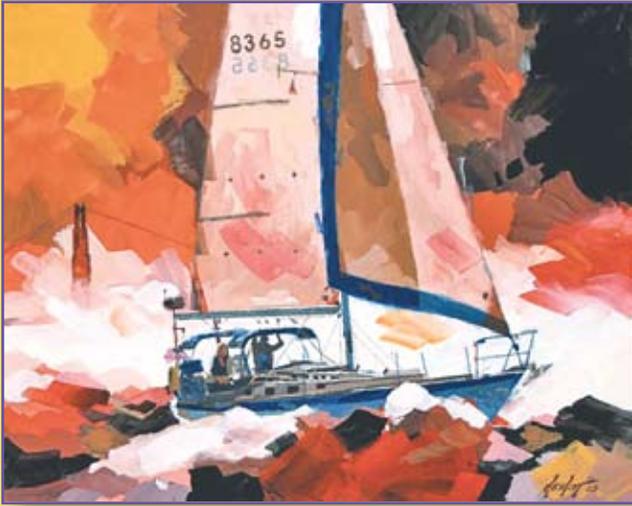
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38' MORGAN, 1981 Morgans are well known for quality construction and seaworthiness; high D/L ratio of 265 and long fin keel provide a comfortable ride in the Bay's boisterous conditions. Very clean in and out, with recent, dark blue Awlgrip. **\$49,500**

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35' PEARSON SLOOP, 1981 Built in Rhode Island to typical Pearson standards, this is one of the last 35s built and has been a local boat since 1983. In very nice shape, priced right and lying in a transferable Sausalito Yacht Harbor slip. A nice package! **\$35,000**

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