

Latitude 38

VOLUME 409 July 2011

WE GO WHERE THE WIND BLOWS



Latitude 38

JULY 2011

VOLUME 409

AMERICA'S CUP 34



Oracle Racing and ACRM knocked it out of the park last month with their visit to the Bay. Perhaps sensing the need to keep local interest in AC 34 stoked, they brought a pair of AC 45s in early June, and left having given the event's profile a serious boost.

Of course Russell Coutts' "pitchpole heard 'round the world" (see this month's *Sightings* on p. 72), which even drew coverage from the gamut of mainstream media, was obviously the crossover highlight of the trip. But it was hardly representative of what the team and ACRM accomplished here.

Starting with a design briefing on June 13 attended by just about every media outlet but Univision and Telemundo — who knows, they might have been there too, but it was so packed it was impossible to tell — the event rolled right into a day trip on the Bay aboard the replica *America*, for everyone from the journalists to mayor

AC45s and a typical June day on the Bay — Blam!

Ed Lee on what was probably their first sailing experience, with the AC 45s buzzing by at 20-plus knots.

Of course the pitchpole didn't happen until after the media hit the dock that day, but many saw it as they left the Golden Gate YC parking lot, and the result was that it garnered a bunch of attention that the day might not otherwise have.

The rest of the week was devoted to media trips aboard the AC 45s for a few lucky journalists, as well as a VIP day rumored to bring out people like Governor Jerry Brown, Lt. Governor Gavin Newsom, and confirmed to have drawn Grateful Dead drummer Mickey Hart. Media weren't exactly invited to those — unfortunately — but it was another fruitful step in the "blocking and tackling" of the PR campaign that ACRM, the ACEA and Oracle are waging. But those weren't the only battles on that front during the week

The Challengers

On June 15 ACEA announced the team slate for the 34th America's Cup, and anyone hoping

for a surprise was probably disappointed. Only one of the "undisclosed" teams — Spain's Green Comm Challenge, not announced until June 23 — was able to cross the threshold into becoming an America's Cup challenger, so the lineup is pretty much unchanged from what's already been announced.

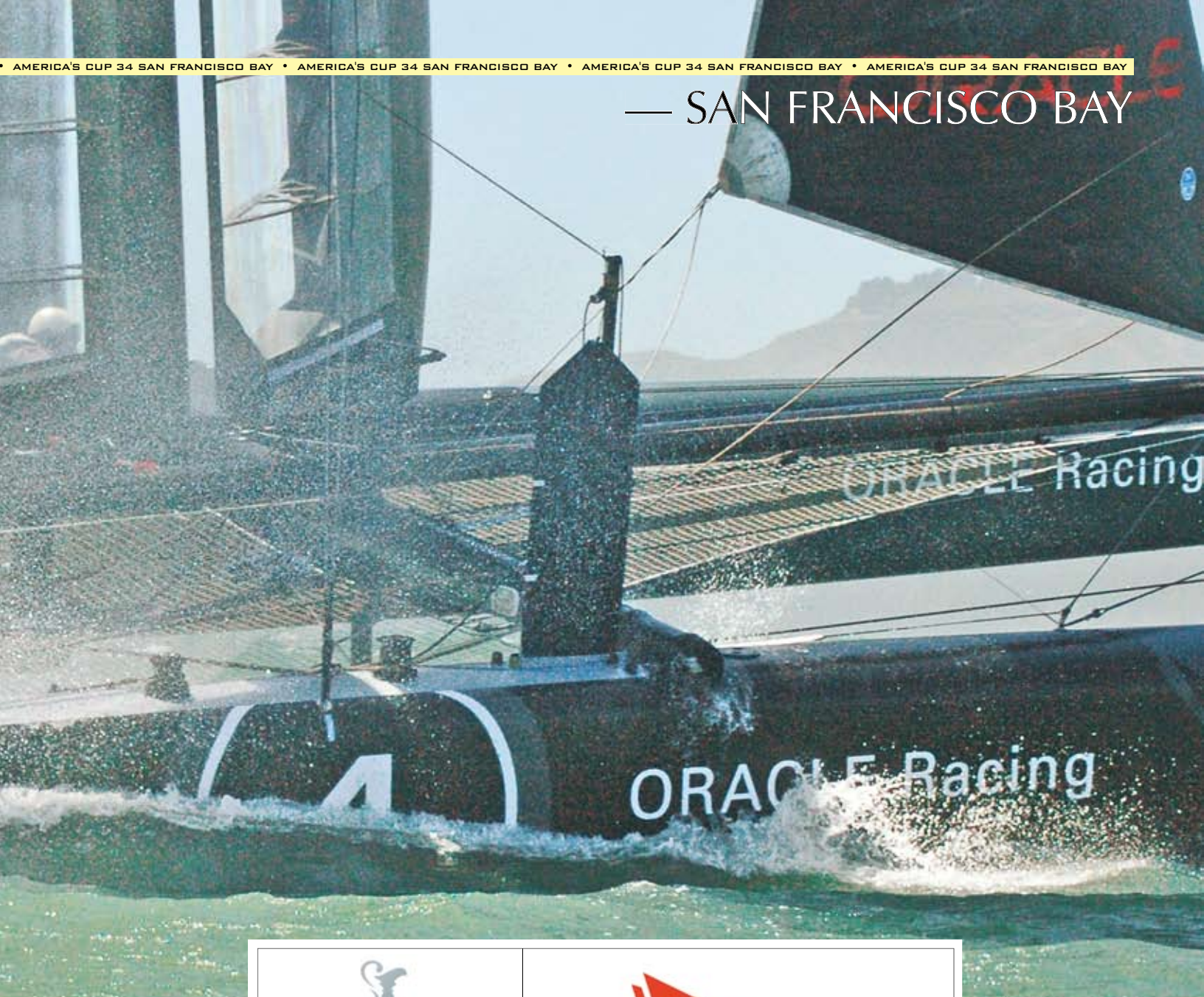
Challenger of Record Artemis Racing was joined on the Ferry Building's mezzanine by China Team, Aleph Equipe de France, Emirates Team New Zealand, Vene-



GILLES MARTIN-RAGET

Mickey Hart

— SAN FRANCISCO BAY



zia Challenge, Energy Team and Team Korea — a total of eight teams (including Green Comm).

Although ACRM was undoubtedly looking for more challengers, the provincialists out there who've been hoping that the 34th Cup would fall flat must be disappointed. The participation of both China and Korea should prove to be a huge boost to the Cup's commercial viability.

There were some other key announcements at the press conference, notably that the 136 containers required to transport the America's Cup World Series road show around the globe will make their way to San Diego November 12-20 after stopping in Cascais, Portugal, August

SPREAD LATITUDE/ROB



The new America's Cup and Louis Vuitton Cup logos are decidedly less exciting than the AC 45s.

6-14 and Plymouth, England, September 10-18.

Our Ride on an AC 45

After a week of non-stop media and VIP outreach, Oracle Racing turned its attention to race practice for the first AC World Series in August. *Latitude 38* Associate Publisher John Arndt and this editor were invited to experience the AC45s on June 21, and although the mini heatwave

we'd been having left us wondering whether there'd be any breeze, by the time we were drove over the Golden Gate Bridge on the way to the team's base at Pier 80, the Slot was already starting to

breathe.

We got to the base in time to see *Oracle 4* and *Oracle 5* wheeled out of the shed, have their wings raised and the whole package launched, ready to go, in what couldn't have been more than 20 minutes per boat. Rows of shipping containers, Jet Skis and chase boats lined the dark, massive shed that houses the team's local operations, not to mention the wing from USA 17. If working for a Cup team is all glitz and glamour, you wouldn't know it by seeing this temporary base.

AMERICA'S CUP 34

The team's clothing and equipment container served as our changing room, and we managed to get out of there having resisted the temptation to nick an Oracle Racing belt or switch out all the gear in the box marked "L. Ellison" for extra-smalls of everything.

Because the team was on a tight schedule to get their practice going, we knew from the outset that our time on board would be limited. ACRM would be out there testing all the regatta systems, and you just can't keep helicopters waiting indefinitely. So, instead of jumping on from a chase boat, we were able to leave the dock on board — Arndt with the 'Facebookers' aboard James Spithill's *Oracle 4*, and this editor aboard Russell Coutts' *Oracle 5* with the 'Flintstoners'. As we were preparing to shove off, word came down that Russell was stuck in a conference call and



GILLES MARTIN-PAGE

Representatives from the challengers joined San Francisco Mayor Ed Lee on stage on June 15 for the announcement of the challenger slate.

wouldn't be joining the boat until later. So Aussie Darren Bundock — a double Olympic silver medallist in the Tornado and three time F-18 world champion — took over as helmsman. A couple former Alinghi/Team New Zealand sailors — and four-time Cup winners — Murray Jones and Simon Daubney, rounded out the

crew on *Oracle 5*, along with Volvo Ocean Race and AC veterans Matt Mason and Simeon Tienpont.

Leaving the dock in the small turning basin next to the shed, the boat instantly leapt forward, attaining a low hum as Bundock bore away down the channel toward the Bay. After having to take a tow

up to Pier 17 where we finally found the breeze, the crew got to work, settling in for a long beat. The guest spot on an AC45 is behind the aft crossbeam where there are a couple "oh shit" handles between the running backstay blocks. We nervously inquired about the loads on the runners, as this editor is generally averse to putting his head, or any part of his body, near a highly loaded running backstay block. Jones told us that there's a load pin on one end of the cable that runs from the prod to the dolphin striker and underneath the

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— SAN FRANCISCO BAY

tramp back to the aft crossbeam. They're winding 11.5 tons on that cable via the runner, although the loads on the runner are much lighter.

As we matched up side-by-side, we could almost hear Bundock thinking, "Why did I get the 105-kilo guy and Spithill get the 75-kilo guy?" as this editor's contribution to (at that point, undesirable) transom immersion allowed *Oracle 4* to shear off us as we trucked upwind in the low to mid-teens in 10 to 15 knots of breeze. The boats are extremely weight-sensitive. After about four or five tacks, both boats popped out the Gate, and our short ride was over as the chase boat picked us up before the 45s bore away.

When you get aboard an Oracle Racing chase boat, you're likely to see a few faces you might recognize. In this case it was design team member, coach and multiple Cup winner Mike Drummond who was taking video of the maneuvers while Volvo Ocean Race navigator Ian Moore worked away on a laptop. After a quick blast into the Golden Gate YC, our short day on the water was over, but our lasting impres-

sion is that the America's Cup 34 is going to be one gnarly ride.

Parting Shot

If there was anything about the AC 45s' visit that really resonated with us — apart from the sheer awesomeness of watching them pulverize the Bay, it was the realization that all the whinging and moaning about how the move to multihulls gives Oracle Racing an unfair advantage is bull. After seeing this all go down, we wondered, "What are the AC 72s going to look like?" With a wing nearly twice as tall, and speeds probably some 15 knots faster — the 45s were doing high-20s — the 72s



GILLES MARTIN-RAGET

The schooner 'America' provided a stable viewing platform for the legion of journalists who went out for a day on the Bay and a look at the AC 45s.

will be so close to the edge that this Cup will probably come down to who can keep their boat upright the longest. The only advantage Oracle has dealt themselves is making the other teams survive a Bay summer before the September '13 match date.

— latitude/rg

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MASTER MARINERS



DAVE KEANE

If you've never seen the spectacle that is the Master Mariners Benevolent Association's Annual Regatta, you're missing out. Although this year's event on May 28 didn't get the perfectly glorious conditions of last year's, the sun held the occasional moisture-laden cloud at bay until after the racing was over. And let's face it, no weather could diminish the stunning sight of 66 classic (and almost exclusively) wooden boats plying the Bay at various angles, rails down, with bones in their teeth.

With over 65 classic boats in 12 divisions canvassing the water on different courses in the 20-knot westerly, the Central Bay looked like it had been put through a time machine.

The Sausalito YC ran the race as is customary, and the MMBA's lick-your-finger-and-raise-it-in-the-air rating system was there for some semblance of equality. But let's face it, no one is doing inclination tests.

This editor was lucky enough to join the crew of Dan Spradling's 1950 S&S 52 *Bounty* for the race. In his pre-race briefing, Spradling advised his crew that for many of the skippers, this would be the only day all year they would spend racing — the other 364 are spent varnishing — and to not expect other boats to really know the rules. While the racing rules are necessary to a certain degree, the only important rule is that if you're a steward to one of these anachronisms, that it's be your passion.

In its modern era, which began in 1965, the event has drawn some of the West Coast's most gorgeous wooden boats, but perhaps most importantly the boats you see here aren't museum pieces, they're actively sailed boats. Some are liveboards, some are daysailed. Some introduce hundreds of kids to the joys of sailing every year. They're all living, breathing legends, many of whom call the Bay home, and we're better off for their presence and for the community of sailors who preserve and sail them

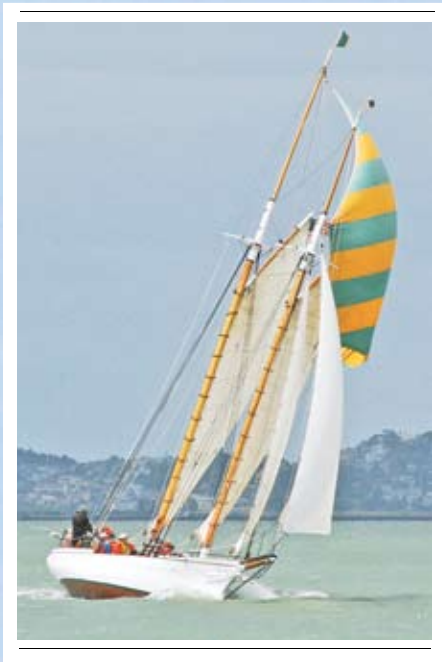
— **latitude/rg**

Spread — 'Dauntless' rolls over 'Nautigal'; insets, from left — 'Corsair' flying everything she has; rolling aboard 'Bounty', a little color in the fisherman.

ALL PHOTOS LATITUDE/ANDY EXCEPT WHERE NOTED



— CLASSIC



MASTER MARINERS



Clockwise from top-left — 'Goldilocks' gets trapped under 'Papoose'; 'Nautigal' with a spinnaker up; 'Polaris'; this is about as small as they come; 'Bounty' rolls across the slot; the crew of 'Dauntless' crosses the finish line; 'Pursuit' was the biggest belle at the ball; 'Alma' trucking along; 'Bolero' reaching across the slot; 'Taihoa' took Gaff 2 this year, swapping places with 'Sequestor'; 'Tiger' and 'Eventide' had a horrendous collision before the start; 'Yankee' tries to roll over the top of Chorus'.



DAVE KEANE

— CLASSIC



MASTER MARINERS

MASTER MARINERS (5/27)

BIRD — 1) **Robin**, Patrick & Cissy Kirrane; 2) **Polly**, Bill Stucky; 3) **Widogon**, David Cobb. (4 boats)

BIG SCHOONERS — 1) **Gaslight**, Billy Martinelli; 2) **Alma**, National Park Service; 3) **Freda B**, Marina O'Neill and Paul Dines. (4 boats)

GAFF 1 — 1) **Brigadoon**, Terry and Patti Klaus; 2) **Bluenose**, Dennis Peitso; 3) **Yankee**, Yankee LLC. (3 boats)

GAFF 2 — 1) **Taihoa**, Jody Boyle; 2) **Sequestor**, Hans List; 3) **Briar Rose**, John T. Ough. (7 boats)

GAFF 3 — 1) **Andrew Mulligan**, Stephen Canright; 2) **Stardust**, Mary Moseley; 3) **Mercy**, Shawn Jonutz. (3 boats)

MARCONI 1 — 1) **Bright Star**, Ted & Laddie Hall; 2) **Pegasus**, Peter Hayes; 3) **Bolero**, Tim Murison. (10 boats)

MaARCONI 2 — 1) **Unda**, Dean Gurke and Dee Dee Lozier; 2) **Ingwe**, Jay Gardner; 3) **Nautigal**, Jeff and Karen Stokes. (8 boats)

LAPWORTH 36 — 1) **Papoose**, Allen Edwards; 2) **Leda II**, David James. (2 boats)

MARCONI 3 — 1) **Corsair**, SF Whaleboat Association; 2) **Viking-Red**, SF Whaleboat Association; 3) **Adagio**, David Howell. (10 boats)

MARCONI 4 — 1) **EOS**, K. Dunlop/ S. Mavromihalis; 2) **Flirt**, Peter Strietman; 3) **Morning Star**, Barbara Ohler. (5 boats)

BEARS — 1) **Chance**, Anselm Wettersen; 2) **Kodiak**, Peter Miller; 3) **Goldlocks**, Mathieu Kepler. (9 boats)

OCEAN — 1) **Chorus**, Brad Asztalos; 2) **VIP**, Don Taylor; 3) **Echo**, Jack Coulter. (4 boats)

Complete results at: www.mastermariners.org



DAN BAKER

The raft-up at Encinal YC was really well attended, but the rain came uninvited.



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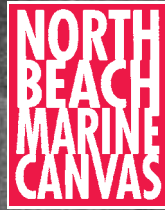
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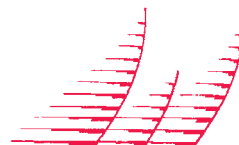
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THE MAIDEN &

Once upon a time there was a young man who dreamed of sailing the seven seas to a world of adventure, but on the eve of his departure he met a fair maiden who stole his heart away. Forced apart by fate — and an excellent

weather window — the sailor feared he might never see his lady love again, but they were soon reunited and lived happily ever after. Or at least for the next six months, anyway.

The story of Brian Coggan, 26, and Alana Carrara, 24, begins

much like your everyday fairy tale — love discovered, love lost, love renewed — but, really, it's the details that make a story interesting.

Brian grew up sailing on San Francisco Bay with his parents and older brother. "They put me in San Francisco YC's junior program when I was seven," he recalls. "I was out there getting scared in El Toros." But as soon as he hit his teens, Brian lost interest in sailing — until his folks bought a Schumacher 40 named *Auspice*, that is.

Auspice was built on the East Coast, then moved to Wisconsin to sail the Great Lakes. Brian's parents — Jim and Kim Coggan — bought the boat when Brian was in high school, and took the boys with them for some Great Lake cruising before trucking *Auspice* back to the Bay.

Though the boat was meant to eventually become the family cruising platform, Jim raced her heavily over the next five years or so. "My dad's an avid racer," says Brian, "and I think the ocean racing program he had going sort of distracted him from their cruising plans." Brian raced with his dad aboard *Auspice* through his later high school years and all through college, primarily on offshore races, including a Pacific Cup.

But the cruising plans finally won out and, in the fall of '07, the family of four sped down the coast and up to Loreto in the unfathomable timeframe of just two weeks. "After leaving the Bay, our first stop was Isla Guadalupe five days later," says Brian. "We hardly ever spent the night anywhere after that — we'd anchor somewhere, clean up, go for a walk ashore, and then just around sunset, Dad would say 'No sense wasting the

night sleeping,' and off we'd go."

Once the boat was settled, the parental units flew back home while the boys stuck around. "I only stayed a week or so," says Brian, "but my brother, Chris, stayed until his tourist visa expired — six months. Our parents were commuter cruising at that point."

Auspice spent two seasons in Mexico, with Jim and Kim popping down for a few weeks at a time when they could, before taking off for good in May '09. "Within one month, my dad sold his dental practice, we cleaned and rented the house he's owned since the '70s, and I drove him down to San Carlos in the family's '82 Volvo," recalls Brian. Kim met Jim in Loreto, and then the freshly retired couple made tracks for Cabo, followed by the Marquesas. (Check out this month's *Changes* for an update from the Coggans, currently in Fiji.)

Having graduated in '07 with a de-

gree in geology and environmental studies from Whitman College in Walla Walla, WA, Brian was at a crossroads. He knew sailing was in his future but he wasn't quite sure where it fit. Then he caught wind of a unique academic opportunity called the Watson Fellowship. The way Brian tells it, this particular fellowship gives new grads \$20,000 to pretty much do whatever they want as long as they stay out of the U.S. for an entire year. "Some people learn salsa dancing and some go river rafting, though there's an academic element as well," he notes.

Inspired by a friend's experience with the fellowship, Brian applied, outlining a year's worth of foreign cruising — oh yeah, and learning about the local geology, blah, blah, blah. He was turned down but the application committee left him with some encouraging words. "They console you for not getting it by saying, 'We hope you know these are achievable dreams,'" he says. Though he was disappointed, the seed was planted.



Brian and Alana had a fairy tale start to their relationship.



Isla Santa Catalina was home to giant cacti, as well as less photogenic residents.



THE LOST BOY

ALL PHOTOS COURTESY LOST BOY

For the next year, he worked — everything from guiding kayak trips to substitute teaching — and saved to buy a boat. He looked at many, considered a handful, but finally bought a Wylie 28 in January '08. "It was pretty much exactly what I wanted and already had a lot of the stuff I'd want to go cruising," Brian says.

But that didn't mean the boat was cruise-ready; plenty of work and upgrades were needed. It was another year and a half — last fall — before the newly christened *Lost Boy* was ready to sail under the Gate.

But by then, Brian was having second thoughts . . .

Alana, who grew up on powerboats



In addition to exploring aboard 'Lost Boy', Brian and Alana swam with baby sea lions, were overtaken by a 1,000-strong pod of dolphin, and led kayaking trips to earn money.

in Connecticut, graduated from Cal last year as a member of the school's sailing team. "I'd sailed with friends on the Bay before, but it wasn't until my senior year that I joined the team — it was like throwing the baby in the water and hoping she'd swim," she laughed. But Alana's skills improved and she spent her second semester on the women's varsity team.

After graduating with a degree in linguistics, Alana decided that she wanted to go to med school for pediatric immunology — "I want to work with AIDS kids in Africa" — but she needed to take a number of science courses at the College of Marin so she could take her MCATs.

She figured living on a boat would reduce her expenses, so her Cal sailing coach, Paul Heineken, who just happened to be an old friend of the Coggan family, connected her with Brian. "He was so sly about it," she says, "but he was setting us up — and it worked!"

After their initial email contact, which both confirm was purely platonic, it was another several months before the pair finally met — the day before Brian's initial departure date. "That was

my goal, but it'd already been pushed waaaaay back," he insists.

Alana had asked Brian to look at a Newport 30 she was thinking of buying, then the duo went out for a sail on *Lost Boy*. Light winds, porpoises splashing, a gorgeous sunset and a random fireworks show off Tiburon made for a decidedly romantic evening, one that neither wanted to end. Over the course of the next few weeks, Brian played the 'weather card' on his southbound crewmember, delaying their cast-off date again and again.

"He told me he wasn't sure he wanted to go now," says Alana, "but he'd planned to do this trip for two years, and I didn't want him to give up his dream for me. It'd be easier for me to join him." But Alana had to take a class and was buying a boat — the chances of her joining him on the trip were nil. With a heavy heart, Brian and his crew Jenny sailed under the Gate on November 23, the same day Alana was

going to buy the Newport, which would tie her down with slip fees.

"Thank goodness the guy sold the boat out from under me that day," recalls Alana. Shortly afterward, she discovered she could postpone taking one of her required classes and an idea developed. "She was very strategic about telling me," notes Brian as Alana chimes in, "I didn't want to scare him off!" But the two young lovers were anxious to see each other again, and plans were made for Alana to meet Brian in Loreto in January.



There were many light-air days on the Sea of Cortez.

The next sixth months were a whirlwind of adventure, exploring and sailing . . . lots and lots of sailing. "We sailed almost all the time in the Sea," says Brian. "I think we used a total of about 20 gallons of fuel the entire trip, including the Bash home."

Though much of their time in the Sea was admittedly spent "drifting around," *Lost Boy* did get at least one spanking when a northerly storm blew through Puerto Escondido. "We'd just gotten back from a week and a half in the islands and we thought we'd go camping ashore for awhile, just to get off the boat," Alana reports. "We bought some food and were going to set off the next day, but that night it started blowing 50 knots and we were stuck for three days." Even on the Bash home, the couple say they never saw over 30 knots.

At the beginning of their trip, the energetic duo had an ambitious itinerary: "We were going to go to the northernmost point of the Sea, then to Mazatlan, then go back to Baja," says Brian. "We made it to about 30 miles north of Loreto when I asked, 'What do you think of turning around?'"

Scrapping their original plans for a more *mañana*-esque approach to their cruise, Brian and Alana spent time ex-

THE MAIDEN & THE LOST BOY

ploring spots off the beaten track, such as Isla Santa Catalina, just off Agua Verde, known for its giant cacti. The pair were eager to explore, but reports of rattlesnakes made Brian nervous. They met some folks who were camping on sharp rocks instead of at a more comfortable area nearby, because they'd encountered some aggressive snakes there. Wisdom finally won out and the pair cut their hike short.

In fact, hiking was a major part of their routine, but as Brian points out, "when you're moving from anchorage to anchorage, your routine gets all messed up." Alana confirms they're both in the worst shape of their young lives because of the sedentary nature of cruising.

Then, almost as soon as it had begun, their cruise was coming to a close. On April 14, *Lost Boy* left Cabo bound for the Bay. The couple says the Bash was,



Brian and Alana will live aboard while she goes to school and he figures out what he wants to do when he grows up. Regardless, local cruising in the Delta is high on their priority list.

well, a bash, and that they did everything wrong — rounding capes during the day, sailing most of the way instead of motor-sailing, and so on. But they were able to visit friends all along the California coast and do the surfing they'd wanted to do — but hadn't had the time for — in

Mexico.

Around midnight on June 4, *Lost Boy* sailed under the Golden Gate and took a slip at San Francisco YC for a few nights before her weary crew made their way to their new home at Richardson Bay Marina in Sausalito — just a couple weeks before Alana's summer classes were scheduled to start.

No matter how romantic the beginning of a liaison can be, we all know life isn't a fairy tale. Cruising in tight quarters can test even the most stalwart of couples, and the perils of a new relationship can be even greater. But as the saying goes, what doesn't kill you only makes you stronger, and it's clear this young couple's relationship has muscle thanks to the storms they weathered together.

— **latitude/ladonna**

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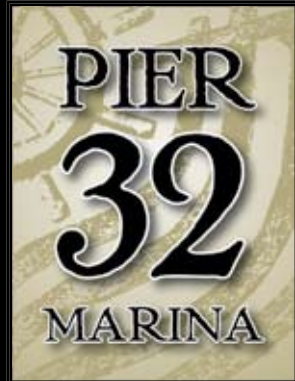
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As you'll recall, our first sail with the *La Gamelle* syndicate's Olson 30 was to



The Oakland Estuary's Zen Sailing Zone.

the yard in Alameda, during which time we nearly killed ourselves in a nautical box canyon. And our first official sail, after the haulout, was in a Memorial Day Weekend rainstorm. For some reason our foul weather jacket wasn't waterproof anymore, and we were wearing sponge-like Levi's. We nearly died of hypothermia on our way to *La Gamelle's* endtie at Marina Village.

But none of this mattered, for we kept remembering that 'the master takes action by letting things take their course'. The nice thing about adventures starting poorly is that it's almost impossible for things not to get better. And that's exactly what's been happening. In the 20 days after *La Gamelle's* launch, we did seven Zen Estuary meditations — meaning sails from off the Encinal YC to the mouth of the Estuary and back — and three shorter sails. Not only have the last several been trouble-free, but the downwind legs have been in warm sunshine — something that's not always easy to find around the Bay.

We've yet to catch a good ebb, so it's usually taken us about 25 tacks — we keep a record of all our tracks on our iPhone using the Navionics app — and one hour to sail the four miles to the mouth of the Estuary. That's using a full main and a #4. One time we tried a #3 with a full main, but with just two of us aboard, the 3,600-pound boat was

De Mallorca suddenly felt bloated, but not from anything she ate.

overpowered in as little as 13 knots of wind. Buddha would be content to sail with a #4, so we are, too.

Depending on the strength and consistency of the wind, it's usually taken us about an hour to make it back down the Estuary to the Encinal YC finish line — although once we did it in



ALL PHOTOS LATITUDE / RICHARD

38 minutes and the next day scored a PB of 37 minutes. If we weren't Zen Sailing, we'd shoot for covering the entire course in 80 minutes.

Since speed isn't our goal, we fly just the main and #4 even when sailing downwind, and we don't even bother to wing the jib out on a pole. Besides, when you're sailing an Olson downwind at only about four knots, the water coming off the transom makes the sweetest whisper. To us, it's the nautical equivalent of a Buddhist chime, gong, or tingsha, celebrating the genius of George Olson.

Having only sailed in the Estuary sporadically in the last bunch of years, we'd forgotten how pleasant the conditions are. Most of our *La Gamelle* sailing has been in five to 15 knots of wind, wind that's a lot warmer than what blows through the Gate or down off the fog-covered hills of Sausalito. And except for the wakes of passing powerboats and ferries, it's flatwater sailing that is so conducive to meditating on the streaming of the jib telltales. At least until Jonathan Livingstone sails by on his Wylie 38 *Punk Dolphin* and shatters our reverie by holling, "You need more outhaul!"

There is considerable traffic on the Estuary on weekends. But with an ultra nimble and responsive little boat such as an Olson 30, avoiding contact with other sailboats, tugs, barges, container ships, rundown wharves and restaurants becomes a meditation within a meditation. "Be the boat," Zen Master Chevy Chase once said, and we've come to understand what he meant.

Naturally, we've had our share of minor mishaps, too. One afternoon, there was a loud psssst sound, and for about 15 seconds we couldn't figure out where it was coming from. But then it looked as though Dona de Mallorca was bloating into Danny de Vito's daughter right before our eyes!

It was actually her automatic life vest accidentally going off under her jacket, almost strangling her.

A few moments later, we heard the always-anxiety-inducing sound of a stainless fitting bouncing off a fiberglass deck. It turned out to be only the top of the bolt that keeps the rudder from falling out of the boat. We used a bit of



electrical tape to keep the bottom half of the bolt in place, keeping the rudder in the boat, allowing us to resume our meditation.

We've enjoyed *La Gamelle* so much that sometimes we've even braved the



traffic from from Marin to Alameda just to fool around on her. Our favorite pastime has been simplifying her. Having gotten rid of the masthead light and wind sensors, the depthsounder and knotmeter, the GPS and the VHF, the spare lines and spare fenders, the cupholders and

CHRONICLES



Spread: An Islander 36 leads the afternoon wing-on-wing parade down the Estuary. Insets upper left: 'La Gamelle's broken rudder post bolt; Sailing in the shadow of imports from China; A Corsair tri heads to weather. Inset lower left; The K-38 'Chorus' heads home after the Master Mariners.

the cushions, we were running short on things to remove. Then we spotted the cabin and 'nav station' lights. "Less is more," says Buddhist Governor Jerry Brown, so we got rid of them, too.

We didn't sense much spiritual energy coming from the Honda 5 hp on the transom either, so we took it back to the office. When we need a break from banging on the computer but don't have enough time to go to the boat, we mount the engine in a plastic dumpster full of water. We then start her up, put her in gear, and watch the water swirl around. Yep, it's a whole different kind of meditation — although the smoke and noise are distractions.

It's harder to meditate when there are a lot of people around, but it's been difficult for us to avoid people in the Estuary. Between the passing boats, chandlerlies, marinas, yacht clubs and

the docks, we've bumped into countless old friends and made scores of new ones. And imagine the coincidence of the boat berthed in front of *La Gamelle* being a big catamaran — the new Prout 50 owned by David and Elena Esser. Having known them for all of three days, we got the invite to their wedding reception aboard *Tigress*, so of course we attended.

There was an even bigger coincidence when we took an Aussie friend, who had come all the way to Alameda from Queensland to buy a cruising boat, to the Encinal YC to have a drink. When we walked into the club, we were surprised to be informed that we were not only members, but had been for eight years! Unable to recall ever signing any checks for monthly dues, we asked Jessie, the lovely woman who runs the office, if she could check to confirm our status. "I've got good news," she said when she

returned. "You have an honorary membership, so you only have to pay for food and drinks."

"You mean to tell us," we replied in a combination of shock and skepticism, "that we can meditate on our boat up and down the Estuary, tie her up at our Marina Village end-tie, walk over here to the club, charge a drink at the beautifully redesigned and rebuilt bar, then go jump in the beautiful new pool?"

"That's right," she said with a big smile.

"Cool!"

See what we mean about going from the mud to the lotus?



Jessie, giving us the good news.

As we sipped our cocktail, we watched the Oakland YC Wednesday beer can fleet sail by. It was still plenty light out — and so was the wind — so we saw many boats and people we recognized. Kame Richards of Pineapple Sails had so many people aboard his Express 37 *Golden Moon* that it reminded us of the mobs Bill Lee used to host on *Merlin* for Wet Wednesdays in Santa Cruz.

And then, were our eyes deceiving us, or was that bearded fellow at the helm of the Cal 29 about to round the mark really Jim Jessie? We know it was exactly 30 years ago that Jim and his wife Diana hooked up, because we — including our then six-month-old daughter — all went sailing off to Honolulu aboard the great Farr 52 *Zamazaan*. Jim and Diana hadn't even started to go around the world on their Lapworth 48 *Nalu IV* yet. So many great sailors, so many great sails, so many great sailing memories — all coming to life again.

It's a cluster up at the leeward mark of the Oakland YC's Wednesday night race. Zephyrs and a flood complicate the rounding.



THE ZEN SAILING CHRONICLES

It's with considerable sadness that we realize that we only have about 10 more days on the Estuary Zen Zone sailing circuit before it's time to move on the Richmond Riviera Zen Zone Circuit. We haven't even left the Estuary yet, and we're already missing it. But we think we're going to come back soon. For the warm run back down the Estuary. For the sailing to Quinn's and other dockside restaurants. And yes, for the pool at the Encinal YC — where, did you know, we're members!

Our sadness is tempered with the knowledge that Buddha — or was it Confucious? — said that change is as inevitable as the sun rising each day. And that since we can't fear the rising of the sun, we should embrace change.

We have embraced change with *La Gamelle*, although we were tentative at times, and didn't get much initial support from Dona de Mallorca. We remember the first couple of times we saw *La Gamelle*. She was mossy on the outside and messy



Sailing, swimming and sun, the newly spruced up Encinal YC has it all.

on the inside. And when we climbed aboard, she seemed — and indeed was — exceedingly tippy to a person used to a 63-ft cat. As for folding the main, we couldn't even remember how we used to do it by ourselves without lazy jacks. When we tacked, we had to remember to duck so we didn't get decapitated by the boom. And those first big gusts that knocked us over 20 degrees, well, after the stability of a cat, heeling like that was the definition of change.

Flash forward just a month or so, and

it's just as Buddha promised, change has been good. *La Gamelle's* exterior and interior aren't perfect, but they are as spiffed up as some Buddhist temples we've seen in Asia. Her bottom is clean. The blue highlight motif on the house and boot stripe have been changed to a sunny yellow, and if we ever

find the time, we're going to liven up the teak bits with Caribbean baby blue paint.

As for sailing *La Gamelle*, we're happy to report that we can get underway within three minutes of arriving. Step aboard, raise the main, undo the docklines — and we're meditating, baby!

All joking aside, the *La Gamelle* experience has been tremendously rewarding on many levels, so much so that even Dona de Skeptic has gotten religion about Zen Sailing. It's up to you, of course, but you might consider converting, too. Or if you've lapsed, reviving your devotion to sailing.

— *latitude/rs*

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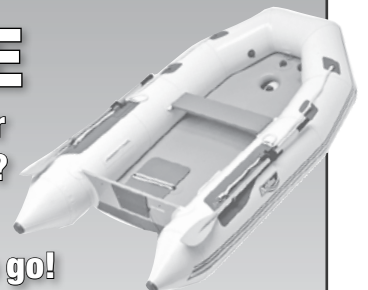
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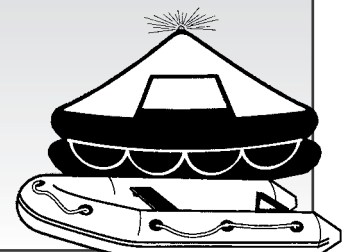
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SHARIN' THE LOVE —

Passion for the sport of sailing manifests itself in many forms, and each month we report on a bunch of them: the latest conquests of the West Coast's hottest racers, the far-flung wanderings of world cruisers, the exotic getaways of bareboat charterers, and the childlike



DAVID YEARSLEY

While rowing 'Alma's skipper Jason Rucker ashore, Alice Watts' infectious smile gives a hint about her ever-cheerful nature.

euphoria of daysailing on San Francisco Bay with no particular itinerary.

Regardless of how these and other successful sailors define fun on the water, though, we'd bet that most of them got started in a similar way. That is, back before they knew a keel bolt from a cotter pin, some patient soul took the time to introduce them to the joy and exhilaration of sailing, while mentoring them in the time-honored skills of seamanship. So for a change of pace this month, we're shining our spotlight on a group of big-hearted sailors who've been quietly and selflessly making life-changing impacts

Paul Mixon (right) has introduced more African-Americans to sailing than anyone we know. And solo circumnavigator Bill Pinkney approves!



BLACK BOATER'S SUMMIT

on the lives of West Coast sailors — especially new inductees to our sport — with little or no expectation of acknowledgment. We call this collection of nautical notables *Latitude 38's Roster of Unsung Heroes*.

The remarkable sailors that you'll meet in these pages were all nominated for recognition by readers. (And there were more worthy nominees than we have room to introduce here, so we'll publish a second installment in the future.)

Alice Watts — "My candidate for unsung hero status would certainly be Alice Watts," says Captain Rick Whiting. "She's the ubiquitous first mate of the 82-ft scow schooner *Alma*, operated by the San Francisco Maritime National Historic Park at the Hyde St. Pier.

"Alice has served as mate on *Alma* for more than 15 years. She sails five or six days a week during the season, and runs the deck in a most professional way. Her dedication to teaching kids about sailing, the history and ecology of the Bay and the history of scow schooners is remarkable. Her ability to train the young crew members in running the vessel and teaching the kids is astounding and most professional."

Dave Yearsley seconds the motion: "She has engaged thousands of children and adults, including the disabled, cultural minorities, and at-risk youth in the arts of sailing and marlin-spike seamanship. Alice continues to delight all who board the *Alma* with her smiling presence and competence, while ably assisting Captain Jason Rucker in running the scow." (See www.nps.gov/safr)

Eric Arens — "This one is easy," says Jimmie Zinn. "I nominate Richmond Yacht Club's Eric Arens. This guy has been organizing and running major racing events for many years. The amount of time and effort he has so generously devoted to high quality racing on San Francisco Bay may be equaled by some, but nobody has done it better." (www.richmondyc.org)

Dan McGuire — Ted Biggs told us about the generous spirit of Watsonville's Dan McGuire. "He restores El Toros with at-risk, low-income youth in Watsonville,

then teaches them boat handling and sailing. I donated my grandfather's El Toro to him last year, and he invited me to an annual event where they put that year's boat project in the water and sailed it on a local lake with the kids.

"Not only did they rebuild a bristol woodie El Toro, but the normally rough-edged kids were softened by the experience. I doubt that they laugh and smile like that on a regular basis. Not only does Dan restore old neglected boats, he restores young neglected kids."

Paul Mixon — "My unsung sailing hero is former East Bay resident Captain Paul Mixon," says Joan Jackson. "For the past 14 years, he's organized a flotilla of African American non-sailors in the British Virgin Islands. For me, and many, many others, sailing in the BVI has been a life-enhancing experience.

"The Black Boaters Summit has been about teamwork, camaraderie and trying to bring the love of sailing to a group not well represented in the sailing



community. Typically around 95% of the BBS sailors have never set foot aboard a sailboat before.

"During the past 14 years, lifelong friendships have been formed and many marriages owe their beginnings to the BBS, including that of the ole captain himself, who recently married a lady he met dur-



LATITUDE'S UNSUNG HEROES

ing BBS 2009!"

Paul's flotillas are so well-liked that there's about a 60% repeat rate. Even so, he has introduced roughly 1,000 non-sailors to the sport through these catamaran cruises. Paul is now ready to retire, however. So this August's flotilla may be the last, unless someone comes forward to pick up the torch." (<http://bbs2011.blogspot.com>)

"It is so amazing to see the pure joy on the faces of our students when they're sailing."

Eric Anderson — "Eric Anderson has led the Peninsula Youth Sailing Foundation and its programs for many years," explains Dave Olson, "including five or six years past the time his own son left the program to go to college. His efforts have enabled many young folks to grow up as sailors. To me and many others

Left and below: Al Spector (far left) and Danette Davis (far right) share their vision and their passion with blind sailors of all ages.

he's an unsung hero." (www.pysf.us)

Ariane Paul — "Ariane Paul volunteers countless hours to Master Mariners and to Summer Sailstice," says Marianne Armand. "She puts together the boat building contest and organizes the bands — all for the love of the event, and getting people interested in sailing. Not only that but she works like a dog for Master Mariners. I think she more than qualifies as an unsung hero."

Al Spector & Danette Davis — Javier Jerez introduced us to the amazing blind sailing program run by Al Spector and Danette Davis. "Al put together a blind sailing program as an offshoot of his Marin Sailing School venture, and eventually led a blind crew to participate in both national and international regattas representing the U.S. and California. He later put on an international blind sailing



TED BIGGS

The work Dan McGuire does transforming neglected El Toros into usable sailing craft can help transform young lives.

event in our home waters of the Oakland Estuary, and most recently he tied up with The Treasure Island Sailing Center to train instructors to teach and sail with visually impaired sailors.

"Coupled with his motivation and energy is a fun-loving personality that makes everyone feel welcome and appreciated. He is truly an unsung hero," says Javier.

We consider Al's partner in the program, Danette Davis of Oakland's Lion's Center for the Blind, to be an equally remarkable hero. During races she serves as 'sighted crew', offering info on ship traffic and the proximity of competitors, while Al serves as captain and tactician. "The sailing program has been phenomenal," says Danette, "and it wouldn't have happened without Al's generosity.

"It is so amazing to see the pure joy on the faces of our students when they're sailing. You can see their confidence and self esteem increase almost immediately. Sailing is so perfect for the blind and visually impaired; there's so much information that comes to them through their other senses: They feel the wind on their faces and feel the boat heeling over, they hear the sails begin to flap when they are out of trim, and they feel the hull accelerate when everything is dialed in just right."

This program, which is mostly geared to adults, has so far had participants from 18 to 84. "And we now have a 94-year-old lady who wants to give sailing a try," says Danette. (www.marinsailingschool.com/blind-sailing.html)

Mike Gross — According to John Super and others, Mike Gross of the Monterey Peninsula and Santa Cruz YCs is an exceptional regional race officer. He's a U.S. Sailing judge and an umpire in training. "He will come to your



MARIN SAILING SCHOOL / LIONS CENTER FOR THE BLIND

SHARIN' THE LOVE —



PEGASUS PROJECT

Richard Gillette of 'Pegasus' has been a mentor to hundreds of kids, teaching them about respect and teamwork as well as sailing.

club and sit on a protest hearing about as quickly as my dog can make a steak disappear," says John.

"Almost every weekend Mike can be found doing jury or ump duty somewhere on the Bay. He also is happy to conduct a rules seminar or a 'how to do it' session for race committee people."

Blue Water Foundation founder Lee Stimmel often volunteers for man overboard drills — or "lawyer dunkings," as he calls them.



BLUE WATER FOUNDATION

Richard Gillette — "I'd like to nominate Captain Richard Gillette," says Erik Jones. "He skippers the 51-ft Alden ketch *Pegasus* for the Berkeley-based Pegasus Project, a nonprofit dedicated to educating youth and underprivileged members of the Bay Area about our environment, the Bay and sailing. He got me excited

"There is something magical about Richard. He is like an old soul with a connection to the sea and the earth."

about *Pegasus* and I've since recruited others to become volunteer crew.

"Captain Rich seems to spend every waking hour of every day recruiting volunteers, keeping the *Pegasus* running and finding new ways to reach out to children, military veterans including those who are disabled, cancer survivors, and many more. The man is tireless in his passion to help and educate others about our sport, and bring them into an environment that many would never have had a chance to see, had it not been for his efforts and those of the foundation he helps to run.

"It is an honor to sail with him aboard *Pegasus* and I can tell you first hand, that he has touched the lives of so many. They all walk away at least with smiles, and some disembark with a newly kindled interest in sailing. He is truly an inspiration and definitely a local hero."

Shana Bagley adds, "There is something magical about Richard. He is like an old soul with a connection to the sea and the earth. The world is always brighter after spending time with him." (www.pegasusvoyages.org)

Pegasus volunteers — In his typical selfless manner, Richard Gillette wrote in to nominate his volunteer crew: "The crew are all volunteers who give so much of their time, energy, knowledge and spirit to make it possible for us to take the disadvantaged youth of the San Francisco Bay Area out sailing. They give

so much!

"They often drive long distances and take time off work so these children can have a life-altering opportunity. The crew share their love of sailing and the Bay with these children and ignite a whole new perspective for them. They also share their spirits and hearts with each child. These volunteers really are the heroes that make the Pegasus Project (which has taken more than 8,000 children sailing) so powerful and able to touch so many lives!"

Nancy Novak — A related nomination is that of clinical psychologist Nancy Novak. Cathy Stierhoff explains, "She's the creator of Nancy's List, a grassroots organi-



zation committed to improving the lives of people who are living with cancer and those who love and care for them. As a cancer survivor herself, Nancy knows what it feels like to be isolated, frightened, and powerless. She transformed her experience and created an organization whose mission statement is: 'No one will ever go through cancer alone.'"

An important component of her work is Nancy's Club for children and teens whose lives have been touched by cancer, either through their own diagnosis or that of someone they love. She regularly takes club members on adventurous outings, including sailing trips on the



LATITUDE'S UNSUNG HEROES



LAURANNE LEE

Left: Despite her big boat prowess, Kit Stycket stills likes to goof around in El Toros. Above: High schoolers test their new skills off the Cityfront with the Blue Water Foundation.

Bay, thanks to Diane Andrews of the Sausalito-based Pearson 26 *Release*, and Richard Gillette of *Pegasus*.

Cathy writes, "Nancy, Diane and Rich have created an environment for these kids so that they can forget, for an afternoon, the trauma that they are living with; to escape and have fun!"

The kids' comments are the program's best testimonials: "When I was sailing with my mom and my brother, I forgot I even had cancer," said Gal, age 9. "This is the happiest day of my life," said three-year-old Harry. Both are leukemia survivors. (www.nancyslist.org)

Blue Water Foundation — Like the *Pegasus Project*, the San Francisco-based

Blue Water Foundation is all about getting kids out on the water to experience the fun of sailing and to expand their world view. This nomination comes to us from cruiser Marc Gounard, who volunteered to help out when he learned that the Blue Water's goal is to get every public school youngster out on the water before they graduate from high school.

The brainchild of founder Lee Stimmel, Blue Water's three boats can often be seen out on the Bay with smiling kids learning the ropes. The Peterson 46 *Alita* is based in Emeryville; the Frers 46 *Golden Bear* operates out of the S.F. Cityfront, as does Stimmel's own Hans Christian 43, which is used on special programs.

"Members of the San Francisco Police Department often come out on these field trips,"

explains longtime volunteer Lauranne Lee. "That allows kids to see officers as regular people, as their friends. I think they all get a lot out of it because neither group is in their element — sailing is a great 'leveler' because everyone has to work together.

"Getting out on the Bay is a real education for some of the disadvantaged kids who — believe it or not — don't know the difference between the Bay Bridge and the Golden Gate. Some say they have never seen either one, even though they live within the city limits!"

Anthony Sandberg — Ellen Galvin wrote in to nominate Anthony Sandberg of Berkeley's OCSC Sailing School. "I



ELLEN GALVIN

'Uncle Anthony' Sandberg of OCSC has long been a leader in bringing new blood into the sport of sailing.

don't know anyone else who has spent a lifetime teaching other people about the joys and camaraderie of sailing. I've certainly been the beneficiary of his expertise and his passion for the sport, and as soon as my three-year-old daughter is old enough, she's going to spend a week with 'Uncle Anthony' and his crew to learn how to sail. I'm not just talking about the skills to maneuver a boat, but also how to sail safely and with confidence, which includes showing respect for Mother Nature and for the rest of the sailing community. Oh, yeah, and Anthony also taught me how to tie those pesky knots!"

Kit Stycket — "My friend Kit has been helping kids learn to sail and grow up ever since her own teen years," says Peter Detwiler. "While she's probably most proud of her eight consecutive Sears Cup teams from the Richmond YC ('99-'06), I know how much she's helped scores of kids find their way through the Sea Scouts — two totally different methods of putting kids into boats, but she makes both approaches work. That's why she's my hero.

Clinical psychologist Nancy Novak has brightened the lives of many young cancer victims through the joys of sailing.



CATHY STIERHOFF / NANCY'S LIST

SHARIN' THE LOVE —

"Kit started sailing in the San Francisco YC junior program and with the Sea Scouts in Aquatic Park. And she's still active in making sure that teenage girls in Sea Scouts get all the respect they deserve from the guys. What matters is experience, competence, and respect — not gender. Some of her junior sailors needed more than a racing coach; they needed someone like Kit who would listen to them and keep them from wandering off into an adolescent haze. She took in more than a few kids when they needed something more than their families could offer — acting as a surrogate aunt."

Kit's list of personal racing successes is matched or exceeded by the triumphs of some of the kids she's mentored. She says, "While I'm flattered that a friend of mine nominated me for this honor, I feel it's not about me, but about the success of the young people I've coached." (www.corsair-ship22.org, www.ggyc.org, and www.richmondyc.org)



Shakespearean actor-turned-sailing mentor JP Watts skippers a Sea Education Adventures boat during a Drake's Bay cruise.

Kevin & Lori Wilkenson — Liz Diaz writes, "I'd like to nominate Kevin and Lori Wilkenson of the South Beach Yacht Club for going so far beyond the call of duty at our yacht club — while fully employed — to create such a vibrant and fun junior sailing program, and keep it

so dynamic for all these years! It has been chosen as the Best of the Bay." (www.southbeachyc.org)

Treasure Island Sailing Center staff — "I'd like to nominate the staff of the Treasure Island Sailing Center," says Grant Robbins. "The work they do introducing economically disadvantaged youth to sailing on the Bay at no, or low, cost is truly admirable. Their commitment to adaptive sailing and partnership with the Bay Area Association of Disabled Sailors (BAADS) is a great example of the wonderful work they do. And the fact that they do it all on a shoestring budget, from a reclaimed parking lot on Treasure Island, makes it all the more impressive." (www.tisailing.org)

Mark Miglio — Matthew Davidchuk salutes the work of Mark Miglio, program director for Sailing Education Adventures (SEA). "Mark works tirelessly for this nonprofit to introduce sailing to novices, and to contribute to a bare bones club



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that stresses mentoring and community.

"I've recently read the book *Saving Sailing* by Nicholas D. Hayes and feel that SEA has the potential to be an organization that can re-invigorate sailing. By the way, I strongly recommend reading this book. It seems participation is way down, even from 10 years ago, and the younger generation is not sticking with it."

Matthew also thinks former director John Paul (JP) Watts deserves special recognition, as he's been contributing his time, energy and experience for the past 15 years or more. This salty British gent, who is a former Shakespearean actor and theater director, "gives of himself tirelessly." (www.sfsailing.org)

Afterguard Sailing Youth — Several readers alerted us to the good deeds done by Steve and Mary Swift Swan at their Afterguard Sailing Academy in Oakland. In addition to running their small sailing school, they offer low- or no-cost sailing courses for local youth.



RICHARD GILLETTE / PEGASUS PROJECT

Volunteer crewman Dogan Hannah shares his expertise with first-timer Nica aboard the Alden ketch 'Pegasus'.

"Our youth programs began in 2006 and are part of school curriculum by connecting math and science, plus building leadership skills," Mary explains. Kids from Oakland's Street Academy participate in a 40-week, once-a-week elective program that integrates maritime issues with math and science, while

kids from other high schools sail aboard Afterguard boats for phys. ed. credit.

"Our sailing program has not only helped to reduced the drop-out rate, but it has helped kids see a different world outside their three-block neighborhood and the route to and from school." (www.afterguard.net/youth)

It's a great compliment to the West Coast sailing community that it contains so many big-hearted people who are dedicated to sharing their love of sailing in so many ways. If you find their work inspiring, as we do, we suggest you take a deeper look into their programs and perhaps even volunteer to lend a hand (or donate a little cash). As the mentors profited here would probably agree, giving your time and expertise to others often comes with unanticipated rewards.

As Albert Einstein — arguably the smartest sailor ever to hold a tiller — famously said, "The value of a man resides in what he gives and not in what he is capable of receiving."

— **latitude/andy**

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A NUMBERS GAME:

One of the most frequently asked questions by those considering the cruising lifestyle is: "How much does cruising cost?" Ask it and you'll likely get an answer that sounds as if it came straight from Buddha's mouth: "It costs as much as you have." As frustrating as that Zen-like response may be, it's the most accurate answer you'll get on the subject. But if you ask a current cruiser "How much does cruising cost *you*?" you'll likely gain some valuable insight into how expensive — or inexpensive — different styles of cruising can be.

We asked that very question in the May 20 edition of *Lectronic Latitude* and we received a number of illuminating responses. Allen

and Kate Barry of the DownEast 38 *Mendocino Queen*, who left San Francisco Bay in '93, are currently cruising in the Caribbean on \$1,500 a month. "However, it's important to understand that we never stay in marinas, and only eat out occasionally — usually inexpensive lunches," they note. "But we are having lots of fun and think it's a great way to retire."

Singlehander Chuck Losness of the Gulfstar 37 *Hale Moana* responded that he's quite content to cruise Mexico on \$350 a month — the same amount as a Mexican couple earning minimum wage would live on. You can find the details on Chuck's budget in *Letters*, where you'll also find reports from Kirk McGeorge

of the USVI-based Hylas 47 *Gallivanter* and the Faulkner family of the Colorado-based Tartan 41 *Hotspur*. Before their son was born, Cath and Kirk McGeorge spent about \$750 a month on their world cruise, and the Faulkners — parents Jim and Meri, kids Tim and Carolyne, and pets Bailey and Bad Kitty — cruise on less than \$2,000 per month in Mexico.

In *Sightings* you'll meet Cindy Holmes and Faith Tamarin who have nearly completed a 12-year circumnavigation aboard their Vanguard 32 *Carmen Miranda*, spending on average \$500-600 a month. And in *Changes in Latitudes*, Rob and Linda Jones share the details on their seven-year cruise aboard their Gemini 3000 *Cat 'n About*. Their monthly

Alana Carrara spent just \$500 a month for this view of the Sea of Cortez.

Third Day's Cost of Cruising, 2009:

	Jan	Feb	Mar	Apr	May	June
groceries/provisions	262.66	324.10	170.35	301.85	455.11	326.89
sundries	30.07	237.91	95.79	80.00	10.11	9.67
fuel/propane	63.74	135.45	64.38	47.73	189.66	157.48
restaurants/food carts	169.22	103.10	79.35	45.24	34.06	25.19
alcohol	8.46	44.27	0	0	0	26.67
taxi/bus	5.77	25.89	14.71	0	4.35	50.37
clothes	115.25	12.95	17.27	10.66	2.54	3.70
marina/mooring fees	56.43	176.69	4.14	3.46	91.82	19.78
phone/email	4.62	10.72	0	0	0	0
boat maintenance	23.08	23.41	206.08	869.38	0	0
boat repairs	38.46	102.29	315.00	165.38	650.00	91.85
spares/equipment	5.54	159.00	760.98	131.27	239.00	250.74
inland excursions	33.85	50.36	0	0	0	0
laundry	37.00	34.65	8.00	7.69	10.87	9.78
souvenirs/gifts	46.00	164.32	32.33	0	0	0
education	3.46	38.95	54.69	69.38	3.19	935.00
tips	19.23	23.65	0.40	10.00	4.35	11.11
boat insurance	175.00	175.00	175.00	175.00	175.00	175.00
medical	0	29.00	0	0	92.89	0
monthly totals	1098.11	1871.92	1998.46	1917.04	1990.17	2294.63

Notes:

March: Air conditioner, new battery charger, water filters, and dive compressor tune-up

April: Bought bottom paint

June: Sailrite & 1 year home schooling materials

THE COST OF CRUISING



budget for the first year was \$1,000, which they say they had no problem sticking to.

On page 98 of this issue, you'll find the story of Brian Coggan and Alana Carrara ('The Maiden & The *Lost Boy*'), two 20-somethings who returned at the beginning of June from a six-month Baja cruise aboard Brian's Wylie 28 *Lost Boy*. The couple say two kayaking trips they guided out of Loreto funded their entire time in Mexico. Three key decisions contributed to their ability to cruise on a \$500 monthly budget: eating a vegetarian diet on the boat, anchoring out, and rarely running the engine (they only used about 20 gallons of fuel during their entire six-

month trip, including the Bash home).

One of the most detailed reports came from the Boren family aboard the Port San Luis-based Hudson Force 50 *Third Day*. The Borens — Rich, Lori, Amy (13) and Jason (12) — started cruising during the '08 Baja Ha-Ha aboard their previous *Third Day*, a Pearson 365 (they upgraded a year ago). They've kept a detailed accounting of their monthly spending on their site, www.svthirdday.com.

"We post our monthly cruising numbers as a way to dispel the myth that you have to be wealthy or have to win the lottery to go cruising, especially as a family with kids," Rich explains.

BRIAN COGGAN

Third Day's Cost of Cruising, 2009 cont'd:

July	Aug	Sept	Oct	Nov	Dec	Totals	Avg
279.78	210.26	544.38	161.14	309.46	357.20	3703.18	308.60
737.43	109.93	112.04	96.17	0	151.69	1670.81	139.23
20.00	119.85	0	176.12	50.01	91.60	1116.02	93.00
68.95	33.16	56.69	11.12	42.04	150.52	842.40	70.20
40.00	28.40	0	24.74	0	3.85	176.39	14.70
0	0	0	0	15.38	36.78	153.25	12.77
116.00	0	39.35	0	0	1.54	319.26	26.60
192.59	7.58	240.58	67.04	10.23	43.85	914.19	76.18
25.00	0	0	13.79	0	3.85	57.98	4.83
485.22	7.60	305.48	0	375.00	19.23	2314.48	192.87
28.59	156.10	2183.57	0	83.13	124.53	3938.90	328.24
428.00	0	132.15	0	7.09	0	2113.77	176.15
579.04	19.01	214.47	0	0	25.69	922.42	76.87
3.70	13.29	6.82	0	9.45	0	141.25	11.77
140.17	0	40.30	0	0	49.52	472.64	39.39
16.19	0	0	0	0	7.69	1128.55	94.05
5.93	12.98	22.73	2.75	8.64	14.77	136.54	11.38
175.00	175.00	175.00	175.00	175.00	175.00	2100.00	175.00
4.37	0	0	0	79.35	379.27	587.88	48.74
3345.96	893.13	4073.56	727.87	1164.78	1636.58	22,012.21	1917.68

Notes:

July: LED replacement bulbs & spear guns

September: New anchor windlass

November: Haul-out

A NUMBERS GAME:

Third Day's Cost of Cruising, 2010 (nine months):

	Jan	Feb	Mar	Apr	May	Aug	Sept	Nov	Dec	Totals	Avg
groceries/provisions	292.73	240.62	581.41	209.58	209.58	216.30	338.15	240.93	200.33	3012.33	334.70
sundries	3.57	23.31	38.84	2.42	0	1.76	0	3.00	0	72.90	8.10
fuel/propane	123.81	50.92	67.82	211.79	256.00	196.32	469.24	52.80	123.60	1552.30	172.48
restaurants/food carts	107.45	102.77	128.07	178.94	55.65	66.16	79.49	23.69	66.14	808.36	89.82
alcohol	13.95	10.77	44.53	4.76	14.75	7.20	76.92	0	0	172.89	19.21
taxi/bus	0	28.92	39.50	23.87	23.00	19.28	0	0	20.96	155.53	17.28
clothes	12.31	15.00	28.80	22.18	0	7.20	9.23	0	0	94.71	10.52
marina/mooring fees	18.55	71.08	0	50.64	93.15	154.00	35.00	40.00	56.40	518.81	57.65
phone/email	4.77	80.92	42.37	42.31	42.31	40.00	51.69	50.30	42.30	396.97	44.11
boat maintenance	0	0	10.22	20.47	6.93	0	3.60	0	32.24	73.46	8.16
boat repairs	6.09	24.62	15.38	8.06	88.71	0	0	65.00	0	207.87	23.10
spares/equipment	42.92	38.15	26.15	0	0	184.16	0	0	0	291.39	32.38
inland excursions	0	0	0	0	4.56	0	0	0	0	4.56	0.51
laundry	16.87	2.08	0	9.98	10.00	0	0	0	0	38.93	4.33
souvenirs/gifts	12.73	19.23	12.50	29.87	75.43	0	2.38	28.24	209.19	389.58	43.29
education	11.54	0	0	9.48	0	0	0	39.86	0	60.88	6.76
tips	1.54	5.62	3.12	3.94	11.00	4.00	3.85	8.80	12.00	53.86	5.98
boat insurance	175.00	175.00	175.00	175.00	175.00	133.00	133.00	133.00	133.00	1407.00	156.33
medical	44.50	49.23	0	1.19	0	0	153.85	80.00	0	328.77	36.53
monthly totals	888.32	938.23	1213.70	1004.48	1072.78	1505.37	1356.40	765.62	896.16	9641.07	1071.23

Notes:

June, July & October not counted because they were not actively cruising in Mexico
 May & August marina fees high due to transferring gear to their new boat

March groceries include provisions for summer cruising

September medical fees for new crown plus cleanings for the entire family

In reviewing their detailed expense sheets, shown above and on the previous pages, it's clear that during their first year, the Borens were still getting a handle on their expenses — the average monthly total for '09 was \$1,917 but that figure dropped last year to \$1,071. For a family of four!

Of course statistics can be misleading if all relevant factors aren't included, and last year's acquisition of the new *Third Day*, along with the sale price of the old one, were excluded from their totals because they weren't actual "cruising costs." The three months the family

Kids can help save you money — and create a masterpiece — at the boatyard by lending a helping hand . . . or fin.



COURTESY THIRD DAY

spent buying and outfitting the new boat, as well as moving aboard, were also excluded for the same reason. "We weren't actively cruising in Mexico," notes Rich. But he believes that their expenses would have remained essentially the same if they hadn't switched boats.

"It's all about anchoring out if you want to cruise on the cheap," insists Rich. "That mantra has kept us cruising in comfort for about what it would cost us to live under a bridge back in California!"

In addition to eschewing marinas, the

Boren family also made a point of hauling out at boatyards that would allow them to work on their own boat. "That



COURTESY THIRD DAY

"Amy and Jason loved cruising and didn't mind leaving their old lives behind," says Rich. It certainly is a good way to bring a family closer.

saved us about \$1,000," Rich estimates, "and the kids even pitched in."

Even with saving so much on their haul-out, that expense — along with some unexpected repairs — drove their monthly average up for this year, but Rich says that if those costs are subtracted, they're continuing to hit their \$1,000 per month budget.

As for the new boat, Rich says the costs associated with upgrading in size have been minor, but the upgrade in comfort for everyone onboard has been worth every penny. "Lori and I laugh at the size and scale of our new boat compared to the Pearson, but it sure has made living aboard with the kids easier."

Bill and Judy Rouse of Houston,

THE COST OF CRUISING



COURTESY THIRD DAY

Meri Faulkner of 'Hotspur' (left) and Lori Boren head into town on a cruiser's fuel run in Bahia de Los Angeles, Mexico. Cheaper than a taxi!

Texas, have a slightly different perspective from the Borens on what defines comfort aboard their Amel Super Maramu *BeBe*. "Cruising can certainly be done for less, but not in comfort," says Judy. "If we were cruising in a manner that was more like camping on the water, there is no way we'd still be enjoying it five years later."

Their preference for comfort is reflected in their very precise accounting of every penny spent since the start of their adventure in May '06. "Unlike every other cruiser we've met, we really do track every single penny," Judy insists. "Even if we buy a small bottle of water, that 50-cent item is recorded into a book we keep at the nav table."

With a work history in accounting,

Third Day's Cost of Cruising, 2011 (thru May):

	Jan	Feb	Mar	Apr	May	Totals	Avg
groceries/provisions	217.17	149.08	236.42	356.00	253.88	1212.55	242.51
sundries	0	0	4.17	14.00	12.77	30.94	6.19
fuel/propane	445.97	44.67	41.25	59.13	155.76	746.78	149.35
restaurants/food carts	124.32	98.33	129.17	64.00	54.53	470.35	94.07
alcohol	3.75	0	6.25	12.00	0	21.95	4.39
taxi/bus	28.13	31.36	40.83	35.00	39.93	175.28	35.05
clothes	0	30.51	20.00	22.61	0	73.12	14.62
marina/mooring fees	46.42	46.42	46.42	68.18	56.38	263.82	52.76
phone/email	40.65	40.65	40.65	40.65	114.52	277.12	55.42
boat maintenance	13.61	13.33	2217.58	0	0	2244.52	448.90
boat repairs	0	272.70	168.07	186.96	1225.28	1853.08	370.61
spares/equipment	0	0	0	0	103.18	103.18	20.36
inland excursions	79.67	41.67	0	0	0	118.34	23.67
laundry	4.17	10.00	0	0	0	14.17	2.83
souvenirs/gifts	29.88	16.67	0	0	34.19	80.74	16.15
education	0	0	0	57.00	18.91	75.91	15.18
tips	15.00	1.67	5.00	15.00	0.91	37.58	7.51
boat insurance	133.00	133.00	133.00	133.00	118.00	650.00	130.00
medical	0	46.50	3.95	0	643.27	693.72	138.74
monthly totals	1178.73	976.62	3092.75	1063.53	2831.52	9143.15	1828.63

Notes:

March: Haul-out & bottom job

May: \$100 for used dinghy

Boat repairs — Feb: new exchangers; Mar: outboard prop; Apr: rebuilt starter; May: transmission rebuild

such practices come naturally to Judy, who also goes so far as to calculate the currency conversion based on the rate at which they exchanged their money. "By the way, doing this provides *glaring* proof of the continual devaluation of the dollar worldwide."

At the end of every month, Judy to-

tals up all the daily expenditures and organizes them by category. "Most of the questions we get about our costs concern our 'Miscellaneous Boat Supplies' category," Judy notes. Indeed, a quick look at the table below — about halfway down — shows that the Rouses have spent 19% of their total expenditures over the past five years on boat supplies!

"That category contains every item purchased to clean the boat or to maintain anything in or on the boat, except for maintenance performed during haul-outs," explains Judy. "When you write down every expense, those little items that tend to get forgotten really do add up!"

If a \$500 monthly budget seems a little skimpy to you, but \$4,000 a month is a pipe dream, don't worry. Tons of families cruise comfortably — their own personal version of "comfort" — in the \$1,500-2,500 range. Just expect that your first year out will see you spending more as you adjust to the lifestyle, and budget accordingly. Before long, you'll find out exactly how much cruising costs *you* — and that's what you really wanted to know in the first place.

— **latitude/ladonna**



COURTESY BEBE

Judy Rouse counts every penny spent.

BeBe's Cost of Cruising, 2006-2010:

	5/06-4/07	5/07-4/08	5/08-4/09	5/09-4/10	Totals	%
	<i>E. Carib</i>	<i>E. Carib/VZ/ABC</i>	<i>S.Pac-NZ</i>	<i>Vanuatu-Malaysia</i>		
communication	575.20	561.57	873.48	475.38	2485.63	1.3
groceries	7091.46	6731.60	4192.69	5938.79	23,954.54	12.4
entertainment	2823.91	4128.15	2991.25	3400.78	13,344.09	6.9
transportation	521.73	1349.08	793.21	1002.39	3666.41	1.9
household & clothes	2851.26	2802.58	2483.41	3669.66	11,806.91	6.1
fuel/propane	2264.35	1371.25	2751.02	1683.34	8069.96	4.2
marina/mooring fees	4299.78	6558.20	3293.39	4060.74	18,212.11	9.5
customs fees	742.71	998.51	1903.45	1335.82	4980.49	2.6
misc. boat supplies	14,672.54	9784.78	6161.55	5976.03	36,594.90	19.0
other	984.49	1871.14	260.19	325.00	3440.82	1.8
laundry	139.68	145.42	108.81	183.64	577.55	0.3
tours/sightseeing	4011.00	0	4744.13	5777.71	14,532.84	7.5
misc & trips home	1598.39	352.72	0	3547.56	5498.67	2.9
panama canal	0	1209.00	0	0	1209.00	0.6
sailmail & weather	609.00	255.00	367.08	505.90	1736.98	0.9
charts/guides/flags	30.00	404.78	328.20	(188.31)	574.67	0.3
medical	6534.33	5787.30	1421.16	778.37	14,521.16	7.5
boat insurance	5432.49	5614.95	5588.88	5745.33	22,381.65	11.6
gifts	408.74	1269.70	1676.20	1714.73	5069.37	2.6
annual totals	55,591.06	51,195.73	39,938.10	45,932.86	192,657.75	100
haulouts	6415.97	4328.37	4755.94	0	15,500.28	8.1
amel spare parts	2513.99	1452.17	495.53	0	4461.69	2.3
grand totals	64,521.02	56,976.27	45,189.57	45,932.86	212,619.72	110.4

Notes:

Haul-outs are counted separately from monthly expenses

Sold Pacific guides/charts in fourth year

"You really *are* going to file the protest, aren't you?" My crew was adamant. "Those idiots hit us right in the stern and could have caused a serious collision. We can't let them get away with that kind of stuff on the course."

"Well, I don't know," I hemmed. "It's only a beer can race. I'll have a talk with their skipper, but I really don't want to waste the whole evening in a protest hearing. It's only a beer can race."

It was my crew who had hailed "protest" and put up the red flag, and now he was insisting that we follow through and see that maritime justice would be served. Even if it meant missing most of the post-race socializing and all of dinner. I had gone that route before, and there was no upside in it for us. Maybe my 'protestosterone level' was getting low, as another one of my crew suggested, because by the time we sat down for dinner I had pretty much decided not to file. Although everyone who had seen the collision was talking about it, and everyone had a different opinion.

"You probably tacked too close," suggested one racer who was a few lengths behind us at the mark. "And the burden of proof is on you to prove you didn't."

"That boat ran right up your transom!" insisted another witness. "He was overtaking and had to keep clear."

"I didn't see it, but I think you've got him DSQd for sure if you file the protest, and I'll be a witness," volunteered another racer between gulps of beer.

"Room, please! Room at the table!" hollered a female voice coming up from behind. It was Lee Helm, naval architecture grad student, squeezing in between me and my mainsheet trimmer. Her hair was still wet and she smelled a little like neoprene and Bay water — a telltale sign that she had been windsurfing instead of studying for the exam that she had used as a pretext for not being available to crew for me that night. She pulled up a chair, and before I could even introduce her to my crew, she went to work.

"Okay when did you, like, display the

flag?" she demanded.

"Immediately!" replied my crew. "I keep a protest flag in my PFD pocket. I was in the back of the boat, so after we rounded I tied it to the backstay. I used two rolling hitches to keep the luff taut."

"And did you hail?"

"Yes! Even before the flag went up, right when they hit us from behind. They had plenty of room to keep clear after our tack was complete."

"Let's use this spoon for your boat, and

roll from my plate and positioned it where the mark would be. "And I left a little extra room to make sure we could round."

"So did you go below close-hauled to get to the mark?"

"I never cranked the jib all the way in on the new tack," volunteered the jib trimmer. "I'd say were off the wind by, maybe, 10 or 20 degrees after we tacked."

"Now position the boats when you first crossed a close-hauled course after crossing head-to-wind," instructed Lee.

"Right," I said. "That's when the tack really ends, isn't it? Well, that's even better for us. We were here and the other boat had all the room they needed to avoid us. There were no other boats to windward. But instead he just came up a little bit, then bumped our stern and started yelling rule numbers at us."

"I totally almost forgot," Lee exclaimed as she handed me a sheet of paper with some freehand scribbles on it. "Here's the written protest, initiated by the RC. It names you and the other boat."

I couldn't read a word of it without my reading glasses. It seemed unusual for the race committee to willingly initiate a protest, but I vaguely remembered that it was legal, provided of course that the RC is staffed by certified masochists.

"I think I have your side of the incident pretty well defined," said Lee. "Now if you can, show me which table the other crew is at, I'll go data mine their side, then look for other people who saw it happen. Your boat can send a rep with me if you want."

"Wait a minute. What time is the hearing? I need to line up my

AMENDMENT TO THE SAILING INSTRUCTIONS

Rolling Mediation Hearings:

Unless there is serious damage or injury, protest hearings will be conducted according to the Rolling Mediation Hearing protocol:

The hearing may begin immediately after the RC has reason to believe that a written protest will be filed.

The hearing may adjourn and resume as necessary.

The location of the hearing may move about anywhere within the clubhouse during the course of the hearing.

Applicable sections of Racing Rules of Sailing, Part 5, are modified as follows:

RRS 61.2 (Protest Contents) is replaced with:

"A protest shall be in writing and need only contain sufficient information to identify the boats involved and the approximate time and place of the incident."

RRS 63.2 (Time and Place of Hearings), 63.3 (Right to be Present) and 63.4 (Interested Party) are deleted.

RRS 63.6 (Taking Evidence and Finding Facts) is replaced with:

"The protest committee shall take the evidence of all readily available parties to the hearing and of all readily available witnesses and other evidence it considers necessary. Any person who saw the incident may give evidence. At the discretion of the protest committee, any party to the hearing or any other person may question any person who gives evidence. The committee shall then find the facts and base its decision on them."

In-House Appeal:

After the decision is announced, a party to the hearing may, upon paying a \$120 fee, request that the decision be voided and the hearing repeated in accordance with the unmodified RRS and YRA standing sailing instructions, which call for a formal hearing on the second Monday following the race. No members of the original Rolling Mediation Hearing protest committee may participate in the hearing of an in-house appeal.

this fork for the other boat," Lee said as she moved some plates to clear a space for the two utensils. "Max, show me where the boats were when you crossed head-to-wind during your tack."

I added a knife to show wind direction, and positioned the boats as best as I remembered. My crew adjusted them a little, and I moved them back, but we finally agreed on the geometry.

"Now position the boats when your tack was complete."

I moved the spoon to represent my boat on course to the mark.

"That's below close-hauled, according to your wind arrow. Did you mean to show that you, like, overstood by that much?"

"We were right at the mark, maybe only two lengths away when we came out of the tack," I explained as I removed a dinner



witnesses! Who's on the Protest Committee? Who's on first?"

"Who's on first?" she repeated.

"I don't know!" I said, starting to get confused.

"Third base," she answered. "It's a rolling mediation hearing, Max. The PC is moi. We're having the hearing right now."

"Can they do that?" I asked, turning to my rules-expert crew.

Lee handed him another sheet of paper titled 'Amendment to Sailing Instructions, Rolling Mediation Hearings' that set out the guidelines for this procedure.

"It's the new approach to protest resolution for the beer can races," Lee explained. "I mean, it seems that everyone wants to talk about right-of-way incidents on the course, but no one ever wants to bother with a protest or a formal hearing. But, like, with the Rolling Mediation Hearing, the racers don't have to bother with anything. They can still talk about it all night. The Protest Committee, usually just one person, runs around the bar and the dining room interviewing everyone

involved, and the witnesses, and makes a decision."

"But that's a perversion of due process!" complained my crew.

"If you think we get the wrong result you can still escalate to a regular-format hearing a week from Monday," she said.

"For a \$120 filing fee!" my crew moaned, having just read all the way down to the bottom of the amendment.

"Who's on first?"

"For sure," grinned Lee. "That's to cover the three dinners for the Committee at the fancy upscale waterfront restaurant. Works for us starving grad students. I gotta go finish the hearing. I still have to talk to the other boat and to witnesses. You can tag along."

But before she could leave we were

interrupted by another sailor rushing up to Lee and thrusting a tablet computer practically in her face.

"Lee, ya gotta see this. Happened today . . ."

He swiped his fingers across the screen in some special gesture and a video clip started to play. It was an America's Cup catamaran, one of the new 45-ft one-designs, sailing at high speed. Then it executed a spectacular pitchpole.

"Crash. And. Burn," observed Lee. "That's what happens when you multiply all the hydrodynamic and aerodynamic thrust, lift and side forces, and go really fast, but still rely on hydrostatics for pitch stability. I mean, that's why there's a 'static' in 'hydrostatics.' The pitch restoring force is the same at 30 knots as it is at zero knots. But all the other forces go nuclear. So duh. Of course these things are going to be, like, pitchpole city . . ."

"How else are you going to resist pitchpoling?" asked my crew.

"You have a big airfoil wing pushing the boat, you have deep foils resisting side force and also adding some upward lift, you have foils steering, you have really,



Beer cans are laid-back affairs but only to a certain point — and collisions are often that point.

MAX EBB

really high speed so all the forces are huge, and then you rely on plain old-fashioned static displacement of the bows to keep the thing from going down the mine."

"So Lee, do you think that the big cats were a bad choice?"

"Maybe not for the 45s, if they want to make it like NASCAR. But for San Francisco Bay, they should probably add another 10 or 15 feet to the middle of each hull to make them AC55s or 60s. It wouldn't be such a hard retrofit. But for the 72s I think it's a bad choice to limit the number of foils. Pitch needs to be controlled by an active foil at the bow or the stern. And as long as they're going that fast, they might as well be fully hydrofoil-supported while we're at it. Fully foil-borne with three-axis control would be really cool and a lot safer."

"But no crash-and-burn without the pitchpoles," noted another crew.

"**B**ack to business," said Lee. "Do you know where the possible witnesses are sitting?"

I pointed out the tables with crews who

said they saw what happened, and decided to stay at my seat and finish dinner. My rules-expert crew, however, left his dinner half-finished and went with Lee to uphold our honor for the remainder of the rolling hearing.

"But that's a perversion of due process!"

"I think we're on pretty safe ground," he said when he returned to our table 15 minutes later. "Their diagram agrees perfectly with ours, and it shows that they had all the room they needed to avoid us after we first came to a close-hauled course after the tack."

We watched Lee move from table to table, and if the whole dining room wasn't talking about the incident before the process began, they all were certainly talking

about it by the time she was done.

"We have a decision," she announced over the dining room P.A. just before the race results were scheduled to be announced. "Max is, like, DSQd for infringing Racing Rule of Sailing 18.3a, which states, in part, that a boat that tacks within the three-length zone shall not cause another boat to sail above close-hauled to keep clear. We, er, I mean I, find that the boat astern came up to close-hauled, and to avoid contact, it would have had to come up higher."

"Does the rule really say that?" I asked my crew.

He flipped through his rule book. "I guess it does," he admitted. "It's a stricter standard than when you tack in front of another boat in open water, when it doesn't matter what course they have to assume in order to keep clear. At the mark, if they have to go up above close-hauled, I guess you're out. I think if we do the in-house appeal we can get them thrown out, too, for a rule 14 violation. But it'll cost \$120 bucks."

"It's only a beer can race . . ."

— max ebb



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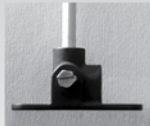
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THE RACING

June was a whopper for racing action. We wrap up the month's racing action starting with the **Coastal Cup**, then move on to **Summer Sailstice**, **Spinnaker Cup**, and **18-ft Skiffs**. From there we catch up on the **Delta Ditch Run**, the **Spring Invitational**, **Woodies Invitational**, the **Sperry Top-sider NOOD Regatta**, and **Ullman Sails Long Beach Race Week**. Finally, we take a quick look at the **Etchells Worlds** and **Sausalito Hobie Regatta**. Enjoy!

Coastal Cup

It didn't take long for the 11 finishers in the Encinal YC's Coastal Cup to get down the coast. The first of June 15's starters to reach the finish off the west end of Catalina Island, Steve Stroub's Tiburon-based SC 37 *Tiburon* finished two days later at 6:11 a.m.



Steve Stroub

in 10-12 knots of breeze, only 45 hours after starting. But that 10-12 knots was a far cry from the 30-plus they saw throughout the race. "These were the biggest waves I've ever surfed, apart from in the Molokai Channel," said *Tiburon* navigator Will Paxton. "I didn't think she could do it, but she just rampaged. We were seeing sustained surfs of 20-plus knots and even put up a 23.5-knot top speed on the GPS. The bow wave was back at the primary winches!"

Paxton gave credit to a an old-style 77-sq-meter J/105 kite they brought along as a backup. After tearing their main four hours into the race, *Tiburon* sailed with a reef and that kite all the way to the finish.

"About a week before the race, I was thinking that the last time I did this race, I had to drop out because we blew up all of our kites," Stroub said. "So I called up the guy who bought my old J/105, and asked

Okay, so this isn't the Coastal Cup, but Steve Stroub's SC 37 'Tiburon' wasn't exactly available for photos while smashing down the coast.

him if we could buy back the kite. It's a 1.5-oz kite that I'd bought right before the rule changed (to allow larger spinnakers) and had only been used once. That sail rocked! It was about six feet short on the hoist and two feet short on the tack, and it was perfect."

But still, it wasn't smooth sailing for the 'sharks.' Fifty miles out from the finish, the steering system exploded, and they spent 45 minutes on their side, hove-to — or in certain cases, dry-heaving — while Paxton rebuilt the steering system.

"It was the epic downhill, heavy air, gear-busting race it's supposed to be," Paxton said.

Rufus Sjoberg and Dylan Benjamin aboard the former's 11 Meter *Skiff*sailingfoundation.org were not far behind, but came up short in their bid to unseat *Tiburon*. They settled for second overall, with another four hours of corrected time. Rounding out the podium was Brack Duker's SC 70 *Holua*.

Elapsed time honors went to Andrew McCorquodale's Open 60 *O Canada* which, like many of the boats, found pressure well offshore — *Tiburon* got as far as 120 miles off the coast at one point. *O Canada* covered the 360-mile course in 36h, 24m, 26s.

The big breeze took its toll on the fleet — 16 boats had started. But more striking was the fact that there were only 16 boats to begin with. According to Encinal YC Vice Commodore Victor Early, a combination of circumstances meant that no local option for the Safety At Sea Seminar — a requirement for 40% of the crew as the race is an offshore Category 2 event — was available beforehand.

"Our local instructor retired from doing the seminar," Early said. "US Sailing didn't select a new one until three months before the start, which didn't leave us enough time to promote it to the point where we could fill the class."

Filling the class is important if you're going to sponsor the seminar, as all the costs are incurred by the sponsor, and it's not inexpensive. As it was, the next available class wasn't scheduled



ERIK SIMONSON/WWW.H2OSHOTS.COM

until after the race.

We have to think that the club's new m.o. of switching between Catalina Island and Santa Barbara in alternate years also having an effect. Race veterans have told us that sailing the race in a trailerable boat is much easier when going to Santa Barbara than Catalina. For the latter, most outboard-powered smaller boats just hang a left after the finish, faced with an additional 25-mile sail and/or motor over to the mainland — if they don't sail the 18 miles down to Avalon first — often in little or no breeze. The island has its own eddy named after it, and it's typical to get very little breeze in the mornings, which can mean a complete restart after a downwind smash fest.

Although the leg into Santa Barbara after reaching Pt. Conception can be equally light, the logistics are a lot simpler.

Once in Santa Barbara, all the boats have to do is haul out, pack up, attend the trophies (or not) and get home. One racer posed a very good question.



ERIK SIMONSON/WWW.H2OSHOTS.COM



'Walloping Swede' rolls over a Moore 24 at the St. Francis YC-hosted Sperry Top-sider NOOD regatta. You'll find a wrap-up and results on p. 126.

"If we're finishing at an imaginary spot, then why can't it be off Pt. Conception?" the sailor said.

Another criticism leveled at this year's race was the fact that it started at 9:30 a.m. Not only did this mean ridiculously early dock times for people who ostensibly were cramming hard at work and home the night before, in order to be able to get out of town, it meant that they were starting at max flood! It turned out the breeze was pretty darn light, and the result was a complete restart at Mile Rock.

"We almost had to turn our engine on at one point just to keep from going up on the rocks," Paxton said of the early portion of Tiburon's race.

ENCINAL YC COASTAL CUP (6/15)

OVERALL — 1) **Tiburon**, SC 37, Steve Stroub; 2) **Skiffsailingfoundation.org**, 11 Meter, Rufus Sjoberg; 3) **Holua**, SC 70, Brack Duker; 4) **Bolt**, N/M 55, Craig Reynolds; 5) **Stealth Chicken**, Per-

ry 56, Tim Beatty. (16 boats)

PHRF 1-45 — 1) **Tiburon**; 2) **Skiffsailingfoundation.org**; 2) **Shenanigans**, J/120, Gary Winton. (3 boats)

PHRF 46+ — 1) **Peregrine**, Catalina 38, Steve Smolinskic. (3 boats, 1 finisher)

PHRF ≤ 0 — 1) **Holua**; 2) **Bolt**; 3) **Stealth Chicken**. (6 boats)

Complete results at: www.encinal.org

Summer Sailstice

The Summer Sailstice and YRA Spring 3 commemorated the Northern Hemisphere's celebration of sailing with chamber of commerce-like conditions on June 18. Thirty-six boats spread over three one design and four PHRF divisions enjoyed an absolutely stunning day on the Bay. Breeze that ranged from 10 to 20 knots, a ripping flood that kept the chop to a minimum, and pre-

dominately sunny skies made the sailing just about as perfect as you can get.

In the end, Gerry Brown's all-conquering Farr 38 *Mintaka 4* sailed away with the Summer Sailstice Perpetual Trophy and HDA G honors, while George Ellison's Schumacher 30 *Shameless* was tops among the SF 30s, Larry Baskin's Catalina 34.5 *Sea Spirit* took the HDA K honors and Dan Alvarez' JS 9000 *JetStream* carried the Sportboat division.

Bartz Schneider's *Expeditious* was the top Express 37, Kris Youngberg's *Tenacious* took the Islander 36 honors, and Tom Montoya's *Meliki* won the Santana 22 division by a mere two seconds!

SUMMER SAILSTICE AND YRA #3 (6/18)

HDA G (PHRF ≤ 123) — 1) **Minataka 4**, Farr 38, Gerry Brown; 2) **Ahi**, Santana 35, Andy Newell; 3) **Red Cloud**, Farr 36 mod., Don Ahrens. (10 boats)

SF 30 — 1) **Shameless**, Schumacher 30, George Ellison; 2) **Elusive**, Olson 911S, John Schoenecker; 3) **Gammon**, Tartan 10, Jeff Hutter. (4 boats)

HDA K (PHRF 126+) — 1) **Sea Spirit**, Catalina 34.5, Larry Baskin; 2) **Mimicat**, Hinckley 38, Robert Long; 3) **Truant**, Swan 38, Laurie Bolard/Hilary Lowe. (6 boats)

HDA SPORTBOAT — 1) **JetStream**, JS 9000, Dan Alvarez; 2) **Jazzy**, 1D35, Bob Turnbull; 3) **Centomiglia**, FT 10, Fabio Maino. (3 boats)

EXPRESS 37 — 1) **Expeditious**, Bartz Schneider; 2) **Stewball**, Bob Harford; 3) **Golden Moon**, Kame Richards. (4 boats)

ISLANDER 36 — 1) **Tenacious**, Kris Youngberg; 2) **Windwalker**, Richard Shoenhair/Greg Gilliom; 3) **Luna Sea**, Daniel Knox. (4 boats)

SANTANA 22 — 1) **Meliki**, Tom Montoya; 2) **Oreo**, Bobby Renz; 3) **Santa Maria**, Chris Giovacchini. (4 boats)

Complete results at www.yra.org.

Spinnaker Cup

The Monterey Peninsula and San

Brack Duker's SC 70 'Holua' finds a maelstrom off Land's End shortly after the start of the Encinal YC's Coastal Cup. Amazingly there wasn't much wind when this photo was taken.



THE RACING



LATITUDE/SUTTER



ALL PHOTOS LATITUDE/ROB EXCEPT WHERE NOTED

Clockwise from top-left — Fabio Maino's FT 10 'Centomiglia' enjoying champagne conditions during the YRA's Summer Sailstice race; in case you were wondering, this is what it looks like on the other side of the world in Lyttelton, New Zealand; 'Oreo' blasts downwind, weight-forward; 'The Catalina 42 'Tesa' looking pretty; Dan Alvarez' JS 9000 'JetStream' lit up headed down the Central Bay; George Ellison's Schumacher 30 'Shameless' powers upwind; a ripping flood had everyone giving Harding a wide berth; one thing the new-look America's Cup is missing . . . bold color; Tom Montoya's 'Meliki' won the Santana 22 division.

Francisco YCs' Spinnaker Cup brought out a quality fleet of 45 boats for what turned out to be an extremely pleasant trip down the coast on May 27. Although the fleet was greeted by drizzle at the 11 a.m. start, the sun followed not long after, and by the time the big boats passed Montara, the breeze joined in the fun as well. Surfing conditions kicked in as many boats reached Pigeon Point, and continued all the way across Monterey Bay.

Andy Costello's J/125 *Double Trouble* set the corrected time pace — with the help of navigator Trevor Baylis, Patrick Whitmarsh, Mark Breen and Gilles Combrison — finishing third on elapsed time and first overall on corrected. Charles James' *Bloom County* took the honors in Class B, while Frank Sloatman's J/111 *Invisible Hand* was tops in Class C, finishing less than a minute clear of Mark Dowdy's Express 37 *Eclipse*. Nicholas Sands' Sa-

bre 402 *Escapade* took Class D. Nathan Bossett's Express 27 *Elise* was the top singlehander and Jim Brainard's J35C *Brainwaves* was the top doublehanded boat.

Elapsed-time honors went to Bill Turpin's R/P 77 *Akela*, even though it failed to beat its record (7, 11m, 6s) from last year by about 40 minutes.



The division breakdowns this year were interesting to say the least, determined by rating and displacement/length ratios. While smart from the standpoint of giving the less downwind-oriented boats a better chance at some hardware, an unintended consequence was that some of the divisions were large relative to others, and likewise the rating bands. For instance, a light boat grouping, Division B, had five boats that ranged in downwind rating from an Olson 40 at 27, to a Moore 24 at 123! Division C, a heavier boat grouping

had 16 boats, ranging from Steve Stroub's SC 37 *Tiburon* at 6, to Warren Pelz' SC 27 *Rocinante* at 102, plus Express 27s, 37s, and oddly enough, a SC 40 that for all intents and purposes is about as close to an Olson 40 as you can come without actually being an Olson 40. Hopefully, this will get sorted next year when the race rides a wave of two good weather years in a row.

SPINNAKER CUP MONTEREY PENINSULA YC/ SFYC (5/27)

OVERALL — 1) **Double Trouble**, J/125, Andy Costello; 2) **War Pony**, Farr 36, Mark Howe; 3) In-

visible **Hand**, J/111, Frank Sloodman; 4) **Eclipse**, Express 37, Mark Dowdy; 5) **Serena**, Thompson 38, Dave Kuettel; 6) **Bloom County**, Mancebo 31, Charles James/Jon Stewart; 7) **Criminal Mischief**, R/P 45, Chip Megeath; 8) **Bustin' Loose**, Sydney 38, Jeff Pulford; 9) **Scorpio**, Wylie 42, John Siegel; 10) **Quiver**, N/M 36, Jeff McCord. (45 boats)

DIVISION A — 1) **Double Trouble**; 2) **War Pony**; 3) **Serena**. (11 boats)

DIVISION B — 1) **Bloom County**; 2) **For Pete's Sake**, Ultimate 24, Peter Cook; 3) **Spellbound**, Olson 40, Bob Gardiner. (5 boats)

DIVISION C — 1) **Invisible Hand**; 2) **Eclipse**, Express 37, Mark Dowdy; 3) **Bustin' Loose**. (16 boats)

DIVISION D — 1) **Escapade**, Catalina 402,

THE RACING

Nick Sands; 2) **Irish Lady**, Catalina 42, Mike & Pat Mahoney; 3) **Redhead**, Cal 40, Walter Smith. (5 boats)

DIVISION E — **Elise**, Express 27, Nathan Bossett; 2) **Brainwaves**, J35C, Jim Brainard; 3) **Plus Sixteen**, Olson 911, Paul Disario. (7 boats)

SINGLEHANDED — 1) **Elise**; 2) **S' Moore**, Moore 24, Wayne Crutcher; 3) **Temerity**, Olson 34, David Nabors. (4 boats)

DOUBLEHANDED — 1) **Brainwaves**; 2) **Plus Sixteen**; 3) **Pegasus**, J/35, Marc Sykes. (3 boats)

Complete results at: www.sfyc.org

18-ft Skiffs

The Golden Gate YC hosted the first of what it hopes will

be a series of regattas for the Bay's 18-ft Skiff sailors on June 4-5. Thanks to the club's efforts to work with the National Park Service, Aquatic Park served as a first-rate staging area for the event. The constant foot traffic provided a steady stream of curious non-sailors asking about the freakish-looking boats as the three-person teams rigged and derigged. With a starting line right off the entrance to Aquatic Park, the spectating was easy, too. After five races, JV Gilmour, Matt Van Rensselaer and helmsman Brian Maloof came out on top of the five-boat fleet.

"My life is never better than when I'm sailing one of these," Gilmour, who although he maintains the boat, handed off the helming duties to the PYSF's Maloof. In second, just one point back after a throwout were Morgan Gutenkunst, Kevin Richards and Trevor Bozina.

Weird weather that saw a light southerly predominate on Saturday, and a light southwesterly on Sunday resulted

The St. Francis YC's Woodies Invitational brought out the customary large fleet of some of the Bay's hardest-raced boats on June 4-5.

in a rare chance to race in light air on the Bay.

A fresh face on the 18-footer scene, Richmond YC's Joe Carter, just 17 years of age, got to spend the weekend sailing with some of the better 18-footer sailors on the Bay, Dan Malpas (on Saturday) and Pat Whitmarsh (on Sunday).

"Pat told me, there comes a time in every boy's life when he has to become a man," said Carter, who's been sailing the boats regularly over at Richmond YC recently. Shortly thereafter, Whitmarsh handed Carter — who barely has the physique for a 29er — the tiller to steer his first 18-ft races, and the result was a 1-2 that launched them onto the podium.

The regatta also marked the debut of a new *Chad's Angels*. Skipper Mallory McCollum-Bozina and Katie Love teamed up with Skiff Sailing Foundation president(?) czar(?) spiritual advisor(?) Chad Freitas to race the recently re-habbed and pink-Awlgripped League boat which replaces the aged Grand Prix boat that McCollum-Bozina and Love sailed with Yvonne Galvez at last year's St. Francis regatta.

The regatta was organized by the Golden Gate YC's Dave Santori and Ellen Hoke, who have made it clear to the skiffies that they want to host more of these events in the future to help fill out the fleet's schedule, which so far has been limited to one or two events per year.

GGYC 18-ft SKIFF REGATTA (5/14-15)

18-FOOTERS — 1) **Red Boat**, JV Gilmour, 7 points; 2) **DCM Enterprises**, Morgan Gutenkunst, 8; 3) **Team Harken**, Pat Whitmarsh, 9. (5 boats)

Complete results at: www.ggyc.com

Delta Ditch Run

As with the 18-ft Skiffs, the weather's toll on the Delta Ditch Run on June 4 was dramatic. Only 22 of the 89 monohull racing entries were able to complete what turned out to be an upwind slog that was even gnarlier than last year's.

After a rainy, light-air start and slow crossing of San Pablo Bay, things started getting interesting for the fleet as it passed the Benicia Bridge. The forecast 10 knots-or-less out of the southeast turned into 18 to 30 knots from the east!



Joe Carter

LATITUDE/ROB



ALL PHOTOS ELLEN HOKE

Only two multihulls finished, Drew Scott's F-27 *Papillon*, and Jason Deal's Nacra 6.0 *Kitty Litter*. Three boats from the six-boat Cruise division also finished, but overall honors went to Mark Thomas' SC 37 *Wildcard*, which finished just after 9 p.m. to take the elapsed time honors as well.

Just a day after putting smiles on the faces of four high school-age winners of a San Francisco Architectural Foundation competition to design a student pavilion for America's Cup 34, Peter Stoneberg's Formula 40 *Shadow* lost the tip of her rig to a pitchpole.

Breaking with our common format, we're listing all of the monohull finishers in the results, as division breakdowns would be largely superfluous, and everyone who stuck this one out deserves a mention.

DELTA DTICH RUN STOCKTON SC (6/4)

MONOHULL — 1) **Wildcard**, SC 37, Mark & Anne Thomas; 2) **TBD**, Melges 32, Gregory Dyer; 3) **Dark Helmet**, Moore 24, Bill Erkelens; 4) **Stretch**, Hobie 33, Mark Schipper; 5) **E.T.**, Antrim 27, Tony English; 6) **Wild Rumpus**, SC 27, Stephanie Schwenk; 7) **Waves Ohes**, Moore 24, Matt McQueen; 8) **Moorigami**, Moore 24, John Siegel; 9) **Paddy Wagon**, Moore 24, Sean McBurney; 10) **Flying Tiger**, Moore 24, Vaughn Seifers; 11) **Marrakesh**, Express 34, Craig Perez; 12) **El Raton**, Express 27, Ray Lotto; 13) **Magic Bus**, Express 27, Paul Deeds; 14) **Ahi**, Santana 35, Andy Newell; 15) **Peaches**, Express 27, John Rivlin; 16) **Topper II**, Moore 24, Conrad Holbrook; 17) **Great White**, Express 27, Rachel Fogel; 18) **Dianne**, Express 27, Steve Katzman; 19) **Bad Hare Day**, Wylie wabbit, Erik Menzel; 20) **Ay Caliente!**, Beneteau 36.7,



SERGEI ZAVARIN



13 Folkboats sailed a four-race series that Dave Wilson's *Windansea* won with straight bullets.

The Knarrs also sailed four races, with Chris Perkins' *Three Boys and a Girl* besting 13 other boats for the win. The six IODs sailed a five-race series with Rich Pearce's *Fjaer* scoring a 2-2-1-1-2 for the win.

St.FYC WOODIES INVITATIONAL (6/4-5)

BIRD — 1) **Robin**, Cissy Kirane, 2 points; 2) **Skylark**, James Joseph, 5; 3) **Widgeon**, David Cobb, 6. (4 boats)

FOLKBOAT — 1) **Windansea**, Dave Wilson, 4 points; 2) **Polperro**, Pepter Jeal, 16; 3) **Elsie**, Michael Goebel, 19. (13 boats)

IOD — 1) **Fjaer**, Mark & Rich Pearce, 8 points; 2) **Xarifa**, Paul Manning, 9; 3) **La Paloma**, Jim Hennefer, 19. (6 boats)

KNARR — 1) **Three Boys and a Girl**, Chris Perkins, 10; 2) **Sophia**, Tom Reed, 17; 3) **Snaps**, Knud Wibroe, 21. (14 boats)

Complete results at: www.stfyc.org

OYRA Results

FULL CREW FARALLONES (6/11)

OVERALL — 1) **California Condor**, Antrim Class 40, Buzz Blackett; 2) **Kokopelli**², SC 52T, Lani Spund; 3) **Ocelot**, Fox 44, Kevin Flanigan/Greg Nelsen; 4) **War Pony**, Farr 36, Mark Howe; 5) **Dark & Stormy**, 1D35, Jonathon Hunt. (42 boats)

PHRO 1A — 1) **California Condor**; 2) **Kokopelli**²; 3) **Ocelot**. (5 boats)

PHRO 1 — 1) **War Pony**; 2) **Dark & Stormy**; 3) **Always Friday**, Antrim 27, John Liebenberg. (6 boats)

PHRO 2 — 1) **Split Water**, Beneteau 10R, David Britt; 2) **Sweet Okole**, Farr 36, Dean Treadway; 3) **Eclipse**, Express 37, Mark Dowdy. (11 boats)

PHRO 3 — 1) **Made Easy**, Beneteau 42, James Peterson; 2) **Ahi**, Santana 35, Andy Newell; 3) **Maggie**, C&C 37/40R, Dave Douglas. (11 boats)

SHS — 1) **Punk Dolphin**, Wylie 38, Jonathon Livingston. (7 boats, 1 finisher)

Complete results at: www.yra.org

In a sprit boat, this would almost be reasonable, but this year's Delta Ditch 'Beat' meant that the squiggles you see below are actually tacks! This was the course of Tony English's E.T.



LATTITUDE/ROB

Clockwise from top-left — the 18s take advantage of the light southerly; Trevor Bozina, Kevin Richards and Morgan Gutenkunst "three-stringing"; the winners; Brian Maloof, JV Gilmour, Dave Santori, Ellen Hoke and Matt Van Rensselaer.

Aaron Kennedy; 21) **Arc Angel**, Sonoma 30, Jack Tatum; 22) **Froggy Deux**, Merit 25, George Sirognannis. (66 starters)

Complete results at: www.stocktonsc.org

SFYC Spring Invitational

The San Francisco YC hosted its Spring Invitational for Melges 24s, J/105s, Express 37s and J/120s on the Circle also on June 4-5. Steve Madeira's *Mr. Magoo* took the J/120 title, while Kame Richards' *Golden Moon* was the top Express 37. Bruce Stone's *Arbitrage* was the top J/105, while Kristian Notto's *American Lady* took the Melges 24 honors.

SFYC SPRING INVITATIONAL (6/4-5)

EXPRESS 37 — 1) **Golden Moon**, Kame Rich-

ards, 6 points; 2) **Bullet**, Michael Maloney, 11; 3) **Expeditious**, Bartz Schneider, 12. (5 boats)

J/105 — 1) **Arbitrage**, Bruce Stone, 11; 2) **Blackhawk**, Scooter Simmons, 13; 3) **Dogot**, Phil Laby, 21. (16 boats)

J/120 — 1) **Mr. Magoo**, Steve Madeira, 10; 2) **Dayenu**, Don Payan, 12; 3) **Chance**, Barry Lewis, 13. (6 boats)

MELGES 24 — 1) **American Lady**, Kristian Notto; 2) **Abordage**, Erwan Le Gall, 12; 3) **Wilco**, Doug Wilhelm, 16. (5 boats)

Complete results at: www.sfyc.org

StFYC Woodies Inviational

On the Cityfront, also on June 4-5, the St. Francis YC hosted its Woodies Invitational for the Birds, Folkboats, IODs and Knarrs. After a two-race, ripping-flood series, Cissy Kirrane's *Robin* ruled the roost among the six Birds. The



SIMON BELL

THE RACING

ONE WAY TO HALF MOON BAY (6/11)

OVERALL — 1) **Can O' Whoopass**, Cal 20, Richard vonEhrenkrook; 2) **Split Water**, Beneteau 10R, David Britt; 3) **Rhum Boogie**, Quest 33, Wayne Lamprey; 4) **Maggie**, C&C 37/40R, Dave Douglas; 5) **Whirlwind**, Wyliecat 30, Dan Benjamin. (26 boats)

PHRO 1A — 1) **Bodacious+**, 1D 48, John Clauser/Bobbi Tosse; 2) **Leglus**, Ohashi 52, Hiro Manami. (2 boats)

PHRO 1 — 1)

Always Friday, Antrim 27, John Liebenberg; 2)

War Pony, Farr 36, Mark Howe; 3) **Low Speed**

Chase, Sydney 38, James Bradford. (4 boats)

PHRO 2 — 1)

Can O' Whoopass; 2)

Split Water; 3) **Rhum Boogie**. (7 boats)

PHRO 3 — 1)

Maggie; 2) **Green Buffalo**, Cal 40, Jim Quanci;

3) **Mimicat**, Hinckley 38, Robert Long. (8 boats)

SHS — 1) **Culebra**, Olson 34, Paul Nielsen; 2) **No Ka Oi**, Gibsea 42, Phil Mummah; 3) **Darwind**, Pearson Triton, Tom Watson. (5 boats)

Complete results at: www.yra.org



Ross Stein

Sperry Top-Sider NOOD Regatta

The St. Francis YC's Sperry Top-Sider NOOD Regatta brought out 121 boats in nine one design divisions and one IRC division for five races June 25-26. With pressure in the high 20s to low 30s on Saturday, the sailors got a workout, and the results sheet saw plenty of letter scores.

Sailing on the Bay as a one design for probably the only weekend of the year, the Corsair 24s drew seven boats and BAMA's Ross Stein sailed his *Origami* to a straight-bullets win. The other multihull division, the 16-boat F-18 class, went — along with the class's West Coast Championship — to Ian Sammis' Long Beach-based KANSAS

The Melges 24s get mixed up at the massive Ullman Sails Long Beach Race Week. Sailing in shorts is fun every once in a while.

with a 1-2-1-1-5.

The 15-boat Laser division went to Hall Spars' rig designer and former Masters Worlds winner Scott Ferguson from Newport, Rhode Island, who ran away with the division, beating Russ Silvestri by 21 points. The 17-boat Radial division went to Leukemia Cup honorary skipper and lymphoma survivor Drake Jensen, on a tiebreaker with Domenic Bove.

The Weta trimarans drew a nicely sized fleet with 12 boats, won by dealer Dave Berntsen. Of the four one design keelboat classes, the Express 27s drew 10 boats, with Brendan Busch's hull #1 *Get Happy!!* taking the top honors. Nine J/24s also came out with Michael Whitfield's *TMC Racing* scoring only bullets and one second for the win. Bart Hackworth's *Gruntled* won the 14-boat Moore 24 class with a three-point margin. The J/105s were tops among the keelboats numbers-wise, and Bruce Stone's *Arbitrage* ran away with the win in the 17-boat fleet, finishing 11 points clear of the runner-up. In the IRC division, Wayne Koide's Sydney 36 *Encore* narrowly beat out the rest of the five boat division for the honors.

SPERRY TOP-SIDER NOOD REGATTA SIFYC (6/25-26)

CORSAIR 24 — 1) **Origami**, Ross Stein, 5 points; 2) **Gaijin**, Peter Adams, 15; 3) **Blown Away**, Rick Hall, 20. (7 boats)

EXPRESS 27 — 1) **Get Happy!!**, Brendan Busch, 8, points; 2) **El Raton**, Ray Lotto, 9; 3) **Peaches**, John Rivlin, 19. (10 boats)

F-18 — 1) **KANSAS**, Ian Sammis, 10 points; 2) **Water Bison**, Alex Van Brunt, 17; 3) **Tiger**, Jason Moore, 26. (16 boats)

J/24 — 1) **TMC Racing**, Michael Whitfield, 6 points; 2) **On Belay**, Don Taylor, 14; 3) **Downtown Uproar**, Darren Cumming, 19 points. (9 boats)

J/105 — 1) **Arbitrage**, Bruce Stone, 8 points; 2) **Donkey Jack**, Rolf Kaiser, 19; 3) **Blackhawk**, Scooter Simmons, 20. (17 boats)

LASER — 1) **n/a**, Scott Ferguson, 10 points; 2) **Black Tulip**, Russ Silvestri, 31; 3) **Cabarete**, Ari Barshi, 31. (14 boats)

LASER RADIAL — 1) **Friendly Dragon**, Drake Jensen, 22; 2) **n/a**, Domenic Bove, 22; 3) **n/a**, Christine Neville, 28. (17 boats)

WETA — 1) **n/a**, Dave Berntsen, 6 points; 2) **Bobanja**, Robert Hyde, 14; 3) **Akahele!**, Bruce Fleming, 16. (12 boats)

MOORE 24 — 1) **Gruntled**, Bart Hack-



LATITUDE/FOB

worth, 8 points; 2) **Adios**, Scott Walecka, 11; 3) **Banditos**, John Kernot, 14. (14 boats)

IRC — 1) **Encore**, Sydney 36, Wayne Koide, 8 points; 2) **TNT**, Brad Copper, 9; 3) **Mirthmaker**, A-35, Douglas Holm, 9. (19 boats)

Complete results at: www.stfyc.org

Ullman Sails Long Beach Race Week

After *Dark Star* mauled the marquee Farr 40 class in Ullman Sails Long Beach Race Week June 24-16 with three wins in seven races, including the last one that it didn't even need to sail, owner/skipper Jeff Janov was ready to talk: "It wasn't as easy as it looked."

Two days earlier Janov feared setting himself up for a fall — and, in fact, there was plenty of opportunity, from shifty light winds to bad starts and constant pressure from 10 other boats.

"The results don't show how tough the fleet is," said Janov, whose team also dominated the class's North Americans on the same waters a month earlier. "It's definitely an exercise in blood pressure management. I love it . . . most fun I've had."



RICH ROBERTS



Normally we don't cover intra-club events, but if we catch you looking this good, we might as well run your photo. 'B-line' and 'Vuja De' in the Richmond YC's Barbary Coast Race.

Dark Star's 17-point winning margin was the widest in any of the 15 classes contested by 150 boats. Three were resolved on tiebreaker countbacks: Gary Mozer's *Current Obsession* over David Gould's *Air Boss* in the J/105s, Steven Ernest's *Aimant de Fille* over Marty Burke's *Bella Vita* in the Beneteau 36.7s and John Laun's *Caper* over Chuck Nicholls' *CC Rider* in the J/120s.

Others weren't so close. Deneen Demourkas' nearest pursuer in the Farr 30s was her husband John, three points behind. Both sailed boats named *Groovederci*, she winning four races and he two of the other three, neither with a finish worse than third. But their sights for the fleet were on the Farr 30 Worlds to be run as part of the Big Boat Series in San Francisco in September.

Santa Barbara's Deneen Demourkas is president of the international class and debuted on the West Coast after

competing in Europe and the East Coast the last several years.

"I was here as a goodwill ambassador to get people up to speed," she said. "We should have at least 15 boats in San Francisco."

Tim Carter, sailing *Viral*, logged five firsts and two seconds to win the 16-boat Viper 640 class by 13 points, noting, "We had good boat speed, calling the lifts and keeping our heads outside the boat to avoid the kelp — and our Ullman Sails were great."

But the weekend didn't start well; *Viral* started prematurely in the first race on Friday but didn't realize it until "we were 300 yards up the course," Carter said. "We went back and picked off boats all around the course to finish first."

The biggest comeback win was in the Open 5.70s, the largest class, where dealer Jerome

Sammarcelli came from nine points behind in the last two races Sunday to win the 21-boat class.

PHRF Boat of the Week honors and a \$1,000 Precision Swiss Time watch went to David Team's TP 52 *Rebel Yell*, which posted a 1-1-3 score on corrected handicap time in the 10-boat Random Leg competition, followed by Ed Feo's Andrews 45, *Locomotion*, which won Sunday's race, and Bob Lane's Andrews 63, *Medicine Man*.

Mozer also collected a watch with *Current Obsession* as One Design Boat of the Week.

The Kent/Golison Family Trophy was won by Steve Wyman's J/80 crew on *Nununu*

Team Alamos Bay YC, with three first places — Catalina 37s with Chuck Clay

as skipper, Schock 35s with Michaelis and Viper 640s with Carter — won the Yacht Club Challenge. David Anderson and Neil Martin received the farthest travel award for coming from the UK to charter a Catalina 37. Complete results can be found by searching for "Ullman Sails Long Beach Race Week" in your favorite search engine.

— Rich Roberts

Sausalito YC Hobie Regatta

The Sausalito YC hosted its first annual Hobie cat regatta June 11-12. The regatta, with over 40 entrants competing in Hobie 16s, 18s and 20s, showcased multihull racing on the bay, on a Knox race course. With much of the fleet comprised of out-of-towners, organizers had to have been hoping for a more mellow day on the Bay, but the breeze had different ideas, and greeted the racers with some nuclear conditions that were scratching the high 30s!

It wasn't long before San Francisco and St. Francis YCs had dispatched extra rescue boats to help the Sausalito YC fleet deal with the carnage which in some cases spilled over into the shipping lanes and separated boats from sailors. Fortunately no one was hurt and no boats were lost completely, although many suffered breakdowns as severe as dismastings. The result of all the carnage on the first day, and that induced by the 25-knot second day, was more letter scores than numbers in the results!

Regardless, there were enough races finished to crown winners in all the fleets. In the Hobie Tiger and Wildcat division — both models are F-18s — Charles Froeb and Jim Johnstone

Bill Colombo, left, and Chris Corlett enjoy a nice lazy cruise around the Rockpile aboard 'Split Water' in the Full Crew Farallones on June 11.



THE RACING

emerged victorious after 1-1-DNF-DNS-DNS in the seven-boat division. Tim and Jane Parsons were the only team to finish every race in the Hobie 20s and took the honors in the 12-boat division. Brett and Michael Peterson squeaked past five other Hobie 18s to win that division. The Hobie 16s were divided into two divisions, with Adam Borcharding and Waseem Lufti taking A Division and Andrew Esler and Karina Cherif taking B Division.

Given that it doesn't have the facilities to launch a bunch of beach cats at the Club, Sausalito YC worked with Clipper Yacht Harbor to create a "Hobie Village" on the latter's peninsula in Sausalito that housed the entire fleet. By all accounts, the arrangement was a success, with many sailors beating the high cost of lodging in Marin County by camping out at the Hobie Village.

Etchells Worlds

The 2011 Etchells World Championship regatta was supposed to be a nine-race series, but San Diego's Bill Hardesty with crew Steve Hunt, Mandi Markee and Craig Leweck needed only eight races to take the title.

The win — Hardesty's and Hunt's second (they won their first in Chicago in '08), and Markee and Leweck's first — was far from a lock as the eighth race developed, with the team rounding the first three marks in 8th, 7th, and 7th respectively.

A right shift on the last downwind leg

A lovely evening for a Corinthian Friday Night Race; it's not often you're doing this with a spinaker up across the slot in June!



LATTITUDE/ROB

Andy Newell's Santana 35 'Ahi' just rumbling down the Bay during the Summer Sailstice Race.

allowed the team's USA 979 to pass five boats and round the last leeward gate in second place, which they were able to hang on to.

The Bay was well represented at the event, with Craig Healy winning that eighth race and finishing 10th overall, and Don Jesberg finishing fifth overall as the top Corinthian competitor, one spot ahead of ever-competitive Dennis Conner.

Peter Vessella finished in 16th place, Philippe Kahn finished in 53rd and Bill Melbostad finished in 80th due to equipment failure.

The win also marked the first time a full-time sailing journalist — Leweck edits the popular *www.sailingscuttlebutt.com* website — has ever won a legitimate world championship (ed. note: well done Craig!). Complete results are available at: www.etchellsworlds2011.com



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With reports this month on **'Shoulder Season' Getaway Options**, a look inside a **Charter Junkie's Ditty Bag** and **Charter Notes**.

Late Summer Chartering: Still Plenty of Time to Plan and Go

As we write this, summer has just begun, and many travelers are undoubtedly putting the final touches on their plans for summer sailing vacations. How about you? If you're sitting there with a blank stare on your face because you don't even have the beginnings of a getaway game plan, fret not. There's still plenty of time to organize a late-summer escape — and sailing in late summer has some distinct advantages.

If you have school-age kids — or perhaps you're a school teacher yourself — you're probably forced to take only mid-summer vacations. But if not, we'd highly recommend that you travel shortly after Labor Day for a number of reasons. The first is obvious: After K-12 schools and colleges are back in session there are simply far fewer people — particularly North Americans — out traveling. That means there will be shorter lines at the airport, quicker checkouts at the charter base, fewer boats in the anchorages, fewer snorkelers in the prime dive spots, and quicker service if repairs are needed. Plus, shops, restaurants and hotels will all be less crowded, so you're likely to get better service than you would during the peak summer season when service staff are stressed out and exhausted. You might also get a better choice of boat types in the so-called shoulder season. And in some areas, as discussed below, you'll probably find much better sailing

It's easier to find a free mooring ball in the San Juans in September. Don't worry about the clouds, as they often bring a fresh breeze.

conditions.

Let's look at a few popular summer sailing venues: We absolutely love sailing in the Gulf and San Juan Islands of the Northwest, but so do thousands of other sailors. Consequently, during mid-summer the anchorages and waterside resorts tend to get quite crowded. So much so, in fact, that many sailors rush to secure a spot in early afternoon, rather than fully enjoying the extremely long days there by sailing until 8 or 9 p.m. The only other thing that's often disappointing in that lush green wonderland is the breeze — especially in the hottest months of mid-summer. As fall approaches, though, weather is typically more changeable, and that often leads to more wind. Up there, we never fret about approaching clouds, because we've had our most memorable stints of Northwest sailing under cloudy skies.

The points made above also apply, generally, to sailing in Maine and other parts of New England. The massive Chesapeake Bay estuary, for example, is often delightfully sunny and warm during mid-summer, but the breeze is typically very light or non-existent. But when the temperature begins to get cooler in September and early October, sailing conditions are generally much better. And, of course, there are fewer boats competing for space at quaint, centuries-old villages such as St. Michaels and Oxford.

Western Europe used to be a favorite getaway destination for North American travelers of all stripes, but lately they've been avoiding it like the plague due to the sky-high prices caused by the strength of the euro. In case you haven't heard, though, the relative value of the euro has been seriously sliding downward lately. And that makes the U.S. dollar stronger 'on the continent' that it has been for years — great news if you've been itching

to do some sailing in the Eurozone.

If you like to mix travel under sail with poking around ashore in culturally rich towns and harbors, it's hard to top Western Europe. And whether you choose to sail the coast of Brittany, the French Riviera, Corsica, Sardinia, Croatia, Spain's Balearic Islands, or Italy's Lipari Isles, they'll all be less crowded in late summer or early fall. Most Europeans vacation in August, eager to become bronzed by the summer sun, but by mid-September most sailing venues have a very different feel. Anchorages and stern-tie seawalls are much more manageable, while the sailing conditions are often much better.

Longtime Aegean charter skippers tell us the prime sailing grounds of the Greek Isles and the Turquoise Coast of Turkey see their most consistent sailing breezes in late May and mid-September. Here again, most European tourists — especially those from Northern Europe — seem to care a lot more about ideal conditions for body baking than sailing. As wonderful as the Greek Isles are to explore via sailboat, the most popular ones can get so crowded in mid-summer that some sailors find themselves avoid-



OF CHARTERING



TURKISH TOURISM

Spread: With its famous castle, Turkey's Bodrum Harbor is popular all summer, but less so in September. **Inset:** Blasting to Huahine in Tahiti's Leeward Islands.

ing famous places that they'd been eager to visit for years. And while the Turkish coast is never terribly crowded, it too is much more peaceful during the final weeks of summer.

You won't find huge bareboat fleets or crowded anchorages at any time of year in Tonga or the Leeward Islands of Tahiti. And because they're fed by trade winds, the Northern Hemisphere's mid-summer is as good a time as late summer to sail there. But here are a couple of arguments for considering one of these destinations this year in late-summer: At least half of Tahiti's visitors are Europeans, and as we said, they love to travel in mid-summer, particularly August, so in September you'll typically compete with fewer tourists for services ashore. Most cruisers have moved on by then also, so the anchorages will be even more tranquil — not that tranquility is ever in short supply in these dreamy isles.

Considering the size of Tonga's tiny bareboat fleet at Vava'u, and its seemingly endless assortment of idyllic,

well-protected anchorages, we can't imagine ever using the word 'crowded' to describe this mid-Pacific kingdom. In fact, our suggestion to you is to consider chartering there at its 'busiest' time of year, September 7-13, so you can take part in the fun-packed Regatta Vava'u. Combining low key racing with a full menu of shoreside activities, this event introduces both bareboaters and cruisers to the finer aspects of Tongan culture along with the warm hospitality of its ever-friendly people.

How's that for a full palette of late summer sailing options? With so many worthwhile possibilities, you really have no reason to sit around and sulk. So we suggest you fire up your computer, do some further research, and lock in a booking soon. That ought to put a smile on your face.

— latitude/andy

Always Pack Light But Don't Forget Your Ditty Bag

What's our advice on pack-

ing for a tropical charter vacation? Pack light. Very light. In fact, being longtime charter addicts ourselves, the best advice we can share with you is to pack everything you think you'll need, then dump it all out on the floor and leave half of it behind.

Seriously, the vast majority of charter bases are located in warm climates, where you'll spend most of your time in a swimsuit or shorts and a T-shirt. And in such places even the night spots are typically super-casual, so it really doesn't make sense to arrive with a suitcase or duffel bag big enough to carry a small farm animal — and possibly throw your back out in the process. Some frequent charterers have it down to a science, bringing no more gear than will fit in a carry-on bag.

Having said all that, there are a few essential items we'd suggest you bring on every charter, even if you wear the same swimsuit and tank top all week long.

In the most popular charter venues, such as the British Virgin Islands, bareboat operators have mechanics and riggers standing by who can jump into a chase boat and perform 'surgery' on your boat's systems within an hour of your call for help. Even so, there may be times when you need to tighten a few screws or improvise a simple repair that's not worth calling the fix-it squad for. In 20+ years of frequent chartering, we've never been on a bareboat yet that had a decent tool kit. Maybe it's because

Wherever you charter, bringing along a few simple tools can save you lots of time and frustration.



WORLD

they get ripped off, or perhaps the charter companies just don't want you messing with things. Who knows? But if you can honestly say you're mechanically inclined, we'd advise bringing along a few simple tools — pliers, screwdrivers, a rigging knife, or a multi-tool. We always do, and they've saved us hours of waiting around for help.

When you do long distance charters that take you far from your charter base, like, say, a one-directional trip from St. Lucia to Grenada, your need to improvise once in a while is likely to increase. We're not talking about doing major engine repairs or rebuilding an anchor windlass. But boats that get worked hard week after week are bound to have some bits and pieces shake loose once in a while, and it's nice to be able to whip out your trusty Leatherman and put things back together again.

Maybe it's just our bad luck, but on the boats we've chartered over the years the thing that's even more conspicuously absent than basic tools is 'cordage', as the old salts would say. You know, bits of line for securing gear on deck, or for



As any old salt will tell you, ya gotta have cordage! And it doesn't hurt to bring along a snatch block or two also.

tweaking your sail trim. Honestly, we haven't been on a bareboat yet that had any unused line other than docklines. So we bring a small variety. We use light stuff for lashing down kayaks, windsurfers or whatever other toys our entourage might have brought along.

A small amount of super-strong Spectra line can really come in handy when you need to make an emergency

repair because it is as strong as or stronger than wire. Once our buddy boat's mainsheet car ripped right off the traveler track when we were still a half day's sail from our destination. Thanks to the little coil of Spectra we'd brought along, we had it jury-rigged in less than 10 minutes, and the lashing lasted for the rest of the charter.

Although heavier line is bulky, we always bring a coil about 25 feet long — especially on catamaran charters — as well as a snatch block. We use them to rig a preventer on the main, to barber-haul the jib sheet lead for better sail shape, or, when going downwind on a cat, to wing out the clew of the headsail so it stays flat and full while bouncing over the swells. This little trick is especially useful with self-tending jibs on a foredeck track, which tend to lash around on every swell, making a god-awful racket belowdecks.

Another trick that can save you a lot of huffing and puffing, is rigging the snatch block so your main halyard leads to the capstan of your anchor windlass — thus letting the windlass do the work. If you've

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OF CHARTERING

ever tried to raise a fully battened, big roach main by yourself in the tropical sun, you'll understand why we think this is a pretty slick trick.

The other group of extras we always bring along come from the drug store. When traveling to far-flung places you never know when you're going to feel a little funky, either from the pent-up stress that comes from rushing to get out of town, unfamiliar food, or whatever. And you never know when one of your charter guests is going to feel just a wee bit queasy, although not officially seasick. So we always bring along some good old Pepto-Bismol tablets, and some Imodium in case of more dire indigestion.

Most folks are smart about bringing an ample supply of sunblock these days, but not everyone thinks to bring an anti-itch lotion. Sailors who aren't used to being in the tropics — i.e. covering up before 'bug hour' — can become so rattled by mosquito or no-see-um bites that they can't think about anything else. And scratching them, of course, only leads to greater agony when the tiny bites

get infected. But after applying an over-the-counter antihistamine, such as Benadryl, most of the itching subsides, allowing the human pin cushions within your crew to rejoin the party.

Because we cherish a good night's sleep, we never travel without ear plugs, and we'd suggest you follow our lead. Not just so you can avoid the infernal blabbering of the two over-caffeinated salesmen sitting behind you on the plane, but so you sleep through the creaks and groans of an unfamiliar boat — and the cacophony of snoring performed by your shipmates every night. Yeah, we know, what about during rough weather? Whenever possible, we dive on our anchor to be sure it's well set, then we don't hesitate later to plug in and tune out. (But every skipper has to make his own set of safety rules.)

What else? A headlamp always seems to come in handy, not only for doing repairs in dark places, but for reading in



It's always smart to be prepared for boat bites, bug bites, upset tummies and sunburn. And whatever you do, don't forget the ear plugs.

poorly lit parts of your cabin. An extra handheld VHF often comes in handy, as does a handheld GPS, but at some point you have to put on the brakes and say, "Enough already," zip up your duffel and call it good. These are some of the essential items in our ditty bag. What travel accessories do you consider to be essential when chartering? (Write andy@latitude38.com)

— latitude/andy

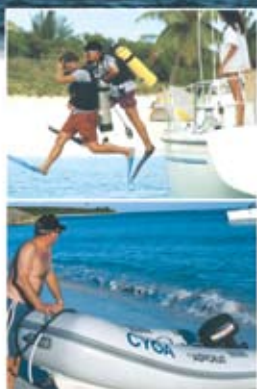
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WORLD OF CHARTERING

Charter Notes

One of the best ways we know to be successful in business is to fill a unique niche with no competition — that is, create a monopoly within a particular market. That doesn't happen often in the world of yacht chartering because many savvy skippers typically flock to the most desirable sailing destinations.

But we think we've discovered a remote chartering enterprise that has its niche completely sewn up. Where? On **Lake Titicaca**, which, as geography buffs and adventure travelers know, straddles the **Peru-Bolivia** border and, at 12,500 feet above sea level, is the **highest navigable waterway** on earth.

A company called **InkaSailing Charters** has built a modernistic lodge called Titilaka at the edge of this primeval body of water, and offers daysails on the



Want to do something truly special on your next vacation? How about daysailing on two-mile-high Lake Titicaca?

50-mile long lake aboard a **Hunter 31** named **Thaya**. We're not making this up — honest.

The last time we heard about a sailboat on Lake Titicaca was in a Tristan Jones book, and some people think he made the whole thing up. But this operation is for real, and its operators not

only **speak English**, but they've been certified by their national maritime authority.

Believe it or not, we've been to Lake Titicaca, but back then the closest things to sailboats that we saw were Thor Heyerdahl-style reed rafts that the local *indigenes* paddled from one village of reed huts to another. If someone had sailed up in a Hunter 31, we probably would have assumed we were hallucinating from the altitude, and needed another cup of coca tea to acclimate.

We must say, the more we look into this operation, the more we think that few places on the planet would be more unique to sail than this rugged, sparsely developed Andean lake that's literally perched on top of the world. See www.inkasailing.com for more info. And if you go check it out, be sure to report back to us.

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ARE YOU READY TO HA-HA?

As we go to press, this year's Baja Ha-Ha fleet is shaping up to be as diverse as ever. Nearly 100 boats are signed up already, ranging in size from 28 to 85 feet. As always, the backgrounds of their owners are as diverse as the boats they sail on.

The smallest so far is John Neely and Shannon Walker's Berkeley-based Caliber 28, and the largest is Mike and Dawn Hilliard's 85-ft schooner *Destiny*, from Friday Harbor, WA. You'll find the complete list at www.baja-haha.com.

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

You'll find frequent updates on this year's event on 'Lectronic *Latitude* at www.latitude38.com. And look for a complete recap of the event in the December issue.

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MEET THE FLEET

Among the important dates to note (on next page) is *Latitude's* annual Mexico-Only Crew List Party & Baja Ha-Ha Reunion on September 7. There, hundreds of potential crew mix and mingle with Ha-Ha boat owners looking for extra watchstanders. To get a head start on the process, see our constantly updated free online Crew List at www.latitude38.com. As many Ha-Ha vets will confirm, the best way to prepare for doing the event on your own boat is to crew for someone else first.

IS THE PACIFIC PUDDLE JUMP IN YOUR FUTURE?

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

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

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IMPORTANT DATES

Sept. 7 — Mexico-Only Crew List Party & Baja Ha-Ha Reunion, Encinal YC in Alameda; 6-9 pm.

Sept. 10 — Final deadline for all entries.

Oct. 15 — Ha-Ha Welcome to San Diego Party, Downwind Marine, 12-4 pm. Ha-Ha entrants only.

Oct. 22 — Pacific Puddle Jump seminar, West Marine, San Diego, 5 pm.

Oct. 23, 9 am — Final deadline for all crew and skipper waivers, West Marine, San Diego.

Oct. 23, 11 am — Skipper's meeting, West Marine, San Diego. Skippers only please.

Oct. 23, 1 pm — Ha-Ha Halloween Costume Party and Barbecue, West Marine, San Diego.

Oct. 24, 11 am — S.D. Harbor Parade & Start of Leg 1

Oct. 29, 8 am — Start of Leg 2

Nov. 2, 7 am — Start of Leg 3

Nov. 4 — Cabo Beach Party

Nov. 5 — Awards presentations hosted by the Cabo Marina.

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PLEASE NOTE: Correspondence relating to the event can be emailed to andy@baja-haha.com. Please don't call *Latitude 38* with questions. The Ha-Ha is a separate operation.



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CHANGES

With reports this month on **Esprit** doing the Red Sea as deck cargo; from **Eros** on how Foxy Callwood met his wife on a TransAtlantic crossing; from **Auspice** on Mexico and the Marshall Islands; from **Azure II** on transiting the Corinth Canal; from **Leap of Faith** on four years in the Caribbean; from **Cat 'n About** on cruising on a 30-ft cat; and **Cruise Notes**.

Esprit — Peterson 46 The McWilliam Family Male to Marmaris (Boulder City, Nevada)

We just realized that we've visited a total of 12 countries, eight of them by our boat, the rest via planes, trains, and automobiles, in the last year. We've now also been on six of the world's seven continents. The only one we haven't been to is Antarctica, and we won't be visiting it

on *Esprit*. The big change in our plans occurred in February, after Scott and Jean Adam of the Marina del Rey-based Davidson 50 *Quest*, and their Seattle crew Phyllis MaCay and Bob Riggle, were murdered by Somali pirates in the Arabian Sea. So instead of taking our boat up the Red Sea on her bottom, we returned to India, then continued on to the Maldives where we put *Esprit* on a ship to Turkey.

While there were light winds in Male in the Maldives, we stripped our boat of as much windage as possible in preparation for her deck cargo passage up the windy Red Sea. It was expected that there would be at least 45 knots of apparent wind, green water over the bow of the ship, and sand storms.

One of our many frustrations involved trying to make travel arrangements without a specific load date for *Esprit*.

The Maldivian Islands are a strange place. Male, seen here, is packed to the gills, while the outer islands are mostly high-end resorts.

ESPRIT



Katie and the Capt of the 'BBC Everest' after 'Esprit was loaded.

Fortunately, Emirates Airlines was accommodating. *Esprit* was supposed to load onto the *BBC Everest* around the 15th of March, and the loading of all the vessels was to take only two days. Well, the ship was three weeks late and it took five days to load all the boats.

On the way back to our hotel after the loading, the driver almost missed a turn in the dark, but overcompensated and drove his speedboat onto a reef! Typical of the boat operators in the Maldives. Fortunately, some divers from the ship jumped into the water to help get us off.

But if it wasn't one thing, it was another — and the next were Immigration and our travel agent. We got charged \$286 for a visa problem that friends in the same situation didn't have to pay anything for. Then our agent wanted to charge us \$750 to make changes that we didn't have to make to our flights.

Needless to say, we were happy to arrive in Dubai for a 14-hour layover on our way to Egypt and Turkey. While in Dubai, we rode the world's fastest elevator to the 124th floor of the world's tallest building, visited the world's largest shopping mall, got stuck in the sand during a 4-wheel-drive trip, and stayed in a by-the-hour hotel in the airport.

We found that Cairo, a city of 18 million, has a climate similar to that of Las Vegas — but doesn't have nearly as much vegetation. And that much of the city looks as though it's just been bombed. But we were lucky to have Sharif, an energetic 23-year-old Egyptologist, as our guide. He knew his stuff and really enjoyed his job. It would take a long time to report on all we saw.

Unfortunately, the people of Egypt — like the people in many of the countries

we visited in the past year — have not learned how to manage their trash. The result is that much of the populated areas are strewn with trash.

After arriving in Is-



tanbul, Turkey, we learned that the ship carrying *Esprit* had arrived earlier than expected. So we didn't get to spend much time in that great city. In fact, we had to take a 12-hour overnight bus ride to Marmaris, where we picked up *Esprit*. Turkey is a beautiful country!

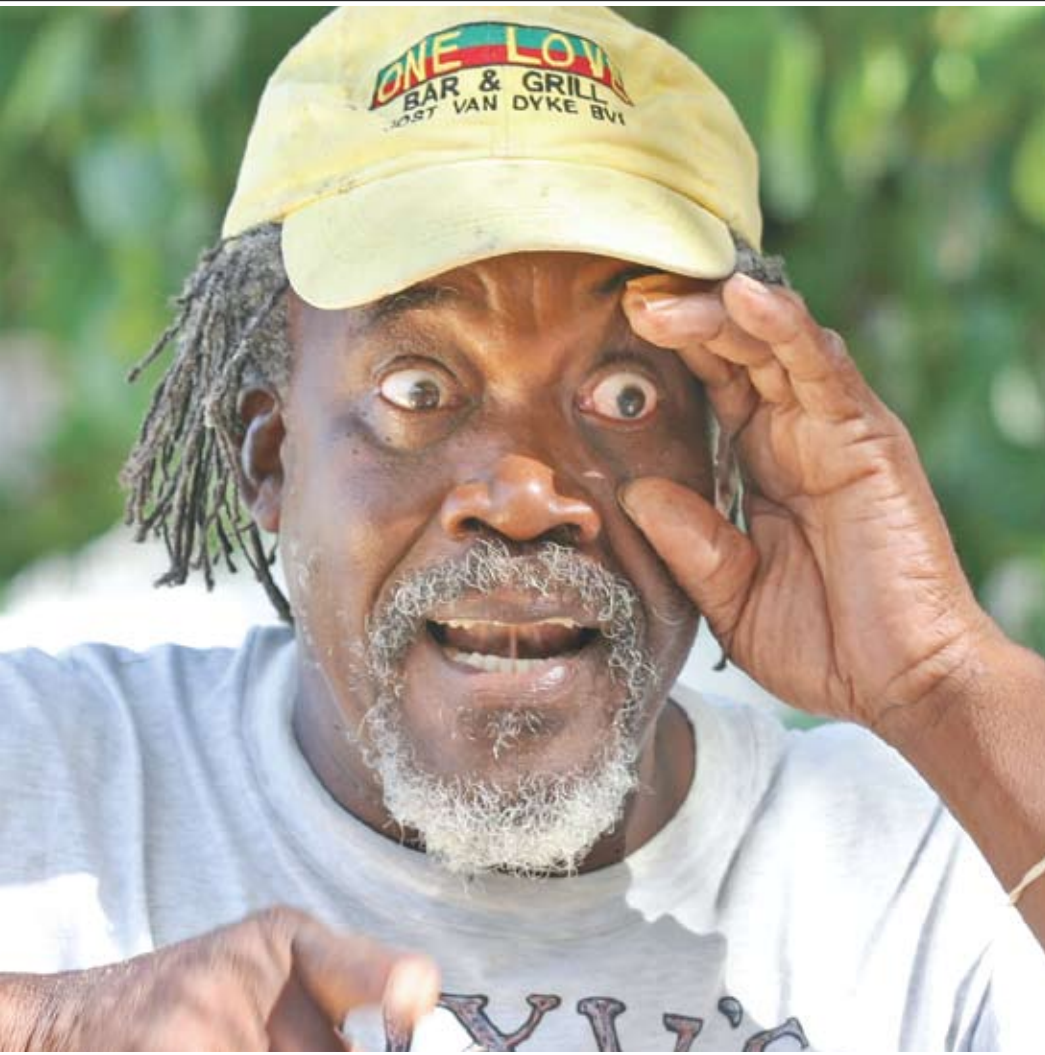
Our boat was the last to be unloaded in Marmaris, and it was done during a big lightning storm. *SlapDash*, the boat unloaded before ours, was hit by lightning right after she got her hook down, and lost all her instruments.

By the time we got our boat docked in Netsel Marina and got back to our hotel room, we were drenched! Netsel Marina is nestled in a bay completely surrounded by high green hills, except for a small passage into the Aegean. It's a very pretty setting. We decided to leave *Esprit* there instead of moving her to Finike Marina, 140 miles to the east. The city of Marmaris is a quaint European style city, but with lots of tourist and marine stores. There's even a West Marine!

MALDIVES TOURISM



IN LATITUDES



LATITUDE ARCHIVES

Insets left; One of the more typical Maldivian islands, and Netsel Marina in Turkey. Spread; The irrepressible Foxy Callwood.

We subsequently flew to London, then non-stop from London to Vegas. Since there was no food in our house in Boulder City, on our first morning back we went to breakfast at the local Coffee Cup Café, where we ordered either ham or sausage with eggs, hash browns and toast. What a treat after spending most of the previous year in countries without pork! We are now getting back into the groove of school and work, and will return to *Esprit* later for more adventures.

— katie 06/06/11

**Eros — McMeek 103-ft Schooner
Bill and Grace Bodle
Tales of the Old Caribbean
(Point Richmond)**

A few months ago, we ran a *Changes* about Bill and Grace Bodle of Pt. Richmond, sailing their 70-year-old, 103-ft McMeek-designed schooner around the

Caribbean with just 21-year-old Patrick Delaney, as crew. Which is amazing, because Bill admits to being 77 and Grace happily says she's 70. In that *Changes* we promised that one day we'd let Bill tell you how they played a big part in Foxy — the notoriously fun and famous character behind Foxy's world famous bar and restaurant on Jost van Dyke in the British Virgins — meeting his wife Tessa. Well, that day has come. Here is how Bill tells the story, one that is so freewheelingly typical of the Caribbean back in the day.

"One day in the early '70s, Foxy started telling everyone he was going to sail to Europe with us aboard *Nordlys*, the 72-ft schooner we owned back then. At that point he hadn't even asked us if he could come along. It was fine with us, but we thought he was kidding, as we didn't think he'd close down his bar for the summer.

"We told him we'd come by late one night and give

him a few minutes to either get on the schooner or not. So we pulled into the little bay by Foxy's about midnight, and hollered into the darkness, 'If you're coming Foxy, get your butt out here right now!' We waited and waited, and just before the time limit expired, we were shocked to see Foxy being rowed out to our schooner by Mr. George, the vegetable man.



THE FOXY ARCHIVES

Nobody thought Foxy would close his wild bar for the summer.

"All Foxy had was a guitar, a short pair of pants, a sequined calypso shirt that some girl had made for him, and a sweater. His mother had boiled the sweater the night before to clean it, so it was about five sizes too small. Foxy doesn't have any shoes now, so he obviously didn't back then. And he was way too big for any foul weather gear we had aboard.

"The next land we saw was Pico in the Azores, and there was snow on the peaks. So you can imagine that Foxy had been freezing. In fact, when he was steering, he wrapped his feet in what had been his sweater to keep them warm.

"When we got to Gibraltar, which was a town with just one street of stores, there was a Moroccan shoe store with a huge pair of white shoes on display to attract attention. Foxy saw the huge shoes and shouted, 'Oh yeah, man, those are just what I need!' And he wore those crazy shoes the whole summer.

"Foxy was a huge hit in Yugoslavia and the smaller islands in Greece, because while the locals might have seen black men on television, most had never seen one in person. So they'd come up the gangway asking for him, and I'd call

The schooner 'Nordlys', where Foxy met Tessa while sailing across the Atlantic. 'Nordlys' was the first of the Bodles' three big schooners.



THE BODLE ARCHIVES

CHANGES

down to him down in the salon. 'Oh great!' Foxy would say, as he loved the attention. He'd grab his guitar and go down to the dock and entertain everyone. When mothers brought their kids to see him, Foxy would grab the kids' arms and pretend

BILLY 'WHITE SHOTES'



When Foxy saw the big white shoes, he saw a perfect fit.

he was a wild animal who was going to bite them with his big white teeth. They'd all shriek. At night, Foxy would lead entire small towns in parades, singing the calypso songs he'd taught them. They would have thrown him in jail if they'd had any idea how nasty the lyrics were.

"At the end of every summer, we'd stop at Terragona, Spain, for a month-long haulout. While there, Foxy asked if it was all right if he went to Munich. I don't think he even knew where Munich was, but he said he knew a woman up there. He did — and it turned out to be one of our charter guests. When he hadn't returned from Munich in a month, I had no choice but to fly to there to try to find him. There was, of course, no email or cell phones back then.

"When I got out of the plane, I told the taxi driver to take me to the Munich nightclub district. The driver thought I was looking for a hooker, because it was the middle of the day. 'Oh,' he said, 'you want to go to the Drugstore,' which was a nightclub. It was the very first place I stopped in the city of two million, and I asked the bartender if he'd seen a big West Indian guy. 'Oh, that would be Foxy,' the bartender replied. 'He was here this morning, but you missed him, as he just took a train to the mountain resort

Bill couldn't find Foxy in Munich because earlier that morning he'd taken a train to Garmisch, a most un-Jost van Dyke-like place.

BAVARIAN TOURISM



of Garmich.'

"While in Munich, I met a friend from San Francisco, and we decided to take a side trip to London, where I could get some parts for the schooner's Caterpillar diesel. While in London, we went to a restaurant not far from Chelsea called the Tiddy Dolls. While there, we were tended to by the wine stewardess, who happened to be a very cute young blonde decked out in hot pants, boots and what have you. 'My name is Tess, boys,' she said. 'I'm wearing a sommelier's cup around my neck, but I don't know anything about wine. But if you tell me what you want, I'll bring it.'

"She ended up sitting with us and bullshitting, so we asked her when she got off work. 'When do you want me to get off?' she replied. 'Right now,' we said, 'and we can go to the 007 Club at the Hilton Hotel.' 'Blimey,' she said, 'I'd like to do that. Let's go right now.'

"While at the 007 Club, I apparently told her that she was welcome to sail across the Atlantic with us; all she had to do was meet us in Gibraltar in two weeks. I'd forgotten all about the invitation, of course, by the next morning.

"Well, Tessa hadn't forgotten about it, so when we showed up, with Foxy, in Gibraltar a little bit more than two weeks later, Tessa was there. When Foxy saw this beautiful blonde, his eyes almost bugged out of his head."

At this point Grace picks up the story.

"I'd flown home to Berkeley, where one day I opened the mail box to find a letter written in a very feminine hand addressed to 'Captain Bill'. 'What's been going on while on the schooner while I've been gone?' I wondered. So I steamed the letter open and read the letter. It went like, 'Dear Bill, where the heck are you. I've been waiting in this pisshole of Gibraltar for a week, and you haven't arrived yet. You said I could sail across the Atlantic with you. Where are you?'"

"So when Bill called to say they were leaving from Gibraltar that night, and that I could expect him in St. Thomas in about three weeks, I said that was great. Very casually, I also asked who was on the boat. Bill mentioned Foxy, Ian and all the other guys. He made no mention of any girls."

"It was on a 'need to know' basis," laughs Bill.

"What he didn't tell me is that there were three women with them. Ronda, Ian's girlfriend, a gal named Jo, and Tessa. I didn't



say a thing about suspecting there were women aboard, but I made sure I flew to St. Thomas before *Nordlys* arrived.

"In fact, the night I arrived, I was having dinner with Manfred, the well-known sailmaker, at the Hotel 1829, which has a great terrace overlooking the harbor. At about 7:30 p.m., I saw *Nordlys* sail in. 'Excuse me,' I told Manfred, 'I have to get down to the dock to see who gets off the schooner before they all escape.'

"Well, I got down to the dock before they tied up, and there was no Foxy — and Tessa wasn't there either."

"It was one of our best crossings ever," Bill jumps back in, "and people had gotten very friendly. In fact, Foxy and Tessa had fallen in love."

So why weren't Foxy and Tessa on the schooner when she arrived in St. Thomas?

"While we were sailing across the Atlantic," Bill remembers, "Foxy made some kind of deal with me, one that re-

IN LATITUDES



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If clear water is your thing, the Marshalls could be your place.

Spread: The flat waters of the lagoons make the Marshall Islands a great place for proas. Although crudely built, this one sailed fine. **Inset left:** "This isn't going to hurt a bit," Jim lied to an island patient. **Inset above:** A couple of island boys stand by a honking Yanmar diesel from World War II.

quired we stop at St. Barth first, so he could buy the dirt cheap booze for his bar in the British Virgins. I was up for the deal, but I said, 'Foxy, what about Albert, the Customs guy on Jost?' Foxy replied, 'We'll just land the booze on the beach. And,' he laughed, 'if Albert says anything, I'll kill him.'

"So we stopped at the free port of St. Barth, where Foxy bought endless cases of booze at ridiculously low prices. Then we sailed to the British Virgins, where we dropped all the booze, along with Foxy and Tessa, on the beach at the British Virgins. Finally, we sailed into Charlotte Amalie, St. Thomas."

It's been more than 40 years, and Foxy and Tessa are still together. But that's how things rolled back then.

— latitude/rs

Auspice — Schumacher 40 Jim Coggan Mexico and the South Pacific (Tiburon)

In late October of '07 — actually, the same day the Ha-Ha fleet departed San Diego — my wife Kim and sons Chris and Brian left San Francisco for Mexico. We sailed non-stop to Isla Guadalupe, which is a barren, uninhabited, Catalina-sized island 250 miles south of San Diego and 200 miles off the coast of Baja. We then rounded the corner at Cabo and sailed up into the Sea for Thanksgiving. Brian, Kim and I flew back to San Francisco, leaving Chris onboard in Puerto Escondido.

Kim and I then did a season of a month on, a month

off, 'commuter cruising' in Mexico. We had a wonderful time. But the problem became meeting the flight schedule back to San Francisco, and having to work our butts off just to meet payroll expenses. So in July of '08, I sailed over to San Carlos and left *Auspice* in Marina Seca, and returned to the mill. Don't get me wrong, I liked my work, and I'd known many of my patients for decades. But in February '09, I was fortunate to find an outstanding periodontist who wanted to take over my practice.

A month later, I loaded up our '82 Volvo with two solar panels, a DuoGen, chain, and all kinds of other stuff, and drove to San Carlos with Brian and Gordie Nash, dragging our Volvo's ass the whole way. Fortunately, Mexican Customs didn't blink an eye as we breezed across the border. Brian and Gordie drove back to San Francisco a week later, while *Auspice* went back into the water with a freshly painted bottom. Alas, she ran aground at the fuel dock that evening.

We, meaning *Auspice* and I, were on our way to the South Pacific, a lifelong dream of mine. Kim, a good sailor in her own right, but not a sailor at heart, finally decided that she'd better not let her old man sail over the horizon by himself. She didn't think that I could make it!

So she flew to Loreto with duffels fully packed, and arrived just as I was passing by. We wound up staying for Loreto Fest, stopped in La Paz for provisions, cleaned the bottom at Cabo, and off we went. It blew a gale off Cabo Falso, so we

Jim and Kim were all smiles about their relations with the people of the Marshall Islands. But they worry about the Marshallese youth.



AUSPICE

CHANGES

damaged the Edson binnacle during an accidental jibe at the very beginning of our crossing. It wasn't the most auspicious way to start a long voyage, but we arrived at Fatu Hiva less than 18 days later.

Kim might not look back on that passage as a high point in her life, but I'll tell you she's a real trooper and one courageous woman. I think I would have made it solo, but it would have been a much harder trip. But it was sharing that crossing with Kim, and all the special moments we had, that meant the most to me.

Auspice is an incredible boat. She's first and foremost a racing boat, but it turns out she's also an excellent cruiser for a couple. Every day I think about designer Carl Schumacher with admiration and respect, and I continue to feel privileged to have one of his boats. We've owned *Auspice* for 10 years now, and I want to thank Warwick 'Commodore' Tompkins for pointing us in her direction.

So far, we've done the usual Coconut Milk Run, with Kim doing all the passages. We spent the cyclone season in New Zealand in order to disassemble the rig, inspect the hardware, and re-head all the rod rigging. We didn't find any defects in the rigging, but we now have even greater confidence in the rig.

This season we sailed north of the equator to explore the Marshall Islands, where we met wonderful, happy people

A beautiful South Pacific sunset was spoiled by the presence of mostly Asian factory ships, depleting the fishery.



AUSPICE

Cruising the South Pacific suits Jim just fine.

living in very humble circumstances. The diving and snorkeling was the best, with 100-ft visibility the norm, and it sometimes being twice as much. The fishing was adequate as a source of food, but we sensed fishery depletion everywhere we went.

The islanders fish for subsistence and are not the problem. Indeed, it's sad to see them using nets along the beach to catch minnows, careful not to let a single one get away. No, the problems are the purse seiners and long liners, mostly from Asian countries. They pay big bucks to the governments of small island nations to plunder their waters, and pay little heed to international law. Foreign aid is evident throughout the island nations, and it mostly comes — surprise — from those countries that want access to the fisheries: Japan, Taiwan, Korea, China and the U.S. But virtually none of the aid trickles down to the common people, who have poor diets and terrible health problems as a result. So much could be accomplished with a strong preventive health program — especially if it could reach the kids in school.

As big as the problems are, these are wonderful people who have taught me so much. They frequently told me that the quality of life is more important than the longevity of life.

Majuro recently got some negative sailing press because of a series of thefts from yachts. These small island communities are virtually crime-free because everyone knows everyone else, and there are no secrets. What I observed was more along the lines of teenage pranks and petty thievery. And there were alcohol-related incidents, too. Nonetheless, Kim and I have felt safer out in the Pacific, even more so than in Mexico, which we loved and will return to, to say nothing of San Francisco or Los Angeles. There are no guns in the Pacific Islands.

I am currently solo atoll hopping back to Fiji, where I will hopefully reconnect with Kim in early July. We're thinking about then heading to Vanuatu, and then the Solomons for the '12 Pacific Arts Festival.

—jim 05/05/11

**Azure II — Leopard 47
The Pimentel Family
Greece
(Alameda)**

We — Rodney, Jane, and sons RJ and Leo — have just motored through the



3.9-mile Corinth Canal, which connects the Gulf of Corinth and the Saronic Gulf and which saved us from having to travel 450 miles around the Peloponnesus peninsula to get to Athens. The canal was started by Emperor Nero in 67 AD, but wasn't finished until the late 1800s by a French engineering company. Unusually, there is a hydraulically operated roadbed at each end of the canal that, instead of lifting up, sinks down into the water to let traffic pass over the waters of the canal. Cars sometimes have to wait up to an hour to get across. But when the bridge lifts up, children can often run out and catch fish that got trapped on the bridge.

We had a five-hour passage before getting to the entrance to the canal, at which point we radioed the canal office for clearance and waited for a few other boats to finish coming the other way. As we waited, a small group — five sailboats, two barges, a small motorboat and a super yacht — gathered around



AUSPICE

IN LATITUDES



PHOTOS COURTESY AZURE II

Spread; The 3.9 mile Corinth Canal. Insets: An aerial view of the canal, and 'Azure II' anchored off another beautiful Greek island.

the entrance. There was a long delay while a straggler on the other side of the canal finally made it through, and another delay as everyone got ready to start. The total waiting time was about two hours.

Then, one by one, we started motoring through the Canal, which has very steep walls that are as much as 150 feet high. Yet the canal is only 80 feet wide. Leo entertained himself swinging across the bow with a line hanging from the mast, then started playing 'fender walking', and then got into a fender fight with RJ. Jane recommends that mothers not permit this kind of activity.

After tying to the exit dock at the other end of the canal, we paid our fee of \$340 U.S. — which comes out to almost \$100/mile.

After transiting the canal, we headed for the islands near Athens. We wanted

to visit Athens, but decided it was preferable to berth at an island and take a ferry to the city rather than try to find a berth in the city. We first went to the island of Aigina, a popular weekend tourist spot for Athenians. It was a treat to provision at the large supermarket, as we actually found things like maple syrup, which we hadn't seen since arriving in the Med. Based on the cost, it's like liquid gold and therefore strictly rationed.

The ferry to Athens took 45 minutes, and we somehow packed in a few days of errands and sightseeing into one long day. The new Acropolis Museum was amazing, with glass underfoot that enables you to see the excavations below. From the museum, you can look through the huge windows at the ruins, and see what's left on the Acropolis after more than 2,500 years.

Our six weeks in Greece has agreed with us, and we're glad we have more time here. The people have been exceptionally friendly, and the well-publicized ailing economy hasn't jumped out at us. Things actually seemed much more depressed in Italy. We're definitely not going hungry either, as munching on gyros and baklava is too easy. Healthier fresh fish and Greek salads are plentiful, too. The Greek wines, however, are as tasteless as everyone warned they would be. So we are savoring our stash of Italian wines.

The weather and water are starting to warm up, and we've finally had a few days of swimming. The boat is behaving — and sometimes the kids are, too.

— rodney and jane 06/05/11

Readers — The Charlie Chaplin-style video the Pimentels made of their Corinth Canal transit is hilarious. Check it out by Googling 'Azure II + Pimentel'.

Leap of Faith — Antares 44 Cat Bob & Lynne Walsh Four Years Cruising the Carib (Carpenteria)

No one said cruising was going to be easy, but then nobody told us it was going to be quite so much fun!

My husband Bob and I, and our Aussie mix dog Mollie, have been cruising our 44-ft cat in the Eastern Caribbean for the past four years. Before heading to the tropics in the fall of '07, we agreed that

After a career of building luxury homes, Bob and Lynne decided to enjoy a stint of cruising on a luxury cat.



Veal, pork or lamb, all gyros are delicious.



CURTIS LEAP OF FAITH

CHANGES

safety at sea was essential. Knowing that it would normally be just Bob and I, and our dog, we both got certified for CPR.

Recently Bob had cause to use his training — on a goat! While making a routine beach landing, Mollie inadvertently herded a wild goat straight into

the ocean. We called Mollie back to allow the goat to swim back to shore, but the freaked goat just continued out to sea. So Bob fired up the dinghy, chased the goat down, and herded it back toward the beach. All was going well, until just two feet from shore, when the goat slipped be-

neath the surface.

Bob jumped from the dinghy and hauled the goat onto the rocky shore. It wasn't breathing so Bob commenced CPR — no, not mouth-to-mouth! — but by pumping his chest and slapping his face. The goat coughed up salt water almost immediately, but then passed out again. Bob continued his CPR efforts until finally the goat let out a little "baaayyy", and we both felt tremendous relief. We continued to soothe and stroke the goat until he finally was able to regain his wobbly legs and teeter off into the bushes.

Our having retired from building custom homes, before Bob and I set out, finding the right boat for us was a labor of love. But when we stepped onto the Antares 44 at the Miami Boat Show, we instantly knew that we'd found what we had been looking for. The layout was *Ille des Saintes, just south of Guadeloupe, is composed of two main islands and six rocks — all very French.*

the first thing that connected for me. The cockpit can be wide open or fully enclosed, and the spacious helm station makes it comfortable for long passages. Additionally, the 'galley down' in the port hull allows for an unusually large and well-appointed galley. The fit and finish were especially crucial for us, and the level of detail in the Antares made us feel as though we were still living in a custom home.

After taking delivery, we slowly worked our way through the Bahamas, enjoying those magnificent and unspoiled islands. We made it to Georgetown, also known as 'Chicken Harbor', because it's the last stop before the real passage-making begins, and therefore where a lot of cruisers who had intended to sail to the Caribbean chicken out. But we pressed on to the Virgin Islands, where we found the extra effort to get there was well worth it.

Thanks to the islands that protect the Sir Francis Drake Channel from the open ocean swells, there is great and easy flat-water sailing in the easterly trades. This last year we were able to spend enough time in the Virgins to discover out-of-the-way anchorages that seemed as though they'd been forgotten by time. We'd share these locations with you, but then they'd lose their undiscovered charm!

In addition to the fine sailing in the Virgins, there is also great snorkeling, scuba diving, kayaking, and hiking on the many trails ashore.

Both the U.S. and British Virgins offer the easy lifestyle. In the BVIs, for instance, you can easily sail into Road Harbor, Tortola, walk from the anchorage to a selection of markets, provision your boat, and be back on the boat within an hour. Set sail, and another hour later you can be dangling on the hook in a quiet anchorage, appreciating another beautiful sunset with a cool drink.

The many different Caribbean islands offer such a variety of experiences, and each has its own allure, so it's hard to decide where to go. But we must admit that the French islands are among our favorites, thanks to their patisseries, delectable assortment of imported cheeses, and shopping for clothes. And the locals have proven to be quite gracious, by maintaining a friendly and helpful demeanor — despite our inadvertently butchering their beautiful



language!

And yes, the language did cause us a few problems. For example, during our first visit to Ille des Saints, we needed some fuel for the dinghy, but when we got to the pumps, we had to choose between 'gazole' and 'essence'. After several moments of head scratching, we chose gazole because it sounded the most like gasoline. Alas, gazole is diesel. We can assure everyone that Honda gasoline outboards do not like to be run on diesel. Ours got us to the middle of the anchorage before it let out a big belch of black smoke and quit.

Living aboard a boat for extended periods of time is unlike anything we expected or experienced, and has its minor hardships, but there are many rewards in being able to explore the many beautiful islands, and each day has offered us the opportunity to understand their rich histories and meet the friendly locals. And we never tire of swimming in the warm, clear, turquoise waters. But best of all, we've developed friendships with

LATITUDE/RICHARD



French St. Martin.

FRENCH FOTO



IN LATITUDES



COURTESY ANTARES CATS

Like most catamaran owners, Bob and Lynne are big fans of the generous space on deck and inside the boat. This photo is of a sistership.

fellow cruisers that we expect will last a lifetime. We think you can expect these gifts, too, if you only have the courage to take your own *Leap Of Faith*.

— lynne 04/15/11

**Cat 'n About — Gemini 3000
Rob and Linda Jones
Glad We Went With What We Had
(Whidbey Island, WA)**

In the June issue of *Latitude*, there was a *Changes* about our cruising to 10 countries in seven years aboard our Gemini 3000. The publisher subsequently asked us for our views about ocean cruising on a relatively small cat. First, we'll explain why we did it, and second, how it worked out.

We purchased our Gemini 17 years ago, with the intention of buying a bigger cat when we were ready to go cruising. However, we decided to leave a little earlier. Once our daughter graduated from

high school and moved out, our friends told us, "Oh, she'll be back." Not wanting to be tied down, we quit our jobs, sold the house, got rid of everything else, and took off cruising.

Sure, we could have stayed and worked for another seven years — but we would have missed out on all the fun. We have not regretted our decision to go earlier on a smaller cat. Of course there have been times when we wished we had a bigger boat, usually when the weather has been bad. But with careful passage planning, it's been possible to avoid bad weather most of the time. It's also important to remember there are downsides to owning bigger boats: they are more expensive, they require more maintenance, and the systems are more complicated.

Ours is one of the few long distance cruising

boats that is powered by an outboard — a Honda 25. Our Gemini only carries 20 gallons of fuel in the built-in tanks, so we carry 50 more gallons in jerry jugs. Our 800-mile passage from Costa Rica to the Galapagos was in very light air, so we needed every drop of that fuel. And while twin diesels with lots of tankage might have been ideal — and much more expensive — we've nonetheless managed with just a single outboard.



A single Honda 25 has been good for 10,000 ocean miles.

Without a diesel(s) and alternators to create lots of power, we have three solar panels on an arch that keep the batteries topped off. We have a 1000-watt inverter for 110-volt power. For the rare occasions when we need more 110-volt power, we have a portable Honda 2000 gas generator.

Cats are weight sensitive, so we only carry 50 gallons of water. We then make what we need with our PUR 80 water-maker. Although we're careful about weight, we do indulge ourselves in some instances. For example, we're from Seattle and enjoy a good espresso, so we have an espresso machine aboard.

We sleep on a queen-sized bed in the forward stateroom, converted one aft cabin to a storage area, and keep one of the aft staterooms open for guests. We have one friend who has crewed with us a lot, and he reports he's been quite happy with his cabin.

No matter what size boat you have, it's important to have the right guests. For if you have the wrong people, even

Take off years earlier on a small boat than they could have on a larger boat? Rob and Linda have no regrets.



COURTESY CAN 'N ABOUT

CHANGES

a very large boat suddenly can seem too small. Many *Latitude* readers have probably heard the adage, 'six for drinks, four for dinner, and two for sleeping over'. We think that's perfect, no matter what size cruising boat you might have. And the Gemini has a nice sized cockpit for entertaining

That said, 99% of the time it's been



The Jones' small cat did well in big seas.

just the two of us aboard *Cat 'n About*, and it's worked well. We're also happy with the way she's handled rough weather. When we sailed south in '04, we had 45-knot winds with 12-foot seas off the Oregon coast. Our Gemini 3000 handled it well.

Sailing up-wind against strong winds and big seas is, of course, a different matter. It's not our idea of fun, and our Gemini definitely doesn't like it. So if that's the type of sailing somebody wants to do, ours isn't the cat for them. But then most cats probably aren't. Having traveled more than 10,000 ocean miles with *Cat 'n About*, our opinion is that she's a great boat. We've been very happy with her.

We cruised full time for five of the first seven years, but for the last two years have been running a megayacht five months a year for a couple who like to cruise the Northwest in the summer. Our being from the Northwest, this is fun for us — although when there are just two of you running a 112-ft yacht, you wear many hats and are on 24/7.

For our first five years of cruising, our budget was \$1,000 U.S. a month. And it

After five years of full time cruising, the Jones now run a large motoryacht in the Northwest in the summers. The best of both worlds?

wasn't a problem sticking to it. Having 'commuter cruised' the last two years, our expenses have gone up because of air fares, boat storage, and just being back in the expensive United States. So when we're done working for the season, we immediately fly back to our boat so we don't fall into bad habits of spending on stuff we don't really want or need. Last season we blinked, and we went way over our monthly budget by walking out of an Apple store with a new iPad and iPod Touch — which are two very cool toys.

The point is, you can have a very fulfilling life while spending much less money when you live outside the United States. In the future, we will split our time between work, sailing in Mexico, and spending time at our little house in Guatemala, where we'll also do volunteer work.

By the way, the Ha-Ha remains one of our most fun memories in all the cruising we've done.

— rob and linda 05/15/11

Cruise Notes:

"What a fabulous spring we had in the Sea of Cortez," write Diana and Roger Frizzelle of the Alameda-based Catalina 470 **Di's Dream**. "After five Ha-Ha's, we didn't think it could get any better, but it did. Due to time constraints and other commitments, we couldn't go any farther north than Santa Rosalia, but Conception Bay and all the other anchorages on the way up were incredible. The water was fantastic, particularly after it reached our 80° threshold. And we love the fact that unlike on the mainland, there is no surf in the Sea, so we didn't have to make any wild beach landings. We're leaving *Di's Dream* down here for a few months, but will return in October to work south again after December's Banderas Bay Blast. P.S. We're so sorry about the passing of Rui Luis of Rooster Sails in Alameda. He was a good and gentle friend, and had a wonderful wit."

"I thought I was just going to sail to Mexico for the winter, but the people and culture of both Mexico and *gringo* cruisers has kept me here for six months," reports Ed Skeels of the Alameda-based O'Day 25 **Dos Gatos**. "But now that my tourist visa is about to expire, I'm going to set sail for Hawaii as soon as **Hurricane Adrian** passes by. I expect that it will take



at least 26 days. Later I will sail back to San Francisco.

"My boat is small and was cheaply built in '78," continues Skeels, "so I stripped her to bare plastic in '01, then re-glassed and reinforced her. I also replaced all her bits and her spar. With all the cruising gear, she's about 500 pounds overweight, and therefore a little boggy in light-air swells. My shortest 24-hour run has been 90 miles, but I've also have 24-hour runs of up to 140 miles. My boat was not designed for motoring, so either I sail or I stay home. I got some condescending attitudes about my boat's size from a few people before I left California, but nothing has broken and I've taken no water in the boat other than spray. That's better than some 'well-found boats' that I've seen along the way. And while my boat is admittedly cramped and doesn't have the ride of a larger boat, she's paid for and I know how to handle her. Furthermore, while in Mag Bay I met a Danish couple who sailed their 26-ft **Bika** all the way from Denmark, so I know what small boats can do."





SPREAD, LATITUDE/RICHARD; INSET, DI'S DREAM

Spread; We can't imagine why Roger and Di don't miss the beach landings and take-offs of mainland Mexico. Inset; Aqua Verde.

Having recently adopted two cats to go along with the one he already had, Skeels admits that he's entered "crazy cat person territory."

The **Mexico / Eastern Pacific hurricane season** began on June 1, and first up was *Adrian*, which like most early and late season Mexican hurricanes started developing well offshore near the Guatemalan border. With 120-knot winds, *Adrian* reached Category 4 (on a hurricane scale of 1 to 5) status on her northwest offshore track before simmering down to 20 knots hundreds of miles west of Puerto Vallarta. The rhumbline course from Cabo to Hawaii is WSW, which means there is a pretty decent chance that hurricanes, tropical storms or their remnants will cross that rhumbline. While it's true that none did in '10, 11 of them did in '09, including three hurricanes. So we hope Skeels and others sailing from Mexico to Hawaii after June 1 are careful or lucky.

Wayne Hendryx apparently can't get

enough of sailing his and Carol Baggerly's Brisbane-based Hughes 45 cat **Capricorn Cat**. So after three seasons of back-and-forth between Mexico and California, Hendryx took off in early June from La Paz for Hawaii, while Carol gets in a session with the grandkids back home. "I'm only going to be in Hawaii for about a month or two," laughs Wayne, "and will then sail back to California to get ready for the Ha-Ha."

It's not Hendryx's first trip to Hawaii. About 40 years ago he and a couple of friends sailed a 25-ft Pearson Ariel from San Francisco to Hawaii and back.

If sailing 4,500 miles seems like a long way to go for just six weeks in the Islands, that's nothing compared to what Ha-Ha and Doo-Dah vet Doug Thorne of the Alameda-based Celestial 48 **Tamara Lee Ann** is doing right now. He and a crew were to leave Alameda in mid-June for a passage to Hawaii. Thorne will then fly home for a couple of weeks of work, then after only a

week or so of sailing in the Islands, will sail back to California with another crew. "I just like to be out at sea," he told us.

Several times over the last few months we've reported that Fiji and Tonga are waging a battle over who controls **Minerva Reef**, which is a mostly submerged tiny bit of reef that provides the only protection for cruisers between Tonga/Fiji and New Zealand. Vessels from the Fijian Navy have gone so far as to force cruisers to leave the shelter, and now **Cirrus**, of Takaka, New Zealand, is reporting that the Fijian Navy has destroyed navigation beacons in the area. It would seem like a reasonable idea to give Minerva a wide berth until the situation there improves.



There's a big stink on over little Minerva.

Nancy Potter Tompkins reports that husband 'Commodore' has been cruising Micronesia for the last bunch of months aboard their Mill Valley-based Wylie 38+ **Flashgirl**, and that she was just about to fly to meet him in Pohnpei, one of the four states of the Federated States of Micronesia. With 300 inches of rain, Pohnpei is one of the wettest places on the planet.

"We'll be sailing back to New Zealand by November," says Nancy, "but I want everyone to be on notice that I'll be hosting an 80th birthday party for Commodore at the Presidio YC late next February. Yes, he's been sailing on the world's oceans for more than 79 years, starting out as a newborn baby kept in a drawer in the famous pilot schooner **Wander Bird**. Commodore survived a heart attack many years ago, but is so into *Flashgirl* that when he started ex-

'Commodore', styling in the South Pacific as only a man who has spent 79 years sailing the oceans of the world can.



NANCY TOMPKINS

CHANGES

periencing persistent chest pains back in the States, he still couldn't decide where to go first: Svendsen's in Alameda for boat parts, or the Kaiser Hospital in Marin County. While he decided that a visit to Svendsen's deserved top priority, he was lucky enough to make it to Kaiser to get four stents put in. I'll have to say this for Kaiser, our co-pay for the four stents and everything else was only about \$500. Armed with the stents, Commodore has subsequently been doing great singlehanded around Micronesia, and I can't wait to join him."

Talk about your good gigs, multiple Ha-Ha vet and "slow delivery captain" **Bill Hardesty** called the other day to say that he was about to depart on a good sailing gig — a 'no rush' delivery of a Bavaria 44 from St. Thomas in the U.S. Virgins to Trinidad. It's about 350 miles as the crow flies, but easily 600 miles if one is going to make the delivery a pleasure cruise — as Hardesty plans to do. He was calling to ask which navigation app we thought was the best. We told him that our favorite to date has been **Navionics** on our iPhone and iPad — which we as-



NASA

This photo from a NASA satellite shows that St. John in the U.S. Virgins is mostly national park and that there are many great anchorages.

sume is also available on Droids such as his. Any other recommendations?

The only thing that could mess with Hardesty's trip would be an early season Caribbean tropical storm or hurricane. According to NOAA's Climate Prediction

Center, they expect **12 to 18 named storms, 6 to 10 hurricanes, and 3 to 6 major hurricanes** in the upcoming season. You can tell how confident they are in their forecast by the gigantic margin of error they give themselves. The Climate Center cited "above-normal sea surface temperatures, a weakening La Niña, and the effect of the warm regime of the Atlantic multidecadal oscillation" as the reasoning behind their forecast.

According to Colorado State University, between 1950 and 2000, there were **an average of 9.6 storms per season**, with a high being 28 and the low being 4. Let's just hope that this year's hurricane season will be as easy on boating interests in the Caribbean/Atlantic as they have been the last several years.

We love getting mail such as the following letter from Jonny Kaplan:

"In January of '06, you ran a story about a guy who bought a Kendall 32 in Long Beach, sailed her down to Punta Mita, where he'd done a lot of surfing, and was about — with his lady friend — to sail down to Ecuador for less crowded

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surfing. I had looked at that Kendall right before he bought her, but chose a Westsail 28 instead. But now, all these years later, I find that I'm still in love with that Kendall, and would like to contact the guy who bought her and see if he might be interested in selling. Do you have any info on him?"

Before doing any research, we wanted to find out more about Kaplan. He filled us in: "I live aboard my Vancouver 25 **Opah** in Marina del Rey, but I'm a musician and right now I'm on tour in Europe. But this is the year I'd like to find my dream boat, which would be a Kendall 32 or a Westsail 32."

We knew right away that Kaplan was referring to Robert Crozier and Marta Mijelman of **Pacific Spirit**, whom we covered in the January '06 *Changes*. Crozier had lived a wild and admittedly self-destructive life, but after a couple of lost decades had managed a miraculous recovery to the point where he and his lady friend were all about surfing, sailing and eating the most healthy foods available. The total natural life. A month

later we received a note from them saying they had indeed left for Ecuador, but haven't heard from them since. If you're out there Robert, and you still own your Kendall, and you might want to sell her, contact Jonny at www.jonnykaplanmusic.com. If anyone checks Jonny's website, they'll find that he's a life-long musician who has played with many of the greats, but who has found the most success in Europe. We wish him the best of luck on his boat search.

In a historical note, the Kendall 32 was a mild success in the early '70s, but thanks to a brilliant marketing campaign, was eclipsed by the Westsail 32, which launched an entire sailing movement.



Robert Crozier and Marta Mijelman pose aboard 'Pacific Spirit' on the hook off Punta Mita in '06 just before leaving for Ecuador.

Yes, the Aussies are still coming to California to buy boats! Among the latest are 'Verdo' and Gabriela Verdon, who recently sold their house in the Noosa area of Queensland, Australia. Of all the boats in the world, the one that caught their eye was the Catalina 42 **Ohana Kai**, which had been circumnavigated by the

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CHANGES

Martin family of Seattle, and was thus already equipped with all the cruising gear the Verdots want. It's something of a coincidence that the couple bought the boat locally, as they are very close friends of Dona de Mallorca, and the trio enjoyed many wild days of their youth in Palma and on big boats in the Med. Verdo, who has run a series of large yachts for many years, keeps mumbling to himself, "I just can't believe that we're buying a production boat!" As for Gabriela, who had important positions for both the Oracle and Alinghi America's Cup teams in Valencia, she's just thrilled at the prospect of being able to move aboard her new home about 10 days after first setting eyes on the Catalina 42. Having pretty much had their fill of the more populated areas of the world, the couple are looking to cruise the still unspoiled areas of the South Pacific, such as the Solomon Islands.

There was a time — before GPS and other cruising conveniences — when a **circumnavigation** was a pretty unusual accomplishment. It's still something to be very proud of, but it's no longer that unusual. For example, Jim Elfers, Har-



LATITUDE/NICK

Verdo and Gabriela, with a world of sailing experience around the world, came to Alameda to buy their cruising boat.

bormaster at **Puerto Los Cabos Marina** in San Jose del Cabo, wrote to say that he recently enjoyed dinner with the crews of three boats that had just completed circumnavigations, and a fourth boat

that had gone around had just passed through. "The three were Nikki Friend and Gar Duke of the Sausalito-based Pacific Seacraft 40 **DreamKeeper**; Uwe Dobers, Anne Crowley, and 8-year-old daughter Kara Dobers of the San Francisco-based Peterson 44 **Magnum**; and Cindy Holmes and Faith Tamarin of the San Francisco-based **Carmen Miranda**," wrote Elfers. "The previous circumnavigators who passed through a couple of weeks before were the Mather family aboard the Redondo Beach-based DownEast 45 **Blue Sky**, who completed a seven-year circumnavigation with their children Phoebe and Drake. I had them over to my place several times to swim with my kids, and we'd play the Electric Light Orchestra's *Mr. Blue Sky* on the car stereo as loud as it would go. Loved it!"

Elfers reports that **Puerto Los Cabos** has 180 operational slips, 30 of them at a discounted price — \$40 for boats under 40 feet, \$50/night for boats over 40 feet — because they don't have electricity. Elfers says these have proved so popular with cruising sailors that he often sells out. The author of the **Baja**



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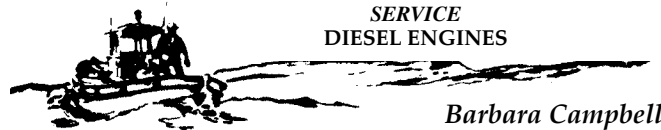
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SAILMAKER TO THE WORLD

Bash, Elfers still sells autographed copies to folks coming through. As for this year's Bashing, he says the last couple of months have been normal — which means pretty rough.

"After enjoying the '10 Ha-Ha and cruising the mainland as far south as Barra, we accepted the invitation of sailing enthusiast Enrique Tovoillo of Mexico City to be crew on his J/24 **Copalago** on Valle de Bravo Lake, 100 miles from Mexico City," report Lisa Goldman and Neil Coleman of the Marina del Rey-based Young Son 35 **Gypsy**. "We accepted the invitation and sailed against some of the best sailors in Mexico, and also got to meet the sailing instructor for Felipe Calderon, the President of Mexico. Who knew he was such a sailing enthusiast? After an amazing weekend of sailing and enjoying ourselves at Enrique's awesome lake home, we got to stay at his beautiful Zona Rosa apartment in Mexico City. We took advantage of the opportunity to explore the amazing city, where Lisa had lived and studied back in the '80s. While there, we got news that a tsunami was expected at the Barra de Navidad Marina

where we'd left *Gypsy*. We watched the Mexican news on TV, and made daily calls to the marina, only to be told, "Your boat is fine." Thank goodness she was, and for the sailblogs, because fellow cruisers were the only ones providing accurate information. We returned to find that *Gypsy* was just as we had left her, except for a few marks on the fenders. As for our friend Enrique, look for him in this year's Baja Ha-Ha with his Catalina 37.

As if to prove how small the world of sailing is, Jane Pimentel of the Alameda-based Leopard 47 **Azure II** reports that while she and her family were at Sifnos, one of the least touristy of Greece's Cyclades islands, they "ran into **Eugenie Russell**, well-known skipper from Puerto Vallarta, the Ha-Ha, and a few years before that, Alameda. Eugenie



They say it's good to be 'green', but shots such as this — with your boat anchored off a taverna in Greece — make us green with envy.

was skippering a charterboat and sailing with Richard and Ursula, a couple of her students from the Bay Area. I've been in awe of Eugenie after reading about all her sailing exploits."

"This is our first season of cruising, and while we planned on going as far south as Z-town, we actually only made it as far as Bahia de Santiago," report Larry VanderWall and Melanie Montilla of the Alameda-based Hardin 45 **Hemi-**

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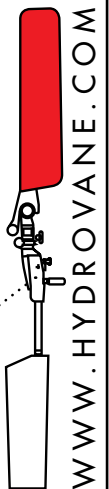


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CHANGES IN LATITUDES

sphere Dancer. We were just having too much fun and seeing too many great things to get any farther south. Maybe next year. This year's highlight was our 1,500-mile road trip to see the lava-buried church by Volcan Paricutin, Colonial Patzcuaro, the ruins at Tzintzuntzan, the artistic city of Morelia, and the millions of monarch butterflies just above Zitacuaro. We ended up going through three different military checkpoints to get to these places. There were lots of guns, but there was professional courtesy all around. At the last checkpoint, they even had us fill out a survey to rate how they did! They are trying to be tough on the drug problem, but easy on the people. What a concept! The folks at Customs and Immigration in San Diego could pick up a few pointers from the Mexicans.

Given that it's summer, a lot of *Latitude* readers are probably wondering if Andrew Vik of San Francisco will be returning to his Islander 36 **Geja** in the Med to flirt with lovely young women for the fourth year in a row. "Yup," Andrew



Few Bay Area sailors have worked as hard as Andrew to further international relations.

writes, "I'll be doing six weeks of sailing in the Adriatic from July 9 to August 20, which is the peak season. You can follow my route at <http://sailgeja.com>. I've got other crazy news, too. I've been chosen to be on a Norwegian reality dating show that will be shooting in San Francisco in the fall."

Giles Findlayson of the Encinitas-based Newport 41 **Petrel**, the courageous sailor who nearly lost both arms and his life when the dinghy he was riding in was run over by a Malaysian fishing boat in Langkawi in '09, reports that he's "come a long way" since the accident, has had some more physio Down Under,

and just returned from a second trip to his boat in Langkawi. This good friend of *Latitude* would like everyone to know that his **Island-to-Island Waterman Relay**, from Santa Barbara Island to Two Harbors on Catalina for SUPs, paddleboards and OC1s, has been

revived as a charity for the City of Hope. It will be held on October 8, the weekend after Buccaneer Days at Two Harbors. In addition to having gotten four years into a solo circumnavigation before the terrible accident, Findlayson had paddled from Catalina to the mainland more than 30 times.

Speaking of **Two Harbors**, the Santa Catalina Island Company has announced that their 700 moorings can now be reserved and paid for online. For a mooring Sunday through Thursday, you can make a reservation 90 days in advance. For moorings for Friday, Saturday and holidays, you have to wait until just after midnight on Thursday. For details on the program, see www.visittwoharbors.com.

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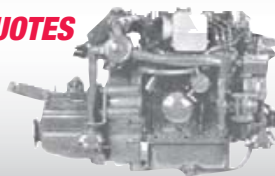
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20-FT FLICKA, 1983. \$29,000. Diesel 670 hours, self-furling head sail, new galley, enclosed head, autopilot, 2 anchors, inverter, barbecue, MOMS, 2 bilge pumps, custom zipper sail cover, lazy jacks, excellent condition, full standing headroom. Captain getting too old. (831) 338-4233.



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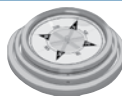


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28-FT HUNTER 280, 1998. Tiburon. \$29,000. Original owner, pristine, power winch, 2 batteries and charger, autopilot, wind, speed, depth, Yanmar 18hp diesel (150 hrs), roller furler 110, rear winches, refurbished below, paint 2011, water heater, GPS, loaded. (415) 789-9522 or maccoffey@comcast.net.

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30-FT ISLANDER BAHAMA, 1982. Alameda. \$12,900. Nice boat, good sails, chart plotter, BBQ, autopilot, fish finder, engine runs not at full speed. Lots of extras. Life vest, anchors, etc. Big Wheel steering. Located at Fortman Marina, 575 Jefferson St. n8cal@rocketmail.com.

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30-FT ONE DESIGN BIRD. Sausalito berth. \$14,500. Good condition. Tops in fleet. Just out of boatyard. (415) 302-7490.

30-FT NEWPORT II, 1979. San Francisco. \$17,000. Wheel steering, 16hp diesel, roller furling, main, 2 jibs, spinnaker all in VG condition. Autopilot, wind instruments, CNG SS stove, smart battery charger, inverter. Too much equipment to list. Email for list. SF Marina berth transferable. Contact (415) 564-5209 or bswanson1@sbcglobal.net.



30-FT LANCER C&C DESIGN, 1980. Marina Bay. \$25,000. Fractional sloop w/reliable Yanmar QM15 diesel engine. Redecorated cabin w/padded 6' head room, new cushion covers, tile counters, bamboo sole, appliances. Recently replaced electronics: speed, depth, VHF, GPS, chart plotter, CD stereo, 3 batteries w/trickle charger, bilge pump and instrument panel. Recently replaced on deck: mainsail and jib, safety lines, shrouds, traveler, dodger w/bimini, wheel pilot and roller furling. No blisters, recently hauled. Life jackets, tools, parts. She is a wonderful sailer and ready to go... Contact (916) 487-5351 or (916) 206-7556 or barronsdesign@surewest.net.

30-FT HUNTER 29.5, 1997. Tiburon. \$25,000. Clean, spacious interior, well maintained. Perfect for family outings or overnighting. Propane stove, oven, external fresh-water showers, swim platform. Three year-old sails in good shape plus asymmetrical spinnaker. (415) 994-0328 or kbelgum@gmail.com.

CS-30, 1985. Vallejo Yacht Club. \$29,000. Top quality Canadian racer/cruiser. Well maintained, Pineapple sails, new jib, reliable V-P diesel, extremely roomy 6'2" headroom. See website for full details, working overseas - no time to sail! <http://avocet.weebly.com>. (530) 389-4308 or svavocet@gmail.com.

CAL 2-29, 1975. Pt. Richmond. \$13,000. Great family cruiser for Delta, Bay, coast and club racing. Well maintained, fully equipped. Dry, updated interior, new stove, 3 batteries, wheel, Autohelm, dodger, swim ladder, VHF, GPS, spin. pole, sun shade, solar panel, Yanmar 18 diesel, folding prop, 2 anchors, buoy hook, windlass, and more. Full batten main, lazy jacks, roller furling, 155 genoa, new 110 and 125 jibs, replaced rigging and vang. Contact (925) 932-3679 or slbhdsgns@sbcglobal.net.



30-FT CHERUBINI HUNTER, 1978. Alameda, CA. \$14,000. Ample cabin room w/flawless interior. Reliable YSB12 12hp diesel. Wheel. Three headsails. New standing rigging '09. New Harken traveler '09. Sails like a dream. <http://picasaweb.google.com/Loughz/1978CherubiniHunter30Sailboat?authkey=Gv1sRgCj6B7f6XxprX5wE&fea>. (206) 618-6291 or LoughZS@Gmail.com.

30-FT CATALINA TALL, 1982. Stockton. \$27,800. Cherry clean, tiller pilot, loaded, newer everything, Low hours 2003 Universal 20 diesel, tranny and fuel tank, new 1500 watt Xantrex, Autohelm, Pineapple on Profurl, davits, hard dodger. New canvas. Pictures? (209) 614-4568 or (209) 846-1730 or deltasailing@hotmail.com.



30-FT CATALINA, 1976. Fortman, Alameda. \$18,600. Universal diesel 25 rebuilt 04/11, dodger, roller furling, spinnaker pole, VHF radio, two battery banks, H/C press. water, 2-burner stove/oven, microwave, refrigerator/12v and 120v, custom stern pulpit seats built-in, wheel steering, asymmetric spinnaker (Pineapple Sails), 130 XtraJib backup, dinghy w/9hp outboard. Boat has sailed to San Diego, in multiple Windjammer events, and up the Delta. Much more and a great value. (408) 219-4920 or steve@hulawyers.com.



29-FT LANCER POWERSAILER, 1985. Marina San Carlos, Guaymas, Mexico. \$25,000. I spent almost a year totally redesigning and rebuilding this boat. The link to my Craigslist ad lists most of its attributes. <http://phoenix.craigslist.org/evl/boa/2452263524.html>. (480) 968-4104 or buzoloco@aol.com.

29-FT FARALLON, 1972. Friday Harbor, Washington. \$15,000. Great cruising boat and liveaboard in sailing condition. Volvo power, 3-reef main, reefable working jib, genoa and drifter. All gear, dinghy and cradle included. One owner, documented. Strong construction, 45% ballast/displacement. Picture gallery available. axiulians@gmail.com.



33-FT RANGER, 1976. Alameda. \$12,500. Atomic Four. Roller furling jib. Hauled and painted 2010. Spinnaker and poles. Contact (925) 200-1950 or bobs@canamplumbing.com.

32 TO 35 FEET

35-FT J/105, 1997. Sausalito. \$79,000. J/105 #163, *Roxanne*, a proven race winner on the Bay, including Vallejo Race 2008, 2009, etc. Large sail inventory, full instruments, in excellent condition and ready to keep winning races. (415) 336-3367 or charlescjames@gmail.com.



32-FT ERICSON, 1969. Owl Harbor near Isleton. Best offer above \$9,000. Well built, well maintained older boat. Suitable for liveaboard or cruiser. New bottom paint. Holding tank, Atomic 4, autopilot, GPS, microwave, stereo, VHF, stove and barbecue on propane system, 5 sails. Contact (209) 572-2934 or phillips.fred5@gmail.com.



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33-FT KALIK, 1980. Pier 39, San Francisco. \$12,750. Sleek baby Swan look masthead sloop with a coach roof cabin and semi-flush teak deck with deep fin keel and skegged spade rudder. Has brand new mainsail and 130 jib and 110 and 150 jibs, powered by 20hp 2-cylinder Yanmar diesel. Interior has private forehead cabin, four additional bunks, head, galley, dining and captains' tables. Only one owner, searching for someone to give it TLC. (415) 726-8870 or zulfi@cumali.com.

34-FT CAL, 1978. Brisbane. \$25,000/obo. Mark III edition. New 28hp Beta Marine engine and Schaefer 2100 roller furling. Raymarine wheelplot, Maxwell windlass, good sails, JRC radar and more. <http://lolitech.com>. (650) 224-4211 or stan.loll@gmail.com.



35-FT SANTANA, 1980. SF/Sausalito. \$18,000. 3 jibs, 3 mains, 3 spinnakers, 10 winches, radar, VHF, stereo, Volvo 18 hp w/new fresh water cooling, new mast, rod rigging, running rigging, halyards, new folding prop, topside teak, cushions, head, ice box and stove. (415) 652-2009 or (415) 929-0789.

32-FT WESTSAIL, \$42,500. Hull #417. Teak/mahogany interior: center table/fwd locker layout. 3 headsails, 1 stay sail, 1 drifter. Perkins 4-108. Needs new mainsail and boom. As is, where is. (650) 303-3901.

32-FT JEANNEAU ATTALIA, 1984. MDR. \$18,500. Racer/cruiser, all lines lead aft. Yanmar FWC, folding prop, hydraulic backstay, new batteries, new RWC pump, racing sails, new spinnaker, Tuff Luff. New anchor and rode. Tillerplot. Original Dacron sails. www.flickr.com/photos/windhorze/sets/72157626168401808/. Call (310) 592-5701.

33-FT RANGER, 1974. La Paz, BCS, MX. \$28,500. Ranger 33 refit to cruise. Bristol condition, turnkey, ready to sail. Possible owner finance with down. For full details and pictures call (303) 408-4696 or (720) 290-5604 or email sbvrighid@gmail.com.



35-FT J/109, 2004. Coronado Cays. \$198,500. Winner, comfortable cruiser; best-equipped and maintained J/109 available in the West with every available option. Royal blue Ultrasuede interior, hot shower, dual GPS systems, Tack-ticks, removable radar, five sails, lazy jacks, Yanmar diesel. (858) 232-7500 or extixeno@aol.com.

35-FT NIAGARA, 1980. Sausalito. \$65,000. Canadian built cruiser by Hinterholler. South Pacific, Canada, Mexico vet. Radar, solar panels, wind generator, Spectra watermaker, diesel heater, Autohelm, serious ground tackle. Original layout, storage forward, walk through head and galley. (530) 913-2236 or svgambit@gmail.com.



34-FT CORONADO, 1970. Antioch. \$16,500. Easy singlehander: roller-furling jib, Dutchman mainsail. Autohelm, Garmin chartplotter, 2 VHF's. Hauled and painted 2010. New head and dodger, low hours on rebuilt A-4. Propane stove and cabin heater. (510) 676-4444.



32-FT RANGER, 1974. Alameda. \$14,500/obo. May 2011 New topside/bottom paint/batteries. Atomic Four. Many sails, hot water, internal halyards. Full race gear. Sleeps 5. Moving, must sell. Cash or trade. Contact for 2nd email: edhomer@hotmail.com. (813) 966-1334 or holorral@comcast.net.

35-FT PEARSON, 1969. Berkeley. Best offer over \$12,000. Bill Shaw, center-board, AP, GPS, DS. Roller furling, fridge, Yanmar diesel, 4 anchors. Call Ben. (510) 776-5836 or (510) 776-4592.



33-FT RANGER, 1976. Dana Point. \$14,000. Rebuilt Atomic 4, new mast, internal halyards, new standing rigging, Furlex, Autohelm, spinnaker gear, Martec folding prop. Many sails. Some electric, plumbing issues. 90-day Dana Point slip sublease possible. (949) 690-3058 or (949) 493-9552 or prwilliams1@cox.net.



COLUMBIA 34 MKII, 1973. SF Bay. \$42,000/land trades viable. \$10,000 off for cash/gold coins. 2+ decades at sea, meticulously outfitted. Yanmar diesel runs great. Roomy, 7' headroom. Great cruiser, great liveaboard. Pictures, details, contact at the website: <http://thepinkpanty.net>. Contact boat4sale@sappfire.net or (415) 692-1330.

36 TO 39 FEET

37-FT GULFSTAR, 1978. Berkeley Marina. \$20,000. Great boat to sail, roomy, comfortable, stable. Extensive rehab in 2002, new standing and running rigging, through hull fittings, roller furling, head, holding tank and more. 50hp Perkins. Needs bottom job. Contact Jim. (619) 244-2144 or jimhumphrey@cox.net.



CAL 36, 1965. Monterey. \$25,000. Fast classic. Veteran of many Mexico cruises. Fully restored. Everything but the hull is under 10 years old. Recent rig, engine, sails, electronics. Extra tankage. Optional full cruising gear available. Monterey slip rights. Request brochure. Email daaddle@gmail.com.

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.

37-FT RAFIKI, 1975. Brickyard Cove Marina. \$45,000/obo. In need of some TLC. Equipped with radar, depth sounder, refrigerator, Volvo diesel. New aluminum mast, standing rigging and Stay Lock fittings in 2000. Financial situation forces sale. Contact (415) 328-4273 or baysailor@sbcglobal.net.

CATALINA 36 MK II, 1995. Alameda, CA. \$81,000. Excellent condition, includes windlass, hot/cold pressurized water, inverter, VHF, electronics, low engine hours, 15hp Johnson motor and Zodiac inflatable. Contact (510) 523-4081 or roystark@aol.com.

TAYANA 37 MKII, 1987. Alameda. \$110,000. Excellent example of Bob Perry's classic blue water double ender. Great sails, recent rigging, upgraded electrics, modern instruments, comprehensively equipped. Ready to go cruising now. Currently in Alameda, California. www.andysignolyachting.com/drumad3. Contact andy@andysignolyachting.com or (408) 858-2639.



37-FT PACIFIC SEACRAFT. Crealock design, 1980. Moss Landing, CA. \$99,000. World class blue water performance cruiser. 6-foot plus headroom. This boat is cruise ready with GPS, radar, solar panel, wind generator, liferaft, cruising spinnaker, Raymarine wind instruments and more. Very well maintained. Recent haulout included LPU on spars, new standing rigging, bottom paint and thru-hulls. Also new external canvas and internal cushions throughout. Sailboat Hall of Fame inductee for outstanding design, comfort, performance and seaworthiness. (831) 588-8502 or kspirit90@yahoo.com.



36-FT HUNTER, 2004. South Beach, San Francisco. \$110,000. Dark blue hull which I believe is the only one on the Bay. Furling jib and main, dodger, nice interior, well maintained. She is a real beauty. (408) 375-4120 or stan.wilkison@yahoo.com.



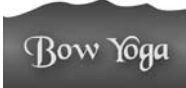
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39-FT FOLKES CUTTER, 1986. South San Francisco. \$38,000. Cutter-rigged steel bluewater cruiser/liveaboard. S. panels, refrig/freezer, radar, depth sounder, Yanmar 3-cyl., dinghy, SSB and VHF, mahogany/teak factory interior. Rewired and plumbing redone 6 years ago. (510) 290-8436 or joshuabewig@gmail.com.

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.

38-FT FARALLON CLIPPER #14. Tiburon. \$45,000. *Ouessant*. Built 1957, Stephens Bros. in Stockton. Excellent condition, well maintained. One owner since 1974. Many good sails, Volvo diesel engine. Full boat cover, loaded with equipment for Bay racing and cruising. Contact phbuck@sbcglobal.net or (415) 435-0936.



CAL CRUISING 36, 1971. San Pedro. \$25,000. Raised dinette, rebuilt diesel, Profurl, lazy jacks, hydraulic/tiller steering, Avon, windlass, SuperMax and Danforth anchors, Origo and electric stoves, pressure water, electric head, ample tankage, VHF, GPS, manuals, spare parts, more. Contact gerecke@surfside.net or (909) 626-2858.

HANS CHRISTIAN 38T, 1977. Morro Bay, CA.. \$75,000. Beautiful black-hulled Hans Christian 38T, new engine/transmission, bottom paint 5-11, new dodger, solar panels, structurally sound, very "stock". (805) 595-7896 or (805) 544-5779 or tombaxterdc@yahoo.com.

40 TO 50 FEET



45-FT LOA RACER/CRUISER. Stockton Sailing Club. Now \$75,000/obo (was \$90,500). Laurie Davidson (Kiwi) Design with modifications by Carl Schumacher. This is a perfect liveaboard - roomy 3-cabin layout has "big boat winner" speed with furniture boat-Swan-like interior. Self tacker-jib roller furler with like-new fully battened North mainsail, cruise ready, with many extra sails. Shown by appointment only. Ray Lopez. (209) 772-9695.

41-FT MORGAN CLASSIC MODEL. 1991. San Carlos, Mexico. \$93,000. Cruiser, in primo condition, ready to go. Spacious interior - must see to appreciate. Recent survey. Use link for current photos, complete equipment list: <http://sailboatvagari.blogspot.com>. (520) 825-7551 or stanstreibig@gmail.com.



41-FT BARNETT CUSTOM SLOOP. \$149,500. 1986-2011. Around world vet. Singlehanded, glass composite, fast cruiser, 2 cabins, light and strong. Keel up refit. New: rod rigging, sails, rudder, engine, vac panel refrig, pilot, electrical, etc. For complete specs contact R. Humphrey or go to website <http://yachtsoffered.com> and search #1291703. Contact (510) 834-3261 or rhumphrey@sbcglobal.net.

44-FT BENETEAU OCEANIS 440, 1995. Sausalito berth. \$110,000, partnership considered. Excellent shape, cherry wood interior with 3 cabins, 3 heads. Garmin 10" HD color radar, weather. 11'3" inflatable 15hp, Autohelm ST7,000, Sea Frost. Contact Bob. (415) 713-9515 or bob.irby@marincounty.net.



43-FT MORGAN NELSON MAREK. 1985. Moss Landing. \$89,900. Total refit completed. New bottom and top hull paint. New rigging including Hi-Mod turnbuckles, new interior, ports, wiring. Engine room re-insulated, low hours on Perkins 108. New lifelines, plumbing, and Raymarine electronics. New radar and chart plotter. Autohelm refrigeration, windlass. Enclosed dodger. Two large berths, two large heads with shower. Comprehensive renovation. Well-respected cruising boat. Pictures at website. www.capitolareef.com. Contact Jay. (831) 464-0234 or (831) 464-0318 or capitolareef@yahoo.com.



40-FT JEANNEAU SO, 2000. Great Lakes. \$145,000. Two cabin, one head, roomy galley, huge lazarette. Located in one of the most beautiful sailing areas in the world (June to September) in the center of a thousand-mile arc across the northern Great Lakes. Countless intimate anchorages, islands, charming small town harbors, clear drinkable water. Currently in the North Channel of Lake Huron. A noncorrosive environment. Original zincs still look new. The boat has been in the water for only 20 months. Well cared for, lightly used, nicely equipped. We believe the space allocation and overall design of this boat to be better than any 40 footer and even the newer Jeanneau. Email Lynn to request an information package. (707) 823-3309 or lynndeed@sonic.net.



45-FT ALDEN COUNTESS KETCH. 1965. Fort Lauderdale, Florida. \$95,000. OPPORTUNITY! Circumnavigation cancelled due to seller's ill health. This classic sought-after, rugged Pearson-built yacht with full refit is available! Easily sailed, flush decks, all new windows and ports. From new engine, transmission, windlass, electronics and long list of cruising gear, this is a great deal. Please call broker for details and extensive equipment list. (954) 684-0424 or dosar@aol.com.

42-FT CASCADE, 1971. Alameda. \$39,000. Beautiful, good sailing boat. Mexico vet. Forward cabin sleeps up to five. Aft cabin sleeps two with separate head. Large, comfortable mid-cockpit, with hard dodger windshield. Jib, genny, cruising spinnaker. Radar, etc. Email deanmillican@comcast.net.



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. Contact (415) 269-4901 or sail@voleauvent.com.



45-FT GARDEN YAWL. One off, double end, 3 years in restoration, 98% completed, cold-molded over original strip planked, new electric motor. \$60K as is, or \$? to finish. Contact (916) 847-9064 or stevebarber046@mac.com.

42-FT CATALINA, 1990. South Beach Harbor, San Francisco. \$99,500. Great condition. Extensive upgrades. Full spec at: <http://leluya.blogspot.com>. (650) 241-1440 or leluya123@gmail.com.



46-FT MORGAN 462, 1981. Vallejo Marina. \$160,000/obo. Bulletproof center-cockpit cruising ketch, keel-stepped masts, integral ballast, skeg-hung rudder, external chainplates, two cabins/heads, many new systems, immaculate. <http://s766.photobucket.com/albums/xx309/tmesser/Morgan%20462%20Cruising%20Sailboat/?albumview=slideshow&tr>. (707) 334-3670 or baryb@aol.com.



40-FT O'DAY, 1986. Redwood City, CA. \$60,000. Great condition/great price. Very clean. New Yanmar and Wabasto heater. Liveaboard possibility for qualified owner. (650) 743-3422 or (650) 363-1390 or steve@spinnakersailing.com.

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! www.facebook.com/pages/Kelly-Peterson-46-sailboat/172704439424234. (805) 459-1909 or woodeneye53@yahoo.com.



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://yachtmicus.com>.



43-FT ROBERTS 434, 1997. Tomales Bay. \$65,000. Fantastic safe cruising boat ready for new family to cross oceans or explore Baja. Corten steel, 300hr Yanmar, 640w solar, watermaker, davits, windlass, good sails, Raymarine autopilot, plotter, radar. More at <http://sites.google.com/site/svfunkadelic/home>. Email svfunkadelic@gmail.com.



44-FT KELLY PETERSON. Cutter rigged sloop, 1977. South Coast/Turkey, Kemer Turkiz Marina. \$110,000. New: rigging, diesel tank, water tank, stove, water heater, thruhulls, dinghy engine, E120 radar, SSB radio, VHF radio, 300 ft galvanized chain. 1993 Perkins diesel rebuilt 2009, Maxwell windlass/washdown, 110/220 wiring, solar panels, KISS wind generator, PUR watermaker 5 sails including beautiful chute, 18tons, uncountable tools and spare parts. We have outaged her. (702) 767-8322 or (90) 535-088-0389 or jking38701@aol.com.

41-FT CT, 1970. Newport, tax free Oregon. \$59,900. Professionally maintained, fiberglass ketch, full keel. CT41 documented custom built, well founded, new bottom, rebuilt Perkins, non-skid deck, radar, depth finder, GPS, roller furling, Dickenson heater, new main. Contact (541) 234-6048 or (541) 294-3703 or kcdoni@netzero.net.



43-FT TASWELL, 1995. Bainbridge Island, WA. \$309,500. Pristine, center cockpit full enclosure, Leisure furl main, electric winch, RF genoa, low hours on main and 5kw genset, watermaker, chart plotter, radar, ESPAR heat, much more. <http://nxtues.wordpress.com>. (206) 295-1024 or ntuesday1995@hotmail.com.



44-FT TARTAN 4400, 2003. Channel Island Harbor. \$439,000, or trade?. Dark green hull, low hours, bow thruster, electric winches, VacuFlush heads, spinnaker, new batteries, recent bottom paint, numerous other options/upgrades. See test sail at YouTube.com, search Tartan 4400, our actual boat! www.youtube.com. (530) 318-0730 or amgjohn@sbcglobal.net.



41-FT NEWPORT, 1984. Bruno's Island Marina. \$55,000. Mexico vet, radar, GPS, autopilot, 40hp Universal diesel, solid rod rigging, 38 gal. fuel, 60 gal. water, sleeps 6, 8-ft dinghy with 9.9hp Nissan. Contact (707) 688-0814 or (707) 290-9535 or raaddink@yahoo.com. 1200 Brannan Island Rd.

51 FEET & OVER

53-FT BRUCE ROBERTS, 1996. Panama. \$375,000. *Jolka*, the aluminum sailing sloop is in very good condition. She was launched 2004, has only 500 hours on the big Yanmar 100hp. The survey made in 2008 assesses her replacement value for \$1.2M. She has everything. The detailed description and photos of equipment can be emailed on request. This vessel far exceeds the workmanship one expects in an aluminum boat. The interior joinery is superb and no expense was spared in the choice of equipment and materials. The workmanship and quality of this vessel is far above average and the accommodations below are sumptuous. This is absolutely a vessel for going to any corner of the world in comfort and safety. Email jolkaw@yahoo.com.



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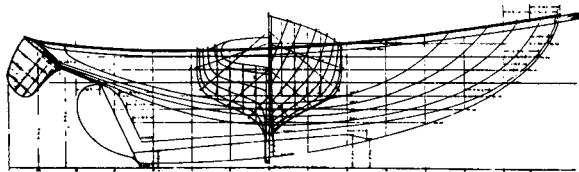


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53-FT ISLANDER, 1979. Sausalito. \$129,000. Bruce King designed 53-ft cutter rigged, 4-cabin plus main saloon. Extensively equipped (Monitor wind vane, radar, heater, many custom improvements). Cosmetic refurbishment underway. Available for showing by owner after July 15. Contact (415) 250-4301 or jconnolly@ifpdialogue.org.



36-FT DANISH DOUBLE ENDER. 1926. Sausalito. \$35,000. Custom built in Nakskov Denmark in 1926, *Tehani* is a classic example of a Danish double ender. 36' on deck, 9.5' beam, 5.5 draft. Full iron keel. Cutter rigged. 4-yr-old 29hp Yanmar with low hours, new main, gennaker, and staysail. Rebuilt bronze Baby Blake head and refinished interior. 4-yr-old standing rigging. Full boat cover and bronze lifelines. Garmin chartplotter with integrated AIS receiver. Boat is ready to go. <http://picasaweb.google.com/pgaletani/Tehani?authkey=Gv1sRgCJ3btuK3k7LhEg&feat=directlink>. Contact (415) 246-7712 or pgaetani@gmail.com.



54-FT SAMPSON. Ferro Cement ketch, 1973. Emeryville. \$25,000/obo. MUST SELL. Work in progress. 13' beam, 85hp Perkins 4.236, 600 gals. diesel, 400 gals. fresh water, Raymarine GPS/sounder, 2000 lb. windlass, wind generator, hand carved teak. Contact (415) 238-2985 or joshuabartone@gmail.com.

MULTIHULLS

34-FT GEMINI 105MC, 2005. Redwood City, California. \$149,500. Great family or race boat. Perfect for San Francisco Bay, coast, Mexico, and beyond. Fast; easy to sail without heeling. Spacious deck and interior. Elegant and comfortable. See website details. <http://loonasea.gibbons.web.stanford.edu>. (650) 380-3343 or brian.j.gibbons@gmail.com.

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34-FT SUNSET SLOOP, 1967. Sausalito. \$24,500. Sunset Sloop, built 1967 Stone Boatyard Alameda. Beautiful classic, absolutely gorgeous in/ out. Turn key condition. Master Mariner winner 2004, 2006, 2007. Ready to race or cruise in style. Contact (415) 336-3367 or nizzaneoz@aol.com.



40-FT CREGER CATAMARAN, 1989. San Diego Area. \$32,000. Factory built wooden boat with fiberglass overlay. Strongly constructed. Will sail or motor safely anywhere. The cat comes with a lot of cruising gear. Some installation required, but not a ton. Also search Facebook name *Cat Flyingfree* for pictures and details if you are reading the printed magazine. www.facebook.com/media/set?set=a.103531009740381.5820.10002504461748&l=2d90d64faa. Contact (760) 630-4741 or (619) 208-0971 or mesozoid@yahoo.com.

35-FT ARTHUR ROBB LION, 1962. San Francisco Bay Area. \$45,000. Price reduction! Beautiful! Complete restoration in 2003-2005. Teak hull, copper riveted, bronze floors, new galley, head, sails, etc. Restoration too extensive to print here-complete documentation written and in photos. 2006 winner-Stone Cup. 2009 Master Mariners tee shirt boat. A great sailboat for racing, cruising or just day sailing. She is extremely well-maintained and ready for sailing! (707) 462-3507 or (707) 972-1376.

34-FT GEMINI 105M, 2000. Ventura Harbor. \$105,000. This is a very clean and well equipped catamaran that is ready for coastal cruising or longer passages. Blue water proven. Capable, comfortable, fast and fun. www.gemini105m-forsale.com. Contact (805) 217-3939 or dick.mahoney@gmail.com.

43-FT JOHN ALDEN #309N, 1930. Marina. \$85,000. Beautiful staysail schooner. Must sell, not living in Cali anymore. Recent hull, deck, wood spars upgrades. New rigging. 43hp diesel. Hull is cold-molded with Awlgrip paint. Documentation of all work, surveys available. Dry-dock. Email alden309n@gmail.com.

51-FT NEWICK TRIMARAN, 2003. Auckland. \$392,000. Newick's best, fast and beautiful, as usual, with unusually fine seagoing accommodations for five to seven. Superbly built, outfitted, and cared for by a meticulous, experienced owner. Photos, video, and specifications: www.trvlr.net.nz. Contact (707) 217-0581 or newnaut@gmail.com.



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50-FT CATAMARAN, 2001. Whangarei, New Zealand. \$510,000. An exceptional 15.3 meters offshore cruising catamaran. Configured during construction as a comfortable and safe live aboard, capable of single handed passage making. Ron Given-designed, NZ built, launched in December 2001. Well known in Vanuatu, New Caledonia and New Zealand. Professionally maintained, fully refitted, in excellent condition. Lying Whangarei, NZ. More details at website, search listing #134528. www.theyachtmarket.com. (504) 201-3888 or amderne@yahoo.fr.

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41-FT ROUGHWATER, 1982. Los Angeles. \$65,000. All fiberglass exterior, Perkins diesel, fast pilothouse trawler. All wood interior, typical RW41 in good condition. Anchor out for continuous sunny weeks, solar panels, on demand propane water heater without generator. Email jdtarle@hotmail.com.



36-FT HUNTER SEDAN CRUISER. 1964. San Rafael. \$7,500. Sedan Cruiser liveaboard in good shape, mechanically sound, needs head. Classic wooden boat model for savvy owner. Monthly slip cost \$675 (utilities included) at San Rafael Yacht Harbor, great marina location. (510) 409-9810 or richards.wilbur@gmail.com.



32-FT WINDSORCRAFT, 1992. Home-wood, CA. \$59,000. Price reduced \$30k - now \$59k - really want to sell! Style of wood, ease of fiberglass. Perfect for entertaining. 32' x 11'6", easily accommodates 8-10 guests. Glass hull, beautiful mahogany decks/interior. 2x Volvo big blocks, 350 +/- hours. GenSet, entertainment center, microwave, icemaker, refrigerator, electric grill, trash compactor, blender, VacuFlush head, central vac. Trailer and full cover included. (775) 848-5545 or em4bartz@aol.com.



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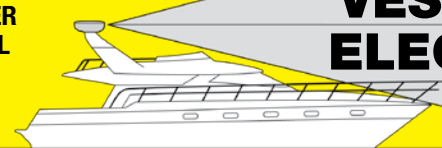


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MONITOR WIND VANE (OLDER). Santa Barbara. \$600. Older model (can't read serial number) Scanmar/Monitor wind vane that came with my boat. It worked, but I only sail locally and wanted a clear transom. Good to have if you're headed to the Baja Ha-Ha or offshore. Email mpbeach@mac.com.

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MISCELLANEOUS



PALADIN IS BACK-THANKS TO SO MANY.

Thank you, Captain Fred Fegley & *Latitude 38*, for the heads up; KKMI for the opportunity; Kelly Hartgraves for enduring patience and Randy Sharpe for the report of your hammer! Thank you, Ged Delaney, of Kingman Yachts, for the 'voice of reason.' Big thanks to Lou, Jay & everyone at Whale Point Marine & Hardware; Tom & J at Blue Pelican; Mike at Sausalito West Marine; Mike & Kelly at Garhauer; The Folks at Bollin and Minneys; Steve at Harrison Marine; Rick at Harken. Thank you Captain Mark Munson; Johnson Hicks; Guy Stevens; 'Fortress' Pat; Nathan, 'The Cleat'; Bob T; Richard Finch; Jim & Mathew; Norm; Tim Sell, great photos and Kendall Blake, "stick with it young man, you're the future", Butler Rigging set things right aloft, thanks Jay, Howard, James & Mark, nice job. Special thanks to everyone at Berkeley Marine Center for your able help and direction and particularly Cree Partridge for leaving enough room to breathe in a tight ship. Peter Lawrence, thanks for staying in touch, hope to see you aboard. Smooth Sailing to all, Tucker & Tom Deming.

MARITIME DAY CELEBRATION. 300 Napa Street, Sausalito. Galilee Harbor 31st Anniversary, Saturday, August 6. Flea market, food, music, boat raffle. For info call Galilee Harbor or go to our website: www.galileeharbor.org. (415) 332-8554.

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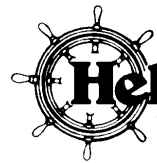
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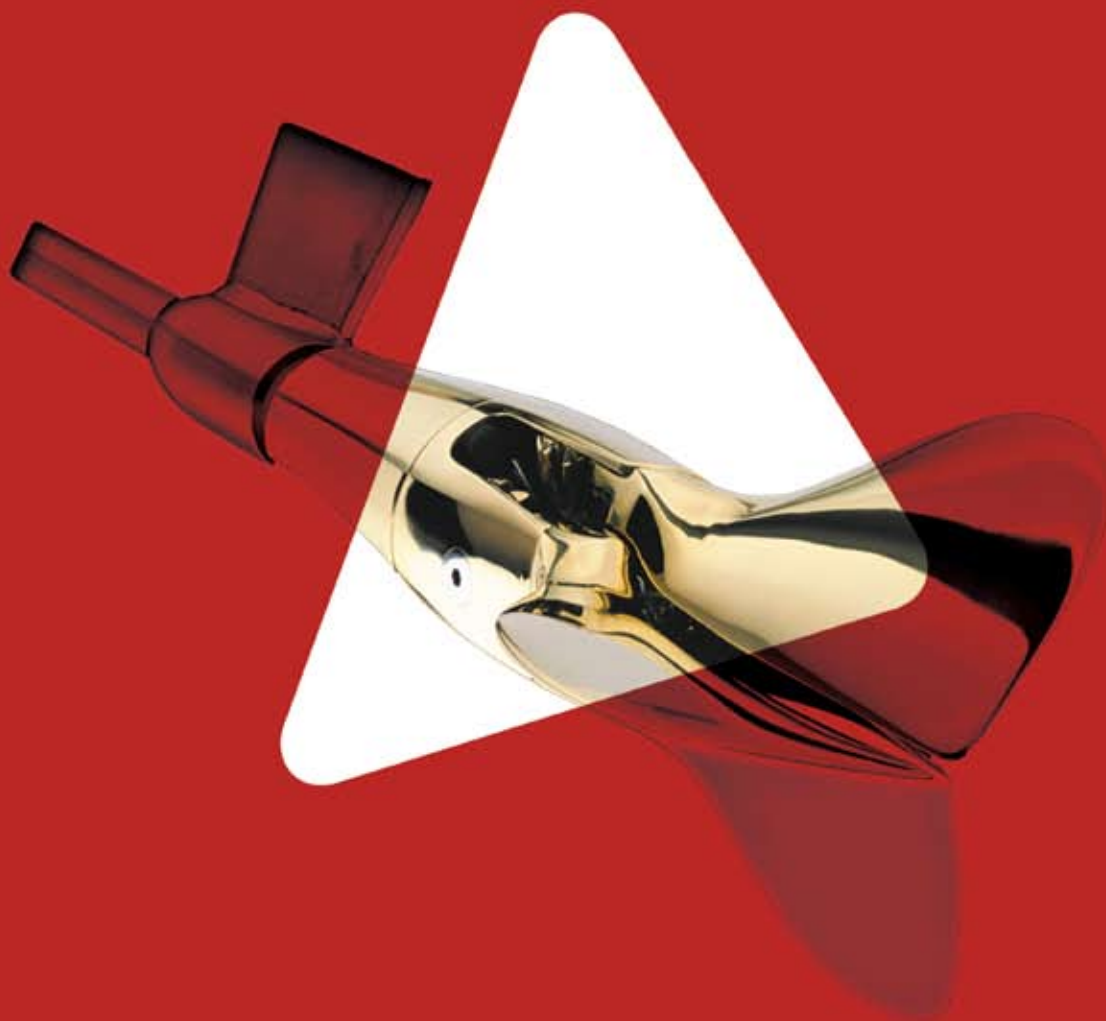
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