

Latitude 38

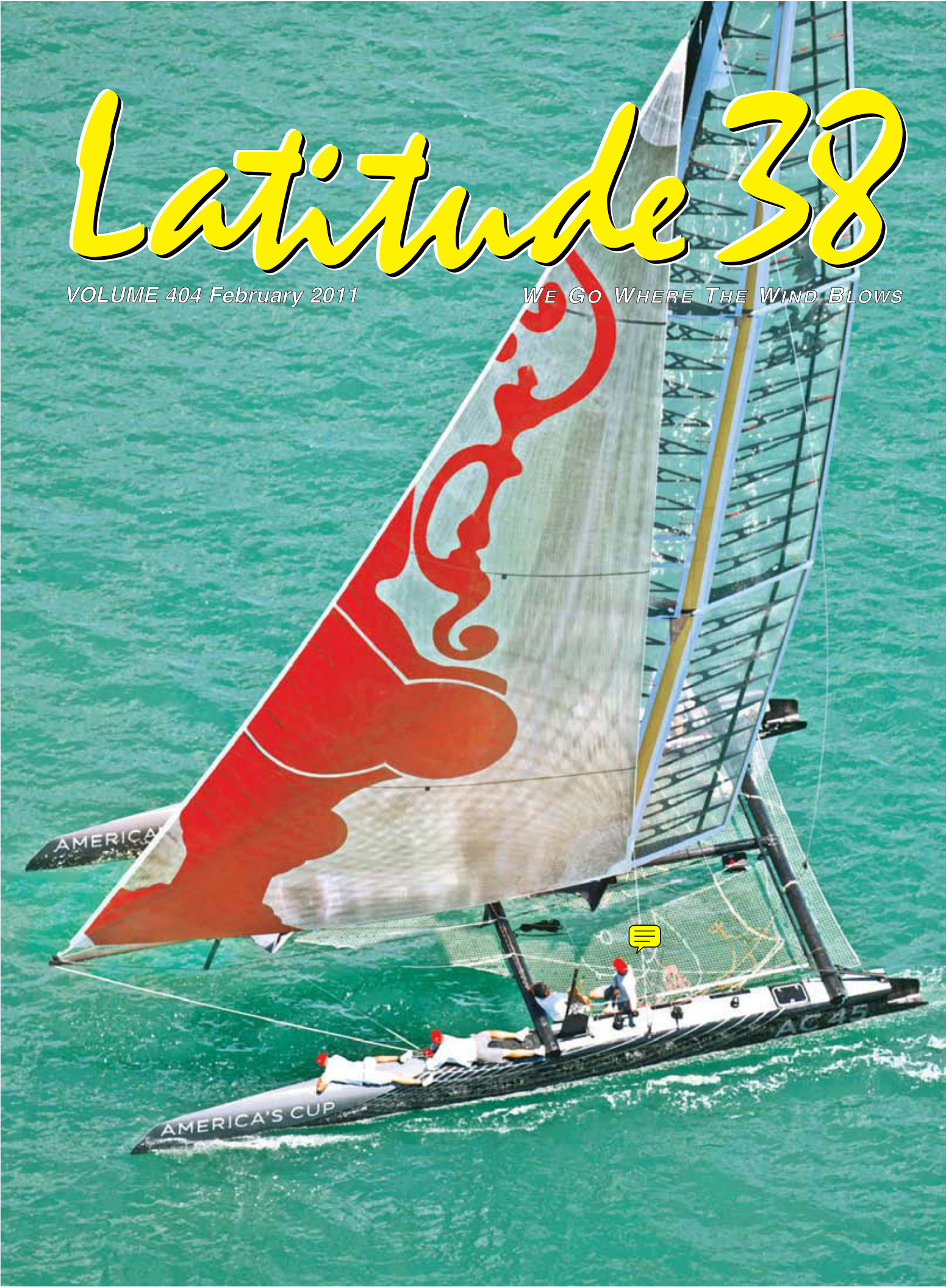
Latitude 38

VOLUME 404 February 2011

WE GO WHERE THE WIND BLOWS

FEBRUARY 2011

VOLUME 404



AMERICA'S CUP 34

At 5 p.m. on December 31, Bay Area sailors, not to mention the sport of sailing, got the best New Year's present ever: Oracle Racing and the City of San Francisco announced, just hours before the team's self-imposed deadline, that the two parties had reached an agreement to host the 34th America's Cup on San Francisco Bay.

For the nearly three weeks since the San Francisco Board of Supervisors voted 11-0 to ratify the Host City Agreement, which went through multiple iterations as it bounced back and forth between the team and various members of the "City family," the sailing world had waited for the announcement.

Acrimonious rhetorical volleys came from Oracle Racing's lead negotiator Stephen Barclay with catch phrases like 'the America's Cup is slipping through San Francisco's fingers,' while team officials courted an 11th hour bid from a presumably unwitting shill in the form of Newport, Rhode Island. But in the end it appeared as though Newport was a Potemkin candidate all along, and San Francisco's bid became the winner, thus ending sailing's own "season of torture" and marking perhaps the crowning achievement of Gavin Newsom's tenure as mayor.

On January 5, the two parties gathered for a VIP-studded celebration in the City Hall Rotunda for a public announcement and showing of the Cup. Major

of a grueling schedule negotiating venues for both the Cup and the America's Cup World Series, he had come down with pneumonia — he's since recovered.

What Now?

After the ebullience of the day's proceedings, the reality set in that the work for hosting the 34th America's Cup has just begun. Most pressing is the question of when work on the piers can begin. This is the \$50 million question. The project will need the environmental review required under the California Environmental Quality Act, more commonly known as CEQA. The CEQA process will take a minimum of one year, so the earliest we will see any work on the piers will be January 2012, although that estimate assumes that much of the engineering has already been done.

Newsom, now California's Lieutenant Governor, has handed over the Mayor's office to now-former City Administrator Ed Lee, who must bear the mantle of shepherding the massive undertaking required to get the waterfront in order until a new mayor is elected in November. Whoever takes the reins then will have to continue the work. Two leadership changes in less than a year is not an ideal scenario for a project like this.

Fortunately, Board of Supervisors President and consistent supporter of the effort to bring the Cup to the Bay, David Chiu, retained his spot and his current term runs through January '13.

Vocal proponent Supervisor Ross Mirkari will retain his seat on the board until January '13 as well, and there should be continuity in the City Family's

administrative positions. Hopefully, Kyri McClellan from the Mayor's Office of Economic and Workforce Development, — *Latitude 38's* MVP in the effort (and everyone else's, judging by the applause and cheers she received when introduced to the crowd on January 5) — won't be snatched up into a big-money corporate job that she could no doubt land. Ditto for Port Director Monique Moyer, who



ALL PHOTOS THIS SPREAD GILLES MARTIN-RAGET

proved to be an articulate and unflagging proponent for the effort.

Alphabet Soup

There are now six main entities behind this America's Cup. In no particular order they are the America's Cup Event Authority, America's Cup Organizing Committee, America's Cup Race Management, America's Cup Executive Steering Committee, America's Cup Property Inc., and Oracle Racing. Confused? The latter should be well known to many by now, but what about the rest?

The America's Cup Event Authority is headed by veteran sports marketers Richard Worth and Craig Thompson, and is primarily charged with managing the event, selling event sponsorships, and marketing the 34th America's Cup.

The America's Cup Organizing Committee is a group of local civic leaders headed by San Francisco Rec and Parks Commission President Mark Buell, who will be responsible for helping the Event Authority sell the event sponsorships as stipulated in the Host City Agreement reached between San Francisco and Oracle Racing, which oversees America's Cup Property Inc. — the catch-all for all the registered trademarks and intellectual property involved with the 34th



The Auld Mug toured the Bay last month, looking good on the Headlands.

media outlets crowded in for a Q&A session that followed the presentation of the Auld Mug and World Series trophy side-by-side. Newsom and Oracle Racing owner Larry Ellison did a first-rate job categorizing the previous six months' negotiations as fitting for an event of the Cup's magnitude. Notably absent was the man with the overarching vision for AC 34, Russell Coutts. Under the duress

— SAN FRANCISCO BAY



The first AC 45 had a successful sea trial in Auckland last month, and reports indicate it's scratching 30 knots downwind, tacking effortlessly and staying together; inset from left, ACRM Regatta Director Iain Murray and PRO John Craig.



America's Cup.

The America's Cup Executive Steering Committee was formed by an executive order by Mayor Lee, and basically brings together the various elements of San Francisco's City Family that will have a stake in the infrastructure requirements for the 34th Cup, including the Mayor's Office of Economic and Workforce Development,

the Port of San Francisco, the SF Municipal Transit Authority, the Department of Public Works and the Planning Department.

The America's Cup Race Management, led by former Cup skipper, Olympian,

and six-time 18-ft skiff World Champion Iain Murray, is primarily charged with running the Cup races, the America's Cup World Series, and the shoreside logistics of the event. With a staff of about nine as of this writing, this will swell to about 100 by the start of the Louis Vuitton Cup, and already includes a Principal Race Officer you may have heard of: John Craig.

Craig has been brought on as the PRO for the 34th America's Cup and all the regattas leading up to it. If ever there was anyone qualified to take this on, it's Craig. In the 11 years he's served as the St. Francis YC's racing manager, Craig has orchestrated many truly world class events. And it's not as though he's done like one per year . . . most years it's more like one a month! We've helped out on race committee for a couple St. Francis events, and have never ceased to admire Craig's professionalism, level temperament and ability to juggle so many competing demands on his time. In Craig, the ACRM gets someone who already has well-established relationships with the Coast Guard and Vessel Traffic Service, not to mention someone who is a Bay Area resident with deep ties to the sailing community here.

In this choice, Murray made a slam dunk on what was a really important call.

Sailing? Oh Yeah . . .

While all the venue negotiating was going on, there was plenty going on in the sailing realm as well. The AC 45s, the one design that will be used first for the America's Cup World Series — until the AC 72s make their debut on the Bay in August of '12 — and then for the Youth America's Cup, has gone from CAD files to sailing in 4.5 months. Although delayed by about three weeks, the first one went sailing on January 17 in Auckland, New Zealand. At the projected build rate, there could be as many as ten sailing by the time the first AC World Series event comes around in June.

Whether there will be enough teams to sail them remains to be seen. As of now, there are only five confirmed entries. After Oracle Racing and Challenger of Record Mascalzone Latino, Sweden's Artemis Team, led by Kentfield's Paul Cayard, was the first to formally challenge when the entry period opened November 1. Aleph Equipe de France was next to step up to the plate, and there is another, as-yet-unnamed, but confirmed entry. The entry period only goes until March 31, although we have to believe that if more teams wanted to sign up after the deadline, competitors would agree to an extension. Whoever makes the cut will be sailing in what will probably be eight AC World Series events spread all over the world between now and the August '12 event on the Bay, where the AC 72s will make their debut. Only time will tell how many hopeful teams will be able to pass muster on what's projected to be a \$50 million expenditure for a low-budget campaign.

Perception vs. Reality

If we're not completely off-base, we think America's Cup 34 will go a long way

AC 34 Timeline

Here's an abbreviated timeline for America's Cup 34 as it's planned now:

2011

- February** New brand for AC 34 unveiled
- March** Entry period closes March 31
- May** TV programming begins
- June** First AC World Series (Europe)
- September** Second ACWS (Europe/USA?)
- December** Third ACWS (Middle East?)

2012

- February** Fourth ACWS (Middle East?)
- April** Fifth ACWS (Europe)
- May** Sixth ACWS (Europe)
- June** Seventh ACWS (Europe)
- August** Eighth ACWS (SF Bay in AC 72s)

AMERICA'S CUP 34

toward bringing sailing into the national consciousness, and out of the perceptual backwaters of blue blazers, breton red pants and Topsiders. But that change won't come overnight. Already, fuss is being made about the fact that 77 Port of SF tenants will have to move out of their current digs to accommodate the Cup. Headlines like 'Businesses Displaced by

Yachts' accompany local news articles that inevitably say that many have known this was coming since way before the AC was on the horizon and that other will happily relocate to other City properties.

But the local media may not be the only entities for whom the stereotypes must be broken. Perhaps some of that will have to come from Oracle Racing itself. After the City Hall celebration, there was an informal pep rally at the Golden Gate YC. At the rally, a team official made a comment to the crowd crediting the club and the team on their professionalism. The substance of the comment was that the Giants staff on hand with the World Series looked shabbier and were covered with tattoos.

While the spirit of the comment was positive and obviously intended to pay the Golden Gate YC membership a deserved compliment, the inadvertent message was somewhat troubling. First of all, the Giants are pretty popular around these parts right now, and if you hadn't noticed, the '10 team's legend involves a long-haired guy nicknamed "The Freak," a liberally-tattooed MMA enthusiast with a mohawk who'd have you believe he keeps a bondage slave around his apartment, a guy who wears a "rally thong," a guy who's always wanted to be a rodeo clown, a guy who bought his wife a cow as a wedding present, etc.

The "Facebook generation" has tattoos and doesn't really care if that offends anyone's sensibilities. In fact depending on which poll you look at, roughly 40



A map of the piers showing each one's proposed function for the event. Not shown is pier 80, where none other than 'USA' is rumored to be docked, presumably with the massive 223-ft wing in the 'down' position most of the time.

million Americans have tattoos. Which brings up the point: Why wouldn't you want to include that group in the America's Cup fan base? Or the over 760,000 people on Facebook who like the Giants?

San Francisco is a place where the idea, if not the actuality, of inclusion and enfranchisement of all kinds of non-normative individuals is an essential quality to the City's civic identity. Given sailing's minute space in the American consciousness, the event can ill-afford to alienate anyone who might be able to get past the 'rich man's sport' perception and become captivated by the spectacle the

"Hey Paul, remember that 'Sailing World Cup' thing we came up with a few years ago? We're finally doing it!" Russell Coutts and Paul Cayard talk shop at the announcement of the 'Artemis' challenge.



SANDER VAN BORCH

AC 34 Rumors

There will invariably be an abundance of rumors surrounding this America's Cup, as there has been since the thing got started back in 1851. In this section, we'll break down the topical ones, and calling 'em as we see 'em.

- The 34th America's Cup will be delayed until 2014.

Bullsheets! — According to veteran Cup journalist Kimball Livingston, the team has unequivocally confirmed that AC 34 will be held in '13.

- St. Francis YC is going to buy Golden Gate YC and turn it into a junior sailing facility.

Bullsheets! — It's a little late for that! That opportunity passed when Larry Ellison first got involved with the GGYC back in 2001.

- A group of would-be challengers, including Team Origin's Keith Mills and Alinghi's Ernesto Bertarelli, who have disagreed with the choice of 72-ft catamarans and the 2013 match date, plus Team New Zealand's Grant Dalton are exploring the possibility of staging their own event in 90-ft monohulls during the same time as the Cup.

Bullsheets! — Mills and partner Charles Dunstone already burned through a ton of cash on *Team Origin* starting way back before AC 32 even started! With the former being the prime mover behind securing the Olympics for London in 2012, we have to feel his attention will be elsewhere even if he could foot the bill again. Bertarelli has got to be through with all this Cup stuff by now, and has been sailing multihulls longer than he ever did monohulls. Team New Zealand not sailing in the AC, but sailing in some other shadow event? That doesn't seem right. According to reader Keith Sjöholm who's spent plenty of time in Auckland recently, the Kiwis he's talked to believe their best chance for sailing in AC 34 would be if TNZ were to merge with the Russian *Synergy* sailing team.

— SAN FRANCISCO BAY



AC 72s are going to create on the Bay.

And it bears mentioning that to most Americans, New Zealand's best-known export is Flight of the Conchords, not

Russell Coutts.

Final Thoughts, For Now . . .

Frankly there's so much to America's Cup 34, and its happening so fast, that it's a bit of a challenge for anyone who has to do anything like, say, work, to get a handle on it all. So we've started an America's Cup page on our website that features a handy dandy set of FAQs we've compiled about the Cup.

In those FAQs, you'll find answers about everything, from how fast the AC 72s will go, to how long it will take until we see them on the Bay. Since the FAQs debuted, we've had a great response from readers who've posed some excellent questions, all of which we will try to answer for you in the future. The FAQs and our America's Cup page are a work in progress, so please don't hesitate to let us know what your questions are. Doing so is extremely helpful to us. When one gets so involved in the circus, it's easy to get lost in the minutiae. Make

sure and check them out at www.latitude38.com. Also, consider this your official introduction to our new America's Cup Department, where in most issues of *Latitude 38*, we'll do our best to keep you apprised of the goings-on in the Cup world from here on out.

The 34th America's Cup is already having a huge influence on the Bay's sailing scene, and it will take some time before anyone is able to totally assess its full impact. We're not just talking about sales of new and used boats, crossover interest, slip rates and the like, but things like the intellectual capital that will inevitably be drawn here for the effort, and the generations of kids who will see this go down and do lord- knows-what with sailing 20 years down the road.

This brings us to one final (for now) thought: If you've ever doubted the importance of community sailing programs, just look at what Cal Sailing Club product Larry Ellison is contributing to the sport on his home waters.

— **latitude/rg**

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JERRY BORUCKI



Frigid winds ruffled the top of Mount St. Elias.



When snow fell, the time came to leave.

I set sail from Half Moon Bay on July 11 firmly believing that 2010 was my year to make it to the North Pole. I'd spent the last two years strengthening my Freya 39, *Arctic Alpha Wülf*, to Lloyd's Ice Class 1 standards for my assault. It was my fifth time in six years to the Aleutians, and my third try for the pole. I sailed 2,000 miles west to 155°W, and then I turned north for another 800 miles. I put into Dutch Harbor on Unalaska Island in the Aleutians after a 28-day voyage. I noticed that the northern sky was full of the angry signs of winter, and it was only August. Streamers of long cirrus clouds spanned the sky and they were hard-driven by a cyclonic wind coming from the pole.

In Dutch Harbor, I was tied up to Henk de Velde's 55-ft trimaran *Juniper*. Henk is a tall wiry man with a patch of unruly hair. He'd spent the winter of '02-'03 in Russian Siberia in the 52-ft steel hull boat *Campina*. I asked Henk what to expect if I wintered over in polar ice. His face turned hard and he stared off into the middle distance: "It will crush you."

I waited 11 days in Dutch Harbor for a weather window to sail to the Arctic but it was one gale after another in the Bering Sea. Arriving three weeks early, winter was shutting down the Arctic.

Though I'd sailed to 76°N in '07, I'd never been in polar ice. Now I needed to push through heavy ice. I wondered if *Arctic Alpha Wülf's* fiberglass hull would survive the onslaught. I wondered if I had the mettle for such an adventure. I wondered if I would be crushed.

On August 8, my latest weatherfax

was showing a high pressure system building in the Gulf of Alaska, and it was giving favorable winds to Icy Bay in Southeast Alaska. Since the Arctic wasn't an option this year, I sailed 1,400 nautical miles in 12 days with light winds from the north to northwest and one easy-to-sail light gale.

While I waited for morning light to enter Icy Bay, a southwesterly began to moan and cold dank clouds came scudding across the sky. It was a long sleepless night. At dawn, I was surprised to find a sparkling clear azure sky above giant mountains standing tall with ice-covered peaks.

From the entrance of Icy Bay, I sailed five miles northeast in waters speckled with icebergs. After a two-mile channel, the bay splits into two fjords forming a 'Y' — to port is Tsaa Fjord with two major glaciers, Guyot and Yahtse, and no known anchorages; to the northeast lies Taan, a deep-water fjord with precipitous bluffs rising to 800 feet on each side. The bluffs are profoundly scoured with many long grooves etched from the waterfalls. I got the impression that it rained very hard up here.

Coming to an uncharted cove five miles up Taan, I anchored in 30 feet of water. The shoreline was dotted with stranded icebergs, and Mount St. Elias was about 10 miles distant. Rising out of the water like some giant ice-covered dragon's tooth, St. Elias' ramparts rise to 18,008 feet, its summit piercing the stratosphere. It cast a baleful eye on this interloper, and there was a disappointing rumbling of ice in its glaciers.

The days seemed boundless with

sunshine and warmth, and the air filled with the promise of high adventure. I ventured out each day to explore the fjord that leads to the ice wall of Tyndall Glacier. Tyndall comes pouring out of high caldrons from Mount St. Elias like a white ribbon of ice cream speckled with chocolate chips. With an ear splitting rifle crack, huge sections of the ice wall came crashing down. Massive blue ice chunks would hurtle to the water followed by a comet tail of debris. My heart would skip a beat as I watched in awe. The sound reverberated off the fjord walls sending birds and seals scurrying for cover. That was followed by a slow, ponderous wave that jarred and scraped the boat against the surrounding brash ice filled with big ice floes.

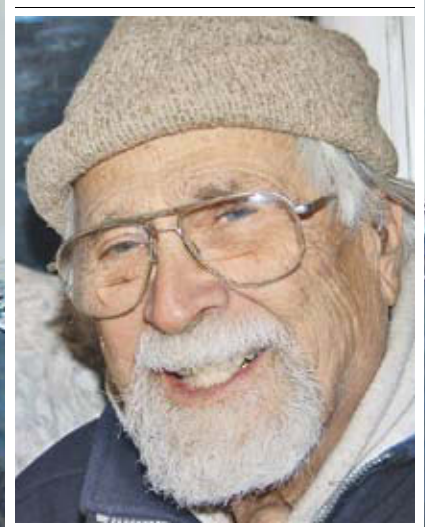
This is nature in its wildest, most spectacular, rawest form; taking back what it gave to the mountain 10,000 years ago. The rain fell when the western civilization was at its earliest beginnings, before the pyramids, before the written word. Three to four hundred inches of rain fall annually on the mountain, forming dense blue ice that is pulled inexorably downward by gravitational forces, crushing, grinding, and scouring the gullies into U-shaped valleys. After 10 millennia on the mountain, the ice returns to the sea.

Seals lay on the icebergs sun bathing in large colonies, and they watched me as if I were an alien space ship invading their territory. One brave seal ventured near the boat, and after a furtive glance, silently descended to safer depths. I spent days and days of shortening daylight staring at the glacier wall with the magnificent mountains towering high

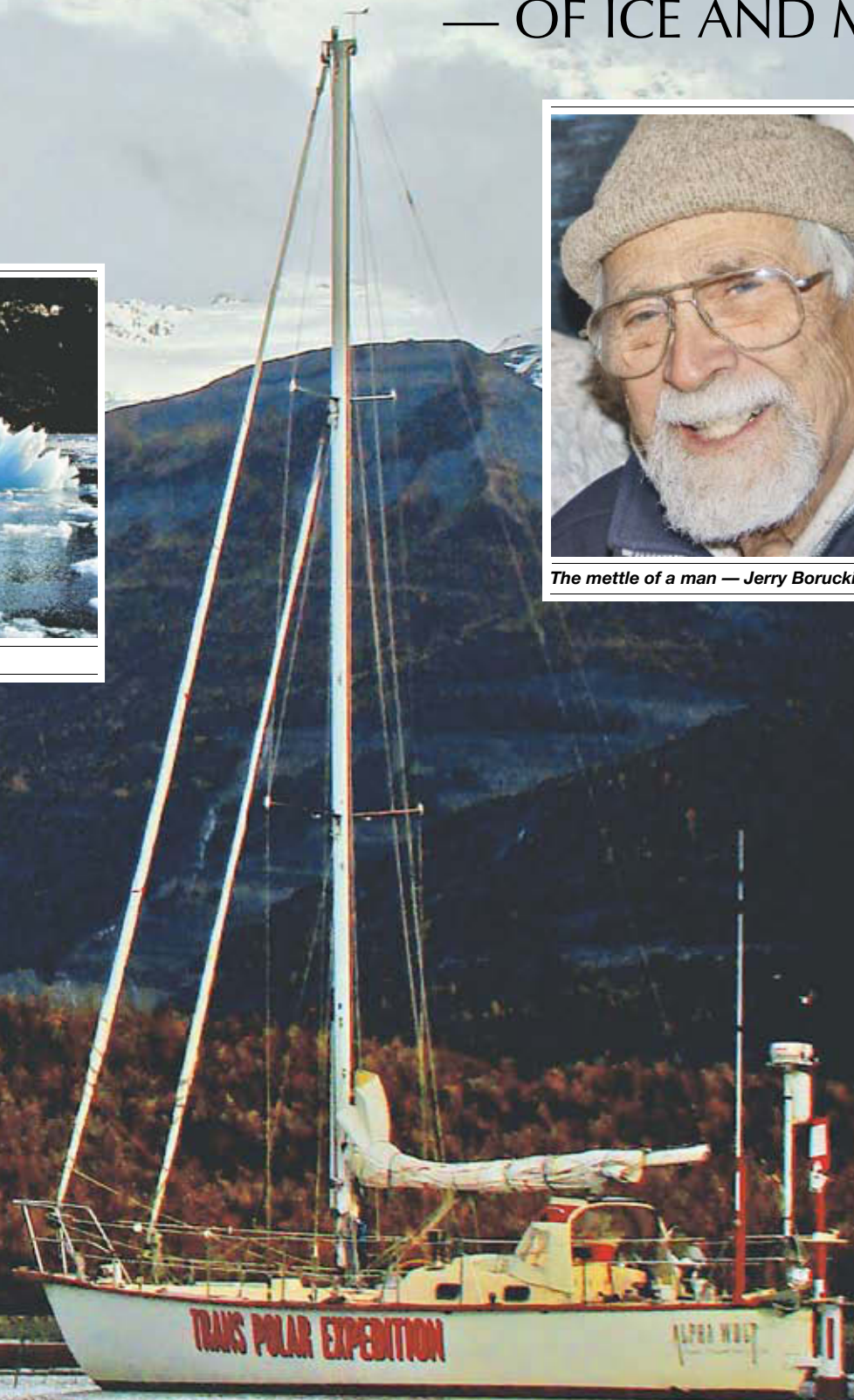
— OF ICE AND MEN



Bergie bits dotted Icy Bay.



The mettle of a man — Jerry Borucki.



'Arctic Alpha Wulf' at rest in aptly named Icy Bay on the Gulf of Alaska.

overhead, watching as the ice avalanched again and again into the fjord.

One night in October, a big south-wester that was born in the Bering Sea

came in from the Gulf of Alaska. By daylight, the wind was at gale force. Great gusts of wind swayed the boat from side to side, and it blew away my large solar panel. The air was filled with flying yellow leaves. Whipped by the wind, the waves heaped up and dashed against the hull in a wild fury. A low rumble could be heard

from far off. I watched the barometer fall all night long. And it just kept falling. I'd never seen the glass fall that much before. There was nothing I could do.

Then the heavy rains came with great ferocity, and leaks sprang up everywhere. Clothes became soggy; the berth cushions oozed water when I slept. But

JERRY BORUCKI

I didn't always sleep — I just lay there listening to the rain hit the deck, and the great wind that blew that October. It was the wind that I feared most of all, and what it could do to me in the darkness.

To the west of my cove, a great waterfall sprang to life from the deluge of rain. Torrents of cascading water



"It will crush you," said noted Dutch singlehander Henk de Velde of the ice.

came thundering down, shaking the mountainside, and its reverberations could be felt in my boat. But the glass did not rise. I waited for the southwester to blow itself out. Finally, after three long weeks, the persistent rains stopped. I ventured on deck to find that St. Elias' summit had long banner clouds streaming in the early morning light, and the autumn sun was painting them a deep pink. High aloft, winds of change were taking place which brought frigid air gushing out of Elias' high basins, and the bitter air cascaded into the fjord, sending wildlife scurrying south. Long tongues of mist came pouring down the fjord and into the cove where I was moored. Phalanxes of stars filled the nights, and green northern lights weaved their magic over the ghost mountains.

The sun rose later and later, turning shorter days into vile nights. Fast ice formed on the water overnight with the falling temperatures, and for the first time I felt the cold sting on my face and fingers. In large numbers, wildlife had migrated from the cove, leaving only a solitary bald eagle soaring in an steel blue sky. He looked down on me for a long silent moment, and then he too drifted south, abandoning me to my fate.

The snow level crept down to the 1,000-ft mark, and there was a dusting of snow on the deck. Ugly black trees denuded of all color were a stark reminder that, though it was only October, winter was here. Winter's depressing overcast gave a foreboding dankness to the interior, and only scant daylight came in from the overhead hatch to do repairs. Meals became the highlight of the day, and I spent hours warming myself by the stove. But I still felt the cold.

The glacier's icebergs were forming into large pans of ice that drifted into the anchorage, turning the water to solid ice on the surface, and fast ice extended from shore to shore. I no longer had an

ice-free path to the ocean. As the night temperatures dropped precipitously, cold and darkness were creeping into the inner regions of the boat. Only yesterday the cold had been outside the boat, but I now felt the cold burn everything I touched, whether a fork or a sleeping bag. I shivered in the heated cabin. There was no escape from sting of the cold.

As October came to a close, I was aware that some time in early November a ridge of high pressure would fill into the Gulf of Alaska — it would be my ticket home as the winds would go northerly and could persist for a week or more. But the weather-faxes all showed a series of storms at the hurricane-force level that kept me anchor bound. Cracks were beginning to show, and I began to wonder what kind of mettle I was made of.

In the first week of November, I moved two of the house batteries from under the frigid cockpit to the diesel stove area



ALL PHOTOS JERRY BORUCKI

in the desperate hope that the warmer temperature would improve the capacity. The voltage dropped to 11.5 volts after charging had stopped. The hydrometer would show no rise in the float, and I no longer turned the lights on at night. And it was almost always night.

Enshrouding darkness consumed the interior of the boat like some awful disease with a death grip. I'd made covers for the ports and hatches to keep warm, but they cut off all outside light; it was total darkness for 18 hours. Darkness invaded every cubic inch of space,

and I had nothing with which to push back the blackness. I lay in my berth, staring into a black void for hours on end, and the cold kept wetting my eyes.

Eight bells strike. The sound reverberates off the ice-encrusted walls, and I am not sure what time it is. Is it eight in the evening, or midnight? Each bell, each pause between the chimes, each strike is different. Each tone



Spread: Mount St. Elias overlooks Tyndall Glacier. Above: Ice constantly calved away from the glacier.

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Time and again, nature took away Jerry's breath with its beauty.

emanating from the dark and darkness, each vibration reaching its climax, and echoing across the living space and then dying out. Metal clashing against metal producing sound. Or is it ice against hull? I cannot remember now. There is a lot to think about in the dark and darkness, the reason for each strike, each pause. Then the darkness reclaims the sound, and the cold keeps wetting my eyes.

Cracks spread deep fissures in my mettle, and I could no longer ignore them. Fast ice was three inches thick around the hull, and growing an inch every two days. There was no open water as far as I could see. It seemed like yesterday that nature had danced and dazzled long days of warm sunshine before me with buzzing creatures filling the air; I gazed at the shore only 100 yards away — it was empty and devoid of all life. Nothing stirred, not even an insect. All the wildlife had left and storms kept me moored in my little cove. It was not that I didn't want to leave but I was waiting for a weather window

piece, and the cracks kept spreading between the pieces, and the pieces were becoming brittle and shattering. And the pieces kept coming apart and cracking again and yet again. There is a lot to think about in the darkness.

On November 14, I decided that, no matter what the weather was in the Gulf of Alaska, I simply had to get out. On November 16 the great push began.



But the engine control cable snapped from the punishing cold. I could no longer go forward or back, and I spent the next two days making a control cable out of two blocks and 20 feet of quarter-inch line running from the cockpit to a wood lever I mounted on the engine transmission. The temperature dropped to -5° that night with colder temperatures predicted for the next several days.

A crimson dawn greeted me when I went on deck and surveyed the cove I'd been anchored in for the last three months. All I could see was solid, unforgiving ice. The tension in me was sharp, and the cold was savage and silent. High up on St. Elias, hurricane-force winds tore blood-red clouds off the summit and ridges and basins. Low in the west, a copper full moon was descending over Guyot Glacier. But I no longer saw the wild untamed beauty. The winter ice had

changed all the wonders into bleakness — foreboding, abject bleakness.

A savage wind came rushing down from the mountain, sending snow eddies scudding over the ice, and I felt the wind knife through my body. I walked the deck from stern to bow checking and probing the ice that encased the boat. The running lines were stiff as wire, sails like sheet metal. It was time to leave, the waiting was over, the darkness had come to an end. When the engine was up to temperature, I pulled one of the lines connected to the transmission and advanced the throttle. Lurching forward, the boat hit the ice and came to an abrupt stop. The ice didn't even crack.

I backed up 20 feet and then rammed the ice at full throttle until the bow lifted three feet into the air and all forward motion stopped. The keel shrieked and moaned as it took the hit. Then the ice fractured into several large pieces with loud pistol shots as the bow settled. The shattered ice was smeared with blood red lines scraped from my bottom paint. Sweat poured into my eyes. I flew into a wild rage: "Shitty ice! This is for Shackleton!" I shouted as I rammed the



Top left: Waterfalls etched grooves in the mountainside. Above: The ice worked hard to keep Jerry and 'Wülf' its prisoners.

iron-hard ice at full throttle. I'd had it with the shitty ice. I'd had it with the cold and the blackness and the hunger. I could feel that I was losing control of my emotions. The engine was overheating and the air was filled with oily white smoke as I pushed the RPMs beyond the red zone. I slammed the ice again and again, as the consequences if I failed were too awful to contemplate.

Then there was deadly silence all around. All sound vibrations ceased.



JERRY BORUCKI

Rivulets of sweat ran down my back and chest like torrents of water that had once gushed on the mountainside. A cold searing fear swept over me and I froze with panic. The engine had died. I stood there stunned; all life was slowly ebbing away in the cold. I looked out at the vast expanse of ice still ahead of me, and I saw nothing that gave the slightest bit of hope. The cold wind came down from the mountain and sent snow eddies scurrying across the ice in dancing whirlpools. I no longer felt the cold stab through me; I was beyond that now. And now, it was solid unforgiving ice that stretched ahead. I feverishly worked on the engine for a long agonizing hour. As my sweat began to freeze, all I could think of was Henk de Velde's words: "The ice will crush you." It was crushing me now.

My fingers were turning tallow white from frostbite, and I had to turn the start key with a wrench, but life rumbled from the engine! Glorious, life-giving rumblings. A sucking hiss came from the engine in gasps as if it had a punctured lung.



With a mighty crash, 'Arctic Alpha Wulf' finally broke free from her icy prison.

I was bent over with fatigue, but I bashed the ice again and again. Each time the boat hit the ice, my back jerked and pain shot through me. Red anger welled up from deep within my guts and overflowed. The last 100 feet of ice looked like granite. My eyes probed ahead and not a crack or fissure could I see. Solid and unforgiving. Backing up 100 feet this time, I poured all the guts the engine had left in a final assault. With the engine

screaming in white pain, the boat battered the ice like a sledgehammer, so hard that the bow catapulted into the sky. There was a huge jolt as the boat stopped dead, and the bow hung suspended at a hellish angle over the ice. All hell broke loose down below. I felt a rib crack as I was thrown hard against the steering wheel, and blood trickled from my forehead. The mast went through a shuddering shock wave in frightening pulses. A long

dreadful silence ensued. Then a salvo of gunfire erupted; rifle shot after rifle shot rang out as the ice shattered. Twisting and grinding, the bow came crashing down into open water.

— jerry borucki

Editor's note: Jerry left Icy Bay bound for Half Moon Bay but a torn main forced him into the Alaskan fishing village of Yakutat on the Gulf of Alaska. He hopes to effect a number of repairs to Arctic Alpha Wulf before leaving for home in the next month or so. Jerry is already planning this summer's assault on the North Pole.

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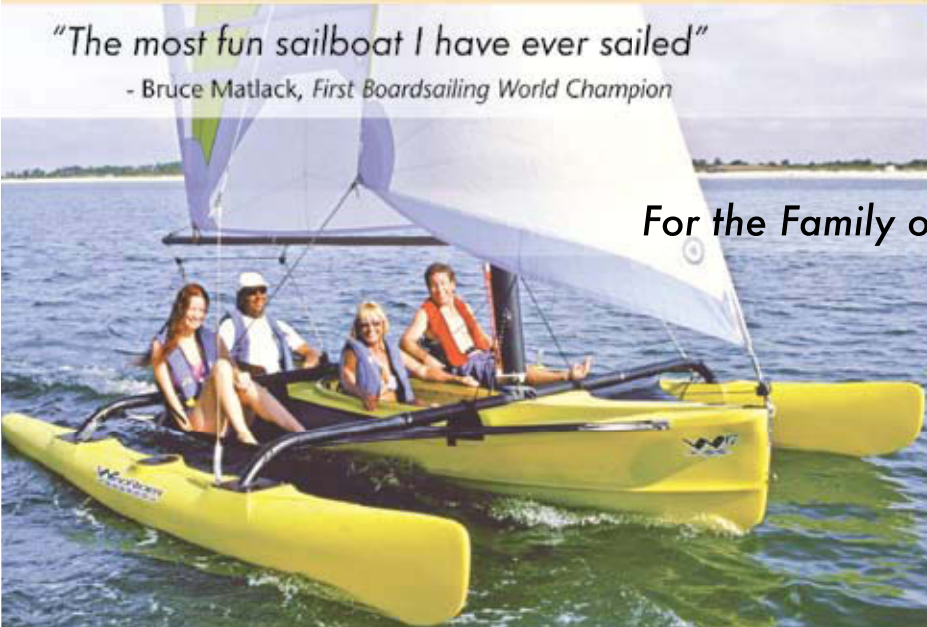
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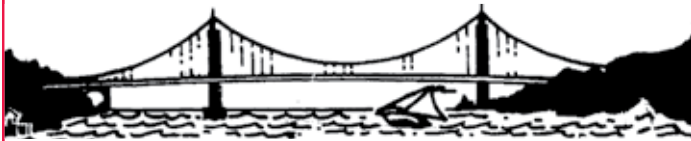
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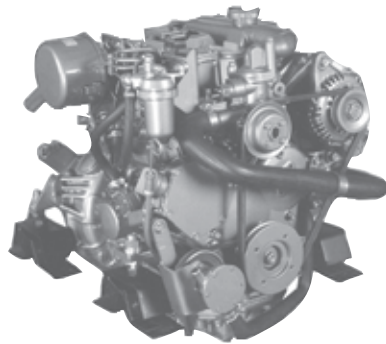


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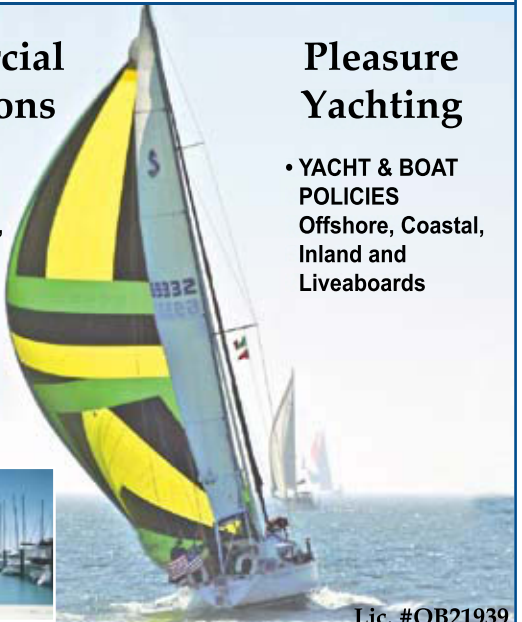
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CITA AND

In the December 10 *Lectronic*, we ran a little quiz asking what fun-loving woman belonged to the colorful toes in the accompanying photo. We gave some hints: 1) She's a West Coast woman who had considerable success racing a cutting-edge sailboat; 2) More importantly, she's



Cita's 'popsicle toes'.

completed the magnificent restoration of a 55-year-old, 90-ft yacht, one of the most beautiful classics in the United States — if not the world; 3) Having cruised the yacht 10,000 miles on the East Coast, in the Caribbean and in Mexico the last two years, she intends to sail her big ketch in the Los Angeles-to-Honolulu TransPac in July, and then continue on to New Zealand and, if the continent is no longer underwater, Australia.

The most common reader guess was Elizabeth Meyer of Newport, Rhode Island, who, thanks to the complete restoration of the J Class yacht *Endeavour* from a rotting hulk, inspired the whole movement of restoring grand old yachts. But these weren't Elizabeth's toes.

No, the lovely painted toes belong to Cita Litt of Newport Beach, the justifiably proud co-restorer and now owner of the spectacular Newport Beach-based Phil Rhodes 90-ft motorsailer *Sea Diamond*,

"I just love being on the sea," says Cita. "Each day the water and weather conditions are a little different. There's just something about it."



a centerboarder that was built in '56 by the great German yard of Abeking & Rasmussen. When Cita and *Sea Diamond* aren't gallivanting around — Cita and her boat had a fabulous time in the Northeast last year — the yacht is kept behind the Lido Isle home of Cita's 91-year-old mother. Cita's dock isn't long enough and has been shoaling up.

Having moved back to her childhood home of Newport Beach from Aspen about 12 years ago, Cita decided to get into low-key yacht racing with a little Harbor 20 sloop. She shanghaied her then 79-year-old mom as her first crew. Enjoying the competition so much, Cita bought one of the innovative Schock 40s with the forward rudder and canting keel, a forerunner to the game-changing *Wild Oats* and other famous canting keel boats. In fact, it was after seeing Cita that the owner of *Wild Oats* decided to opt for a canting rather than fixed keel.

Cita named her 40 after herself — why not, as she's also got a coffee cup with the self-deprecating inscription, 'Queen of Everything'? — put together a group of fine sailors from the Newport Harbor YC, and entered "every race that would let us in." After sometimes having to battle to be allowed to participate because of the canting keel, Cita says *Cita* was raced very successfully in a number of Key West Race Weeks, St. Francis Big Boat Series, and Ensenada Races.

"I had a great bunch of guys from the yacht club, we raced against the best sailors in the world, we were very successful, and it was wild fun," she says. One of Cita's fondest memories is a remark made by the late, much-beloved Roy Disney. "We'd beaten his boat a couple of times, so when he saw me before one race, I heard him curse, 'Oh, it's that damn girl's boat again! Did he think I was deaf?" she asks.

But Cita remembers the incident, as she does most things, with a hearty laugh and a twinkle in her eye. The fact of the matter is that Cita is a real charmer who loves to laugh and enjoy life. She

knows that she's been dealt a nice hand, and unlike some folks in that position, she's not one to let it bother her. Widowed for a few years like her lifelong sidekick Sharon, who she grew up with and who was her next-door neighbor in Aspen, the two gals seem to have *joie de vive* rather than blood pulsing through their veins. "There's a block party somewhere in downtown Puerto Vallarta tonight?" The gals' likely reaction? "Let's go!"

A little more than two years ago, Cita decided she wanted a bigger and more luxurious yacht with which to cruise. When she learned that *Sea Diamond*, the 90-ft Phil Rhodes motorsailer that just happened to be the old family yacht, was sitting in a shed for sale on the East Coast, she knew what to do. "I phoned Tom Corkett, another old Newport school chum, at Ardell Yachts and told him I wanted to buy her," she says. A steel-hulled, twin-engine centerboarder with an impeccable pedigree, *Sea Diamond* had been partially restored over



SEA DIAMOND

nearly four years at tremendous expense by her then-owner. "After I bought her," Cita confided in *Latitude*, "one of the carpenters told me that the wood for just one door in the master stateroom had cost \$10,000."

After the normal wrangling so common with any boat purchase, Cita completed the restoration of *Sea Diamond*, also at tremendous expense. "I'm the lucky one who got to pay for the new spruce mast," she laughs. Because Cita insisted that the restoration be as authentic as possible — "I had to fight everyone to keep much of the original stuff" — it was a far cry from being the least expensive restoration. But the result is that *Sea Diamond* is again one of the world's fine yachts. And that Cita has nothing but admiration and praise for the skills of the craftsmen of the Northeast who did the work.

"I was so impressed by the craftsmanship in Rhode Island," says Cita. "No matter if it was the interior work the previous owner had done, the spruce mast I had built, the rigging, or anything

else, the skills and pride of the workers in that part of the world are very impressive. I don't want to criticize the West Coast, but there's a whole different mentality toward classic yachts in the Northeast, as people really appreciate them. In that way they are different animals, and I loved it."

Cita also loved the cruising in the Northeast. "I had a blast back there two summers ago with *Sea Diamond*. We cruised to Nantucket, Cuttyhunk, Woods Hole, Block Island, Boston Harbor — we went everywhere. There are so many places to go, and what fun it all is! Unfortunately, it was freezing all summer

Spread: The mighty 'Sea Diamond' on the hook off Punta Mita. She's played host to many rock 'n rollers over the years. Inset: Mast step area.



Cita and Doña de Mallorca survey the wide expanses of 'Sea Diamond's' beautifully restored foredeck. Note the gleaming varnish.

and I remember Sharon and me doing a lot of running through the rain. I heard that the weather last summer — most of which we spent out at unusually cold and chilly Catalina — was much better."

One of the most enjoyable events back East for Cita was participating in the Newport Bucket, which is fun racing for great yachts in the 100-ft — or close to it — range. Jim Clark's 287-ft schooner



CITA AND

Athena was the committee boat, there were several brand new J Class yachts, and Tom Perkins was on hand with his 122-ft classic motoryacht *Atlantide*, which was built in 1930. Fun-loving Cita outfitted her crew in coconut shell 'bras' and grass skirts to walk away with the prize for the Best-Dressed Crew.

Launched with the improbable name of *Bar-L-Rick*, the Rhodes motor-sailer had originally been built as an avant garde yacht for the Sperry Electronics Company of New York to showcase their futuristic electronic goodies — and to no doubt entertain management and clients in style.

A year later, she was purchased by William Bartholomew, Cita's uncle. He rechristened her *Sea Diamond*, mostly because the family's money came from owning the Diamond Bar Ranch which, although only 27 miles southeast of Los Angeles, was once the largest operating cattle ranch in the West. Diamond Bar is now a city of 60,000 people and it hopes to be the site of a new football stadium



'Sea Diamond' originally had steps up the mast and a crow's nest, so Cita insisted that the new mast be outfitted the same way.

for an NFL team.

While the general public may have known William Bartholomew primarily for having his 180-ft motoryacht *Para-*

gon sink in Newport Harbor as a result of the famous hurricane of '38, and for being murdered by his maid — she got off — he was also an accomplished sailor. For example, he represented the U.S. in sailing in the '36 Olympics. Then he campaigned the 8-Meter *Yucca*, a yacht that in recent decades Sausalito's Hank Easom has sailed to hundreds of first-place finishes. He also owned *Senta*, a 55-ft schooner that was the sistership to Humphrey Bogart's *Santana*, now owned by the Bay Area's Paul and Chris Kaplan. In fact, Bartholomew and *Senta* were victorious in a famous match race between the two famous yachts.

It was from Cita's early days on *Sea Diamond* that she developed her passion for the sea — and for *Sea Diamond*. "I remember a lot of trips to Catalina on the yacht, with everyone going over the boat with chamois all the way to Moonstone," she laughs. "My uncle was an absolutely meticulous man. All shoes, for example, had to be left on the dock, and the crew was up the rig each morning at 7:30 to dry the drips of moisture off the varnish.

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And because William was a perfectionist, *Sparkle*, *Sea Diamond's* tender, had to be perfect, too. In fact, I've just acquired *Sparkle*, and she'll be restored to her original condition."

There was fun on the ketch, too. "One of my best memories is of sailing back to Newport from Catalina at 8.5 knots with the rail almost under. *Sea Diamond* was going as fast as she could possibly go because William was one of Newport's great sailors."

But Cita's biggest motivation in buying *Sea Diamond* was knowing how beautiful she'd been in her youth, and how, after being out of the family for 47 years, she could be made stunning once again. Having accomplished those goals, Cita keeps marveling at how successful the project has been. "Isn't this joinery



With her stylishly ripped top, Cita poses at the helm of 'Sea Diamond'. She makes no apologies for not steering or working on the engines.

magnificent?" she says as she frequently runs her hands over parts of the interior woodwork. And it is.

Cita is not alone in her appreciation of *Sea Diamond*. We can't tell you how

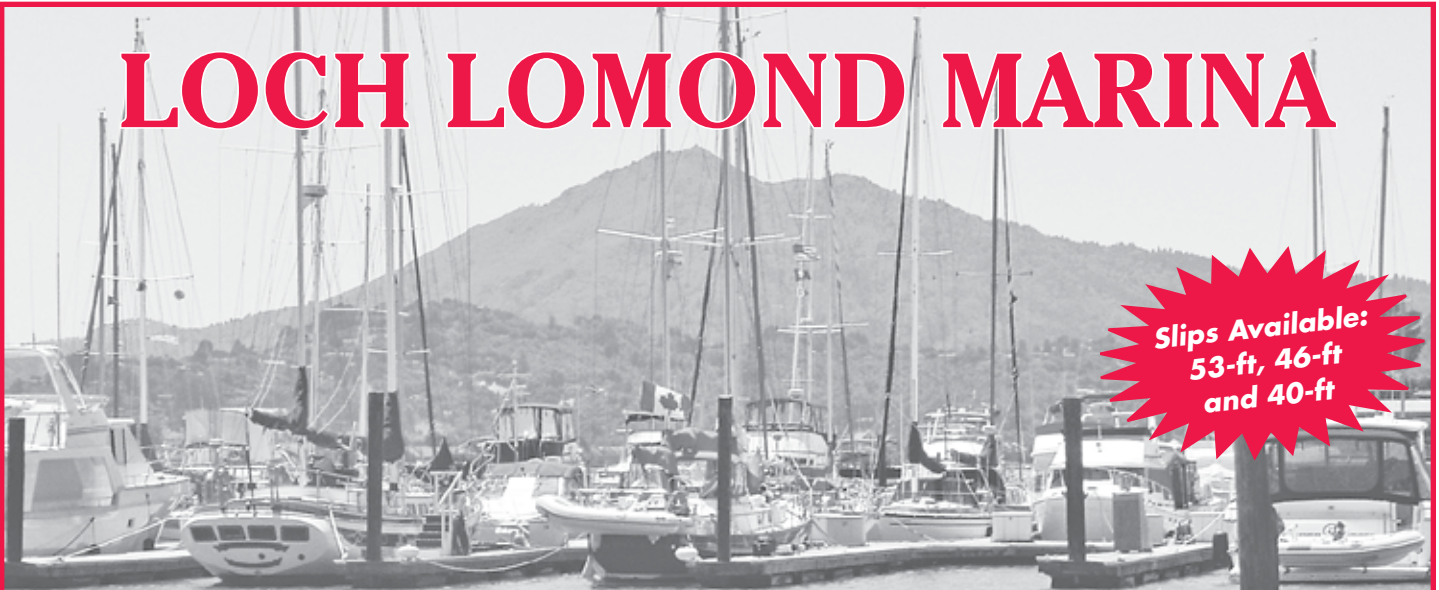
many cruisers have told us what a treat it's been for them to have stayed in the same marina or on the hook in the same anchorage as the gorgeous yacht. There is no envy, just appreciation.

S*ea Diamond*, with Rob Wallace as captain, will soon be returning to Newport Beach to prepare for her entry in the Aloha, or cruising class, of the TransPac. "I know *Sea Diamond* is no racing machine," laughs Cita, "so if the race committee lets us start tomorrow, maybe we'll have a chance of being competitive." Race committee or not, we're confident that Cita will place at the top in the 'Having Fun' class.

After that, it's on to the South Pacific. "Given her shallow draft, *Sea Diamond* is perfect for sailing among and around the islands. I've lived in Maui," Cita laughs, "and that's not my idea of an island."

— **latitude/rs**

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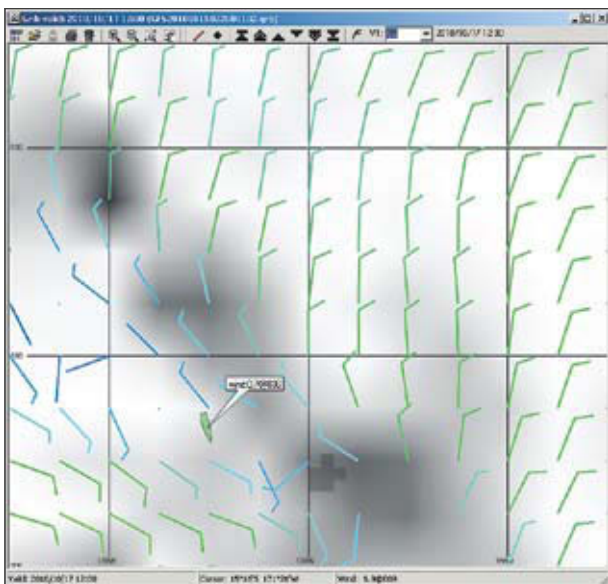
FAIR WEATHER SAILOR —

I've always thought a "real sailor" should be able to look at the sky, tap the barometer and know exactly what will be coming over the horizon. But no matter how many weather books I read, it just doesn't all fall neatly into place. Highs and lows on a two-dimensional weather fax are understandable, but throw in the troughs, ridges, 500 mb chart and the four dimensions that weather actually exists in, and, well, you can throw my comprehension to the wind.

The best sailors also seem to have a high tolerance for discomfort. Renowned solo circumnavigator Bernard Moitessier thought nothing of bashing hundreds of miles against the trades in a boat filled with chicken manure and kittens. No thanks. My wife Alene and I hate snotty weather. If we can avoid putting our books down and pulling the foulies on, we will. So steering clear of uncomfortable conditions is a priority aboard *Migration*. Sailing smoothly under a clear sky is elation. But bashing upwind, or bombing downwind in blustery conditions and pouring rain — not so fun.

During the past three years cruising the South Pacific, we've come to rely on a few easily understood weather products to help us sail in the weather we most appreciate, and to prepare for the stuff we don't. They are all products you can download from Saildocs, a free email-based document retrieval system. We use both SailMail and Winlink aboard *Migration* and it seems that most

Rain data in a GRIB makes it easy to spot this passing front. The forecasted wind speeds are rarely correct when you see a mishmash of wind arrows as below. But in normal trade wind conditions, the GRIBs are usually accurate to within 5 knots, generally forecasting slightly less wind than you'll experience.



cruisers these days use at least one of them. This article focuses on weather forecasting when Internet access is unavailable. But remember that Saildocs is available to any computer with an email connection — not just SailMail and Winlink users via an HF radio.

GRIBS

For most of us, GRIB files are to weather as GPS is to navigation. But just as an accurate GPS position with inaccurate charts can lead to disaster,

*I hate snotty weather.
If I can avoid putting my
book down and pulling
the foulies on, I will.*

so can relying on GRIBS as your sole means of forecasting. GRIBS are computer models that do a good job much of the time, an average job some of the time, and are dead wrong a bit of the time. AirMail (the computer program used to access Winlink or SailMail) makes requesting GRIBS easy. Most AirMail users are familiar with requesting GRIBS so I won't go into detail here.

Use them for an overview of the weather before and during your passages. Keep the boundaries limited to just the area you need: smaller in settled weather or for short passages, larger (increasing the data grid) when conditions are changing or for long hauls. That reduces your download time, which keeps the shared airwaves clear for other users. Don't bother downloading pressure (PRMSL) for small areas. Your file size will be increased with data that is irrelevant. Better to include RAIN data which is useful for spotting bad weather.

Spot GRIBS

Most of our time cruising is spent at anchor — usually with good shelter. But a change in the wind can turn a safe anchorage into a midnight muddle. I always want to know what to expect in the coming days so I can move to a safer spot if necessary. There's no need to download a GRIB that covers hundreds of square miles when I only want to know what will be happening above my head. That's where

the Spot GRIBS shine. A Spot GRIB is a text forecast extracted from the GRIB data for an exact location. They are very small (about 2 kbytes), thus giving you a quick download. Most importantly, the spots provide you with Lifted Index data. The Lifted Index (LFTX) is a measure of the vertical movement of air. As such, it's a good indicator of the chance of squalls, especially when coupled with rain forecasts. The more negative the LFTX, the faster and higher the cumulus clouds grow. You can't have squalls without cumulus. Generally, positive numbers represent settled weather, anything more negative than -3 means there is a potential for squalls. I subscribe to a Spot GRIB for the entire time I'm in a certain area. Obviously you don't have to change the Spot's location if you move to an anchorage only a few miles away.

To request a Spot GRIB, click on the crosshairs symbol on the left side of AirMail's GRIB Request Window. Click your location on the chart, then select the Request button to set forecast times and the data desired. GRIB data is released at 0000, 0600, 1200, and 1800 UTC. Set up your subscription to deliver the Spot just after one of these times. I like to pick up my weather in the morn-



SOUTH PACIFIC WEATHER SIMPLIFIED

ing, so in Tonga, which is UTC+13, I request the Spot for 1815 UTC. Then, if I connect to SailMail at 0800 local time, the Spot data will be only 45 minutes old.

Fleet Codes

GRIBS don't deal well with convergence zones, troughs, and squalls. Often they will forecast light winds while you are hanging on by your teeth in confused seas and driving rain. The tool I use to help decipher GRIB anomalies is the Fiji Met Service Fleet Code.

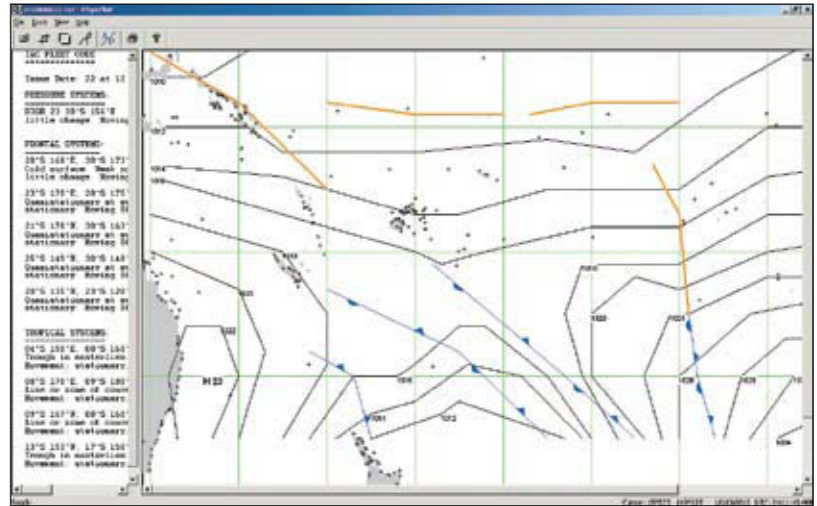
Fleet codes are an old system developed to transmit weather maps in a numeric format. In fact, they used to be sent via Morse Code. The benefit of the fleet code is that you get a surface analysis chart of the tropical South Pacific in about 2 kbytes. In contrast, a weatherfax downloaded from the Winlink catalog is 10-20 times larger. Create a daily subscription to the fleet code for the entire time you're travelling in the tropics. It will definitely help your understanding of the weather patterns. Most importantly, it lets you know where the convergence zones, troughs and fronts

These days, access to modern weather forecasting data gives sailors advance warning of threatening storms and squalls like this one.

are. These are what usually create rainy, squally, and windy weather.

To use the fleet codes, you must download the free PhysPlot program from the Internet before you go offshore (Google: download physplot). Create a shortcut to PhysPlot on your desktop. Next, request the fleet code from Saildocs (see sidebar). To view the chart, drag and drop the email you receive onto the PhysPlot shortcut. Make sure you've selected Tools - Atlantic/Pacific Centre in order to center the PhysPlot map on the South Pacific. You can drag the frame divider on the left side of the chart toward the right to display text that gives information on the strength, motion, and behavior of charted items.

If there's a front, trough, or convergence zone near you (or approaching), you can count on a change in the weather. Since this is a simple article,



Presto! PhysPlot can transform a text email into a surface analysis chart of the South Pacific. Notice how the front south of Tahiti has pulled the trough down to join its tail.

we won't discuss the intricacies of these weather systems. But remember these points:

- Strong highs (130mb or more) to the south create strong (reinforced) trade winds (the winds around highs rotate counterclockwise in the southern hemisphere).
- Generally, the southwest side of a convergence zone/trough has stronger, more southeasterly winds. The northeast side will have lighter and more easterly winds.
- If your GRIBS show very light winds switching directions quickly and the fleet code shows a convergence zone, trough, or front approaching, be on the lookout for difficult weather. You probably will not have the light winds forecast by the GRIBS. Watch for squalls.
- Fronts passing to the south often suck convergence zones/troughs down towards their tails.
- When fronts pass, be prepared for embedded squalls with higher winds than the GRIBS forecast. Thankfully, these are usually short-lived.
- The unsettled weather around convergence zones/troughs doesn't always create strong winds. But flopping around in light winds interspersed with rain showers doesn't make for enjoyable passage-making.
- Convergence zones, fronts, and

Web Resources for South Pacific Weather

- Soggy Paws' website: www.svsoggypaws.com/pacwx-understanding.htm
- Bob McDavitt's Met Pack (excellent book on So Pac Weather): see Soggy Paws' website
- Mr. John's Guides: links found at yachtmrjohn.blogspot.com
- Jim Corenman's '94 Latitude 38 weather article: see Features at www.latitude38.com



FAIR WEATHER SAILOR —

troughs are often stationary or quasi-stationary. Rather than waiting for them to pass, you may have to change location to change your weather.

The Fiji Marine Weather Bulletin

Saildocs and South Pacific Weather

Any email client can request documents from Saildocs. Below is an example that retrieves the products discussed in this article: GRIB, Spot Grib, Fleet Code, Fiji Marine Weather Bulletin, and McDavitt's Weathergram.

TO: query@saildocs.com
SUBJECT: <leave blank>
MESSAGE BODY:
SEND GFS:18S,22S,176W,169W|1,1|0,6..120|
WIND,WAVES,RAIN
SEND Spot:18.7S,174.0W|5,6|WIND,RAIN,LF
TX
SEND fleet.nadi
SEND nadi.sopac
SEND nz.wgrm

Other Useful Saildocs Products for the Tropical South Pacific:

- NWS Hawaii High Seas: (0 to 25S, 120W to 160E): FZPS40.PHFO
- Fiji Met Service South Pacific (0 to 25S, 160E to 120W): nadi.sopac

(nadi.sopac) is a useful accompaniment to the Fleet Code as it provides information on the width of the convergence zones and fronts.

- Australia MetArea 10 High Seas (0 to 28S, 142E to 170E): Met.10ne
- NZ Met Service Subtropical High Seas: nz.subtrop

Regional:

- French Polynesia (in French) fr.poly
- Cook Islands: nadi.cooks
- Niue: nadi.niue
- Fiji: nadi.fiji
- New Caledonia (in French): ncal.marine

Saildocs also delivers web pages, first stripping out the HTML and graphics. Precede the URL with the word SEND. If you find a useful weather web page, test it when you have an internet connection to make sure it translates legibly. Here are a few examples:

Samoa: send <http://weather.noaa.gov/pub/data/raw/fz/fz50.nstu.cwf.ppg.txt>

Tonga: send http://www.met.gov.to/index_files/routine_forecast.txt

For more information on using Saildocs and GRIBS, see www.saildocs.com.

McDavitt's Weathergram

Bob McDavitt is the Weather Ambassador for the New Zealand Meteorological Service (Met Service). Subscribe to his weekly (each Sunday) discussion of South Pacific tropical and sub-tropical weather. His Weathergram is a great tool for learning how South Pacific weather works, and to help find a weather window to or from New Zealand. Looking out an entire week, he can't be spot on all the time, but if he says "Don't go," I'd listen.

Other Tools

I guarantee the day will come when you'll be hit by weather you didn't expect. It even happens to professional weather forecasters. Weather is incredibly complicated, and the method we use on *Migration* is far from perfect. There are plenty of other weather products that you should be familiar with and use as needed — especially for the passage to New Zealand (see sidebar).

There are, however, two tools that you already have that don't require a

The Newest Class on the Bay

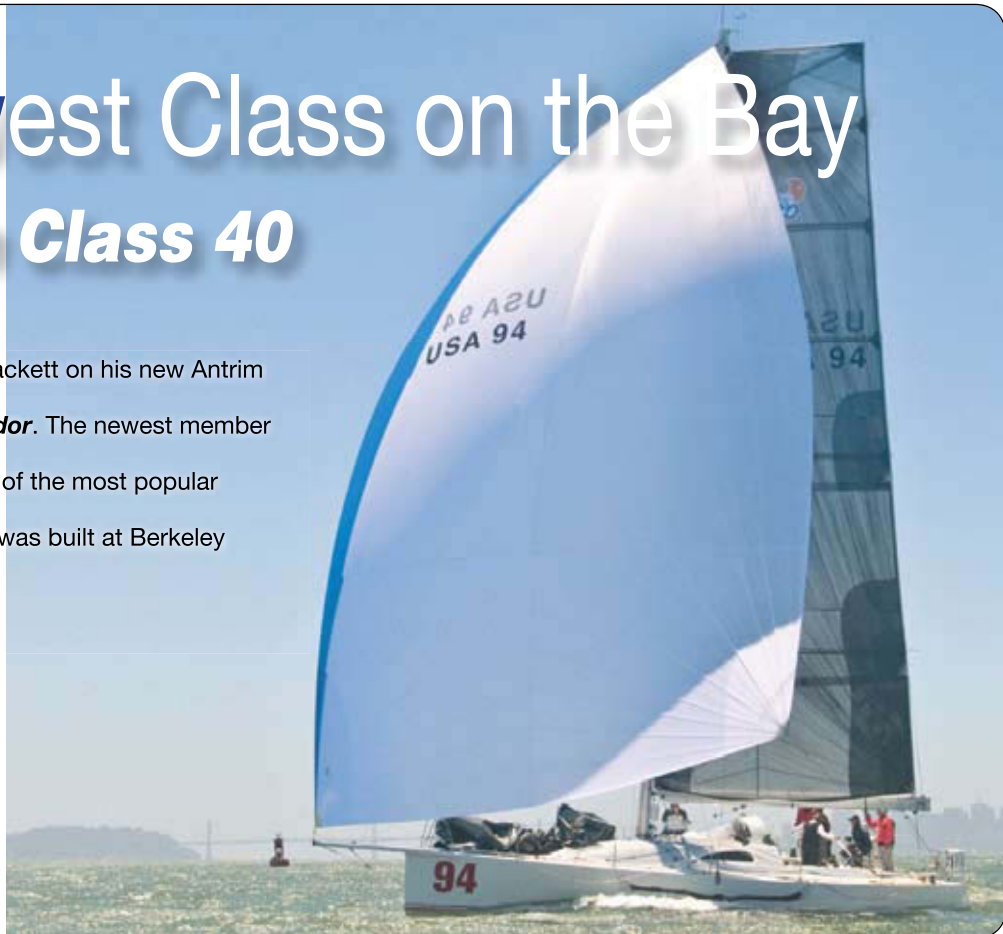
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download.

Your Eyes: Regardless of what the GRIBS say, if it looks nasty outside, and you have a bad feeling in your gut, don't go. Don't let the herd mentality overcome your common sense.

Your Schedule: When you have the ability to wait for the weather you want, it makes all the difference. Sure you might be forced to stay several extra days at an island that you feel you've 'done'. It's your choice: stay another couple of days in the same place, or leave in the nasty stuff just to get to the next port.

We've met people who've told us "We don't watch the weather that closely. We just deal with what we get out there." More power to those hardy



MIGRATION

That's more like it: sunny skies and big puffy clouds. Days like that help you to forget the truly nasty stuff.

types! We're not that kind of sailor. Call us wimps, chickens, cream puffs. It's OK. If you want, you can even call us fair weather sailors. Our response? May it always be so!

— **bruce balan**

I've kept this simple in order to provide info to a broad audience, and have tried to make it as complete as possible within its limited scope. The passage to New Zealand leads you out of the tropics and into weather patterns that aren't addressed here. Nor are cyclone seasons. Thanks to Bob Mc-Davitt, Jack of Whoosh, John of Mr John IV, March of Passages, Sherry & Dave of Soggy Paws, and Susanne of Cheshire, for their help with this article. And to Jim Corenman, the creator of Saildocs, without whom none of this would be possible.



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CORINTHIAN MIDWINTERS

After what seemed like a month's worth of cold and dreary, morning frost-on-the-docks weather, Bay Area racers finally got a break when a high pressure system settled in off the Northern California coast. Thankfully, that break coincided with the first weekend of the 60th anniversary edition of the Corinthian YC's Midwinters on January 15-16.

Under sunny skies and temps that seemed to get up into at least the high 60s, 110 boats in 12 handicap divisions, and 26 boats in four one design divisions, made it to the starting line for what proved to be a primo weekend.

After a brief postponement, racing got underway on Saturday with most of the larger-boat classes being sent on a Bay tour that started at Knox. After a short fetch to Yellow Bluff, they headed down the Bay toward Blossom. To their dismay, the Central Bay was the site of a battle royal between the northerly that had carried the first starters to Yellow Bluff, a weak southerly, and a weak westerly.

The first few classes reached Alcatraz only to park up in a big transition zone. While many boats carried enough breeze to eventually draw even with the southern tip of the island on their first try, a combination of the breeze shutting off completely and the massive, runoff-fueled ebb meant that entire classes got flushed all the way back to the northern tip of the Rock en masse regardless of which side of Alcatraz they tried to pass.

It took some boats multiple tries to get past the island and down to Blossom, and those who were able to successfully negotiate that part of the course ended up getting pretty launched. In PHRF 1, Gary Redelberger's Farr 36 *Racer X* was the only boat in the leading group to get past the north side of Alcatraz, only to be flushed back toward the Gate after squeaking around. *Racer X* was able to find relief on the Cityfront though, and rounded Blossom in front of Jonathan Hunt's turboed 1D35 *Dark n' Stormy*, which had taken the inside route to begin with. Next up was Steve Stroub's SC 37 *Tiburón*, which escaped the Alcatraz north-side wormhole to lead the remaining boats to the buoy.

From Blossom, it was an easy fetch with few passing opportunities — unless you were in a later-starting division. Then you were probably passing everyone who had

started before you — up to Southampton Shoal in an 8- to 12-knot northerly, before a primarily starboard-tack beat to a race deck finish off Corinthian YC.

Sunday's race — which saw the big boats get the same course as Saturday — started off much the same way, albeit minus the sun, which had a hard time penetrating a thin carpet of valley fog that accompanied the 8- to 15-knot northerly breeze. Sailing the same course as Saturday, the fleets found that getting past Alcatraz was a much easier task with the breeze holding pretty much the entire way around the race course. After a little over a half-an-hour, the bigger boats were already around Blossom; the day before, it had taken them

about two hours!

Although there are more than a few class leaders who notched a 2-1, honors for the top performance for the weekend in one's division were split between Jim Gibbs' Express 27 *Moonlight* in PHRF 5, and Scott Eason's Farr 30 *Eason Rigging* (aka *Eight Ball*) in PHRF 2. *Moonlight* scored a pair of bullets in a tough PHRF 5 that has Steve Carroll's Express 27



— MAKE THE SUN SHINE

Tule Fog and Gordie Nash's Modernized Santana 27 *Arcadia* in second and third places respectively. Meanwhile Easom and company were regularly running with "the faster" pack in PHRF 1 on their way to two firsts.

Of course one of the highlights of the Corinthian Mids is the Aotea Team Trophy, named for member Peter Hogg's record-setting Antrim 40 trimaran, which is very sadly no longer with us. Fittingly, the Corinthian YC's *CouldNaThinkaOne* — the trio of Jim Snow's Cal 20 *Raccoon*,

Jan Borjeson's Elliot 1050 *Basic Instinct*, and Jim Erskine's Cal 33-2 *Kira* — leading the high-point scoring over neighbor San Francisco YC's *Can of YucQa*. The latter, which consists of Richard vonEhrenkrook's Cal 20 *Can O' Whoopass*, Hank Easom's 8 Meter *Yucca* and Glenn Isaacson's Schumacher 40 *Q*, is just five points back. This should prove to be a close one.

There were some familiar faces in new boats over the weekend. Buzz Blackett's Antrim Class 40 *California Condor*, which

has been spreading her wings in the Golden Gate YC's mids, made her first Corinthian Mids appearance, while John Clauser and Bobbi Tosse's 1D48 *Bodacious+* made her first Corinthian Mids appearance since

they stepped up to the former *Cal Maritime* after decades of heavily-campaigning their Farr One Tonner *Bodacious*.

The club chose to commemorate 60 years of Corinthian Mids by taking Sailors for the Sea's Clean Regattas Pledge. Based in Newport, Rhode Island, Sailors for the Sea (www.sailorsforthesea.org), which we first encountered at the '09 BVI Spring Regatta, provides third party certification that a regatta is run in an environmentally responsible way. Practically, this meant that there was an abundance of recycling bins, water stations ashore to reduce the amount of single-use plastic bottles, and biodegradable drink cups for post-race libations. Although the program has been growing in popularity for the last couple years, this was the first time a Bay Area club has signed up for the program.

With some tight leaderboards, there should be some good battles this month when the counter part of the series wraps up on February 19-20. We say the "counter part of the series," because this year, the club has included a bonus pursuit race on March 19 that doesn't carry any



Clockwise from above — the Blossom Rock Buoy showing the river of ebb as 'Sapphire' slides past; the cruising cats had their own division for the second year in a row, Leo Brodeur's Belize 43 'Chat de Mer' rolls along; Scott Easom's Farr 30 'Easom Rigging' aka 'Eight Ball' chases Richard Courcier's Farr 36 'Wicked' and Buzz Blackett's Antrim Class 40 'California Condor' toward Southampton Shoal; fighting the ebb to get to Blossom; John Clauser and Bobbi Tosse's 'Bodacious+' gets ready to hoist the spinnaker in her debut on the Bay; 'California Condor' claws her way against the ebb.



ALL PHOTOS: ERIK SIMONSON/WWW.H2OSHOTS.COM

CORINTHIAN MIDWINTERS

scoring weight, but should hopefully prove to be just as much fun as the rest of the series.

— **latitude**/rg

CORINTHIAN YC MIDWINTERS SERIES STANDINGS (2r. 0t)

PHRF 1 — 1) **Wicked**, Farr 36, Richard Courcier, 6 points; 2) **War Pony**, Farr 36, Mark Howe, 6; 3) **Tiburon**, SC 37, Steve Stroub. (10 boats)

PHRF 2 — 1) **Easom Rigging**, Farr 30, Scott Easom, 2 points; 2) **Mirthmaker**, Archambault 35, Kirk Denebeim/Doug Holm, 5; 3) **Willow**, Centurion 40s, Bob Braid, 9. (13 boats)

PHRF 3 — 1) **Jarlen**, J/35, Robert Bloom, 3 points; 2) **Bloom County**, Mancebo 31, Elliot James, 5; 3) **Baleineau**, Olson 34, Charles Brochard, 9. (12 boats)

PHRF 4 — 1) **Max**, Ultimate 24, Bryan Wade, 4 points; 2) **Kuai**, Melges 20, Daniel Thielman; 3) **White-Jacket**, Etchells, John Sutak, 6. (8 boats)

PHRF 5 — 1) **Moonlight**, Express 27, Jim Gibbs, 2 points; 2) **Tule Fog**, Express 27, Steve Carroll, 5; 3) **Arcadia**, Modernized Santana 27, Gordie Nash, 9. (10 boats)

SF BAY 30 — 1) **Shameless**, Schumacher 30, George Ellison, 3 points; 2) **Toy Box**, Capo 30, Pete Campfield, 5; 3) **Takeoff**, Laser 28, Joan Byrne, 6. (5 boats)



Steve Stroub's SC 37 'Tiburon' leads 'Wicked' toward Blossom; the bow wave is the ebb . . .

CRUISING CATS — 1) **Serenity**, Seawind 1160, J.E.B. Pickett, 3 points; 2) **Chat De Mer**, Belize 43, Leo Brodeur, 4; 3) **Lanikai**, Seawind 1160, John Brady, 5. (4 boats)

MULTIHULL — 1) **Shadow**, Formula 40, Peter Stoneberg, 2 points. (1 boat)

EXPRESS 37 — 1) **Stewball**, Bob Harford, 5; 2) **Bullet**, Michale Maloney, 6; 3) **Exy**, Chris Sears, 6. (6 boats)

J/105 — 1) **Blackhawk**, Scooter Simmons, 4 points; 2) **Donkey Jack/Donkey Jenny**, Rolf and Shannon Kaiser, 6; 3) **Roxanne**, Charles James, 7. (8 boats)

CATALINA 34 — 1) **Amandla**, Kurt Magdanz, 3 points; 2) **Sirius**, Diana Fischer, 5; 3) **Ka-Nina**, Gary and Erin Stypulkoski, 7. (6 boats)

ALERION EXPRESS 28 — 1) **Dream**, Kirk Smith, 3 points; 2) **Snowbird**, Michael Tomlinson, 4; 3) **Mil Besos**, Chris Vaughan, 6. (6 boats)

NON-SPINNAKER 1 — 1) **Q**, Schumacher 40, Glenn Isaacson, 3 points; 2) **Basic Instinct**, Elliot 1050, Jan Borjeson, 7; 3) **Seaghost**, Beneteau, Ron Roberts, 10. (10 boats)

NON-SPINNAKER 2 — 1) **Kira**, Cal 33-2, Jim Erskine, 4 points; 2) **French Kiss**, Beneteau 350, Dave Borton, 4; 3) **Phoenix**, Catalina 320, Jon Roliien. (9 boats)

NON-SPINNAKER 3 — 1) **No Agenda**, Newport 30 Mk. II, Brian Forster, 6 points; 2) **Can O' Whoopass**, Cal 20, Richard vonEhrenkrook, 9; 3) **Tenacious**, Catalina 30, Aaron de Zafra, 9. (8 boats)

Complete results at: www.cyc.org

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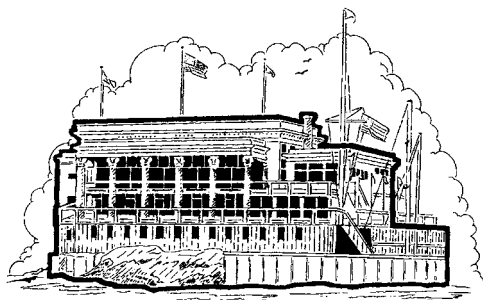
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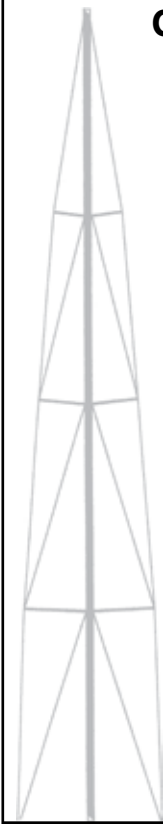
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AROUND THE PLANET —

One thing we've learned during three decades of interviewing sailors in far-flung destinations, is that first impressions don't always give us the whole story.

That was the case when we met



With his bike secured for wet weather, and his whiskers shaved clean, Olivier prepares for his first sailboat ride, out of Agadir, Morocco.

a bright-eyed, young Frenchman in Moorea recently, with wild curly hair and a dark, bushy beard. Crewing on the 113-ft German schooner *Infinity*, Olivier Peyre was one of a dozen young travelers aboard who seemed to be completely carefree, and living for the moment. But there was much more to Olivier's story.

Turned out he is a modern-day Don Quixote who's chasing what most would consider to be an impossible dream: to circumnavigate the globe utilizing virtually no fossil fuels. That is, via bicycling, paragliding and sailing. You may wonder why this West Coast-centric magazine would shine its editorial spotlight on this curious Frenchman — who's probably never even been to our San Francisco home port. The reason is we admire his upbeat, optimistic spirit, his seemingly limitless energy, and his youthful idealism — qualities that seem to be sadly deficient in many American young people these days. Perhaps it's a throwback to our own idealistic youth,

but we always have to applaud a young person who sidesteps the conventional path through life to chase his or her dreams — no matter how ambitious or seemingly unattainable.

Olivier, who's now 30, set out from Grenoble, France, in July, 2008, pedaling south with a lightweight mountaineering kite strapped on his back and a few possessions tucked into the saddle-

He is a modern-day Don Quixote who's chasing what most would consider to be an impossible dream.

bags of his bike. After roughly 1,000 miles of pedaling, he reached the Strait of Gibraltar. Along the way he'd occasionally soar above the landscape in his paraglider, as part of his self-proclaimed mission to paraglide at least once in every country he visits. "That's my way of getting what I call the 'freedom feeling'. It's an amazing way to discover the landscape, mountains and islands. My quest is for freedom. I see the world as a place to be explored, and I want to see it all!"

In order to reach Morocco, on the north coast of Africa, he crossed the 8-mile-wide Strait of Gibraltar on a ferry, thus compromising his no-fuel commitment. But when you hear about his efforts elsewhere, you'll give him a pass on that slight indiscretion, just as we did.

In Morocco he hitched his first sailboat ride aboard a French-flagged Amel Super Maramu headed to the Canary Islands. As an adolescent he had poked around a bit in dinghies and small cats, but he admits he knew virtually nothing about sailing when he caught that first ride. We suspect his broad smile and infectious enthusiasm got him that gig.

In the Canaries, he caught a ride on a big Swiss catamaran that was headed to Senegal — one of two dozen boats participating in the Ile de Soleil Rally, which runs from the Canaries to Senegal, on to the Cape Verde Islands, then across the Atlantic to Bahia de Salvador, Brazil. In the Cape Verdes he changed to another big cat, and by the time he arrived in South America, the

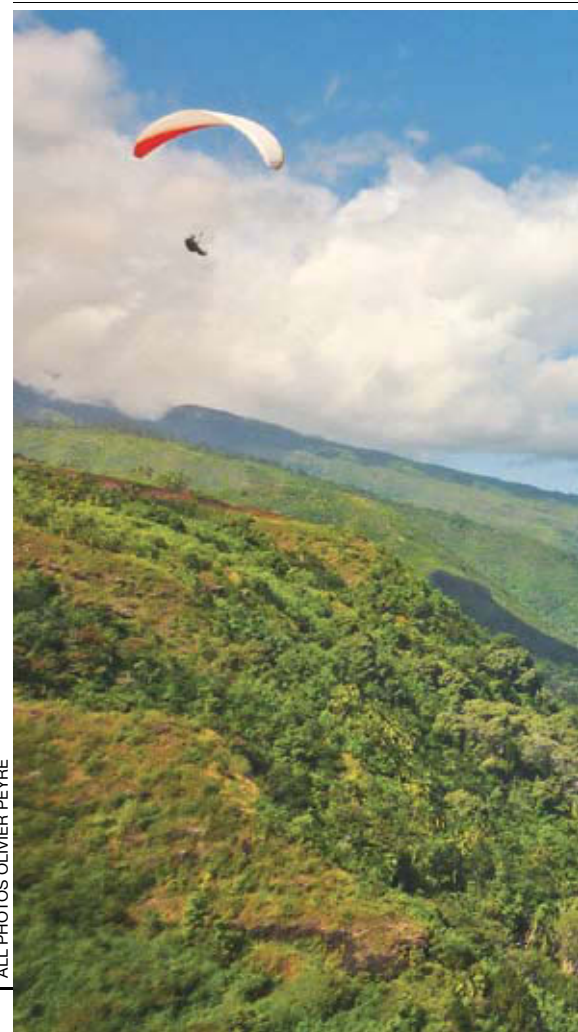
young crewman had become a competent watchstander. But it was time to say goodbye to sailboats for a while and get back on the bike.

When you hear how this young adventurer pedaled 2,000 miles along the Brazilian coast in the torturous summer heat, then nearly another 1,000 up and over the Andes from Argentina to Santiago, Chile, you'll understand why his body is as lean as a greyhound's, with not a fraction of an ounce of body fat.

Throughout his land travels, Olivier seemed to be carrying a protective angel on his shoulder. He had some hard luck with breakdowns and bad weather, but all through South America no one ever hassled him. "São Paulo, for example, is supposed to be one of the most dangerous places in the world, but I had no problems. People were so nice to me!"

No doubt one of the toughest parts of

Spread: Olivier soars above the lush coastline of Tahiti. Right: An equator-crossing celebration en route from the Cape Verdes to Brazil.



ALL PHOTOS OLIVIER PEYRE

BY KITE, BIKE & SAIL

his South American travels was pedaling over the snow-covered, 12,500-foot pass that bridges the spine of the Andes. Although the locals all thought he was crazy as a loon for attempting it, he was determined to pedal or push his bike the whole way. Near the summit, where the towering statue of Christ the Redeemer stands vigil, there is a tunnel that he was not allowed to pedal through. Rather than compromise his commitment by putting the bike on a truck, he followed a dirt track over the ridge that soon turned to ice and snow.

He got a bit lost, but eventually made it to the Chilean side where road workers told him he was lucky to have survived, as those mountains are riddled with unexploded land mines from a war in the late '70s between them and their Argentine neighbors.

Olivier's girlfriend, Nadège, joined the adventure in Chile, and together they rode north along the coast, across the Atacama Desert — certified as the driest place on earth — and on across

the Bolivian Altiplano. Although the going was often tough, parts of that trip were magical, such as crossing the 125-mile-long Salar de Uyuni, the world's largest salt flat. With a light following breeze, Olivier launched his paraglider sail, and rigged it to tow both Nadège and himself on their bikes. The big kite swept them along for hours at nearly 20 knots. "That was amazing!"

In Ecuador, Nadège had to return home to work, so Olivier continued on solo to the Caribbean coast. From Santiago, Chile, to Cartagena, Colombia, he'd pedaled at least 3,000 miles through all sorts of terrain, at altitudes as high as 13,000 feet. He later wrote, "Like Moitessier said about his boat, I'd say my bike, named Baroudeur, has a soul."

As much as he loves biking, though, we have to believe he was relieved at the prospect of traveling under sail again. In Cartagena he hooked up with a couple of wild and crazy young French guys who'd escaped from a dark life in the "ghettos of Paris," then bought



AROUND THE PLANET —

a fixer-upper sailboat and somehow managed to sail it across the Atlantic and Caribbean. When Olivier jumped aboard, they were headed for Panama. "That boat was a disaster," he recalls with a laugh. "My headlamp was the only working light on the boat," he says. There were no electronics — even the compass was broken. And there were no mattresses on the bunks. Nevertheless, Olivier had a great time aboard her. "Compared to my transatlantic crossing on super-modern vessels, this way of sailing appeals to me more," he wrote later. "This is the real *soul* of sailing."

At Colon, Panama, where the young

Frenchmen nearly got mugged at knife-point, Olivier discovered he could make some easy money — and hunt for a ride

"I learned that you can't always be lucky."

across the Pacific — by offering his services as a linehandler. He made six Canal transits and got all sorts of offers to crew. The ride he accepted was from

"an awesome Canadian guy" who was headed to the Galapagos. From there, Olivier caught a ride aboard a sleek, fast, French sloop for the crossing to the Marquesas, then on to the Tuamotus and Tahiti. We met him there last June at the Tahiti-Moorea Sailing Rendezvous.

It was during the ocean crossing to the Marquesas that Olivier first saw another side of hitchhiking, as there was some unpleasant friction within the crew. "I learned that you can't always be lucky," he says. "Sometimes you just have to handle conflicts on board as



BY KITE, BIKE & SAIL

well as you can."

But as every veteran cruiser knows, vagabonding around the world on boats tends to be a balance of highs and lows. And if you have the right attitude, the lows can serve to accentuate the highs. For Olivier and Nadège — who rejoined him in Tahiti in July — a definite high point was observing the total solar eclipse, July 17, from a remote atoll in the Tuamotus. The young lovers cherish their memories of their time in those

coral-fringed atolls, where life is slow and the islanders live mostly off the bounty of the sea and land, honoring age-old traditions.

For a month, Olivier and Nadège camped at an uninhabited area of the Makemo atoll. "We were trying to make our common dream come true," she wrote later, "living like Robinson Crusoe and Friday." They slept in hammocks, caught rainwater with a tarp and, as Nadège put it, "fed ourselves with what

nature brought to us — fish, shellfish, and coconuts."

Probably the most impressive highlight of their stay there came during the annual Heiva cultural celebrations, when islanders compete in all sorts of music, dance and sporting competitions. Just for the fun of it, both Olivier and Nadège entered the centuries-old fruit-carrier's race, where contestants have to run around a course carrying a wooden pole weighted at each end with stocks of bananas — 33 lbs for women and 65 lbs for men. To the amazement of the locals, Nadège took second in the women's heat, and Olivier — who looks like a stick figure compared to

Clockwise from upper left: A cigar to celebrate crossing the equator on the way to the Galapagos, landing a big one, crewing in the Canal, a crazy ride to Panama, soaring over Rio de Janeiro, Nadège checks the view from the speaders, breezing across the Bolivian salt flats, a mid-ocean repair.



AROUND THE PLANET BY KITE, BIKE & SAIL

the brawny Polynesians — somehow won the men's race. That definitely earned them 'street cred', and for the rest of their stay they were hailed as champions, offered drinks and flower leis — and even tickets to the island's disco.

While in French Polynesia, the couple did several stunts of crewing aboard a big luxurious sailing yacht, although Olivier, being a minimalist, felt a bit conflicted about supporting such opulence. Nevertheless he knew it was much too good a gig to pass up. The last ride aboard this yacht took them from Tahiti to Vava'u, Tonga — a 1,400-mile passage. But in the first hour after arriving they ran into some of their favorite cruising friends aboard a Gulfstar 50. This French family was leaving the next day for New Caledonia, and offered Olivier and Nadège berths for the passage. They hadn't even stepped ashore in Tonga yet, but the serendipity of the offer was too good to



Wearing special protective glasses, Nadège observes the beginning of the total solar eclipse last July on Makemo atoll in the Tuamotus.

pass up.

Noumea, New Caledonia, is where Olivier's world tour has taken an unexpected delay, as he's found a 'green energy' job that he loves — and that will replenish his cruising kitty. We have no doubt, however, that he'll complete his mission eventually, and have countless more adventures during the remaining

12,000 miles that lie ahead, before arriving back in France.

We've got to hand it to Olivier. While thousands — perhaps millions — of would-be world cruisers spend years and years perfecting their sailing skills, paying off and preparing their boats for blue-water sailing, and fattening up their cruising kitties, here's a guy who slipped into the cruising life almost effortlessly, simply by sticking out his thumb and flashing a genuine ear-to-ear smile.

So maybe it really is true what they say: attitude is everything.

— **latitude/andy**

To learn the rest of the story and see more of Olivier's great photos check out: www.flynroll.com. His paragliding feats would not have been possible without these sponsors: Ozone, Sup'air, Kortel Design and Verspieren Insurance.

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"That's why they call it the boom!"

Note to self: Never sail as cockpit crew on a boat with a boom that's so low it gets in the way of the cabin top winch handles, because that was all the skipper had to say when I got whacked in the head during an otherwise routine tack. I like to think that I've been sailing long enough to know when to duck, but the boom on this boat was so low it was practically in the bilge.

"Sure is lower than on my boat," I gasped as I finished cranking in the jib — once the boom was out of the way of the winch handle, that is.

"Oh, and you have to use the single-grip handles on those winches," he added, too late to do much good.

"Max!" cried Lee. "The trouble is that you're trying to duck. This boom is actually safer because it's low enough to hit you on the shoulder, not on the head."

Lee Helm and I were both sailing on this small ultralight owned by a friend from my yacht club. It was a great little boat. Fast and easy to work, but that boom was too low for anyone with a normal body type. Lee of course had no problem slipping under the boom during tacks and jibes, and neither did the other slender young women who were regular crew on this boat.

"Let me ask you something, Lee," I said after we were both back in place on the new windward rail. "Isn't it the luff that's more important than the leech for powering a sail?"

"For sure," answered Lee. "The region near the luff is where the pressure differential is greatest, and for most airfoils the lift is, like, centered at the one-quarter chord point, or one-quarter of the way back from the leading edge."

"And isn't it also true," I said as I probed the expanding lump on the top of my head, "that the area of a triangle is equal to the base times the height? Even if the triangle is obtuse?"

"For sure, for sure," Lee answered. "Actually base times height over two."

"So then what's with this droopy boom? The sail area would be bigger if the boom were at a right angle to the mast, no?"

"Only for triangular sails," she answered. "Think about a sail with a big roach."

"Even for a square-top main," I insisted. "The area of a rhombus is still base times height, and you get more area if the boom is perpendicular to the mast with no droop. So with a normal roach curve, which is somewhere between the triangle and the rhombus, I still think

there's more area if the boom and mast are at right angles."

"Bzzzt! Wrong!" declared Lee. "Look at how the maximum girths are specified under the default PHRF rules: Percentage of the foot length, and the foot length is measured along the boom. It doesn't decrease if the boom droops. So, like, even if the boom is radically drooped, the mid-girth and the upper quarter-girth of the sail stay the same length. The area of the top half of the sail increases because the girths are located based on the midpoint and quarter-point of the leech, not the luff, so they move farther apart when the leech gets longer. The area below the bottom batten gets smaller, but you still end up ahead in sail area with a low boom. Except that's not why droopy booms are fast."

As we discussed this, the wind was starting to fade and the boat was beginning to sail a little too straight up for the skipper's taste. First he had us pull our legs inboard, then he asked us to move to leeward, but it was too much of a squeeze for me to get through the space between the boom and the peak of the cambered cabin top.

"Wait, hold it there," he said when I was jammed under the boom and getting tangled up in the vang tackle. "This is about right for weight placement."

"As I was saying, Max, droopy booms are fast because they reduce the air spilling under the sail. When the boom is closer to the deck there's less pressure loss around the boom, less energy lost to root vorticity, less induced drag."

"And it really makes enough difference to be worth forever giving your guests and your crew all those conks on the head?"

"It's all good," she said as she checked the screen of her pocket GPS. "Since you filled up what was left of the gap with your, um, body, we've started pointing about two degrees higher."

"Wouldn't one of those newfangled vang covers accomplish this also?"

"Totally, that would be way cool. But it's against the class rules."

"This lump on my head should be against class rules, too," I grumbled. It was starting to hurt.

Lee took an uncharacteristic pause before responding.

"It's because sailcloth used to be stretchy," she finally pronounced.

"Didn't stretchy old cotton sailcloth allow the booms to droop even more?" I asked.

"Maybe," said Lee. "But consider how you would measure a boat in the age of stretchy Dacron or even, goddess forbid, cotton sailcloth. The stuff shrinks and grows each time it gets wet, and you can, like, change the size to taste with outhaul and downhaul tension."

I wondered how Lee knew about downhauls, since no boat with a sliding gooseneck had been sold for at least two — maybe three — decades before Lee was born.

"Point is," she continued, "they solved the problem by measuring spars and battens instead of sails. It probably



ERIC SIMONSON / PHOTOS.COM

— ALL YOU NEED IS LUFF

started with the Phoenicians. The sailcloth stretches, so measure the distance between stripes on the mast and boom, and write the rules so the sail can be anything that fits between the bands. What about girths, and the size of the roach area, you ask? They solved that by limiting the length of the battens, so the sail couldn't hold very much roach without folding over to leeward. It's, like, much easier to measure batten length than sail girths, and battens don't stretch."

"Ready about!" shouted the skipper, and we jumped to our tacking stations. I wasn't quite out from under the boom when the boat came through the wind, but in the lighter air I wasn't needed to grind in the jib.

"Oh, yes, I remember the old batten hard spot that used to appear right along the forward ends of the battens as a sail aged. Sometimes even before the first season was over for a new sail."

"Speed bumps, we used to call them when I worked for a sailmaker," interjected the woman doing foredeck. "We used to squeeze every bit of roach area out of those poor little short battens, and

the sailcloth couldn't support it for long. Good for business, actually. But with modern laminates, sails are dimensionally stable and there's really no reason not to measure them directly. Also no more restrictions on batten length in PHRF, so these days we just measure girths on the sail to limit roach."

"But we still only measure the spars to control the luff and foot length," added Lee. "And since leech is unmeasured, boom droop is free."

"Is that how you would do it today," I asked, "if you were rewriting the rules of sail measurement on a clean slate?"

"Gosh, no," said Lee. "I think I'd measure the hoist as the larger of the two: luff length or straight-line distance from head to clew."

"You could get the same result by just requiring head-to-clew distance to be no more than the distance between the mast bands," added the former sailmaker.

"That would give the boom a nice up-angle," I said wishfully, "and even beginners would be better able to judge how far to duck just by looking at the height of the gooseneck in front of them. And I wouldn't have this lump on my head."

"And if I were writing the measurement rules," added Lee, "I would also allow a big deck-sweeping vang cover by default. Maybe even with a diagonal batten in it. That would more than make up for air lost under the higher boom. The booms would be higher and safer and easier to see under, and the boats would be faster because the luff would go right down to the deck."

Lee took another look at her GPS, and mentioned to the skipper that we were now sailing almost 90 degrees away from our next mark. But there was a wind line just ahead, and she agreed it was the right move to keep going on the same tack.

Five minutes later we were back in the breeze. I struggled clear of the boom to reach the high side just as the skipper called for a tack.

This time I went around the front of the mast. The foredeck crew slipped around just before the jib collapsed, but I had to wait until the sail had cleared to the new side, which took a while because the knot attaching the lazy sheet to the clew liked to hang up on the shrouds. It was still faster than squeezing under the boom, though.

"Good call going for the wind line," I said as we settled into our hiking positions with our feet over the rail.

"Sloppy tack," Lee admitted. "I like racing on boats with big mains and non-overlapping jibs. It's way more tactical because the tacks are so clean and easy."

"I suppose you're going to dismiss overlapping jibs as another artifact of the measurement rules," I predicted.

"Not completely," she answered. "Traditionally, there was only one actual sail measurement for jibs, and that was the LP or luff perpendicular. That's the distance from the clew to the luff, measured perpendicular to the luff. Aside from that, any headsail that you could fit in the foretriangle height and width was legal."

"Wasn't the LP measurement also subject to a lot of stretching and shrinking?"

"For sure. But once the LP is 150% of the fore triangle base, which is how a 150% jib is defined, you get very quickly diminishing returns for more overlap. So, like, if a 155 grows to 160, which was not all that unusual with stretchy cloth back in the Peloponnesian Wars, there was no real advantage. The problem was with the proportional girth rule. Jibs had to be triangles or worse."

"Which measurement system had that?" I asked.

"It was more fundamental than that. This used to be written into the racing rules themselves, even during the dark years of IOR. But thankfully it was done away with in the more recent rule books. That rule required that the girth of a jib, measured parallel to the foot, could not be any longer than the length of the foot times the proportion of the sail height remaining above the girth measurement. In other words, no roach. The sail had to fit inside a triangle with the vertices at the corners of the sail. And like, the interesting thing is that unless the sail actually came to a sharp point at the head, which no sail really ever did, then all sails were technically in violation if you measured girths close to the head. But that's beside the point."

"I can't recall any jibs with roaches," I said. "Most jibs have hollow leeches,



True luff — Low booms can lead to high speeds.

MAX EBB

to keep the edge from curling as the sail ages and stretches.”

“True for sails with no battens. But think of a 100% jib. With battens and a full roach and a short foot, and maybe even a clewboard, the sail could be a full-sized working jib and still keep the sheet leads forward of the mast. Not allowed under the old rules. Proportional girth forced the clew too far back, and made what should be a nice easy-to-tack, non-overlapping jib into a sail with an overlapping clew, with more wear and tear on everything every time it brushed by the mast during every tack. And that hollow leech was totally the wrong shape aerodynamically — the reverse of an optimized elliptical platform. It hurts my brain to look at a jib with a concave leech.”

“But that rule is gone now, right?” I asked.

“Its legacy lives on,” Lee asserted. “Otherwise we’d see a lot more jibs with long battens, positive roaches and clewboards. Instead, everyone seems to have drunk the roller-furling Kool-Aid. Count how many times you tack and how many

times you hoist and lower a jib. I think it’s obvious that self-tacking saves a lot more work than roller furling, especially if you want a full-hoist jib with long battens for powerful and easy handling and longevity.”

Lee went on for a few more minutes about the cluelessness of people who put roller furling on masthead cruising boats, although she made a reluctant exception for fractional rigs, especially on boats with recessed deck wells for the furling drums.

Meanwhile the wind had freshened and lifted us even more. We were almost fetching the mark, after making a big gain by being one of the first boats in the new breeze.

“Hike hard!” was the call from the back of the boat.

We slid our thighs as far over the rail as they would go, and threaded our torsos between the upper and lower lifeline

wires.

“Lee,” I said. “As long as you’re re-writing the rules of this game, can you do something about the kind of hiking that’s legal on keelboats?”

“What, you think this is uncomfortable?”

“I don’t see how contortionist hiking contributes to the quality of the sport,” I said. “Why can’t we have a nice little park bench hiking rack that would fold out from the rail? We’d be sitting comfortably, have our weight farther out, and stay dryer in a chop, too.”

“Now you’re making way too much sense,” said the former sailmaker from her position on the rail in front of us. “Racing would never be the same if you took away all the suffering.”

“And I’ll resist any move to change the rules that make a low boom fast,” added the skipper from the cockpit. “If it weren’t for my low boom, I’d have to have a bunch of big ugly guys like Max instead of skinny young women like Lee and her friends.”

“Can’t argue with that,” I conceded.

— max ebb



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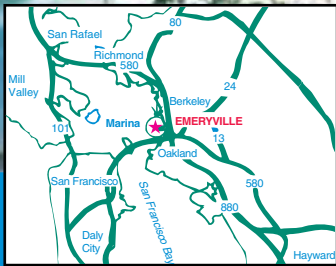
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THE RACING

The sailing season — and hopefully the weather — will start warming up soon but before we get there, there's important news to catch up on. First up, the **Rolex Yachtsman Of the Year Award**. After that we get a first-hand account of the **Rolex Sydney Hobart Yacht Race** from a Bay Area sailor. Then it's on to recapping a few of the Bay's bigger **midwinter series** before topping it all off with a bevy of **Race Notes** about some upcoming things that you'll want to keep in mind, and also some late-breaking news.

Rolex Yachtsman of the Year

Pointing Franck Cammas' 105-ft trimaran *Groupama 3* around the world in 48d, 7h, 45m, garnered Palo Alto's Stan Honey the Trophée Jules Verne. And now he's won the '10 Rolex Yachtsman of the Year award. The announcement came

January 5.

"I am honored to receive the US Sailing Rolex Yachtsman of the Year Award," Honey said. "It is humbling to read through the list of previous winners. As an American, it was an unexpected opportunity and

honor to be asked to sail with the legendary all-French *Groupama 3*'s success in the Jules Verne is a tribute to Franck Cammas' leadership and the seamanship of the entire crew. I would also like to thank Rolex and US Sailing for all they do to support sailing."

Honey also collected the honor, in part, because of his elapsed-time win in the Newport Bermuda Race aboard Alex Jackson's *Speedboat*.

It was the second time Honey has been nominated for the award, the first coming in '06 after his victorious lap of the planet aboard *ABN AMRO 2* in the Volvo Ocean Race. And he's the second person in his household to win it; his wife Sally Lindsay

An ominous-looking cigar-shaped cloud spells trouble for racers in the Rolex Sydney Hobart Y.R.

Honey took the women's honor in '72 and '73. This year, Anna Tunnicliffe repeated for the women's award.

Rolex Sydney Hobart Yacht Race

Getting a ride for the Rolex Sydney Hobart Yacht Race is no easy feat. A specialized skill never hurts, and that's what Bay Area sailor Mike Reed used to get a spot for what's one of the world's preeminent middle distance races. Reed, who sails his *Express 27 Magic* regularly both on the Bay and down the coast, parlayed his training as a trauma registered nurse to land a spot for the race. This is his report of a once-in-a-lifetime experience.

The '10 Rolex Sydney Hobart Yacht Race was everything it was advertised to be, 'a good, old-fashioned Rolex Sydney Hobart': uncomfortable, wet and exhausting.

My quest for a ride started two years ago with all the "normal" routes, including getting on the Sydney Hobart crew list at the Cruising Yacht Club of Australia. But living halfway around the world makes it next to impossible to get a ride. It's so hard in fact, that one of the Bay's local sailors Nic Vos, actually moved to Sydney specifically for that purpose. My break came as a result of sailing in the China Cup International Regatta in November aboard Team Chicago (see December's *Racing Sheet*), where I made connections with a few Australian teams at the event. On December 1, I got the call to come down and sail on Aussie Ted Toohar's brand-new Beneteau First 40 *Chancellor*.

I arrived in Sydney 10 days prior to the Boxing Day start, and any time not spent on boat prep or practice went into surfing at the world-famous Bondi Beach or short day trips during which I was taken with the friendliness and hospitality of the Aussies and their love of their pubs.

Yacht and crew safety requirements have become extremely rigorous since the disastrous '98 race, which saw 90-knot winds and 100-foot waves that eventually took six lives, sank five yachts, and required that 55 sailors be winched from the sea. These figures were constantly in



CLAUDE BRETON

Stan Honey



ROLEX/KURT ARRIGO

the back of my mind and although what happened in '98 was an anomaly, it's not uncommon to see winds to 60 knots and waves to 20 feet like we experienced this year.

This year's conditions resulted in 18 of the 87 yachts retiring, two MOB's and an injury that required an immediate call to port. The big boats saw the brunt of the weather as they sped away from the fleet and right into the peaking storms.

Our "traditional Hobart" started on our at 7:30 p.m. on the first day while under spinnaker in a warm, 12-knot breeze. It was clear something was happening ahead as a large cigar-shaped cloud spread across the horizon quickly moved towards us. It was a classic "southerly buster" coming our way. My first thought was, "Wow, I remember that picture from my 10th-grade meteorology class." Within 10 minutes, we went from a pleasant downwind run to 35 knots on the nose, and third reef and storm jib. The rough seas built to 12 feet with a very short period. I heard rumors that crew were starting



ROLEX/CARLO BORLENGHI



Alan Brierty's R/P 62 'Limit' gashes her way down the coast of Australia during 'classic' Rolex Sydney Hobart Yacht Race conditions. You may remember 'Limit' from last year's Pac Cup.

to get sick, but I was lucky enough to be driving at the time, and my mind was occupied. The worst of this storm lasted roughly four hours and then the wind died down to the mid-20's.

The following day was pleasant upwind sailing in the high teens, until around 4 p.m. when the second southerly buster hit us. We started to see other boats going the "wrong" way, missing sails, booms and masts — a more arresting warning sign than the "cigar in the sky." Within minutes we were sailing in consistent low 40's with our gusts maxing out at 48 knots. We set the boat for the conditions and hunkered down on the rail as the system was forecasted to last all night. The waves were breaking at 15 feet and we were taking green water to amidships. We decided to turn toward the coast of Victoria, hoping for relief from the large seas. Finally, after hours of bashing our brains out, we found

some relief, as we hugged the coast in 8 to 10-foot seas which allowed the crew to get some sleep.

As we prepared to begin our crossing of the Bass Strait, we made our required call to the race committee to notify them of our location and that we were prepared to enter the strait. Located at the tip of southeastern Australia, the strait is notorious for rough, unpredictable, weather, and was the site of the '98 tragedy. But our crossing was just the opposite. In fact we were becalmed for an hour, so I quickly dropped out of my foulies, and jumped in the water, and swam around the boat at lightning speed as I was reminded that there were very big, hungry fish in the water, like those you'll find back home in the Gulf of the Farallones.

The third night provided classic downwind sailing in 30 knots of breeze. We kept our chicken chute up for most of the night and

made great time surfing toward Tasmania. The following morning we had some light air upwind sailing along the beautiful Tasman coast. We got a great view of the famous Organ Pipes, and set a course and a kite for the Derwent River and Hobart finish.

We finished at 10:13 p.m. right next to three other boats and a thousand people cheering to welcome us to Hobart. Our corrected time placed us fourth in ORCi, which we were very happy with.

Manuel Fagundes Seaweed Soup Series

Although better known to the rest of the world as the current holder of the America's Cup, the Golden Gate YC is recognized by Bay Area sailors for having one of the best-attended midwinters series on the Bay. The club's Manuel Fagundes Seaweed Soup Series always brings out good fleets and January 8 was no exception. Sixty-six boats in five handicap and five one design divisions showed up for the series' third installment.

Although two days prior, the forecast was calling for 15 to 25 knots, the breeze turned out to be more in the 3- to 8-knot range for what was probably the shortest course of any midwinters race this year. The race committee sent all the divisions on a tour around Alcatraz, and gave every boat the option of rounding it in either direction.

Clockwise turned out to be the call for the early starters as Dave Rasmussen's PHRF 1-winning Synergy 1000 *Sapphire* led the charge around Alcatraz, followed closely by Scott Easom's PHRF 2-winning Farr 30 *Eight Ball*. While these guys and the handful of boats following them were able to set kites as they rounded the island, the boats who chose the counter-

Mike Reed gets a turn at the helm of Ted Toohier's 'Chancellor' to the delight of his new mates as they round the world famous Organ Pipes that guard the final run to Hobart, Tasmania.



THE RACING



ALL PHOTOS LATITUDE/ROB

The Golden Gate YC's Manuel Fagundes Seaweed Soup Series, clockwise from top-left — Glenn Isaacson's Schumacher 40 'Q' holds-off Scott Easom's Farr 30 'Eight Ball'; five Wetas showed up for the third installment of this popular series; J. Eric Gray's 'Knarr 134' was the top Knarr; Bill Helvestine's SC 50 'Deception' making the best of what the Bay had to offer on January 8; Mark Howe's Farr 36 'War Pony' and Gordie Nash's 'Arcadia' pass each other; cheeky 'Monkey' Skip McCormack hams it up for the camera while riding the bow of Peter Stoneberg's Formula 40 'Shadow'; Dave Rasmussen's Synergy 1000 'Sapphire'; Hank Easom's 8 Meter 'Yucca' tries to get underneath Zhenya Kiruashkin Stepanoff's Hobie 33 'Angel', while 'Shadow' crosses; Ray Irvine's 'Crew's Nest' was the top Catalina 34.

clockwise route were stymied by no breeze and a light flood that trapped them in the lee of the island.

PHRF 3 went to Bill Moore's Express 27 *Shenanigans* while PHRF 4 went to Ron Young's IOD *Youngster*. Ray Irvine's *Crew's Nest* was tops among the Catalina 34s. Eric Gray's *Knarr 134* took that division, while Chris Herrmann's *Thea* was the top Folkboat. On the multihull side,

Peter Stoneberg's Formula 40 *Shadow* was racing herself in the Larger Multis division, while five Wetas showed up for that class with Marc Simmel taking the honors.

GOLDEN GATE YC MANUEL FAGUNDES SEA-WEED SOUP SERIES (1/8, 1r)

PHRF 1 — 1) **Sapphire**, Synergy 1000, Dave Rasmussen; 2) **TNT**, Tripp 43, Brad Copper; 3) **De-**

ception, SC 50, Bill Helvestine. (7 boats)

PHRF 2 — 1) **Eight Ball**, Farr 30, Scott Easom; 2) **Q**, Schumacher 40, Glenn Isaacson; 3) **Wild One**, FT 10, John Lymberg. (12 boats)

PHRF 3 — 1) **Shenanigans**, Express 27, Bill Moore; 2) **Uno**, Wyliecat 30, Steve Wanner; 3) **Lazy Lightning**, Tartan 10, Tim McDonald. (11 boats)



CATALINA 34 — 1) **Crew's Nest**, Ray Irvine; 2) **Queimada**, David Sanner; 3) **Mottley**, Chris Owen. (9 boats)
 PHRF 4 — 1) **Xarifa**, IOD, Paul Manning; 2) **Torrid**, Aphrodite 101, Larry Westland; 3) **Youngster**, IOD, Ron Young. (8 boats)
 KNARR — 1) **Knarr 134**, J. Eric Gray; 2) **Kraken**, Rislely Sams; 3) **Benino**, Mark Dahm. (6 boats)
 FOLKBOAT — 1) **Thea**, Chris Herrmann; 2) **Nordic Star**, Richard Keldsen; 3) **Folkdance**, Werner Stein. (7 boats)
 LARGER MULTIS — 1) **Shadow**, Formula 40,

Peter Stoneberg. (1 boat)
 WETA — 1) **Marc Simmel**; 2) **Stephan Sonens**; 3) **Loose Cannon**, Gordon Lyon. (5 boats)
 Complete results at: www.ggyc.org

Berkeley YC Mids

First off, we want to thank Jeff Zarwell of RegattaPro for graciously zooming over with a couple boxes of shells before the racing on January 8. Our outfit in Minnesota had apparently become snowbound.

Speaking of snow — aren't we lucky folks here on San Francisco Bay? We get to go sailing in January — as long as no

one is in a hurry, that is. We were able to start the 55 frostbiters on time for a change. An 8-mile windward/leeward course was chosen, but the going was very sloooooow. So slow, that the slower-rated boats never had a chance to beat the 5 p.m. deadline.

A peek at the cumulative results shows that in many divisions, first place is looking pretty solid. In four of the divisions, the leader has snagged all bullets. Things are not settled at all in the Express 27 fleet though. There is a tie for first between Ray Lotto's *El Raton* and Will Paxton's *Motorcycle Irene*. With a sizable

THE RACING

18-boat fleet, final places can change dramatically. February's finale should be pretty exciting!

Ta-Da! On Sunday, January 9, we see the sun. It appeared to cost us knots of wind, however, and the direction was close to "unknown". After a 20-minute delay, the 24 boats were sent off toward GOC with great hopes. After an hour or so, it became apparent that a shortened course was necessary. In fact, the slowest-rated division ended up with only a 3.8 mile race, and it took them over two hours to cover it. But the sun was out!

For the separately-scored Sunday series we expect a bit of drama in Division 3 in February. Any one of the top three could end up winning. Richard Stockdale in his J-24 *Frogflips*, or Jim Fair in his Merit 25 *Chesapeake*, or Tony Chargin in his Moore 24 *Twoirrational* are basically tied. The Fat Lady hasn't quite sung in some of the other divisions, either.

— bobbi tosse

BERKELEY YC MIDWINTERS SATURDAY SERIES STANDINGS (3r. 0t)

DIVISION A — 1) **Family Hour-TNG**, Henderson 30, Bilafer family, 3 points; 2) **Jeannette**, Frers 40, Henry King, 7; 3) **Stewball**, Express 37, Bob Harford, 9. (8 boats)

DIVISION B — 1) **Hoot**, Olson 30, Andrew Macfie, 3 points; 2) **Flexi Flyer**, Soverel 33, Mitchell Wells, 8; 3) **Mintaka 4**, Farr 38, Gerry Brown, 5. (8 boats)

DIVISION C — 1) **Shameless**, Custom Schumacher 30, G. Ellison/H. Macartney, 5 points; 2) **Baleineau**, Olson 34, Charles Brochard, 7; 3) **For Pete's Sake**, Ultimate 24, Peter Cook, 10. (6

boats)

EXPRESS 27 — 1) **El Raton**, Ray Lotto, 6 points; 1) **Motorcycle Irene**, Will Paxton, 6; 3) **Eagle**, Ross Groelz, 11. (18 boats)

DIVISION D — 1) **Joycity**, 1/4 Ton, Patrick Kohlman, 5 points; 2) **Phantom**, J/24, John Gulliford, 8; 3) **Chesapeake**, Merit 25, Jim Fair, 10. (7 boats)

DIVISION E — 1) **Lelo Too**, Tartan 30, Emile Carles, 4 points; 2) **Achates**, Newport 30, Robert Schock, 6; 3) **Starkite**, Catalina 30, Laurie Miller, 11. (4 boats)

DIVISION F — 1) **Dumbo**, Catalina 22, David Torrisi, 3 points; 2) **Latin Lass**, Catalina 27, Bill Chapman, 12; 3) **Crazy Horse**, Ranger 23, Nicholas Ancel, 13. (6 boats)

CAL 20 — 1) **Can O' Whoopass**, Richard vonEhrenkrook, 3 points; 2) **Fjording**, Tina Lundh, 7; 3) **Recluse**, Cal 20, Howard Martin, 15. (5 boats)

Complete results at: www.berkeleyyc.org

BERKELEY YC MIDWINTERS SUNDAY SERIES STANDINGS (3r. 0t)

MULTIHULL — 1) **Emma**, Bill Roberts, 3 points. (1 boat)

DIVISION 1 (<85) — 1) **Sweet Okole**, Modified Farr 36, Dean Treadway, 4 points; 2) **Warp Speed**, C&C 115, Jeff Smith, 9; 2) **Salt Peanuts**, Dees GP 26, Steve Saperstein, 10. (5 boats)

DIVISION 2 (87-120) — 1) **Hoot**, Olson 30, Andrew Macfie, 4 points; 2) **Flexi Flyer**, Soverel 33, Mitchell Wells, 7; 3) **For Pete's Sake**, Ultimate 24, Peter Cook, 9. (5 boats)

EXPRESS 27 — 1) **Great White**, Rachel Fogel, 5 points; 2) **Wetsu**, Phil Krasner, 8; 3) **Dianne**, Steve Katzman, 12. (5 boats)

DIVISION 3 (123-168) — 1) **Frogflips**, J/24, Richard Stockdale, 7 points; 2) **Chesapeake**, Merit 25, Jim Fair, 8; 3) **Two Irrational**, Moore 24,



SHARON GREEN/WWW.ULTIMATESAILING.COM

Anthony Chargin, 8. (5 boats)

DIVISION 4 (>170) — 1) **Antares**, IS 30-2, Larry Telford, 4 points; 2) **Latin Lass**, Catalina 27, Bill Chapman, 6; 3) **Zingaro**, Santana 22, Jennifer McKenna, 9. (4 boats)

Complete results at: www.berkeleyyc.org

Race Notes

The Florida Swing — **Key West '11 presented by Nautica** wrapped up just as we went to press, and some Bay Area teams made some quality showings at the January 17-21 event. Five-time winner Tom

THE BOX SCORES

The Bay's midwinter series are in full swing, so without further ado, we get right to the results. Our style guide for midwinters results is right here in front of you. If you take the time to type them out in the format you see here, they are guaranteed to get into the magazine, as it just makes life that much easier for us when our results gnome decides to play hooky. We need the boat name, type of boat (for handicap divisions) and the skipper's name. When you've gotten all that info together, just send it on to the Racing Editor at rob@latitude38.com. Thanks!

SAUSALITO YACHT CLUB MIDWINTERS (12/5 1r)

DIVISION A (SPINNAKER) — 1) **Ohana**, Beneteau 47, Steve Hocking; 2) **Gammon**, Tartan 10, Jeff Hunter; 3) **Escapade**, Sabre 402, Nick Sands. (8 boats)

DIVISION C (NON-SPINNAKER PHRF < 143) — 1) **Basic Instinct**, Eliot 1050, Jan Borjeson; 2) **Q**, Schumacher 40, Glenn Isaacson; 3) **Grey Ghost**, Hanse 342, Doug Grant. (4 boats)

DIVISION D (NON-SPINNAKER PHRF 143 - 232) — 1) **La Mer**, Newport 30, Randy Grenier; 2) **Geronimo**, Lancer 30M, Michael Campbell; 3) **Shockwave**, Santana 525, JP Watts. (6 boats)

DIVISION E (NON SPINNAKER PHRF >232) — 1) **Tackful**, Santana 22, Frank Lawler. (1 boat)

Complete results at: www.sausalitoyachtclub.org

REGATTAPRO/SAUSALITO YC WINTER ONE DESIGN SERIES STANDINGS (6r. 1t)

J/120 — 1) **Grace Dances**, Richard Swanson, 9 points; 2) **Mr. Magoo**, Steve Madeira, 15; 3) **Dayenu**, Don Payan, 16. (7 boats)

ANTRIM 27 — 1) **Always Friday**, John Liebenberg, 8 points; 2) **Arch Angel**, Bryce Griffith, 8; 3) **E.T.**, Todd Hedin, 15. (5 boats)

MELGES 24 — 1) **Personal Puff**, Dan Hauserman, 7 points; 2) **Smokin'**, Kevin Clark, 12; 3) **Wilco**, Doug Wilhelm, 14. (10 boats)

J/105 — 1) **Arbitrage**, Bruce Stone, 10 points; 2) **Blackhawk**, Scooter Simmons, 17; 3) **Wonder**, Tom Kennely, 18. (12 boats)

MOORE 24 — 1) **Moorigami**, John Siegel, 5 points; 2) **Blue Ball**, Simon Winer, 12; 3) **Banditos**,

John Kernot, 12. (7 boats)

J/24 — 1) **On Belay**, Don Taylor, 11 points; 2) **Snowjob**, Brian Goepfrich, 15; 3) **Frogflips**, Richard Stockdale, 15. (7 boats)

Complete results at: www.regattapro.com

VALLEJO YC TINY ROBBINS MIDS (1/8. 1r)

DIVISION A — 1) **Split Water**, Beneteau 10R, David Britt; 2) **Tutto Bene**, Beneteau 38.5, Jack Vetter. (2 boats)

DIVISION B — 1) **Somewhere in Time**, Schock 35, Tom Ochs; 2) **Ringer**, Cal 2-27, Gary Cicerello; 3) **Pretty Penny**, Mull 30, Bruce Sinclair. (8 boats)

Complete results at: www.vyc.org

ISLAND YC ISLAND DAYS #3 (1/9. 1r)

SPINNAKER 1 — 1) **Crazy Eights**, Moore 24, Aaron Lee; 2) **Invisible Hand**, J/111, Greg Nelsen; 3) **Rascal**, Franken-Wilderness 30, Rui Luis. (8 boats)

168 RATERS — 1) **Dire Straits**, J/24, Steve Bayles; 2) **Bandido**, Merit 25, George Gurrola; 3) **Bewitched**, Merit 25, Laraine Salmon. (4 boats)

SPINNAKER 2 — 1) **Wuvulu**, Islander 30, John



Richard Matthews' Humphreys 54 'Oystercatcher XXVIII' came all the way from the U.K. for Key West presented by Nautica. These new -54-footers are catching on in the U.S. as well as owners look for a leg up on all the IRC-optimized TP 52s that keep coming over from Europe.

Coates sailed his *Masquerade* to fourth in the 14-boat J/105 class, missing out on a podium finish by only one point. John Kilroy's *Samba Pa Ti* also took a fourth but in the 21-boat Melges 32 class, where Steve Howe's *Warpath* — with Santa Cruz' Morgan Larson calling tactics — took

second. California was pretty well represented elsewhere, with Farr 30 Class president, Santa Barbara's Deneen Demourkas, losing second on a countback in that class, and husband John 12 points back in fourth in their respective *Groovedercis*.

The RC 44s made their debut at the regatta, with AC 34 Challenger of Record Vincenzo Onorato's *Mascalzone Latino* winning on a tiebreaker with Chicago Match Race Center founder Don Wilson and *Team Aqua*. The four-boat IRC Mini Maxi class went to Dan Meyers' J/V 66 *Numbers*, with only two points separat-

ing first from fourth! Full results are at a URL that's way too long to print; just Google Key West 2011.

Southern Skiffies — Northern California skiffies headed south to Mar Del Plata, Argentina for the '11 **29er Worlds** January 1-8. Max Fraser and David Liebenberg finished 15th in the 25-boat Gold fleet, while James Moody teamed up with Southern Californian Tyler MacDonald to finish 23rd. The two teams were the only US teams to qualify for the Gold fleet.

Kristen Lane and Matt Noble finished seventh in the 35-boat silver fleet. You can find complete results at www.29erworlds.org. In related news, Fraser has been tapped to lead the East Coast's first skiff clinic, the details of which you can find at www.skiffhead.com.

Mexico-bound — The Newport Harbor YC's biennial **Cabo Race** starts March 18-19 and has already attracted an extremely high-quality fleet for one of the West Coast's classic Mexico races. Five ULDB 70s will be joined by some even bigger boys like Lorenzo Berho's Kernan 68 *Peligroso*, John MacLaurin's *Pendragon VI* — reportedly reworked and ready to go after a disastrous PV race last year — and Hap Fauth's Newport, Rhode Island-based, super-grand-prix IRC Mini Maxi, R/P 69 *Bella Mente*. Jack Taylor's Pac Cup-conquering *Horizon* is signed up along with two other SC 50s, one of which is Wayne Zittel's Alameda/Puerto Vallarta-based J/World's *Hula Girl*. Also with the Bay Area contingent will be Frank Sloodman's brand-new J/111 *Invisible Hand*, and Ashley Wolfe's TP 52 *Mayhem*. Although not yet signed up, Chip Megeath's all-conquering, Tiburon-based R/P *Criminal Mischief* is getting prepped for the race. Bay Area naval architect Jim Antrim will be represented by Sue and Barry Senescu's Dana Point-based Class 40 *Yippee Kai Yay*. Dr. Laura Schlessinger's brand-new Kernan 46 *Katana* will supposedly be ready for the race. More details are up on www.nhycabrace.com.

New; 2) **Tinker**, Wilderness 21, Matthew Beall; 3) **Spitfire**, Santana 22, Tom McIntyre. (10 boats)

NON-SPINNAKER — 1) **Spray**, Mercury, Paul Mueller; 2) **Obsession**, Harbor 20, Lee Perry; 3) **Kiwa**, Ericson 32-2, Warren Taylor. (6 boats)

COLUMBIA 5.5 — 1) **Tenacious**, Group SCS; 2) **Seabiscuit**, Peter Szaz. (2 boats)

Complete results at: www.iyc.org

SOUTH BEACH YC ISLAND FEVER SERIES STANDINGS (3r. 0t)

SPINNAKER PHRF ≤ 126 — 1) **Wasabi**, Kernan 44, Dale Williams, 6 points; 2) **Lazy Lightning**, Tartan 10, Tim McDonald, 8; 3) **Wild One**, FT 10, John Lymberg, 9. (11 boats)

SPINNAKER PHRF 127+ — 1) **Double Play**, Yankee 30, RDK partners, 4 points; 2) **Luna Sea**, Islander 36, Dan Knox, 7; 3) **Smooth**, Santana 525, Mark Feinholz, 9. (5 boats)

SPINNAKER CATALINA 30 — 1) **Adventure**, Jack McDermott, 4 points; 2) **Huge**, Woodruff/Keen, 5; 3) **Friday's Eagle**, Mark Hecht, 10. (6 boats)

NON-SPINNAKER — 1) **007**, J/105, Bruce Blackie, 3 points; 2) **Seaview**, C&C 115, Peter Hamm, 8; 3) **Unanimous**, CS 30, Steve Eittem, 11. (6 boats)

Complete results at: www.southbeachyc.org

RICHMOND YC SMALL BOAT MIDWINTERS SERIES STANDINGS

EI TORO SR. (11r/1t) — 1) **Michael Quinn**, 25 points; 2) **Gordie Nash**, 25; 3) **Buzz Blackett**, 46. (15 boats)

EL TORO JR. (10r/1t) — 1) **Robbie Englehart**, 26 points; 2) **Neil Marcellini**, 27; 3) **Michael Marlett**, 34. (20 boats)

OPTIMIST CHAMPS (3r/0t) — 1) **Lawson Willard**, 10 points; 2) **William McMullen**, 11; 3) **Teddy Hayden**, 13. (13 boats)

OPTIMIST GREEN (4r/0t) — 1) **Sumner Strumph**, 10 points; 2) **TJ Mahoney**, 11; 3) **Jack Landon**, 12. (21 boats)

SNIPER (9r/1t) — 1) **Doug Howson**, 13 points; 2)

Greg Miller, 26; 3) **Vince Casalaina**, 30. (8 boats)

BYTE (9r/1t) — 1) **Bill Tieman**, 16 points; 2)

Laurie Davis, 17; 3) **Michele Logan**, 30. (4 boats)

WYLIE WABBIT (6r/0t) — 1) **Weckless**, Tim Russell, 11 points; 2) **Bad Hare Day**, Erik Menzel, 18; 3) **Jack**, Bill Erkelens, 20. (6 boats)

ULTIMATE 20 (6r/0t) — 1) **Michael Eisenberg**, 10 points; 2) **Tom Burden**, 18; 3) **Phil Kanegsberg**, 28. (8 boats)

29er (6r/0t) — 1) **Mackenzie Cook/John Marlett**, 6 points; 2) **Mike Pacholski/Haydon Stapleton**, 13; 3) **John Canepa**, 25. (4 boats)

LASER (6r/0t) — 1) **Christine Neville**, 23

points; 2) **Mark Halman**, 29; 3) **Ryan Nelson**, 29. (15 boats)

LASER RADIAL (6r/0t) — 1) **Dominique Bertrand**, 14 points; 2) **Olivia McDonald**, 31; 3) **Calum Finlayson**, 41. (8 boats)

BREAKWATER OPEN CLASS (9r/1t) — 1) **Steve Cameron**, Antrim Wing Dinghy, 18 points; 2) **Erica Quinn**, 420, 34; 3) **Ron Tostensen**, Antrim Wing Dinghy, 38. (11 boats)

THISTLE (6r/0t) — 1) **Michael Gillum**, 12 points; 2) **David Rumbaugh**, 14; 3) **Mike Arrow**, 25. (6 boats)

FLYING DUTCHMAN (6r/0t) — 1) **Zhenya Kirueshkin-Stepanoff**, 6 points; 2) **Jason Lawrence**, 24; 3) **Buzz Ballenger**, 37. (4 boats)

WETA (5r/0t) — 1) **Gordon Lyon**, 5 points; 2) **Marc Simmel**, 10. (2 boats)

I-14 (6r, 0t) — 1) **Lawrence Henderson**, 20 points; 2) **Rand Arnold**, 27. (2 boats)

SOUTHAMPTON OPEN CLASS (6r/0t) — 1) **Pieter Versavel**, Musto Skiff, 9 points; 2) **Christopher O'Leary**, 505, 21; 3) **Wayne Clough**, Lightning, 24. (8 boats)

MULTIHULL (6r/0t) — 1) **Ryan Schofield**, Hobie 18, 11; 2) **Brett Peterson**, Hobie 18, 16; 3) **Nico Columb**, Tornado, 19. (4 boats)

Complete results at: www.richmondyc.org

THE RACING

Who's yo' Daddy? — March is just around the corner, and that means that it will soon be time for a Bay favorite, the Richmond YC's **Big Daddy Regatta!** As one of the bookends to the Bay's racing season, the Big Daddy always brings out big numbers for Saturday's buoy races and Sunday's pursuit race. This year put it on your calendar for March 12-13, and keep an eye on www.richmondyc.org.

Ratcheting Up the Race Management — While we're on the topic of Richmond YC, coming on the heels of January's race management seminar at Encinal YC, Richmond YC is sponsoring a two-day **Advanced Race Management Seminar** on February 26-27. The seminar is for experienced race officers who would like to refresh and increase their knowledge.

The event will be led by Bill Gage, US Sailing's Area G Race Officer and himself a National Race Officer. Bill Stump, a National Race Officer from Southern California, will assist in leading the session; he is also a member of US Sailing's Race Management Committee.

Advanced seminar registration is



LATITUDE/ROB

Chip Megeath's 'Criminal Mischief' will be looking to notch another Cabo Race win in March.

required on the US Sailing website at www.ussailing.org/racemgt/race_ovidar_prog/seminars.asp. For further

info, contact Gage at 510-965-0095 or bill.gage@savitar.net.

Time for the Crew List Party — Are you having trouble finding crew? Are you having trouble finding rides? Did you know that the *Latitude 38* Crew List can help you accomplish both? Our crew list has been a staple for Bay Area sailors for the past three decades, and is an extremely effective way to find both crew and rides.

Our spring **Crew List Party**, is just around the corner and it's tailor-made for people who value face-to-face introductions to potential skippers and/or crew. Oh, and they're a lot of fun! The next one is at the Golden Gate YC on March 9 from 6 to 9 p.m. It only costs \$7 — \$5 if you're under 25 with ID — and includes snacks to go along with the no-host bar. Before the party gets going, Sal's Inflatables will be doing an in-the-water liferaft demo starting at 3 p.m. Reservations are required; call Sal's directly at (510) 522-1824 to reserve a spot. If you find yourself in need of either a ride or new crew in '11, you know where to go: www.latitude38.com.

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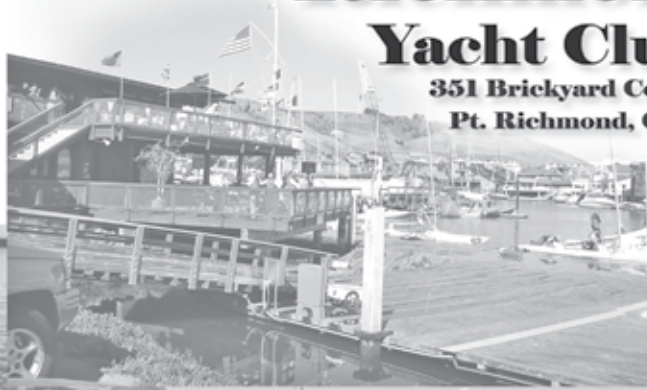
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SAIL A SMALL BOAT DAY

SATURDAY, MARCH 5, 2011
10:30 AM to 3:30 PM

Richmond Yacht Club

351 Brickyard Cove Road
Pt. Richmond, California



"The small-boat sailor is the real sailor" – Jack London, 1912

Join us at the Richmond Yacht Club for our FREE "Sail a Small Boat Day!"

This event is open to everyone, including non-sailors. Bring your wetsuit and PFD if you have them. Otherwise, bring warm, waterproof clothing. You should expect to get wet, so bring along a change of clothes and leave valuables at home. FREE RIDES will be available on a first come, first served basis. If a skipper feels that you aren't dressed properly for his or her boat, or don't have the necessary sailing skills, he or she may suggest that you try a different boat.

Contact Eric Arens: ryc_small_boat@earthlink.net

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WORLD

With reports this month on a new charter option for **Exploring Far-Flung Destinations**, our tips on **Special Event Charters**, an ER doc's advice on **Preparing for Medical Emergencies**, and **Charter Notes**.

A Longtime Career of Chartering Out on the Fringes

We don't often profile individual charter skippers, but Alain Desmot is in no way typical.

He's logged 350,000 sea miles, including three circumnavigations, and has skippered or crewed aboard everything from megayachts to cargo ships — and he speaks four languages. During his visit to the Bay late last summer, we learned that he'd recently completed a stint as fleet manager for a prestigious yacht management firm in Monaco. That sounded like good duty to us, but apparently Alain couldn't wait to get back out on the water again doing what he loves best: working as a charter skipper and introducing a wide range of clients to the joys of vacationing under sail.

What sets Alain — and his longtime partner Christine — apart from other career charter operators is that they specialize in far-flung destinations where few, if any, other charter options are offered.

For example, with their previous boat, *Miz Mae*, they spent three years doing 'adventure charters' in Vanuatu half of each year, and during the cyclone season you could find them in New Zealand, their de facto home base. Not only do Alain and Christine enjoy the cultural richness of off-the-beaten-track places like Vanuatu, but they are both avid

Blasting across San Francisco Bay on a stiff breeze, 'Rocket Science' struts her stuff. Below decks, she's bright, airy and comfortable.

divers. And, of course, the less-traveled destinations tend to have the most pristine underwater realms.

Having recently purchased a sexy new ride named *Rocket Science* here on the West Coast, they are now headed back to the watery playgrounds of the Pacific where their charter offerings may be more exotic than ever. We say that because *Rocket Science*, a custom-built Riptide 55, designed by Paul Bieker and built of carbon fiber, is as fast as she is sleek, and goes upwind like a freight train. With her light weight and 54 feet of waterline, she easily surfs at 10 to 14 knots. Through Alain and Christine's longtime West Coast charter brokerage, Ocean Voyages of Sausalito, *Rocket Science* is being offered for adventure charters virtually anywhere in the South or North Pacific.

As Ocean Voyages owner Mary Crowley explains, "I always advise people to take their time during charters. There's no reason to be in paradise and be in a rush to get to the next place. But with the speed of this boat it's possible to see two or three island groups in a single charter."

Rocket Science was built as a "very high performance racer/cruiser" with a water ballasting system that, when loaded, is like having 10 husky crewmen riding the rail. So, needless to say, she is very stable even in nasty weather. She can sleep six comfortably, and her airy interior is comfortable and modern throughout. Her aft cockpit design gives her plenty of open deck space, and an ingenious hideaway dinghy 'garage' keeps her decks free of clutter during passages.

Alain explained, "I'm excited to get back out to the Pacific again, and I'm completely open to clients' fantasies. We're more than willing to go to new destinations or return to those we know well." Their ideal clients, it seems, would be those interested in taking the helm of a true performance yacht and learning the subtleties of trimming her to her top potential. Also, those who yearn to explore remote, unspoiled regions of the Pacific Basin away from typical tourist meccas. For sailors who would love nothing more than to explore the Pacific in their own boat, but can't handle the time commitment, a few weeks or more aboard



Rocket Science would be a worthwhile compromise.

When we chatted with Alain a few months ago, he and Christine were in the process of bringing the boat south from Alaska, where they'd bought her. After a little exploring along the Central American coast, they plan to cross to the Marquesas, Tuamotus, and Society Islands, then head west to the Cook Islands, Tonga and wherever charter requests take them — including the remote islands of Indonesia and Micronesia, and possibly even to Japan and China. With a dive compressor and a full complement of dive gear on board, *Rocket Science* is ideally suited to sail and dive charters, and we'll bet she'll book a lot of them in famous underwater wonderlands like Palau.

It's remarkable to us that after more than 25 years of meeting the needs of charter guests and private yacht owners, Alain and Christine still haven't tired of playing host and hostess. "No, we always enjoy getting to know new people," says Alain. "When guests come on board, they can do whatever they want. We just want them to enjoy themselves and learn some new things about sailing and the oceans, so that when they return home they'll



OF CHARTERING



LATITUDE / ANDY

Alain has skippered and crewed aboard all sorts of vessels, but none was more suited to the far-flung voyaging he loves so much.

say, "That was a magical experience!"

Learn more about *Rocket Science* and *Ocean Voyages'* other offerings at www.oceanvoyages.com.

— latitude/andy

Eager for Action? Try a Special Event Charter

Among bareboat vacationers there are those who relish isolated anchorages with minimal development ashore, and those who'd rather be in the heart of the action, making new friends and taking maximum advantage of the nightlife.

If you identify with the latter group, we suggest you consider doing what we call a special event charter. That is, timing your charter dates with an action-packed event such as a regatta or cultural celebration.

Here are a few ideas to get your research started: As we often remind you, the islands of the Eastern Caribbean host a whole series of well-run, fun-filled regattas that attract the best racers from up and down the island chain, as well as bareboaters from all over the world. The biggest and best are Dutch St. Maarten's

Heineken Regatta, March 3-6 (www.heinekenregatta.com), the British Virgin Islands Spring Regatta and Festival, March 28-April 3 (www.bvispringregatta.org), and Antigua Sailing Week, April 24-29 (www.sailingweek.com). All of these actively encourage bareboaters to enter. And in the bareboat classes you'll always have some thrilling boat-for-boat action, in spite of the fact that these boats were not designed for racing and don't carry spinnakers or whisker poles.

Ideally, you'll want to pick up your boat a few days before the competition begins, so you can get to know its idiosyncrasies, and give your crew a chance to practice quick maneuvers. Win or lose, you're practically guaranteed to have a fantastic time at any of these sailfests, and make some lasting friendships with the European,

Caribbean or North American crews that you'll inevitably meet at the daily post-race parties.

Bareboat competitors are also welcome at French Polynesia's biggest annual regatta, the Tahiti Pearl Regatta. In addition to racing around buoys in the peaceful waters of Raiatea's idyllic lagoon, you'll race in open water during interisland crossings. This is one bareboat venue, by the way, where spinnakers are supplied. The nightly parties here, highlighted by authentic Polynesian music and dance, are some of the best we've ever seen — and we've been to a few parties. For spectacular scenery and an international mix of competitors the TPR — June 2-5 this year — is tough to beat (www.tahitipearlregatta.org.pf).

Another option is booking by the berth for a special event. One of our longtime favorites is the BVI's Highland Springs HIHO windsurfing regatta (June 23-July 3), which has now incorporated stand-up paddle boards — the latest rage in watersports. But you don't have to be a windsurfer or paddleboarder to join in the fun. Typically only about half of the participants race. The rest just go along for the ride. There are nightly dance parties, and all guests are accommodated aboard big, four-cabin cats, with most meals provided at resorts ashore. So it's a great way to see the islands without the hassle of provisioning, cooking, and cleaning up. A professional captain handles most of the sailing chores, and you'll have plenty of fit, fun-loving in-

International crews ghost along on a light breeze during French Polynesia's annual Tahiti Pearl Regatta.



LATITUDE / ANDY

ternational crews to party with (www.go-hiho.com).

Another by-the-berth option to consider is the long-established Interline Regatta, also held in the BVI (October 11-20). Featuring a series of races and lots of serious partying, it's an annual tradition that's little known to the average vacationer because at least one member of each crew has to work for an airline. Having attended part of an Interline a few years ago, our best advice if you decide to enter is: Watch out for the Finnish team. Their long-established race strategy is to fly in with a truckload of vodka and attempt to get the whole fleet smashed the night before the first race! (See www.moorings.com.) If you fall prey to their antics, don't say we didn't warn you.

— *latitude/andy*

One Last Thing to Pack: The Charterer's Medical Kit

Imagine this scenario: For months your family and a few close friends have been planning the dream sailing vacation — a two-week bareboat cruise through the West Indies. Being obsessive-compulsive types, you have prepared well. You've read every *World of Chartering* article in *Latitude* for the past three years, memorized Chris Doyle's *Cruising Guide to the Leeward Islands*, and photocopied a few essential pages from Nigel Caulder's *Boatowner's Mechanical and Electrical Manual*. You've packed your favorite CDs, drawn up your provisioning list, organized a ditty bag with cordage and hardware, and even taken a last-minute refresher scuba diving class.

So now you're ready, right? What could you have forgotten? Hmm. . . what about a medical kit? No need, you think, remembering that the charter brochure noted that there would be a well-stocked kit on board.

Well, that ain't necessarily so.

While a few charter companies are good about checking the supplies in their kits, most may review the kit once or twice a season and refill only when the charterers point out the deficiencies. For example, last year while running a catamaran between Guadeloupe and the BVI, I opened our boat's medical kit and found a few Band-Aids, a dozen aspirin and acetaminophen (Tylenol), some Dramamine pills, a bottle of iodine, a thermometer, a bottle of isopropyl alcohol, a tube of anesthetic burn cream and a small flask of Pepto Bismol. That was it



Clockwise from upper left: a painful stingray puncture; a nasty boat bite; tending to a dog bite; Dr. Kent sets a broken hand while on charter at St. Barth, in the French West Indies.

LATITUDE ARCHIVES

— and because all the meds were actually manufactured in France, the labels and instructions had to be translated.

Assuming you'd like to be a bit more prepared, consider bringing along a medical kit of your own. What should it include? First of all, I will share my bias: I am a minimalist. I travel light, carry only essentials, and improvise or purchase the rest while underway. Nevertheless, I still use the following principles when determining what to bring with me from home. Since there is no such thing as a "standard" medical kit, I try to anticipate what my needs will be. For example, (as the would-be captain) I consider how many people will be aboard and how long we will need to be totally self-reliant. Hours? Days? What access to medical supplies or help might I expect in the ports I am visiting?

From years of experience I know what my own personal risk tolerance is, but what is yours? Are you willing to accept the trade-off between the economy of a simple kit and the risk of not having everything you might need? Or are you a risk-averse person who would bring along an entire hospital supply room if given the chance? Are you an improviser? Could you easily build a traction splint for a broken leg out of boat hooks and duct tape? Your answers to these

questions will determine how complete a kit you should travel with.

Also, I always consider the kind of physical environment I am preparing for — especially potential problems with heat and humidity such as heat exhaustion or dehydration. Realistically, it may

POTENTIAL KIT CONTENTS

What you bring depends on where you're going.

Trauma Supplies:

- Elastic bandages (Band-Aid or Coverlet)—assorted sizes, cloth adhesive preferable
- Butterfly bandages or strips (Steri-Strip or Coverstrip)—for wound closure, assorted sizes
- Tincture of benzoin
- 2" x 2" sterile gauze pads
- 4" x 4" sterile gauze pads
- 8" x 10" sterile gauze pads
- Nonstick sterile bandages (Telfa or Metalline)—assorted sizes
- Prepackaged individual sterile oval eye pads
- Metal or plastic eye shield
- 1", 2", and 4" rolled gauze (Co-wrap or Elastomull)
- 2", 3", and 4" elastic wrap (Ace)
- 1" rolled cloth adhesive tape
- Moleskin
- Syringe (10 ml) and 18-gauge intravenous catheter (plastic portion)—for wound irrigation
- 4 1/4" x 36" SAM Splints (minimum 2)
- Antibiotic ointment (Polysporin, Bacitracin)
- Silver sulfadiazine 1% cream (Silvadene)
- Povidone-iodine 10% solution (Betadine)



take days or even longer to acclimate to the tropics if you are coming from a cold northern climate.

As the skipper I need to know if any of my crew or guests have significant health problems such as diabetes or heart ailments. If so, I emphasize that

they must bring an ample supply of their own prescription medications.

There are a variety of other medical issues to consider, especially when traveling to less sophisticated charter venues. For example, will there be children aboard? Children often have trouble taking pills, so perhaps some liquid form of medications should be brought. What kind of radio/telecommunications is available? All charter boats are equipped with a VHF radio, but will you also have a cell phone, and will it work where you are planning to sail? Will there be someone onboard with special medical skills such as an EMT, a nurse or doctor? Will there be anyone aboard who is pregnant? This could be a real problem with nausea and dehydration if you will be chartering in the tropics.

Having focused on the potential needs of your group, ask yourself if you realistically have the time, energy, inclination and expertise to custom-make your own kit from scratch, or if you would be better off looking for the most appropriate "off-the-shelf" kit.

Not everything listed in the box (below) will be appropriate for every charter, but consider it a basic checklist to work from. Some of these items, of course, may be out of the question unless you have access to an experienced sailing physician willing to advise you on the use of — and

prescribe — the antibiotics and narcotics listed.

If you do end up carrying prescription drugs, let me give you this strong cautionary note: A physician should be consulted before any medication is taken by a child, pregnant woman, or nursing mother. Make sure that you are not allergic to any drugs that you plan to use. Sharing medications with others is potentially hazardous and is not recommended. Do not treat yourself or others unless there is no alternative and you are comfortable with the problems. Carefully review the dose, indications, and adverse effects of all drugs that you plan to carry.

Also, in order to be fully prepared — particularly in more remote areas — you should carry a good medical guidebook. Peter Eastman's *Advanced First Aid Afloat* or Paul Gill's *The Onboard Medical Handbook* are two books which have been used by sailors for years. I can also recommend just about any of the wilderness medicine books by Paul Auerbach or Eric Weiss.

Once you have decided what you want in your kit, pack it carefully, keeping in mind it should be easily storable, easily accessible, and easily transportable. In addition, it needs to be organized logically to minimize rummaging and searching. In my opinion, soft valise-type bags with handles (seabags) fit the bill nicely. They come in various sizes, are

General Supplies:

- Duct tape
- Paper clips
- Safety pins
- Paramedic or EMT shears (scissors)
- Splinter forceps (tweezers)
- Oral thermometer
- Wooden tongue depressors ("tongue blades")
- Safety razor
- Cotton-tipped swabs (Q-Tips)
- Sterile eyewash, 1 oz.
- Oil of cloves (eugenol)—for common toothache
- Insect repellent
- Sunscreen/sunblock
- Acetic acid (vinegar)
- Isopropyl alcohol (40-60%)
- Hydrogen peroxide

General Over-the-Counter Medicines:

- Buffered aspirin 325 mg tablets
- Ibuprofen 200 mg tablets
- Acetaminophen (Tylenol) 325 mg tablets
- Antacid (Tums, Pepcid, etc.)
- Decongestant tablets (Sudafed)
- Antihistamine 25 capsules (Benadryl)
- Decongestant nasal spray (Afrin)

Anti-nausea/Seasick Medications:

- Meclizine 25 mg (Bonine)
- Stugeron (only available outside USA)
- Scopalomin patches (Trans-Derm Scop)
- Prochlorperazine (Compazine) suppositories
- Promethazine (Phenergan) suppositories 25 mg

General Prescription Medications:

- Prednisone 10 mg tablets—for moderate to severe allergic reactions
- Sodium sulamyd or gentamicin eye drops—for minor eye infections such as "pink eye"
- Vosol or Cortisporin otic solution—for infections of the ear canal, especially useful for "swimmer's ear" (common when snorkeling/diving in the tropics)
- Vicodin analgesic tablets—a strong oral pain medication (contains a narcotic like codeine)
- Allergic reaction kit—epinephrine (EpiPen and EpiPen Jr. or Ana-Kit); for SEVERE allergic reactions to stings, bites, or antibiotics where symptoms rapidly worsen and can become life-threatening

Prescription Antibiotics:

- Amoxicillin Clavulanate (Augmentin) 250/500 mg tablets—a broad-spectrum penicillin-type antibiotic; for bite wounds, skin infections, pneumonia, urinary tract infections, ear infections, bronchitis, and sinusitis; do not take if allergic to penicillin
- Cephalexin (Keflex) 250/500 mg tablets—a broad

spectrum antibiotic; a substitute for Augmentin in patients allergic to penicillin (You do not normally need to carry both cephalexin and amoxicillin; avoid or use with caution in individuals with penicillin allergy.)

- Erythromycin 250 mg tablets—another alternative antibiotic for individuals allergic to penicillin; used for bronchitis, pneumonia, skin infections, sinus infections, and ear and eye infections; may cause upset stomach, vomiting, and/or diarrhea

- Ciprofloxacin (Cipro) 500 mg tablets—the best antibiotic for the treatment of infectious diarrhea and dysentery; also for pneumonia, urinary tract infections, bone infections; not recommended for patients less than 18 years old or pregnant or nursing women

- Metronidazole (Flagyl) 250mg. tablets—used for parasitic infections such as Giardia or amoeba; also for intra-abdominal infections such as appendicitis (only when medical care is days away); do not drink alcohol; the interaction will cause severe abdominal pain, nausea, and vomiting; do not use if pregnant

- Trimethoprim with sulfamethoxazole double-strength tablets (Septra DS or Bactrim DS)—used for urinary tract or kidney infections, ear and sinus infections, and bronchitis; can be substituted for ciprofloxacin to treat infectious diarrhea or dysentery, but some bacteria which cause dysentery have developed resistance to this drug; do not use in individuals allergic to sulfa drugs or during pregnancy

WORLD OF CHARTERING

easily stored, easily transported, lightweight, and can carry multiple smaller nylon bags inside. I use double Ziploc bags within the kit for extra protection.

Finally, you might check out some of the back issues of *Latitude 38* (see below) where I have discussed in more detail many medicine-at-sea issues.

— *kent benedict, md, facep*

Benedict is a Board Certified emergency physician who has taught many courses on Emergency Medicine at Sea. Now semi-retired, he typically spends three to six weeks a year chartering in the tropics. And he always brings along his medical kit.

For further medical insights see these previous *Latitude* articles, which are downloadable from the "Features" section at www.latitude38.com: Medical Preparedness (on general medical preparation); Taming of the Spew (on seasickness); Medicine To Go (on how to make your own medical kit); Medical Potluck (on how to improvise medical supplies); and Hypothermia's Chilly Grip (on near-drowning and hypothermia).



TURKISH TOURISM

How about a trip to Turkey this summer? A few months from now you could be soaking in a spectacular lagoon like this.

Charter Notes

We haven't left ourselves much room for charter notes this month, but we do want to make a few quick points. First, if you hope to do a sailing getaway

this spring or summer, don't push the decision onto the back burner. Gather together your potential sailing partners, **pick a date and a location, and lock in a reservation.** That way, you'll have a much better choice of boats than you would at the last minute, and your party will have plenty of time to research and book affordable airfares.

Our second point is related: If you've tried to cash in **frequent flyer miles** on short notice lately, you know that doing so is almost impossible — unless you go for a business class or first class upgrade, where it 'costs' about a zillion miles to get from here to Fresno. But if you have a boat reserved for specific days w-a-a-y in advance — like six to nine months — you might actually be able to use them. And believe me that will not only put a smile on your face, but it'll make the whole trip quite affordable.

Finally, if you've been toying with the idea of **booking a catamaran**, we should tell you that even in these challenging times, most cats get booked many months in advance, especially in a given venue's prime season.

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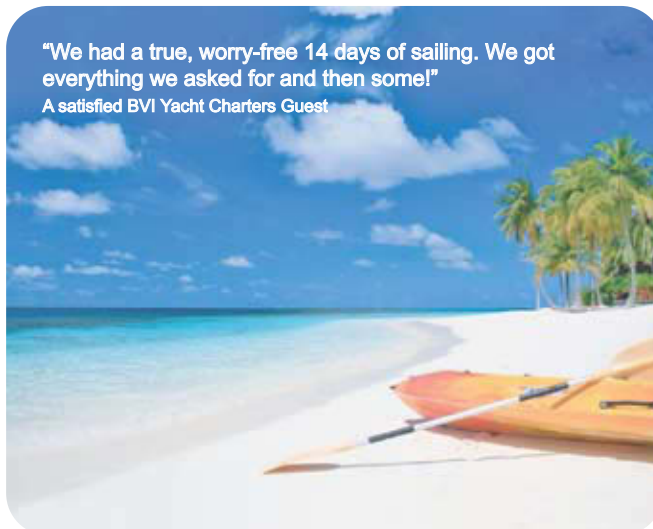
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CHANGES

With reports this month from **Fleetwood** on a 64-lock crossing of Europe; from **Po'oino Roa** on the Sail Malaysia Rally; from **Azure**, on Italy and having the boat winter there; from **Jake**, on spending the summer in the Sea of Cortez; from **Sarah Miller** on the second leg of her trip to Panama; from **Someday**, on a mellow daysail off Panama; from **Moonshadow** on the completion of a circumnavigation; and **Cruise Notes**.

Fleetwood — Naja 30 Jack van Ommen Cruising East Across Europe (Gig Harbor, WA / The World)

My plan to take *Fleetwood* 2,000 miles eastward across Europe to the Black Sea by rivers and canals turned out to be a bigger challenge than I had anticipated. The adverse current on the river Main, for example, made it a slow struggle, particularly with my 30-year-old Renault diesel faltering. In addition, the locks — unlike those in France — were treacherous and difficult to handle. While I may now have a line in the record books for singlehanding east across the European continent, it would have been nice to have another set of hands when going through the locks. The result is that *Fleetwood* is bruised and battered, and there will be plenty of maintenance to do on her when I return in April or May.

But the trip was worth all the pitfalls. Who could have dreamed that I would see fabulous sites such as Budapest, Bratislava, Passau, Nuremberg, Novi Sad and many others from my ocean-going boat? But the best memories are of the people I met and the good friends I made along the way. In this sense, it was no different than any of the 40+ other countries I have visited with *Fleetwood* since I departed Santa Barbara in early '05.

The last time I sent a 'Where is Jack?'

'Fleetwood' had to negotiate 64 bruising locks to get across Europe, locks made for commercial traffic rather than pleasure craft.

email was September 7, and my closing sentence read, "Keep me and my boat's tired 30-year-old Renault diesel in your prayers." Well, you either did not take me seriously, don't believe in prayer, or need to brush up on your relationship with the Lord. For just three days after my plea, my Renault suffered a serious stroke as I was entering the last of the 64 locks in my journey across Europe.

On 9/11, I limped into Calafat, Romania, on just one lung. I waited for spare parts, got the engine running again, then set off once more on October 1. But I had to turn back to Calafat and order a new engine from Holland, as the old Renault was just no longer capable. By the time the new engine was installed, I had missed the weather window to avoid the fog and winter storms of the Black Sea, and had to change my plan of sailing past the Bosphorus to winter in southern Turkey. So *Fleetwood* now sits high and dry at Zimnicea, Romania, on the banks of the Danube, and far from the ocean.

My plan was to sail the Med this summer, then head for Cartagena, Colombia in the winter. That will be my base for exploring South America. Those plans will now have to be pushed back, of course. But time is cheap when you're retired, and I'll still have another six years to complete my circumnavigation before my self-imposed deadline of my 80th birthday.

— jack 12/12/10

Po'oino Roa — Peterson 44 Jerry and Kathy McGraw The Sail Malaysia Rally (Newport Beach)

We read the report in *Latitude*, by John and Renee Prentice of the San Diego-based Serendipity 43 *Scarlett O'Hara*, on the Sail Indonesia Rally. Hav-

ing also participated in that event, we're in complete agreement with their assessment. The rally served the purpose of keeping us from having to avoid a bond, but the fact that the rally was 'organized' by non-cruisers — actually, non-sailors — resulted in many frustrations. We'd done the '04 Ha-Ha, and wondered where the Grand Poobah was when we needed him.

LATITUDE/RICHARD



Adventurous Jack.



Our report this month is on the Sail Malaysia Rally, which is a completely separate event from Sail Indonesia. It takes participants on what would be the normal cruising route after leaving Indonesia at the onset of the seasonal monsoon. As Malaysia is known to be very yacht-friendly in the first place, Sail Malaysia's big draw was three weeks of free dockage at the Danga Bay Marina at Johor Bahru, which is at the southern part of Peninsular Malaysia just across the way from Singapore. In fact, this is where the rally would start from.

We arrived at Danga Bay Marina, along with our sometime buddyboat *Scarlett*, in time to enjoy the full three weeks of free berthing. Our having covered almost 4,500 miles in the previous seven months, a lengthy stay in a marina was a nice change of pace for us. Once in Danga Bay, however, we discovered that all the marina slips were free to anyone who wanted to use them! So all we got from rally participation was the *guarantee* of a free slip. Checking into

DANUBE DAN



IN LATITUDES



KATHY MCGRAW

road. As a result, Kathy and I decided to travel only during the day, which meant we visited a lot more anchorages than most other boats in the rally.

After a big official dinner party on Halloween night to kick the rally off, the fleet headed to the historic city of Melaka, a last-minute addition to the itinerary. Having had three weeks of non-stop marina activity, Kathy and I decided we'd rather



Wake-up! Pedicabs are the way to get around Malaysian cities.

just relax on the hook at an offshore island. Folks who did make the stop reported that the marina was a bit suspect. A big problem in this part of the world is that while they build fine marinas, they are often built in places that don't offer the best protection from the prevailing weather. Furthermore, Malaysians are known for doing a poor job of maintaining anything.

Our next stop was Pangkor Island Marina, another new marina development. We were not only given three nights of free berthing, but they also provided someone to fill our fuel jugs. For the record, there are no fuel docks in this part of the world. In addition to a bus trip to the local supermarket for provisioning, we enjoyed a one-day tour of the sights of Pangkor Island, and finished it up with a hosted dinner and beer bar.

Our last intermediate stop was at George Town, Penang, another island off the coast of Malaysia. There were land tours of the city, which was founded in the late 1700s, and another excellent dinner. In fact, we began to wonder if the rally should be retitled Feast Malaysia rather than Sail Malaysia. Indeed, ***The Strait of Malacca, the main cruising route from Singapore to Thailand, has become one of the busiest shipping lanes in the world.***

"Honey, I think I found out why the prop and rudder won't turn, and why we've been sailing up the Strait of Malacca so slowly."

Malaysia was simple, with transportation provided. In fact, our driver did most of the running around to deliver the various papers to the various officials.

Johor Bahru is a large and modern city, a big change from what we'd seen in Indonesia. Using the excellent bus system, supplemented with some taxis, we located repair parts and found all the provisions we hadn't seen since Darwin. We were also able to sign up for a dongle-based broadband internet connection for about \$22/month that would work throughout Malaysia. Finally, *Lectronic Latitude* and online *Latitudes* again!

Sail Malaysia proved to be a bit of a free-form rally. For after the kick-off dinner, there were just three scheduled stops, each with festivities and tours, prior to the rally's conclusion at Langkawi, just south of the border with Thailand. We had almost six weeks to cover the 475 miles from start to finish.

The route took us north through the Strait of Malacca, which for centuries had been synonymous with piracy. Today it's one of the busiest commercial shipping channels in the world. The main ship traffic moves in two designated lanes, one northbound and one southbound. There is a third inshore traffic lane for smaller ships and tugs towing barges, although fishing is also allowed inside that lane.

While underway, it was not uncommon for us to see up to 15 large ships, a couple of tugs towing one or two barges, and 50 or more fishing boats up to 60 feet in length. Most of the fishing fleet disappeared at night. This didn't mean they had gone anywhere, but rather that they didn't use any lights — unless they were approached by another vessel. The fishing fleet uses both drift and trawl nets, so you really need to keep a constant watch. They also pay no attention to the international rules of the



PO OINO ROA

CHANGES

winds had been mostly less than 10 knots and very nearly on the nose. As a result, we did a lot of motorsailing.

I'm writing this shortly after we arrived at Langkawi, which is the end of the rally, and after a final gala dinner. Kathy enjoyed this rally much more than

the Sail Indonesia one, as things were better organized and there was better communication between the rally staff and the participants. Still, we're eager to resume the more relaxed lifestyle of independent cruisers.

So far, we've found Malaysia to be a friendly cruising ground with easy and inexpensive provisioning. Fuel averages about \$2.40/gal. Our biggest disappointment has been the lack of clear water for snorkeling. It's not that the water is dirty, it's just not crystal clear. But it's gotten better the closer we've gotten to Langkawi, and we're told it's much better up just a few miles north in Thailand. We've also been a bit disappointed in the lack of favorable sailing winds. Nonetheless, we plan to stay in this part of the world for a few years to enjoy all the wonders Southeast Asia is said to offer.

—jerry 12/15/10

Azure — Leopard 47 The Pimental Family Med Mid-Cruise Review (Alameda)

Over a year has zoomed by since our family began the adventure of sailing the Caribbean and the Med, something we'd been planning for 10 years. It may not be everyone's dream. In fact, when you *Italy has tiny picturesque ports such as Vernazza, one of the 'Cinque Terre', that can be visited by trail or boat. What's not to like?*

experience nasty weather, broken boat systems and sick kids all at the same time, it's more like a crazy challenge. But it's all about the journey. And doing things like swimming with turtles, kayaking with dolphins, and gazing at skies full of stars has been awe-inspiring. We're grateful to have the opportunity to travel and experience these memorable moments as a family.

Here are the answers to some of the questions we get asked the most:

What do you do all day? Typically, we snorkel, hike, home-school, and fix stuff. And/or we see the sites, trek to grocery stores, and figure out where we are and where we want to go next. From time to time we also host family and friends, and socialize with other sailors. Like many cruisers, we're anchored a lot more than we're sailing.

What's been the biggest surprise? That the boys, Leo and R.J, haven't been homesick and haven't missed television. The latter comes with a caveat, for when they see television, they miss it again. Hmmmm.

What's been the scariest part? Dragging anchor in 30 knots of wind at 3 a.m. at St. Martin in the West Indies.

How far have you sailed and where have you been? We've sailed 6,000 miles, explored 17 territories/countries, and stopped at 70 anchorages.

What have been your favorite places? The Columbia anchorage at St. Barth, French West Indies, a real turtle haven. The British Virgins, which has so many anchorages, rocks and other wonders. Horta in the Azores, which has European Old World charm. And Italy. What's not to like in Italy?

What have been the best parts of the trip? The spontaneity of it all, nature, and sharing our journey with others. And we've been so lucky to have had phenomenal support along the way, including hand-delivery of boat parts, volunteer labor, and help crewing, as well as all the encouraging notes and letters.

Where is Azure now? She's currently at Vibo Valentia, Italy. It's cold there in the winter, so we're currently warm and cozy at Uncle Jimmy's at Three Rivers up in the Delta.

What's next? On March 2, we return to Azure to begin a summer of cruising in Greece and Turkey. We'll return home in August in time for RJ to start the 8th



grade and Leo to start the 6th grade.

Do you spend all your time on the cat? No. For instance, toward the end of the summer we spent 2.5 weeks touring Italy. We got a great tour of the marble quarries of Carrara, where the marble for works such as Michaelangelo's 'David' came from. We also spent a lot of time in Lucca, a pedestrian-friendly town 45 minutes from Florence, where Rodney's grandmother had been born. It has a four-mile surrounding wall that took only about 1,500 years to finish. Today the wall is a popular running, biking and walking path. Within the walls is a quaint Italian village with shops, restaurants, cafes and minimal car traffic.

Lucca was our jumping off point for a variety of day trips. We went to Pisa, where the tower was interesting, but not worth \$20+ to climb. We also traveled to Cinque Terre, five small towns accessible by only trails, boats and in some cases trains. Our other days in Lucca were spent homeschooling, biking around



Capt. Kathy, cruising since '04, and still lovin' it.





LATITUDE/RICHARD

Many of the sun-drenched anchorages in the Sea of Cortez are dramatic, dry, and quite unlike any other in the world. Check 'em out.

the wall, playing in the park, shopping, cooking, climbing towers and so forth.

— the pimentels 12/05/10

**Jake — Hunter Legend 45
Jake and Sharon Howard
Summer in the Sea, Part Two
(Seattle)**

[Editor's note: The Howards have spent the last three summers in the Sea of Cortez, and will be spending a fourth there this summer. This is Part Two of their tips to enjoying a summer in the Sea.]

For cruisers considering a summer in the Sea, Jake says it's critically important that their boats have plenty of shade. "You'd probably want a dodger-bimini combination of some sort, as well as side curtains and maybe a boom tent. I can't overemphasize the importance of plenty of shade. You also want to have plenty of 12-volt fans, including ones

that you can move out into the cockpit."

As one might expect, refrigeration is a highly prized commodity in the Sea. "Like a lot of cruisers, we thought our cold-plate refrigeration and freezer system — which worked so well in the Pacific Northwest — would be just fine in Mexico. Well, it wasn't, as it required too much power to keep things cool. Our solution was to buy two Australian-made Engel stand-alone refrigerator/freezer units. We use the small one as a freezer and the larger one as a refrigerator. They are very energy efficient."

The Howards have four 130-watt solar panels mounted on an arch over the transom of their boat to provide green power. "As long as it's sunny, which it usually is in the Sea, we can run our refrigeration, freezer, fans,

watermakers, computers — all that stuff — without having to turn the boat's diesel on to charge the batteries."

And if you need boat gear that can only be found in the U.S., it's not that hard to travel to the States. Twice last summer Jake and Sharon took a bus from the Bahia de Los Angeles area south to Loreto, where they rented a Euro Car to drive north to San Diego and back. It sounds expensive, but even with the insurance included, it only cost \$90 — or about the same as two bus tickets. And it would have been tough carrying a bunch of replacement batteries on a bus. "It's actually a wonderful drive," says Jake.



Plentiful sunlight in the Sea means most boats can rely on just solar power.

Everyone has favorite spots in the Sea, including the Howards. For Jake and Sharon, the spots include Isla San Francisco, Agua Verde, Honeymoon Cove on Isla Danzante, V Cove on Isla Carmen, and Animas Slot in Animas Bay just to the south of Bahia de Los Angeles. Unlike some cruisers, the Howards stick to known anchorages or ones they've been told about. "We think Shawn Breeding and Heather Bansmer's guide to the Sea of Cortez is the gold standard."

Because there are fewer places to spend money in the Sea, the Howards find their cruising budget is about a third less than on the mainland. Making a guess off the top of his head, Jack figures that he and Sharon spend about

Extensive shading and lots of solar panels are two keys to enjoying a summer of cruising in the Sea of Cortez.



JAKE

CHANGES

\$3,000/month on the mainland versus \$2,000/month in the Sea, everything included.

The Howards find there is plenty to do in the Sea in the summer. Sharon loves cruising because it affords her the opportunity to simply relax after many years of teaching special education children how to read. Solitaire and sudoku bring her a lot of pleasure, but she also likes to swim, snorkel, hike, read, watch movies, participate in potlucks, and simply appreciate nature.

And there is plenty of nature in the Sea to enjoy, both above and below the surface. "We always complained that we'd never seen a whale shark," says Jake, "but while at the first full moon party we saw one swimming between the boats. I got my mask and snorkel on and jumped in. All of a sudden there was this giant creature with a five-foot-wide mouth swimming right at me! Even though whale sharks are very gentle, I got a real charge from it."

The Sea of Cortez is also known for Humboldt or diablo squid, which are extremely intelligent, and will work in teams to attack, but also engage in cannibalism. "They are very nasty," laughs Jake, "but they taste delicious. Although they grow to about six feet in length and 150 pounds, a friend of ours found 30 smaller ones that had beached themselves at Sweet Pea Cove, and shared the bounty with us. Yum."

Like a lot of cruisers in all of Mexico, *The Howards always complained about having never seen a whale shark. Then this guy came right at their boat. Jake jumped in.*

LATITUDE/RICHARD



Jake and Sharon's favorite guide to the Sea.

JAKE



Jake and Sharon have some family members who fear for their safety because they are in Mexico. "One sister keeps asking me if I'm aware of the dangers," Jake laughs, "as she's sure we're going to be assassinated. In our three years in Mexico, we've only had one incident — although it was pretty exciting. It happened down in Barra two years ago after we tied our dinghy up at the Sands Hotel and came around to the street out front. We saw a guy in full body armor shooting at somebody in an upper level hotel room. At first we thought it was a movie, but people yelled at us to get back behind cover. It turned out to be a single druggie guy, and the police killed him. But that's been it. We always feel safe in Mexico."

Do Jake and Sharon ever miss Seattle and the States? "Oh yeah!" says Jake. "At the beginning of every April we go home for four days to see friends and the doctors, and pick up stuff for the boat." Four days a year? If that isn't damning with faint praise, we don't know what is.

When we spoke with Jake late last year, he and Sharon were wrapping up the paperwork to get their FM3 visas before heading as far south as Zihua, and then back up to the Sea for the summer. Among other things, the FM3 visas give them the ability to sign up for Mexican IMSS health insurance, which runs about \$350 a person — per year! But they're not opportunists.

"We now think of Mexico as our home," says Jake. "I don't see Sharon or me ever wanting to return to the States." It's not an uncommon sentiment among the cruisers we've talked to this season.

— *latitude/rs 11/15/10*

Knotta Afreighter Nothin' Sarah Miller Zihua To Panama, Part Two (Boston)

Joining us on *Shannon* for the trip to Costa Rica was Greg, a 52-year-old bright-eyed and bushy-tailed salesman from Sacramento who was looking for a little adventure. As we left El Salvador, the four of us all but watched Central America make the dramatic transition from the dry season to the wet season. In just two weeks' time, what had been blue skies filled with little puffy clouds had become ominous dark grey

afternoon clouds that filled the air with incredible energy. Like clockwork, the heat lightning would build for several hours each afternoon while storm showers dumped rain in several directions. The storm cells were something to behold, and showering in the rain became a unique pleasure.

I remember one night in particular when, nearing Costa Rica, the radar screen turned completely white from storm cells, and there was lightning all around us. We suddenly realized that we were almost surrounded by three commercial fishing lines. Thanks to a combination of relentless flashes of lightning and intense bioluminescence in the water, it was almost impossible to see the intermittent flashes of the little LCD lights that warned of the fishing lines. As if that weren't enough, a ship appeared out of the darkness on our starboard quarter. It was so close! A moment later, another freighter appeared out of the dark off the port quarter! Both had their red and green lights showing, or did they? It was too hard to tell. Did I mention that *Shannon's* stern and steaming lights were out?

I'd wanted adventure, and I was getting it. We followed the original fishing line 10 miles out to sea — as opposed to following it in toward the rocky shore — and that put us in the shipping lanes. It was pretty spooky. Don't tell anyone, but it was one of my favorite nights of the whole trip. Yes, I got sopping wet, didn't sleep, and brewed coffee all night long while getting slammed around. But I loved it! And crewmates Mike, Ron and Greg were terrific.

The plume of clouds at sunrise the next morning featured the most magnificent pinks and purples I have ever seen. The clouds were so tall that we strained our necks looking up at the tops. The boys got a chuckle when they noticed I hadn't been in any hurry to take my foul weather gear off from the night before. I felt as though it was my badge of courage, so what was the rush in removing it? Not only that, but we had pancakes for breakfast. I won't forget that morning as long as I live.

Once we got to Costa Rica, Greg and Ron signed off, to be replaced by Marshall, 32, my friend from Massachusetts, and Leela, 35, a spiritual teacher from Minnesota, neither of whom had any sailing experience. We had to motor all the way to Golfito, so no wonder it's called the Pacific Ocean. While in Golfito,

IN LATITUDES

BOTH PHOTOS COURTESY SARAH MILLER

the Land & Sea marine motel became a little home away from home. Owner Katie saved us from being stuck in Costa Rica due to an unexpected holiday that had closed all the official offices. She was able to track down an official and convince him to make a 'house call' for a nominal fee.

The walls of this quaint and homey motel boast over 100 pizza pan-sized, hand-painted boat insignias — including one by Liz Clark of the Santa Barbara-based Cal 40 *Swell*. This was especially funny to me, because when I saw it I was holding the issue of *Latitude* where Liz described hanging out and singing on stage with Jimmy Buffet in Bora Bora. I added *Shannon's* insignia to the wall, but we were off again before the paint had dried. We had two new crew from Santa Barbara, too: Capt Steve, 60, and Miss Casey.

When we got to Panama's Perlas Islands, we anchored off a nice resort. One night Marshall, Leela and I heard some kids at a campfire speaking a language we didn't recognize. It turned out that they were the cameramen and assistants for a Turkish version of the *Survivor* reality television show. It has the same format and logos as the U.S. version. The next day, the executive producer of the show came to Mike and asked if a ride on *Shannon* could be the prize for the winner of that day's dance contest. Fun-loving Mike said yes, so the next day *Shannon* was loaded down with camera crews, gaffers, huge coolers, a director, and four of the contestants.

The contestants were beautiful, foreign — and famished! Fortunately, one of the Turks and Marshall had a common language — German — so we were able



Left; A magnificent sunrise after a wild night off Costa Rica. Above; the crew of 'Shannon' just after completing their Canal transit.

to communicate. The contestants feverishly told us they hadn't had real food for a long time, and had had to exist on

CHANGES

things like snakes and iguanas cooked with sticks over an open fire. No wonder they'd lost weight. No wonder they devoured every speck of meat in sight! They hadn't been allowed to take showers either, so you can imagine....

Despite being famished, we all started



The 'Ditch' was the scene of some excitement for 'Shannon'.

to dance while a Porsche-like speedboat did circles around us, recording everything while blasting out *I've Got A Feeling* by the Black-Eyed Peas. Mike led the conga line into the water, and we all played 'king of the dinghy' for what seemed like forever. Then as quickly as the Turks had come, they were gone. But two months later the episode was presented to 30 million viewers in Turkey, and we got to see it on YouTube. How bizarre!

While in Panama, we welcomed aboard Dr. Mike, a 47-year-old surgeon from Chicago, and Gabe, 40, an airline pilot. Unfortunately, Marshall got mugged while walking back to the boat in Panama City. We were all grateful that he wasn't hurt.

After two days of waiting, we made our Canal transit. I found it thrilling — but we did have a little mishap in the Miraflores Locks. Each lock is 1,050 feet by 110 feet, and the freighter with which we shared the lock was about 650 feet long and 100 feet wide. In other words, it was almost as wide as the lock, and we were 200 feet astern of her. The water gushed into the chamber from the bottom at a surprising rate. It took less than 15 minutes for the water to lift us 53 feet. Then, just as the gates were about to

If you ever want to feel small and claustrophobic, all you need to do is lock through a couple of Canal chambers behind a Panamax ship.

ed to dance while a Porsche-like speedboat did circles around us, recording everything while blasting out *I've Got A Feeling* by the Black-Eyed Peas. Mike led the conga line into the water, and we all played 'king of the dinghy' for what seemed like forever. Then as quickly as the Turks had come, they were gone. But two months later the episode was presented to 30 million viewers in Turkey, and we got to see it on YouTube. How bizarre!

open towards Miraflores Lake, one of the cables securing the ship in the chamber snapped! The ship quickly turned its giant screw full blast for a few seconds to keep from hitting the wall, which sent turbulent water gushing our way.

We just happened to be side-tied on the starboard side to a 50-ft yacht, which was tied to a tugboat on the starboard wall of the chamber. Simultaneously, the other yacht accidentally released our bow line. As a result, our bows headed in opposite directions while our sterns were still tied together. We were not only going to hit the wall of the chamber, but slam into the closed doors at the back of it! There was so much tension on the stern line that we couldn't release it. Before we had time to cut it, Mike threw the engine into reverse, butting our boat sterns together, allowing us to release the line and return to the center of the chamber. Everyone — including the helpless Canal workers at the edge of the chamber — clapped and cheered. It happened so quickly, but Capt Mike, as usual rose to the occasion. We decided to stay in control of our lines for the rest of the transit.

After the transit, all nine of us boarded planes back to the United States. What a fantastic trip from Puerto Vallarta it had been for me! And the nature! The mama humpback whale, the iguanas in Zihua, the parrots in El Salvador, the toucans in Costa Rica, and the dolphins and turtles all along the way. Back home in Boston, I re-entered the reality of cell phones, appointments, Facebook and online everything. If I can work just eight months a year and travel four, or even work 10 and travel two, that would be perfect. And someday sooner rather than later, I want to do the Puddle Jump. Oh yeah, I want to sail the Med, too. Thanks *Latitude!*

— sarah 06/15/10

Someday — Gulfstar 41 Bill Nokes

Simple Cruising Pleasures (Chetco Cove, Oregon)

I'm sitting at the open air restaurant/bar of Gone Fishin', a small resort hotel overlooking the anchorage at Boca Chica, Panama. Life is not just good, it's extraordinary. Over the railing and through the trees and shrubs that make up the landscaping, I can see a large motor yacht, a very small sailboat, and about 12 other cruising sailboats and trawlers of



various sizes. Also in the view are two small docks, a large bay, and a plethora of islands in the channel that runs to the Pacific Ocean at the Gulf of Chirique.

Across the way is an island about 25 miles long, at one end of which is Hotel Boca Brava, another small place with an active restaurant and bar that's popular with backpackers. Its small dock is frequently mobbed by water taxis and yacht dinghies. *Someday*, my boat, is anchored between where I'm sitting and the Hotel Boca Brava dock.

At daybreak, the sky was nearly clear, with just a few splashes of wispy clouds picking up the early morning hues. Our day started with a double-size cup of coffee, then a bit of tug & fetch with my dog Anna. Then we did some last minute put-away and cleaning to prepare for some people we had invited for a short daysail. Two of the invitees, Leo and his son Charlie, who live in Boca Chica, showed up early. Leo, who speaks excellent English, was the Panamanian boatman who towed *Someday* in when



SARAH MILLER

IN LATITUDES



RAMPANT SAILING

Foto fun: If you sail all the way to Langkawi, Malaysia, and want a little different kind of sailing thrill, you can book a day charter on Rampant Sailing's Norseman 400. In addition to normal sailing, they'll drag you behind the cat for a little 'bottom cleaning'. Safety first, of course.

we had engine problems.

As it turned out, the other two I had invited, Joe and Pam, a couple from upstate New York, had to cancel. She was still feeling the effects of a two-day illness.

Someday's Perkins diesel fired up right away. After anchoring Leo's panga, with my dinghy attached, we weighed anchor and motored out past Isla Boca Brava, Ventana, and too many other places for me to remember. Leo has spent his entire life here, so even though I think I've figured out the unmarked channel, he was the guide, with his 9-year-old son at the wheel. Charlie became *capitano* for the rest of the trip.

Once we cleared the rocks at the end of Ventana, we raised sail and killed the engine. The winds were light, so we were proceeding at a *placido* two to three knots. But it was fun and relaxing. We essentially made a large circle just

outside the channel for a couple hours, then sailed back to the entrance. Clouds began to fill in, turning from white fluff to streaks and bundles of grey.

We could have sailed back in, as the wind was from a favorable direction, but I furled the headsail and fired up the diesel. It looked as though it would be easy to sail into the anchorage, but the reality is that there are a lot of curves in the channel — and dangerous rocks that I could have hit with my keel. So I preferred to be able to quickly throw the engine into reverse if the forward-looking sonar indicated any obstructions.

Once back in the anchorage, we tried setting the hook in a different place than from where we had left. I have rarely required even a second try to get a good bite, and never four attempts. But that's

what it took this time, as apparently there was a hardpan patch. As a result, we ended up back where we had been before, close enough to *Cruising Time* to violate their privacy, but not close enough to make contact.

Leo volunteered to take our *basura*, including the results of our oil change. Unfortunately, in transferring it from a bucket to a jug, we managed to change the color of my port side from white to black, and spatter his port side as well. After wiping up what we could, we donated a spray bottle of Fantastick to the restoration of the white hull.



Bill Nokes

Well, all that was several hours ago, and the three of us decided to come up to *Gone Fishin'* to have some fish fingers — something I've never seen on a live fish — and green salads. And watch the daylight complete its swing.

It may not sound like much, but what a perfect day.

— bill 12/09/10

Moonshadow — Deerfoot 2-62 George Backhus, Merima Jaferi Circumnavigation, Pink & Blue (Sausalito / New Zealand)

At 1030 hours on January 7, my Deerfoot 2-62 *Moonshadow* passed beneath the 17th St. Bridge in Ft. Lauderdale, closing the loop on the circumnavigation I'd started here in November of '94. Since then, I have covered approximately 70,000 nautical miles and visited around 40 countries on a mostly

The Admiral and George. She's sailed the equivalent of around the world on 'Moonshadow' while he's actually done it. Congrats!



MOONSHADOW

SOMEDAY

CHANGES

westabout course. The destination has always been the journey, and I am happy but sad that this part of the journey has come to an end.



George, with the cake Merima baked to celebrate his circumnavigation.

I owe this achievement to my best friend and fiancée, Merima 'The Admiral', who joined me on this odyssey in Australia in '05, and who logged more than 25,000 miles — more than a circumnavigation — with me. Without her strength, determination,

companionship, skills and hard work, I would never have made it.

As difficult as it may be after all the miles and memories, we are putting *Moonshadow* up for sale in the \$500,000 plus range. While we fully intend to continue cruising and racing, our cruising profile will change a bit from the long-distance bluewater stuff we've been doing to more localized cruising around New Zealand, and perhaps a few other parts of the world that we've really enjoyed over the years. We hope to find someone who will continue to love, care for, and enjoy *Moonshadow* as much as we have for the past 16.5 years.

There are many ways to run a boat, of course, but those who are about to take off cruising might be wondering if Merima and I had 'pink and blue jobs', or both did everything. It was pink and blue, as follows:

In addition to being the highest ranking officer aboard *Moonshadow*, Merima had the following responsibilities:

— Medical Officer, meaning she was

'Moonshadow' showing her stuff under a blue chute in the middle of the ocean. After 16.5 years and a circumnavigation, she's for sale.

in charge of keeping the crew healthy and happy, and maintaining the medical kit.

— Snacktician, meaning she was in charge of all provisioning and meal planning, as well as being the head chef.

— Vessel Aesthetician. She made sure that the crew kept the vessel clean and tidy, and that the decor was up to muster.

— Official Translator. Multilingual, she interfaced with all foreign officials.

— Bosun's Mate, which meant she looked after the maintenance of the sails, awnings, and crew apparel. And when necessary, she was the one who went aloft.

My responsibilities included:

- Naviguesser
- Maintenance and repair of all mechanical and electrical systems.
- Dive Master and bottom cleaner
- Fish catcher and cleaner
- Bartender/Sommelier
- D.J.

— george 12/15/10

Cruise Notes:

There are **legacy issues** that annoy some Californians who take off cruising. One is that the tax assessors in some California counties assess personal property tax on boats even if the boat leaves the county — as well as state and country — for years. The second is that not all cruisers feel inclined or obligated to pay for the sometimes-lavish pensions some California government employees start collecting at a young age. The solution for these cruisers is to establish residency in a different state, preferably without having to buy or rent property, and preferably in a state that doesn't collect up to 10% in income tax.

According to Tom and Lori Jeremiason of the formerly San Francisco-based Catalina 470 **Camelot**, who did the '10 Ha-Ha, one solution is to sign up with **St. Brendan's Isle Mail Forwarding Service** of Green Cove Spring, Florida.

St. Brendan's was established by some cruisers back in '88, and the 3,500 clients are now composed of about 40% cruisers, 40% RV folks, and a 20% mix of merchant mariners, traveling nurses and the like. St. Brendan's Isle is legally able to provide clients with a Green Cove Spring street address where things like bank statements and boat documentation can mailed.



As far as the great state of Florida is concerned, having a street mailing address for bank statements and such satisfies its requirement for being a legal resident of Florida. The folks at St. Brendan's helped the Jeremiasons fill out the residency form and file it with Clay County. "Then when I retired," says Tom, "we flew to Florida and obtained Florida drivers' licenses and registered to vote. It only took 10 minutes to get our licenses at the Florida DMV and Tax Collection Office — try to get it done that quickly in California." St. Brendan's can also act as cruiser's agents in signing and returning annual boat documentation forms.

In addition to always having a human answer telephone calls during business hours, St. Brendan's developed customized business software that allows them — thanks to the bar coding of all incoming mail — to keep track of each piece of mail they receive, know when it was sent and from where, and how many pieces of mail are included in any mail shipments they send to you. Furthermore, the software allows you to view your incoming mail online the day they receive it, and instruct them to hold, send, scan the contents, or shred the envelope. They



IN LATITUDES



BILL MCBAIN

Wha? Between boats, Bill and Cynthia McBain of Tucson spent the holidays at Jamaica, where they were surprised to find the 54-ft 'Tri This' on the beach at Negril. A Minnesota backyard project of 17 years, she went up — for the first time — shortly after being launched. Her fate is unknown.

will also open your mail if you ask them. The basic service is \$13.99 a month, so it might be worth looking into. If anyone else provides a similar service, we'd like to hear about it.

In this month's *Letters*, Paul May of the Valdez-based Vancouver 32 **Accomplice** was nice enough to send us a thoughtful response to our asking him why he sails Alaska in the summer and lives aboard there in the freezing winter. Well, we've got a new question. In the middle of January, cruisers in the **Sea of Cortez** were complaining that at times the air and water temperatures had dropped to below 60 degrees, and that they'd been getting whipped by occasional northers blowing a steady 25 knots. Since it's a rather easy sail over to mainland Mexico, where the air temps were in the 80s, the water temps are in the low to mid-70s depending how far south you go, and the wind rarely gets over 18 knots, why stay in the Sea? We're not saying that there is anything wrong with it, we'd just like to be enlightened. So is anybody willing to provide us with

an answer as thoughtful as May's?

Former Tiburon residents Steve and Dorothy Darden of the M&M 52 catamaran **Adagio** have returned to their beloved Tasmania after seven years of cruising mostly Alaska and the Pacific Northwest. "We are in Hobart," they write, "enjoying festival after festival after festival. The next big festival is the Australian Wooden Boat Festival that begins on February 11, and which will feature hundreds of wooden boats."

On their website, the Dardens recount an experience that makes cruising so special: "Unwilling to pay an extra \$300 to enter Australia on a weekend, we set our course for the more distant port of Mackay. When the wind got light, we dropped the reacher and tried to motor under the port engine. But there was something wrong, as despite the engine revving, *Adagio* didn't move. Unable to maneuver comfortably into the Mackay Marina on just one engine,

we sailed to the aptly named Refuge Bay on Scawfell Island. It provided adequate shelter from the seas raised by the 20-knot southeasterlies, and there were about a dozen other boats anchored there when we arrived. We had been on the VHF telling the Volunteer Marine Rescue person on duty that we would not be entering the marina right away to check in with Customs, Immigration, and Quarantine, but would be anchoring at Scawfell Island. Well,



Steve and Dorothy in Kiwiland, '03.

as soon as we had anchored, a dinghy with two men who had overheard our conversation with VMR showed up. To make a long story short, these 'angels of mercy' not only dove on *Adagio* to discover that the prop had fallen off, but they also located and borrowed a spare prop of the correct size from another boat in the anchorage! They even scrounged up the proper-sized washers and nuts, dove down, and installed the prop! We were flabbergasted. Coincidentally, the cat whose prop we borrowed had been disabled because they needed an impeller for one of the engines. We lent them our spare impeller, so that the cat was again fully operational. What a wonderful welcome to Australia! And what a great way to make a bunch of new friends."

"It seemed like just yesterday that **La Cruz**, just up the bay from Puerto Vallarta, was a wonderful, sleepy town," writes Jerry McNeil of the Marina del Rey-based Contessa 43 **Rocketeer**. "In fact, it was so quiet and the views were so cool that Susan and I talked about buying a little house there. Is it still sleepy and wonderful?"

Although La Cruz is now home to the **A photo of La Cruz from back in the day when there was a 'muelle', not a major marina, on the waterfront — a marina in dire need of a pool.**



ROCKETEER

CHANGES

340-berth Marina Riviera Nayarit, and there are two 10-story condos in the hills on the inland side of the main road, La Cruz is still tranquil, still Mexican, and still wonderful in the eyes of cruisers. In fact, in mid-January there were over 50 cruising boats anchored off the marina, which is the most we've ever seen. And the marina had more boats — mostly sail — than we'd ever seen. Cruisers love the new Sunday morning market in the town plaza, and the number of upscale dining options has grown. Nonetheless, our favorite eatery remains Eduardo's street taco stand just down from Philo's Music Studio and Bar, where for \$3 we can stuff ourselves with delicious tacos and drink the fine wine we brought along, while soaking up the pleasant La Cruz evening ambience. Whatever you could have bought a house for in La Cruz years ago, you can't do it anymore. Despite the worldwide real estate slump, there is no more room to build in burgeoning Puerto Vallarta, so all the development — and it's still going on — has been moving toward the north shore of Banderas Bay, which includes La Cruz.



LATITUDE / NICK

The biggest visual change in La Cruz has been the addition of the Marina Riviera Nayarit, which has a palm-lined walkway on the breakwater.

When the new highway from Guadalajara is finished in two years, and makes the Vallarta Coast an easy weekend driving destination for the six million residents, many of them affluent, La Cruz might

get a little less wonderful. But for now, it's in a sweet spot, in more ways than one, along the shores of one of the great tropical sailing bays in the world.

"We're a little late reporting it, but we arrived safely in Australia in early October after a great cruise across the Pacific," write Ian and Jennifer McCallan of the Cardwell, Australia-based MacGregor 65 **Mistral**. Cardwell, they note, is in the cyclone belt of northeastern Australia, but north of the area of recent flooding. "We left from Panama a little later than normal, so we had to cut short our stays in several places to get them all in. We'd never been to the Pacific before, and we loved the people and the islands. It was such a huge contrast to what we came to think of as the crime-ridden and not-very-friendly Caribbean, an area we won't be going back to. The Caribbean seems to be in a permanent state of disrepair, and there was rubbish everywhere. The two highlights of our Pacific crossing were Palmerston Atoll and Tanna Island, Vanuatu, the latter home to an active volcano. As for clearing

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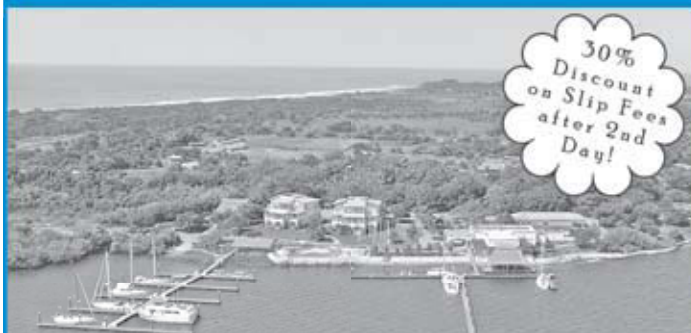
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in, Australia was by far the most detailed and expensive. Do most cruisers go to New Zealand instead because clearing in isn't so difficult? Fiji had been almost as bad as Australia, as it required about 3.5 hours, 40 signatures, and answering questions such as when was the last time we had our boat de-ratted and/or had cases of plague. At least the officials weren't as bad as in Trinidad and Tobago, where they went out of their way to give my wife a very hard time. Do officials in such places think there is something for them and their island to be gained by being arrogant and rude?"

"We had a rough trip from Marathon, Florida, to Havana, Cuba, but we entered Havana Harbor at 6 a.m. with the magnificent fort still illuminated," reports "Walter" of **Ketch 22**. [Editor's note: We were unable to get confirmation, but we believe the boat in question is Tom and Naty Marlow's Sunnyvale-based Freedom 39, which did the '06 Ha-Ha, and that Walter is crew.] "We were about halfway into the harbor when the Policia Maritima caught up with us and firmly

instructed us to go to Marina Hemingway. We called the harbor-master at Hemingway, who gave us the precise location of a buoy that wasn't on our charts, but was the key way-point to making a safe and easy entry to the marina. Once inside the marina, we were directed to a Customs berth, where we had a lengthy four-phase check-in, starting with medical. Everyone was very friendly, but there sure was a lot of paperwork. The flares were taken into custody, supposedly to be returned later. The walkie-talkies were put into a sealed bag, but left aboard. We're enjoying our R&R here, but will continue heading west as soon as the heavy winds pass."

It continues to be **illegal for most**



While Cuba can sometimes get nailed by cold and windy winter weather, it often has blue skies and blue seas such as this. Dive right in. Americans to visit Cuba because it would involve violating the Treasury Department's prohibition against "trading with the enemy". What a crock. Many American boats are now visiting Cuba, and without fear prosecution by the Obama Administration.

We've been deluged with readers won-

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dering how much it costs to have laundry done in Barra de Navidad, Mexico. We're pleased to report that the answer is about a dollar for 2.2 pounds or \$10 for 22 pounds at places like the **Lavenderia Jardin**. That's not bad at all. It might not seem like it, but doing or getting the laundry done at a reasonable price is often one of the most annoying tasks in cruising — particularly cruising women, who usually get stuck with it.

"Sorry that I haven't kept you posted on what's been up with my wife Marina, myself, and our Wittholz 37 **Sea Bear**," writes former Bay Area resident Pete Passano, who has been based out of Maine for a number of years now. "In fact, *Sea Bear* is laid up about 30 feet from our back door. She now has 112,500 miles beneath her keel — including many ocean crossings and one rounding of Cape Horn — since Tiburon's Bob van Blaricom and I built and launched her in the creek behind the San Rafael Civic Center. Marina and I cruised the Caribbean last winter, arrived back in Maine on May 1, and enjoyed the summer here. Our plan for this summer is to cruise the south coast of Newfoundland. I did the



LATITUDE/NICK

Lavonne Brown, a Carolina gal who crewed aboard 'Profligate' for a couple of weeks, holds up about \$5 worth of laundry.

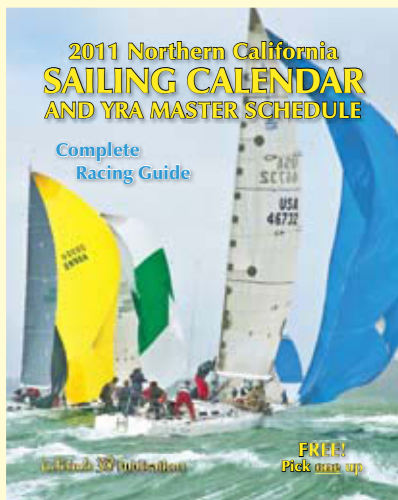
south coast in '97, and circumnavigated 'the Rock' in '03, but Marina has never been there. Newfoundland is a wonderful place with friendly and interesting people who speak — almost — English.

And there is no crime. Zero!

"I almost forgot," Passano continues, "by the time anyone reads this I will have flown to the Canary Islands to become part of a four-man experienced crew helping a friend bring his Valiant 40 **Apogee** back from Europe. We plan to leave Mogán, Gran Canaria, on January 20 for Antigua. The rhumb line distance is 2,862 miles, so if we average 150 miles a day, we should make it in 19 days. I made this passage for the first time in '66. In those days we navigated by compass, sextant, and the seat of our pants. I still have a very fond and clear memory of Barbados rising up over the bow dead ahead of us, precisely where and when we figured it would. I have mixed feelings about the impact of modern technology on offshore passage-making. It takes away much of the sense of adventure, excitement and accomplishment, and in exchange you get almost perfect safety. Anyway, I'm looking forward to leaving the ice, snow and cold of Maine behind for a few weeks, and enjoying a warm tropical sail in good company."

For those of you who don't recall our

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previous reports on Passano, sailing across oceans seems about as difficult for him as it is for the rest of us to drive a car from San Francisco to L.A. Did we mention his age? "I'm 81 going on 50, in excellent health, and feelin' good," he says. "Marina, 55, keeps me young."

In both December and January, we wrote rather long *Lectronic* pieces about how simply wonderful it's been cruising mainland **Mexico** this winter. In addition, we've enjoyed taking 25 guests along on various Sunday sails on Banderas Bay — in the best tradition of Blair Grinols with **Capricorn Cat**, and long before him, Bill Lee with **Merlin**. Since it's always hot on Banderas Bay, members of the crew often need cooling off — as in the photo at right — which just adds to the mirth. God knows we could all use a little more mirth these days.

Among those who enjoyed our pieces on Mexico were Marlene and Roy Verdery of the Northern California-based Manta 42 **Damiana**, which they bought in Florida and have been cruising in the Western Caribbean. "We loved your

write-ups about Mexico. In fact, we've been planning to return ever since we bought our cat. It's taken over three years, but we transited the Canal on December 28-29, and today we depart the Balboa YC for Mexico. We hope to see you soon!"

Indeed, it's been so much fun cruising Mexico that we hardly notice how cumbersome the **full body armor** has been when taking the dinghy through the surf, how many hours a day it takes to keep the AK-47s clean, and how hard it can be to find a bomb-proof taxi late at night with enough room for our bodyguards as well as us. In all seriousness, there is no denying the terrible narco violence that has affected certain parts of Mexico. But in just as much seriousness, there is no denying that there has been almost no such violence along



Jen cools off her husband Andrew during one of the 'everybody welcome' Sunday sails on 'Profligate' on Banderas Bay.

the Pacific Coast — except sporadically in Acapulco, a city of millions — and that the overwhelming majority of cruisers and snowbirds feel as safe in Mexico, if not more so, than they do in their urban hometowns.

"The Wanderer's reports on cruising mainland Mexico and Banderas Bay are killing me!" agrees Holly Scott of the

weatherguy.com

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CHANGES

Alamitos Bay-based Cal 40 **Mahalo**. "We had a nice warm spell in January, but I'm ready for summer right now. Nonetheless, my big news is that my friend Jo Russell and I bought **Charlie's Charts** last week. No, not just one copy, but the whole franchise, which includes the six cruising guides covering from Glacier Bay, Alaska, down the Pacific Coast of Canada and the US, the entire west coast of Mexico and Costa Rica, as well as Hawaii and Polynesia. That's a lot of ground to cover to keep the guides up to date, but somebody's got to do it, and Jo and I think we're the ones. We bought the franchise from the late Charlie's wife Margo, who had been at it since '82 and was ready for a break."

Singlehanded circumnavigator Mike Harker of the Manhattan Beach-based Hunter Mariner 49 **Wanderlust 3** reports that he's been hanging out in the southeast Caribbean, but has been getting — what else? — wanderlust again. "I'm going to sail across to the Med this summer, then return to the Pacific in the spring of '12, and maybe join the Puddle Jump for the run to Tahiti." If anyone



LATITUDE/RICHARD

As captain of the SC40 'Promotion' in the '07 Ha-Ha, Holly Scott charted a fast course. Here's hoping she can do the same with Charlie's.

thinks this is just the idle talk of a berth potato, remember that Harker already made both of the trips with his Hunter 466 **Wanderlust II** — and this was before he did his 11-month singlehanded circumnavigation with his Hunter 49.

Harker also notes that business has been better for Hunter Yachts, so they've asked him to do another seminar at Strictly Sail Pacific in Oakland this April.

Speaking of those for whom a circumnavigation just wasn't enough, Harley Earl, who did a circumnavigation from '04-'06 with his wife Jennifer aboard their Sausalito-based Hans Christian 41 **Manu Kai**, reports they've gotten their new boat, the Deerfoot 62 **Kailani** that they bought in Marmaris, Turkey, as far home as St. Lucia in the Eastern Caribbean. "The first leg of the delivery from Turkey to Sausalito was supposed to be from Turkey to Gibraltar, but wound up being from Turkey to Mallorca because the westerlies came up with a vengeance. We left the boat in Mallorca for a month, then set sail again on November 4 for the Eastern Caribbean. We squeaked through the Straits of Gibraltar in the middle of a very busy but calm night, which would be the last calm conditions we'd see for three weeks. The next time we saw light winds was for 10 days to the west of the Canaries. When we



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complained about persistent light winds to Jennifer, who was doing the weather routing from shore, she would remind us that we could be farther north getting smacked by 35- to 40-knot winds and 25-ft seas. We ghosted almost the entire way across the Atlantic. It wasn't until the last three days that the trades filled in, allowing *Kailani* to show her stuff, with 225-mile days and hitting 18.8 knots going down a wave. We arrived in St. Lucia on November 29 after 26 days at sea, and managed to make it to the bar before they closed, enabling the crew to feed on cheeseburgers and beer — which had been our fantasy for 1,000 miles.

"We'll return to the boat in February to do some work, family cruising in the Grenadines, and the remainder of the delivery back to San Francisco," continues Earl. "While crossing the Atlantic, crewmember Tom Prior and I worked up a sailing syllabus, and are currently offering berths on the remaining legs back to San Francisco starting in early April. We figure that with two licensed captains/sailing instructors aboard, we

have a lot to offer those who might want to sail across an ocean someday or who might just want a guided adventure outside their comfort zone. Meanwhile, Jen, our daughter Sophia, and I are hoping to squeeze in a few last winter sails on our Sabre 32 **Savarna** before we have to let her go."

What, not another Deerfoot?!

"We were unable to participate in the Ha-Ha in November, but are now in La Cruz having the time of our lives during our first season cruising Mexico aboard our custom Deerfoot 50," write Mark McClellan and Anne MacDonald of the McCall, Idaho-based **Blue Rodeo**. "The accompanying photo of us was taken between Mag Bay and Cabo San Lucas by our friends Henry and Janice Trembecki. They were doing 7.5 knots on their



Mark and Anne, first-time cruisers, get a kick out of sailing past their friends on a trawler while off the southern coast of Baja.

Nordhaven 55 motoryacht **Cloudy Bay**, but we were doing 10 knots with our asymmetrical spinnaker, so we overtook them. It was an absolutely perfect day for sailing, with a warm and steady breeze and flat seas. Thank you *Latitude* for your years of inspiration."

De nada. It's a great shot. And isn't it a great feeling to sail by friends on their motoryacht? We were sailing back

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The Cruiser's Home in Mexico

CHANGES

to Newport from Catalina a couple of years ago on *Profligate*, and for about the last 15 miles the wind was blowing at about 18 knots on the quarter. We had a chute up and were doing a steady 12 to 13 knots. As such, we rolled over a line of about a dozen huffing and puffing trawlers and displacement motoryachts up to about 75 feet in length. The owners weren't used to that kind of treatment, and didn't seem amused. But we thought it was kinda fun.

Planning on doing the Puddle Jump from P.V. and don't want to do all the provisioning and cooking? You might contact **Camille Waters** to do it for you. Waters, who has been in the food business her entire life, had long been doing provisioning and food preparation for folks coming to vacation homes and villas on the Vallarta coast. Then last year she was approached by the Aussie couple on *Salacia*, who asked if she'd provision and prepare frozen meals for their trip to the Galapagos. Waters did, and the Aussies were very pleased with the results. Now Waters is trying to make a business out of it. She charges 20% of the price



What's cooking? For Camille Waters of Higuera Blanca, not far from La Cruz, it's provisions to be frozen for Puddle Jumpers.

of the food itself, plus preparation, but not cooking, time. She can be reached at camillenparadise@hotmail.com, or see her ad in this issue of *Latitude*.

Jake and Sharon Howard of **Jake**, who provided us with all the information

for a basic guide — part one of which appeared in last month's *Changes*, and the other part in this month's — to spending a summer in the Sea of Cortez, alerted us to the fact we misidentified their current boat. "Our boat history is as follows: "1983-1984, U.S. 305; 1984-1985, Hunter 37 Cutter Rig; 1985-1989, Hunter 40; 1989 to present, Hunter Legend 45." If you conclude that the couple, who have been living aboard constantly for years, most of the time in Seattle, have been more than satisfied with their Hunters, you would be correct.

How come **ships are going so slow**? The largest 4,665 commercial ships in the world are now traveling at an average of just 11.6 knots, down 7% from last year. It's all because of the price of fuel. As with recreational boats, the more slowly they go, the less they burn.

If you're out cruising, please **don't forget to write** — and email a couple of hi-res photos. Remember to include your full name, boat name and type, and hailing port so friends will recognize you and be suitably envious. But above all, be safe out there!

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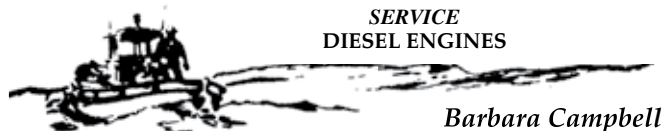
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24 FEET & UNDER

22-FT CAPRI, 1986. Redding. \$4,900/obo. Fin keel, standard rig. Ullman main and North blade both new in 2009. Also 125, 155 genoas, spinnaker. New standing and running rigging (2009). Performance package with lines aft, cabin top winches, new traveler, vang, 12:1 backstay, Spinlock halyard clutches, all spinnaker equipment, whisker pole, new lifelines. Road worthy trailer with fixed tongue wheels for ramp launching. Johnson 4hp outboard, new gas tank. Call or email for full upgrade list and pictures. (530) 241-3685 or jwpcartwright@gmail.com.

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19-FT WEST WIGHT POTTER, 2001. Folsom Marina. \$9,500. Complete package, including trailer with extension hitch, sails, sail covers, stove, Porta-Potti, cushions, 4-stroke 5hp Nissan motor, etc. Sleeps 4. Contact for complete details. (916) 409-0988 or bhuth@wavecable.com.

24-FT MELGES. Alameda Boatyard. \$20,000. Hull #14. Race ready. Full boat covers. Contact Frank. (512) 750-5735 or cabosportsfrank@yahoo.com.



16-FT KYRWOOD 505 USA 8559. Pt. Richmond, CA \$6,500. Cored carbon/Kevlar/e-glass hull; stiff enough to carry significant rig tension. Brand new Superspars M2 mast w/aluminum pole and boom; all brand new standing rigging, recent Spectra running rigging/control lines. Immaculate Waterat HA rudder w/padded bag, carbon tiller and extension. Immaculate Waterat 432 HA center board. Several sets of decent sails. Rapide-type combo trailer and dolly, top and bottom covers. Link to photos too long to publish. Contact Rob for more info at (805) 689-9815 or rob@latitude38.com.

25 TO 28 FEET



28-FT ISLANDER BAHAMA, 1981. Alameda. \$18,500. *Dog Days* is a proper little yacht. Beautifully appointed, well cared for, she sports a mahogany/curl-maple salon table and comes with a 2005 hand-crafted wooden rowing dinghy. See more at <http://dogdaysislanderbahama.homestead.com/Index.html>. Contact Klaus, seaotter77@aol.com or (510) 501-6414.



26-FT MACGREGOR 26S, 1995. Redwood City. \$7,000. MacGregor 26 with lots of extras. 8hp Yamaha 4 stroke, solar panel charger, Neil Pryde sails. Swing center board design. Extra lead ballast. Contact oddwahl@yahoo.com or (650) 867-4113.

28-FT ISLANDER BAHAMA, 1981. Alameda. \$18,500. *Dog Days* is a proper little yacht. Beautifully appointed, well cared for, she sports a mahogany/curl-maple salon table and comes with a 2005 hand-crafted wooden rowing dinghy. See more at <http://dogdaysislanderbahama.homestead.com/Index.html>. Contact Klaus, seaotter77@aol.com or (510) 501-6414.

28-FT SANTANA, 1976. Berkeley Marina. \$7,000. Volvo diesel, Martec prop, large sail inventory. Prime, upwind O dock slip. Well rigged for effective, easy sailing. 12 and 110 volt electrical systems, with Balmar charging, mounted VHF. Harken traveler and furler with 95 & 130 jibs. New asymmetrical spinnaker, clean teak interior, roomy headroom, enclosed head. October 2010 haulout, bottom cleaned and painted. Solid boat for Bay sailing. sylviaagrahamdvm@hotmail.com or (510) 812-4150.

28-FT ALERION, 2007. Sausalito. \$95,000. *Lizbeth*. Hull #359, commissioned Jan. 2007. One of a kind, active fleet racer/winner. Factory teak and Ultrasuede interior, Tacktick instrumentation including NEMA interface, handheld remote, running rigging upgrades too extensive to list. Pineapple sails, Kevlar jib, asymmetrical spinnaker, removable Seldon carbon sprit, Lewmar 30 primary and secondary winches. Custom matching canvas including full boat cover, cockpit cushions, additional teak exterior trim, cockpit grate, more. A fully maintained and varnished yacht. Must see to appreciate. (415) 608-6919 or mland2@ix.netcom.com.

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25-FT WINDROSE, TRAILERABLE. 1980. Santa Cruz. \$5,000/obo. Trailerable swing keel. Made by Laguna Yachts. Santa Cruz North, slip W41. Good condition, has been sailing this past season. New upholstery, compass, fire extinguisher, main sheet, topping lift, dock lines, gas cans, flares, strobe light, life ring/vests, navigation lights, fuse box. New tabernacle rigging for going under the bridge. 8hp outboard. Sink, portable head. Main sail, jib, winches, anchor, hook, ladder. Tandem axle trailer that needs work. (408) 348-6374 or bill.ehlers@me.com.

27-FT CATALINA, 1976. Napa. \$5,650. All new: standing rigging, roller furler, head w/tank, VHF, depth, knotmeter, Bruce w/roller, CD w/remote, prop shaft/cutlass and much more. Yanmar 2-cyl. diesel. Wheel steering, 2-burner propane, shore power. Interior redone. Will email pics. (707) 258-1494 or mmmr813@att.net.



26-FT J/80, 2000. Alameda. \$34,500. Fast and fun. Hull #268 in super condition. North class jib and main. 3DL 135% genoa. Asymmetrical spinnaker. Genoa tracks. Harken roller furling. Tacktick SailMaster. Nissan 5hp outboard. Bottom painted 2010. Triad tandem axle trailer. (650) 479-6181 or sailsfj80@gmail.com.



27-FT NOR'SEA, 1980. Moss Landing, CA. \$16,000. Tough little blue water cruiser, safe, easy to handle junk rig, many offshore mods, Fiji vet, aft cabin. Check link for pictures and detailed info. www.kabai.com/seablossom. (408) 218-9604 or Kabai@yahoo.com.

26-FT MACGREGOR, 1990. Folsom Lake, California. \$3,000. Boat and trailer. Includes main and jib, alcohol stove in galley, portable head, lots of miscellaneous equipment, Honda 8hp outboard. (530) 672-2234.



27-FT DAYSAILER E27 PROJECT. Sacramento. \$2,500. Project needs finishing. E27 hull with flush deck, open stern. One-off, Carl's project never completed. Lots of parts including Melges 24 mast, tandem trailer, carbon bowsprit, carbon tiller, Harken winches, traveler and much more. 2crowsons@comcast.net or (916) 934-6383.



28-FT NEWPORT, 1976. Ventura. \$5500. 8 sails VGC, depth, knotmeter, VHF, stereo, sun-shade, roller furling, folding prop, microwave, rebuilt drive train, barbecue, 2 anchors, new batteries, stock and singlehanded traveler, Kingston Grey Awlgrip topsides, shoal-draft keel, screen door, swim ladder, custom carpeting. jrobichau@hotmail.com or (415) 265-8391.

29 TO 31 FEET



30-FT LANCER, C&C DESIGN, 1980. Marina Bay, Pt. Richmond. \$25,000. Fractional sloop, wheel steering, inboard Yanmar QM15. Upgraded: cabin, electronics, VHF, GPS and chart plotter, main and jib, safety lines, shrouds, dodger, lights, wheel pilot and roller furling. (916) 487-5351 or barronsdesign@surewest.net.

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30-FT WILLARD 8-TON CLIPPER RIG. 1977. Loch Lomond Marina, San Rafael. \$27,000. Roomy sailboat, sleeps 5, roller furling, self-tacking staysail, Yanmar diesel, new traveler, heavy displacement, ocean-going, depth, GPS, hot water, AC upgraded, good condition, ready for cruising. jeffkaye@sbcglobal.net or (415) 260-4222.

ISLANDER 30 MK II, 1971. Moss Landing Harbor District. \$7,500. 4-cyl gas inboard (Palmer P60). Fiberglass hull w/teak trim. 3-burner alcohol stove/oven, BBQ. Depth/fishfinder, CB and VHF radio. Recent work: Sept '09 hauled out, tuned up, oil change, new head, replaced through hulls and zincs. Sails include spinnaker, 2 storm jibs, 100% & 130% genoa. Mahogany interior. 5 lifejackets, lots of extras. Sleeps 4 comfortably. Good solid boat. Ready to sail. Take over slip. (831) 915-6783 or (831) 659-1921 or drbradcase@sbcglobal.net.



30-FT SANTANA 3030PC, 1982. Ventura. \$27,000. Race or cruise. 2-cyl Yanmar 267hrs. New headliner/cabin sole/electrical panels. New rod rigging. Harken traveler/genoa leads. Harken roller furler, dodger, H/C pressure shower, CNG stove/oven. Full sail inventory. Too much to list. (805) 581-9220 or dnclaws@aol.com.



31-FT PEARSON SLOOP, 1978. Brisbane. \$18,500. Hull #6/65, dry, fast, very good condition, 2008 inspection, Volvo Penta MD13 23hp, new prop (2009), rigging led to cockpit, Hansen (2010), main + 100% jib, Hogan (2007), 130% genoa, Hogan (2010). Contact Tom. (408) 316-3744.

30-FT ERICSON 30+, 1981. Nelson's Yard, Alameda. \$14,000. Ready to race or cruise. Optimized for short handed, SSS Transpac veteran. 2004 engine, updated instruments. 3 spins, 4 jibs. Removable offshore windvane and hard dodger. www.employees.org/~dalvarez/ericson30. Contact ericson30@gmail.com or (510) 501-1250.

30-FT OLSON, 1980. SF Bay Area. \$9,500. Special reduced winter price! Great buy! Olson 30, race-optimized, winning boat. Has not been sailed since 2005. Faired, clean. All exterior wood surfaces replaced with carbon fiber or Delrin. Ports and stock compass mounts closed-in with fiberglass. Near-new deck gear: Lewmar toe rail track and car system, Harken adjustable jib leads, Harken traveler, Harken 3:1/6:1 mainsheet system, Harken winches, new deck gelcoat and non-skid ('98). Spar: Ballenger single spreader spar with near-new standing rod rigging. Tuff Luff headfoil. Stock boom/pole. Sails: #1 Velocity Mylar/Kevlar, #2 Dacron, #3 Velocity Mylar/Kevlar, spinnaker - Velocity 5 nylon. Interior: original. Trailer: good single axle, F-rated tires. Misc: all original gear included in boxes (w/original coolers). www.olsonbackground.olson30.org/OlsonBackground/Original_Olson_30_sales_brochure.html. (408) 712-1020 or mtown@att.net.

30-FT HOLIDAY HOLLAND, 1959. Sausalito Yacht Harbor. \$1,950/obo. Honduras mahogany topsides. Draft 4'3", beam 8'5". 2 settees, 2 quarter berths. Needs interior and exterior work, will pay off. (415) 710-0430.

32 TO 35 FEET



35-FT YOUNG SUN CUTTER, 1981. San Carlos, Mexico. \$74,800. Bluewater cruiser, located in San Carlos, Mexico, ready to sail the world, full cruise equipped, more information on our website at http://youngsun.squarespace.com/specs. Contact mohrmonte@gmail.com or (970) 259-5102.

CAL 35 MK III, 1981. Puerto Vallarta, Mexico. \$45,000, price reduced for immediate sale! We planned to sail the South Pacific, but we have to return to the States. Refurbished in 2010. Winches \$1,000, SSS Transpac 2004 engine, updated instruments, U-shaped engine, auto furling, with dive computer (no tank), charts and guide books, many, many spares.

32-FT GULF PILOTHOUSE, 1980. Brookings, OR \$35,000. Universal 32hp diesel, inside/outside helm stations, AP, VHF, GPS, radar, windspeed indicator, waterspeed indicator, refurbished jib and main, new cruising spinnaker, large fuel/water tanks. mel.githens@att.net or (541) 247-6231.



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CAL 34 MK III, 1979. Ft. Myers Beach, FL. \$19,900. Well maintained Perkins 4-108 with 984 hours. New since 2006-Raymarine X-5 wheelpilot with extended warranty, Lewmar 40ST, Garmin GPS, depth, oversize standing rigging, PSS dripless, CD player, VHF, tricolor, Origo stove, shaft/coupler/cutlass bearing, mainsheet traveler, cockpit cushions, teak/stainless Edson wheel, vang and much more. Decks/hull solid - just hauled/painted - no blisters. Ready to sail Keys/Bahamas and beyond. (239) 273-0000.

34-FT SAN JUAN, 1984. \$30,000. Price Reduced for Quick Sale. 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.



34-FT C&C, 1980. La Paz, Baja Mexico. \$38,000. Just sailed 1500 miles from SF for Ha-Ha 2010, then to La Paz. \$28,000 of new cruising gear, all electronics, new Yanmar 3GM30F since 2009. Boat is sea-proven and ready for cruising. See details, photos at website: <http://sites.google.com/site/svlegacyforsale>. (831) 726-3192 or (831) 345-9384 or LK@wisdomseminars.org.



34-FT J/105, 1992. Sausalito Yacht Harbor. \$70,000/obo. Hull #42. Jose Cuervo has new mast, furler, foil, pole rig and turnbuckles. Keel and rudder faired. Minimum class wt. Big Boat winner, light and fast. (415) 218-6312 or mbm@4ibp.com.

34-FT CORONADO, 1970. Antioch. \$17,000. Easy singlehander: roller-furling jib, Dutchman mainsail. Autohelm, Garmin GPS, 2 VHF's. Hauled and painted 2010. New head and dodger, low hours on rebuilt A-4. Propane stove and cabin heater. 2 anchors w/chain and rode. (510) 676-4444.



35-FT BENETEAU 343, 2006. Marina Bay Yacht Harbor, Richmond. \$118,000/obo. Pristine condition, professionally maintained. Raymarine E-80 chartplotter, radar, autopilot, wind, depth, knotmeter. Lewmar electric windlass, furling jib, StackPack main, microwave, AM/FM radio with 10-CD player. (707) 545-6542 or roy@rnjlaw.com.



COLUMBIA 34 MKII, 1973. SF Bay. \$22,000/obo cash or trade. Documented. Extensive cruise history and equipped to the teeth for cruising. Redundant systems, tons of tools/spare parts. 7' headroom. Refrigeration. Pressure water. Propane stove. Great cruiser, great liveaboard (liveaboard friendly marina with marina approval). All new AC shorepower system with expansion capacity. Yanmar 3GM30 diesel runs beautifully. Utilitarian, cruiser's sail inventory. I intended to cruise her, but now sadly selling due to illness. boat4sale@sappfire.net or (415) 692-1330.



35-FT HINCKLEY PILOT, 1963. Sausalito. \$55,000. Sparkman & Stephens design, 1963. Rebuilt Perkins 4-108, full batten main, radar, chart plotter, autopilot, well maintained. Sweet boat to sail, especially upwind. Estate sale. billbysfbay@gmail.com, (415) 720-5477 or (415) 339-0100.



33-FT HOBIE, 1984. Alameda. \$15,900. Fixed keel model. New in 2010: Tiller, hatchboard, GPS, VHF, gel battery, charger, new Mercury 9.9 outboard. 10 bags of sails, dacron and mylar mainsails, two 120%, #2, #3, self-tacking jib on furler, storm jib, wind seeker, 1/2oz spinnaker. Spinnaker pole, whisker pole. To be competitive, you'll need new sails and ropes, and the price reflects this. Interior is open and clean and light. Priced for quick sale. <http://picasaweb.google.com/nelsonyachts/Hobie33SailboatForSaleInAlamedaFastAndFun?feat=directlink#>. Email davidkory@gmail.com.



33-FT SUMNERCRAFT MOTORSAILER. 1967. Morro Bay, California. \$20,000/obo. Boat can stay in slip. Center cockpit with all new sails. Big diesel engine with low hours. Need some minor work. Comfortable boat with character. (805) 771-9415 or Uroqueen2003@yahoo.com.



34-FT 11:METRE OD, 1992. Santa Barbara. \$18,000/obo. The 11:Metre OD is very fast, responsive PHRF racer and a comfortable day-sailer. Self-tacking jib, masthead spinnaker, great downwind performance. L=33'-8", B=8'-2", D=5'-11", Disp.=3600#, fresh bottom (5/2010), custom kelp cutter, KVH / Nexus instruments, 2008 2hp Honda outboard (6 knots). Removable life lines. North 3DL main (new), 3DL class jib (good), Spinnakers: (3): runner & reacher (good), Asym. code zero (very good), 155% Genoa, (very good). Custom aluminum, dual axle trailer included. <http://architect.com/cuidado/Site/Welcome.html>. (805) 969-1991 or TBA@Architect.com.

36 TO 39 FEET

39-FT FREYA IN STEEL, 1974. Oxnard, CA. \$29,000/obo. Freya Halvorsen 39 steel sloop. Insulated, rebuilt 85hp Ford diesel. Autopilot, radar, GPS, fridge, shower, hot water. Hood roller furling, hydraulic windlass, sounder, dodger, refurbished aluminum mast/boom. 8-ft dinghy. traim69@hotmail.com or (805) 200-6089.

38-FT HUGHES, 1970. \$20,000/obo. S & S design, built in Canada 1970. Approximately 74 hrs. on near-new engine. Great Bay boat with slip available in Monterey or Moss Landing. (831) 915-4984.



38-FT STEPHENS Farallone Clipper, 1957. Oakland. \$27,500. This well maintained SF Bay classic sloop is in great shape. For more information visit the website: www.yachtworld.com/boats/1957/Stephens-Farallone-Clipper-2289368/Oakland/CA/United-States. Or call (510) 387-0240 or jcoulter1@comcast.net.

37-FT CREALOCK CUTTER, 1980. Monterey. \$45,000. 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. Email ddatpbio@gmail.com.

37-FT GULFSTAR, 1978. Berkeley Marina. \$20,000. Great boat to sail, roomy, comfortable and stable. Extensive rehab in 2002, new standing and running rigging, thru-hull fittings, roller furling, head and holding tank and more. Needs bottom job and cosmetic work. (619) 244-2144 or jimhumphrey@cox.net.



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39-FT ALLIED MISTRESS KETCH, 1984. Indiantown, Florida. \$22,000 or possible trade. Center cockpit aft cabin. Re-powered Perkins 4-108 w/new fuel tank, thru hulls, 10 coat epoxy bottom and good sails. Needs some work, but it's a great Caribbean cruiser. (541) 840-8570.



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.

38-FT ATKINS INGRID, 1983. Prevesa, Greece. \$25,000/obo. Cutter rig, Yanmar 3QM30, 140 gal fuel, 150 gal water, Monitor vane, tiller, Furuno SSB, radar, autopilot, GPS, VHF, Avon, outboard, etc. ingrid4sale@hotmail.com.



38-FT C&C LANDFALL, 1983. Philippines. \$60,000. Well maintained and equipped fast cruiser. Many recent upgrades: Spectra watermaker, liferaft, Force 10 stove, genny, Zodiac, Raymarine ST60 group, more. See website: inventory, photos and 360 degree virtual tour. <http://IrishMelody.com>. (707) 540-3079 or (707) 529-3079.



36-FT ISLANDER FREEPORT. PLAN B. 1981. Olympia, WA. \$60,000. Popular Perry design. Beautiful wood interior with lots of storage. 50hp Pathfinder engine. New KiwiGrip non-skid. Updated windows and stainless ports. Feathering prop. Asymmetrical spinnaker, 140, 100, and full batten main. Dickinson heater. New Quick Hector windlass. CQR and Fortress anchors. All LED lighting. GPS, AIS, radar, VHF. AB dinghy and outboard. (503) 492-9967 or freeport1981@live.com.



38-FT CATALINA, 1985. Oyster Point. \$47,500. Replaced in 2002 - main, headsail, spinnaker, '03 - all rigging and battery charger, '05- batteries, '09 - chartplotter C90W, depth, wind, knot log, 2010 - AIS, autopilot. Bottom maintained monthly. (415) 860-2248 or billferrera@msn.com.

36-FT CATALINA MK II, 1995. Alameda, CA. \$85,000. Excellent condition, includes windlass, hot/cold pressurized water, inverter, VHF, electronics, low engine hours, 15hp Johnson motor and Zodiac inflatable. (510) 523-4081 or roystark@aol.com.



36-FT ISLANDER, 1981. Sausalito Yacht Harbor. \$37,500. Fun and strong family boat. Sails, anchors, autopilot, diesel, new packing gland, and new head with plumbing. Great Sausalito Yacht Harbor slip. Please call for more pictures or additional information. (415) 602-8464.



37-FT BENETEAU 373, 2005. Emery Cove \$142,000. You will turn heads for all the right reasons when you enter a marina aboard this boat. Fully loaded 373, one of the roomiest hulls for her length on the Bay and sails like a racer. Great weekend home to cruise and enjoy the Bay/Delta and beyond. This boat is very clean and is professionally maintained. In-mast furling, Yanmar 40hp, dodger, bimini, radar, gps, feathering prop, two head sails with furling, dingy with Honda 5 hp outboard and so much more. This model offers extra comfort in two cabins, convenient and well equipped galley and luxurious head. This is a great boat for quick getaways on the water or extended cruising! dave@davephilipp.com or (916) 212-1322.

36-FT ALLIED PRINCESS, 1977. Petaluma, CA. \$40,000. Well cared for cruising ketch. Recent refit includes new sails, running and standing rigging, electronics, hull LP paint. Perkins diesel w/500 hrs. www.flickr.com/photos/54536845@N08. (707) 364-0801 or rkhurt@comcast.net.

36-FT PEARSON, 1975. Pt. Richmond, CA. \$27,000. Well maintained, roller furling, 110 jib, 150 genoa, spinnaker, Anderson winches, dodger, sounder, VHF, Volvo diesel, 30 fuel, 100 water, 4 anchors w/chain and rode, stove w/oven, nice interior, good sailing boat. Email jmshubie@gmail.com.

40 TO 50 FEET

46-FT KELLY PETERSON, 1982. Morro Bay. \$189,000. Cruise ready with long list of equipment. 2 staterooms, 2 heads with new electric toilets, reefer and freezer, large center cockpit, etc. Comfortable and great sailing boat that's ready to go anywhere! More at www.facebook.com/pages/Kelly-Peterson-46-sailboat/172704439424234. (805) 459-1909 or woodeneye53@yahoo.com.



43-FT TASWELL, 1995. Bainbridge Island, WA. \$330,000. Pristine, center cockpit full enclosure, Leisure Furl main, electric winch, RF genoa, low hours on main and 5kw genny, watermaker, chart plotter, radar, ESPAR heat, much more. <http://nxtues.wordpress.com>. (206) 295-1024 or ntuesday1995@hotmail.com.



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. Possible trade or financing. Contact Jerry. (415) 435-3513 or gsumsey@yahoo.com.



45-FT LOA LAURIE DAVIDSON. Burson, CA. Now \$75,000/obo (was \$90,500). Infrared. Cross-over racer/cruiser. Now a roomy Swan-like cabin "furniture boat". New refrigeration, microwave, new extra batteries, with perfect sine wave inverter for internet-computer navigation station. 3000 Autohelm, walk-up sugar scoop transom. Like-new fully battened Dacron with dbl reef (self tacker) with Harken roller furler 100% jib. We almost made it for the Baja Ha-Ha this year, but family illness made change of plans (wife has cancer). Compares well with any boat in performance and 3-cabin layout accommodation. Owner may carry for right buyer with 1/3 down-5 years-at 5%. Shown by appointment only. Ray Lopez, Bonita Ranch. (209) 772-9695.



48-FT ISLANDER, 1985. Sausalito. \$185,000. This is a classic Ted Brewer design built by Islander. Pristine condition, 3-year renovation just completed. Just about everything is new, sails, rigging, plumbing, pumps, etc. Call or email for all the information. (415) 846-6919 or sailonbaby@gmail.com.



41-FT BENETEAU OCEANIS 411, 2001. Mediterranean. \$139,000. The perfect couple's cruising boat with offshore capabilities. Two-cabin owner's version. Designed by Groupe Finot and built by Beneteau in France. Well-equipped and meticulously maintained. Never chartered. Stored on the hard at least six months per year since new. Only 1,100 hours on Volvo 59hp engine. No sales tax, personal property tax, or value added tax for USA buyers. USCG Registered. Lying in the Med. (415) 269-4901 or sail@voleauvent.com.



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40-FT HARDIN SEAWOLF, 1968. \$59,950. 2-boat owner. Classic full-keel cruiser ready to take you anywhere safely. South Pacific, Mexican señoritas and margaritas? Crab and pines of the Northwest Pacific? Well equipped and ready. <http://sites.google.com/site/svgennao>. (925) 818-4493 or (925) 817-7880 or ted.w.biggs@gmail.com.

47-FT BENETEAU 473, 2004. Beautifully maintained, lavishly equipped, lightly used, three staterooms. Elite upgrades: electric winches, bow thruster, air conditioning, heating, generator, MaxProp, Yanmar engine, epoxy barrier, forward scanning sonar. Best 473 buy. Possible tax advantages! For complete info and photos visit: <http://yachtamicus.com>.



43-FT SAGA, LEGACY IS FOR SALE. A rare opportunity to buy a well-equipped and maintained cruising yacht, turnkey ready to take you anywhere in the world. Full details at website. Delivery to West Coast possible. www.legacysailing.com.

41-FT HARDIN SEAWOLF KETCH. 1977. Bellingham, WA. \$42,000. Solid fiberglass hull and cabin, teak over fiberglass decks. Recently re-powered Perkins 4-108, beautiful teak and mahogany interior. Many upgrades over 16 years of ownership. Death in the family forces sale. (360) 739-1550.



40-FT ANGELMAN KETCH, 1960. Ventura, CA. \$45,000/obo. Designed by famous West Coast marine architect, built by Newton & Sons, Hong Kong. Solid 1-3/8" Burmese teak deck and hull on ipol double-sawn and bronze bolted frames. Sitka spruce spars. Lehman/Ford 4-cyl, 60hp diesel. 2 cabins, 2 heads and large center pilothouse. Classic beauty. (805) 896-3384 or bluemaxtoo@msn.com.

40-FT CAL, 1969. Honolulu. \$59,000. Well maintained and modified. New maststep beam. Twin spreader mast. New cruising sails. 3-cyl Yanmar V-drive. Stiffened keel. New complete electrical system. Misc extra sails and spinnakers. Going cruising to Tahiti, boat halfway there. (808) 292-6844 gvan@hawaii.rr.com.



40-FT PETERSON, 1979. Mexico. Price reduced to \$60,000. Aluminum hull, Pathfinder, electric winlass, 66 Bruce, Profurl, full batten 3-reef main, 3 headsails, winches-2.3 speed, GPS, depth sounder, autopilot, 100-amp alternator, stove/oven, Lavac head, refrigerator-7.2 cubic ft. (435) 513-1556 or s.blues1@yahoo.com.

45-FT DOWNEASTER CC, 1980. La Paz, Mexico. Best offer. This California-built boat was refitted in 2004. Our plans have changed and we will make this an excellent deal for new owner. Can be seen at website. www.mazmarine.com. (941) 204-3271 or kruzn2004@aol.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.

44-FT BENETEAU OCEANIS 440, 1995. Sausalito. \$110,000. Excellent shape, new electronics chart, HD radar, AIS, XM with weather. Sausalito berth. (415) 713-9515 or bob.irby@marincounty.com.



40-FT GRUBER 1900. Gruber 1900. Original owner. After cruising/living aboard 33 years. Boat on the hard, ready for some TLC from the next adventurous owner.

40-FT HUNTER LEGEND, 1986. La Paz, MX. \$64,900. Cruise ready for the 2011 season, full electronics, comfortable performance cruiser. Constantly upgraded with newer equipment. Call or write for details and pictures. Save money by buying in Mexico. (530) 957-2810 or gregondetente@gmail.com.

41-FT MORGAN CLASSIC MODEL. 1991. San Carlos, Mexico \$98,000. Primo condition. Equipped and ready to cruise. Center cockpit, great liveaboard, must see to appreciate roominess. Recent survey. See blog for equipment list and current photos: <http://sailboatvagari.blogspot.com>. stanstreb@gmail.com or (520) 825-7551.



50-FT COLUMBIA, 1972. \$62,500/asking. Classic Bill Tripp sloop, rigged for cruising. Needs some work. Fuel 250 gal, water 180 gal, chain 400 feet, canister liferaft, and much more. (805) 797-5124 or debugarre8@att.net.

CATALINA 42 MK I. 3-cabin pullman, 1989. Ventura, CA. \$102,500. Beautiful Catalina 42 w/3 cabins. Extensive sail inventory. Tons of extras and upgrades! Ready for cruising! <http://catalina42for-sale.blogspot.com>. (805) 637-5140, (805) 390-4867 or sailingbeauty2@yahoo.com.

51 FEET & OVER



55-FT FIBER STEEL, 1980. River View Marina, Sacramento. Make offer/Must sell. 72' LOA, 16' beam, F/C, 671 main engine with 300 hrs. 15KW gen, 1100 gals. diesel. 500 gals. fresh water, ketch rig. New sails, 6'6" head room, sleeps 8. Dinghy and new electronics, 385' 3/8 ht chain, 2000 lb windlass, 2 heads, shower, ice maker, 2 refrigerators/freezers. Great liveaboard with liveaboard slip. 7 minutes to downtown Sacto. Possible trades? Health forces sale. (916) 208-4141 or seahawk2mexico@gmail.com.

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35-FT ARTHUR ROBB LION, 1962. San Francisco Bay Area. Complete restoration 2003-2005. Teak hull, copper riveted, bronze floors, new galley, head, etc. Restoration too extensive to print here - complete documentation written and in photos. 2006 winner Stone Cup, 2009 Master Mariners Tee Shirt Boat. Great sailboat for racing, cruising or just daysailing. (707) 462-3507 or (707) 972-1376.



34-FT COLLECTABLE KETCH, 1955. Napa, CA. \$9,900. A beautiful 34-ft John Hanna timber ketch evokes the romance of the sea with ratlines, whisker shrouds, a dolphin stay, wood blocks, four racks of belaying pins, caulked wood deck, fir masts and spars, portholes, and skylights. 2-cylinder Volvo Penta diesel. Eye candy for your dock, and a rewarding hobby. Good Bay and Delta daysailer, generates compliments wherever she goes. Not a liveaboard. Berthed on the Napa River. (707) 738-1405 or laird@ljdurham.com.

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40-FT 37 SEARUNNER, 1982. Sea of Cortez. \$39,000. 37-ft Searunner, stretched to 40. All cruising amenities. New 4-108 Perkins diesel and bottom paint. On the Sea of Cortez. Email feernaut@hotmail.com.

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17-FT BOSTON WHALER MONTAUK. 1975. Sausalito. \$6,500. 1995 Suzuki 85hp 2-stroke, varnished teak wood, bottom paint, canvas, 12 gallon tank, rod holders, new VHF radio. Great condition, runs great. In water w/transferable Sausalito slip. No trailer. Pictures available. (415) 302-8447 or smpitt@hotmail.com.



35-FT VIKING CONVERTIBLE sportfisher, 1982. Monterey, California. \$99,800. In excellent condition. Twin Cat 3208 Turbo diesel with troll valve. Boat is loaded. New fire system. Low hours and ready for fishing! Boat is in Monterey. Berth available. acculoan.com/viking.htm. (925) 963-7031 or johnd@xyvest.com.

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ERICSON 32 - QUARTER EQUITY partnership. Sausalito Yacht Harbor. \$6,500. 1985. Great Bay boat - solid & safe & fun. Close to Gate. Recent haulout and survey, new Yanmar 06. \$750/quarter covers everything! Easy partnership. Located in SYH, free parking. (925) 687-2555 or Jan@JanPassion.org.

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BOATING COURSES. Boating Skills and Seamanship (power) Sailing Skills and Seamanship (sailors) offered by USCG Auxiliary Flotilla 17. Learn: Essentials of boating/sailing seamanship; Navigation; Weather; Communications; Knots. Wednesdays, JAN 26-MAY 18, 1930-2130 at Berkeley Yacht Club. \$75; About Boating Safely - Our basic boating course provides the foundation for boating safely. Saturday, March 12th, 8:30-5:00 at YBI Coast Guard Station. \$55 includes book/ lunch; GPS for MARINERS Learn: GPS skills; GPS functions; other equipment interface. May 17th, 19th, and 21st Tues/Thurs 7:30-9:30 pm, Sat 0900-1200. \$55; Weekend Navigator course. Learn rudiments of navigation using GPS, and backup navigation skills using charts, navigation plotting tools, and dead-reckoning. Wed. May 25th - July 6th 1930-2130, Sat., June 11th & 25th 0900-1200. TBD <http://Flotilla17.org>. Email FSO-PE@flotilla17.org.

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SERIES INFORMATION

The YRA PC Series

- The 3 marquee YRA Regattas: The Great Vallejo Race, the YRA 2nd Half Opener, and the YRA Season Closer. Each weekend features 2 days of racing and a party at the host club Saturday night.
- Each weekend is a stand-alone regatta. Division Champions will be named for each Regatta.
- There are 6 Divisions available for each Regatta: PHRF, Sportboat, One-Design, Double/Singlehanded, Non-Spinnaker & Multihull. Divisions may be split into multiple fleets to ensure tight racing.

The YRA Spring/Summer Series

- In the Bay racing for boats with a current NCPHRF rating certificate (HDA) or for One-Design classes (ODCA).
- The series consists of 6 races- the Spring 1, 2, & 3 and the Summer 1, 2, & 3.
- HDA Divisions are determined by grouping similarly rated boats.
- YRA Spring/Summer Series Racers are invited to race in the Crewed Lightship 1 race for an additional \$5.00. Additional OYRA equipment requirements must be met. See http://www.yra.org/OYRA/ocean_safety.html.
- One-Design starts are available for any fleet that signs up for the ODCA season, or, gets at least 5 boats to sign up for a single race day. If you are not sure if your One-Design fleet is a current ODCA fleet, or would like to sign your fleet up for ODCA, please contact the YRA office at (415) 771-9500 or info@yra.org.

OYRA (Offshore Yacht Racing Association)

- In 2011, there are 9 ocean races ranging from 25 to 60+ nautical miles as well as a "Daylight Series" consisting of 4 races that start at 1030 hrs and finish by 2100 hrs. The Daylight Series races include both Lightship races, the One-Way to Half Moon Bay race & the Southern Cross.
- OYRA racers are invited to race in the Vallejo race for an additional \$5.00
- Racers will race in one of the following 5 divisions, determined by their boat's rating or D/L ratio, unless choosing to race in the Short Handed division:
 - PHRO 1a – NCPHRF of 0 or less
 - PHRO 1 - D/W ratio Less than 100
 - PHRO 2 - D/W ratio 100 to 199
 - PHRO 3 – D/W ratio 200 & Over
 - SHS – Shorthanded division, Specifically Requested, open to doublehanded or singlehanded boats only.

WBRA (Wooden Boat Racing Association)

- The WBRA participates in the US Sailing Golden Anchor program which makes WBRA racers eligible for a discounted US Sailing Membership. US Sailing memberships through the WBRA Golden Anchor program must be purchased online here: <http://www1.ussailing.org/membership/MPP/Default.aspx?ycid=112274N>
- Bay racing for one of the following 4 fleets:
 - Bird Boats
 - Bear Boats
 - Folkboats
 - IODs
 - Knarrs

GENERAL INFORMATION

- **YRA Sailing Instructions are available on the YRA website at www.yra.org.** Sailing instructions are normally posted approximately 2 weeks prior to each race. If you do not have access to the internet and need to have your race instructions mailed to you, please contact the YRA office at (415) 771-9500 or info@yra.org
- Entries for a series, or individual regatta, must be received by 5 pm the Monday before the race or a \$35 late fee will be applied. No entries will be accepted after 5 pm the Wednesday before a race.
- **A YRA sailing membership and a membership in a YRA member yacht club is required to register a boat for any YRA series.** A YRA membership is required to race in any individual YRA Race, but one time racers do not need to belong to a member club.
- The YRA Offers a discount on all race fees to US Sailing Members. YRA Racers are eligible for a discount on US Sailing Memberships through the Golden Anchor Program. US Sailing Memberships can be purchased online at <http://www1.ussailing.org/membership/MPP/Default.aspx?ycid=101132Z>.
- Sailors entering the OYRA Season, or any individual OYRA Race, must submit a signed OYRA Boat/Crew Information and Statement of Compliance Sheet before each ocean Race. See http://www.yra.org/OYRA/ocean_safety.html for more information. **Please note that to race in an OYRA Race a 406 EPIRB or 406 PLB is required.**
- Please fill out your entry form completely, sign, date and return it to the YRA office along with your payment. If you need additional assistance completing this form, please contact the YRA office.
- You can save time and postage by signing up online! Visit www.yra.org for more information!



Yacht Racing Association of San Francisco Bay - 2011 Entry Form

1070 Marina Village Prky, Suite 202-G
Alameda, CA 94501
Phone: 415.771.9500
Fax: 415.276.2378
email: info@yra.org

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

Membership Fees:	YRA Membership:	Required for YRA Racing	\$45	\$ _____
NCPHRF Fees:	Renewal of 2010 Certificate:		\$30 for YRA Members/\$40 for NON-YRA Members	\$ _____
	New Certificate/Renewal of 2009 or prior Cert.:		\$45 for YRA Members/\$55 for NON YRA Members	\$ _____

Season Racing Fees:	US Sailing Members	Non US Sailing Members	Fleet
YRA PC Series -3 weekend regattas: Vallejo, 2nd Half Opener, Season Closer	\$150	\$165	\$ _____
YRA Spring/Summer + PC Series (HDA/ODCA, Includes PC races)	\$180	\$195	\$ _____
YRA Spring/Summer Series only (HDA/ODCA, no PC Series)	\$150	\$165	\$ _____
Offshore Yacht Racing Association (OYRA) Full Season *	\$195	\$210	\$ _____
OYRA Daylight Series- 4 ocean races- both Lightships, Half Moon Bay, SoCross *	\$150	\$165	\$ _____
Wooden Boat Racing Association (WBRA) Season	\$150	\$165	\$ _____

Single Race Fees:	US Sailing Members	Non US Sailing Members	Fleet
YRA Spring/Summer Series racers entering Lightship 1 *	\$5	\$10	\$ _____
OYRA season racers entering Vallejo	\$5	\$10	\$ _____
Party Circuit racers entering the Summer Sailstice	\$5	\$10	\$ _____
Vallejo Race Only	\$75	\$80	\$ _____
2nd Half Opener Only	\$75	\$80	\$ _____
Season Closer Only	\$75	\$80	\$ _____
All other YRA Races (write in race name): _____	\$50	\$55	\$ _____

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

*** Participants in an ocean race or ocean series must submit a signed OYRA Boat/Crew Information and Statement of Compliance Sheet before each ocean Race. See http://www.yra.org/OYRA/ocean_safety.html** **TOTAL** _____

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

Signed: _____ Date: _____

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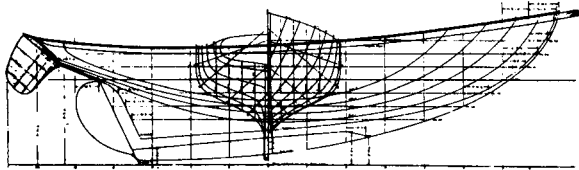
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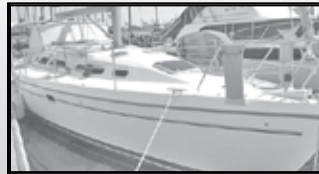
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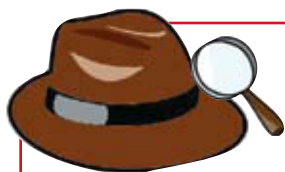
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50' STEPHENS, 1966 Stephens were all expensive custom builds and this is a prime example. Over \$500k spent on her since '04; updated inside/out but retains her original stately lines and elegant ambiance. Possible Sausalito transferable slip. **\$210,000**

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41' SCEPTRE RAISED CABINTOP CUTTER, 1985 Professionally maintained local boat shows VERY nicely inside and out. Leisure Furl in-boom system w/Hood main, Harken roller furler and 105% Hood jib, updated electronics, more. **\$195,000**

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40' BENEteau FIRST 40.7, 2003 The First 40.7 combines the excitement of a sleek racer with all the comforts of a luxurious cruiser. This one is a well-equipped beauty that shows new inside and out. She's the deep version (preferable for the Bay). **\$159,000**

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31' PACIFIC SEACRAFT CUTTER, 1989 Vessel shows very, very nicely. Always been a professionally maintained local boat and has less than 400 hrs on Yanmar dsl. Radar, chartplotter, robust offshore dodger, wheel steering, etc. Transferable Sausalito YH slip. **\$89,000**

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37' HUNTER 376, 1999 Very spacious, light and airy, this vessel shows as new; must see to appreciate. Out-of-country owners motivated; offers encouraged. Sausalito Yacht Harbor slip can be arranged. **\$89,000**

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34' HANS CHRISTIAN, 1976 A capable Perry design with full keel, high ballast-to-weight ratio, a big, comfortable, deep cockpit and a big rudder placed far aft, she is safe and sea-kindly under power or sail. Beautiful interior finished in lovely teak. **\$79,000**

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36' UNION CUTTER, 1980 Heavily built full keel canoe sterned classic, designed by Robert Perry and built by the renowned Union yard in Taiwan. Repowered, aluminum mast, rerigged. Offers encouraged. Competitively priced at **\$59,000**

See at: www.marottayachts.com



34' SUNSET SLOOP, 1967 This full keeled jewel was built like a piano by Al Silva shortly after he left Stone Boat Yard. Fully restored and everything is done to showboat standards. **\$49,000**

See at: www.marottayachts.com



38' INGRID SLOOP, 1984 Clean, never cruised, one owner example of this classic John Atkins design. A modern adaptation of pilot boats designed by Colin Archer for North Sea conditions, the Ingrid is the gold standard for capable cruisers. **\$49,000/Offers**

See at: www.marottayachts.com



38' C&C, 1980 C&C is known for producing fast, good looking and well built boats, and this is a prime example: she shows very nicely (especially her oiled Burma teak interior), is competitively priced and sails like a witch — a very nice combination. **\$44,900**

See at: www.marottayachts.com



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. **\$39,900**

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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! **\$29,000**

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26' CHEOY LEE FRISCO FLYER, 1968 Built as a show boat for the Cheoy Lee distributor in Seattle, this is one of the nicest we've seen. One of the last built, fiberglass hull, raised cabin top. Repowered with Yanmar diesel, new main and rigging. **\$16,500**

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