

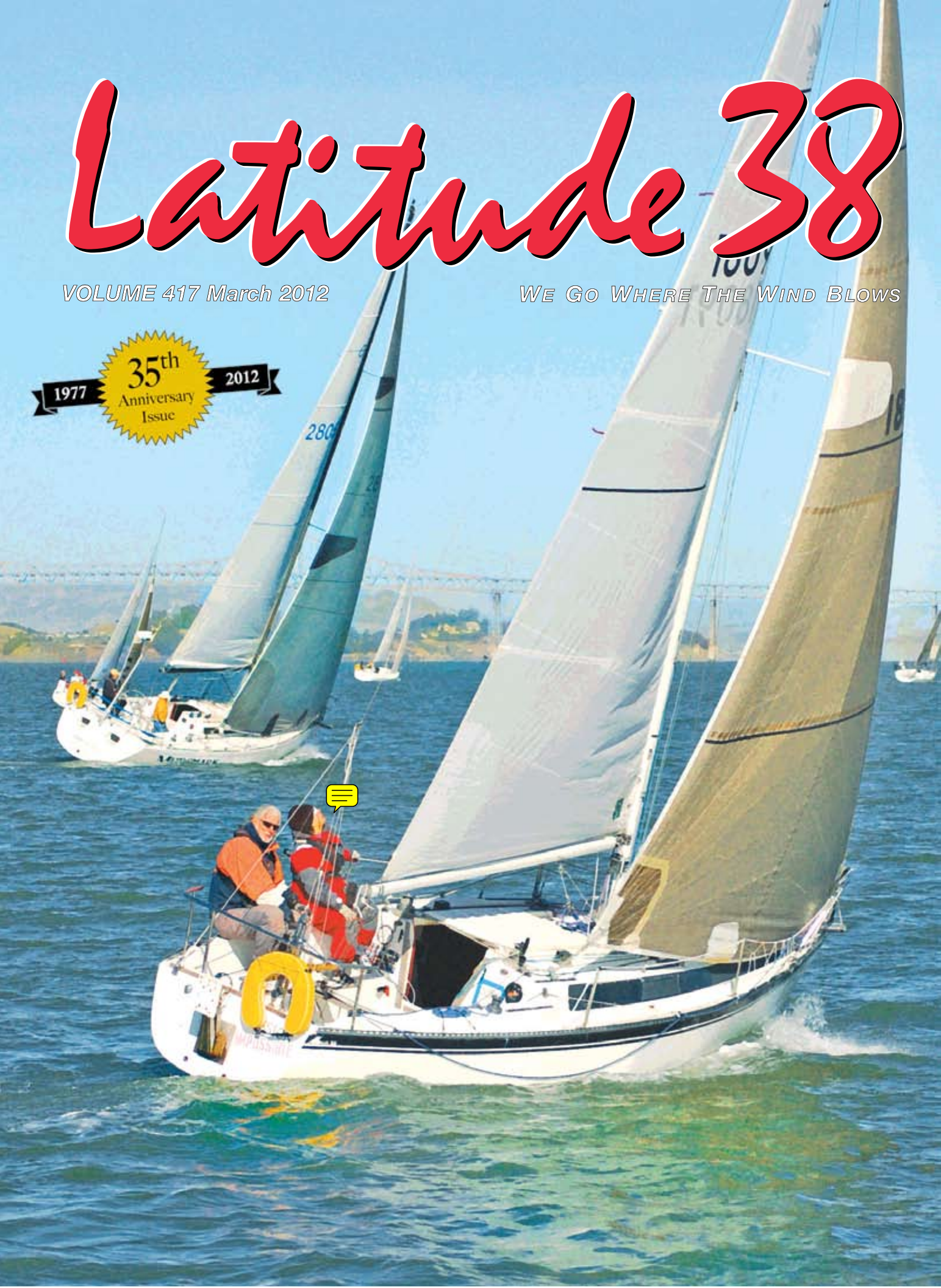
Latitude 38

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VOLUME 417 March 2012

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1977 **35th** Anniversary Issue 2012



MARCH 2012

VOLUME 417



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Cover: David Hamilton and Valerie Suzawa claw upwind toward Red Rock during late January's epic Three Bridge Fiasco aboard their Merit 25 *Mission Impossible*.

Photo: Latitude 38/Andy

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Latitude 38 welcomes editorial contributions in the form of stories, anecdotes, photographs – anything but poems, please; we gotta draw the line somewhere. Articles with the best chance at publication must 1) pertain to a West Coast or universal sailing audience, 2) be accompanied by a variety of pertinent, in-focus digital images (preferable) or color or black and white prints with identification of all boats, situations and people therein; and 3) be legible. These days, we prefer to receive both text and photos electronically, but if you send by mail, anything you want back must be accompanied by a self-addressed, stamped envelope. **Submissions not accompanied by an SASE will not be returned.** We also advise that you not send original photographs or negatives unless we specifically request them; copies will work just fine. Notification time varies with our workload, but generally runs four to six weeks. Please don't contact us before then by phone or mail. Send all submissions to editorial@latitude38.com, or mail to Latitude 38 editorial department, 15 Locust Ave., Mill Valley, CA 94941. For more specific information, request writers' guidelines from the above address or see www.latitude38.com/writers.html.

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Publisher/Exec. Editor	Richard Spindler	richard@latitude38.com	ext. 111
Associate Publisher	John Arndt	john@latitude38.com	ext. 108
Managing Editor	Andy Turpin	andy@latitude38.com	ext. 112
Editor	LaDonna Bubak	ladonna@latitude38.com	ext. 109
Racing Desk		racing@latitude38.com	ext. 105
Contributing Editors	John Riise, Paul Kamen		
Advertising Sales	John Arndt	john@latitude38.com	ext. 108
Advertising Sales	Mike Zwiebach	mikez@latitude38.com	ext. 107
General Manager	Colleen Levine	colleen@latitude38.com	ext. 102
Production/Web	Christine Weaver	chris@latitude38.com	ext. 103
Production/Photos	Annie Bates-Winship	annie@latitude38.com	ext. 106
Bookkeeping	Penny Clayton	penny@latitude38.com	ext. 101

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– Bruce Perlowin

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The author narrates this adventure from the decks of four separate fishing boats that delivered “weight.” Starting with the first delivery and ending at the federal courthouse four years later, this story tells how we did it.



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Mar. 1-31 — Celebrate Women's History Month at San Francisco Maritime National Historical Park with daily programs and interactive exhibits, such as 'Women Who Changed Maritime History'. **3/11**: Suffragette March & Ladies' Tea, noon; **3/12 & 26**: Wendy the Welder: Women Building Liberty Ships in WWII, 2 p.m. aboard *Balclutha*. Info, (415) 447-5000.

Mar. 3 — Sail a Small Boat Day. Free rides in a variety of different small sailboats at Richmond YC, 10 a.m.-3:30 p.m. Wear something warm and waterproof, and bring a PFD and change of clothes. Info, www.richmondyc.org.

Mar. 3, 10, 17, 24, 31 — *Building the Golden Gate Bridge* film at Sausalito's Bay Model, 1 p.m. Info, (415) 332-3871.

Mar. 4 — 26th Annual Mariners' Sunday at St. Luke Presbyterian Church in San Rafael, 10 a.m. An ecumenical service dedicated to mariners with StFYC's Sons of the Sea Chorus, followed by brunch at Loch Lomond YC. Info, www.stlukepres.org. Brunch reservations, (415) 927-0924.

Mar. 4-25 — Free sailing at Pier 40 every Sunday courtesy of BAAADS. Info, (415) 281-0212 or www.baads.org.

Mar. 7 — In-the-water liferaft training class by Sal's Inflatables, 3:30-5 p.m. at Golden Gate YC, just before the Crew List Party. \$39. Reservations and info, (510) 522-1824.

Mar. 7 — *Latitude 38's* Spring Crew List Party at Golden Gate YC, 6-9 p.m. It's early in the season so you can set up your crew sooner. \$5 for anyone 25 and under (with ID)! Only \$7 for the rest of us. See www.latitude38.com for details.

Mar. 7-28 — Wednesday Yachting Luncheon Series at St. Francis YC, 12-2 p.m. Enjoy lunch and a dynamic speaker each Wednesday for about \$25. All YCs' members welcome. More info under the 'Events' tab at www.stfyc.com.

Mar. 8 — Sail under a full moon on a Thursday night.

Mar. 8 — Single sailors of all skill levels are invited to the Single Sailors Association monthly meeting at Ballena Bay YC, 6:30 p.m. Info, www.singlesailors.org or (510) 239-7245.

Mar. 8 — OYRA Season Kick-Off Party & Skippers Meeting at Berkeley YC, 7 p.m. All OYRA racers, and prospective racers and crew are invited. Appetizers & no-host bar. Free. RSVP to andy.newell@sbcglobal.net.

Mar. 8-11 — San Francisco Ocean Film Festival celebrates the sea with films that increase awareness. \$12 per program or \$85 for a Film Program Pass. Info, www.oceanfilmfest.org.

Mar. 8-11 — Sacramento Boat Show at Cal Expo. Info, www.sacramentoboatshow.com.

Mar. 9-19 — *Lady Washington* and *Hawaiian Chieftain* continue their Northern California tour in San Francisco with tours, educational programs, and adventure sails. **3/21-4/2**: Sausalito; **4/4-9**: Bodega Bay; **4/12-18**: Eureka; **4/20-30**: Crescent City. See www.historicalseaport.org for a full schedule.

Mar. 10-Apr. 29 — The 3rd Annual Cruisers Rally to El Salvador starts in Mexico and meanders 'rally style' to Bahia del Sol in El Salvador. No entry fee and no whining! Info, elsalvadorrally.blogspot.com.

Mar. 11 — Daylight Saving Time begins. Woo hoo!

Mar. 11 — Discover what 'Life in Nelson's Navy' was like in this slideshow aboard *Balclutha* at SF Maritime National Historical Park, 2 p.m. Info, (415) 447-5000.

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Ranger 25 Tug, 2008	110,000
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Tiara 4300 Sovran, 2008	AT NEWPORT! \$475,000
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Warren Konkel's J/111 *Topzy-Turvy*
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CALENDAR

Mar. 12 — 'The Ocean: Barrier or Highway?' program aboard *Balclutha* at SF Maritime National Historical Park, 3 p.m. Find out if the ocean was a barrier to the park's famous vessels in this 30 minute slideshow. Info, (415) 447-5000.

Mar. 14 — Singlehanded TransPac race seminar 'Communications' by Paul Elliott at Oakland YC, 7 p.m. All seminars are free and open to the public. For more about the race or future seminars, go to www.singlehandedtranspac.com.

Mar. 15 — 'Coastal Cruising: Are You Ready?' seminar, part of Sausalito YC's Third Thursday Seminar Series, 6:30-7:30 p.m. Free and open to the public. Info, www.sausalito yachtclub.org/calendar/whats-happening.

Mar. 15 — 'A Captain's Leadership Toolkit for the 21st Century' presentation by Capt. Nancy Erley at Spaulding Wooden Boat Center in Sausalito, 7 p.m. \$10 members, \$15 non-members. Info, www.spauldingcenter.org/events.html.

Mar. 16 — 'Cup Chat: A Revolution of Sailing' talk-show style event featuring guest speakers at Encinal YC, 6:30 p.m. \$35. RSVP to Lisa at (510) 522-3272.

Mar. 17 — *Téigh ag seoltóireacht inniu*.

Mar. 17-18 — Annual Potter Yachter Fest at Peninsula YC in Redwood City. All West Wight Potters and trailerable pocket cruisers are invited. Info, (650) 771-1945.

Mar. 18 — Pacific Cup Race Offshore Academy #4, part of a series of seminars leading up to this summer's race, at Berkeley YC, 12-5 p.m. Learn about weather, tactics, downwind driving, personal welfare & provisioning. Open to all \$20 (\$18 for PCYC members). Info, www.pacificcup.org/seminars.

Mar. 20 — Vernal equinox, aka the first day of spring!

Mar. 25 — Coyote Point YC (San Mateo) Open House & Chili Cook Off, 2-5 p.m. Come check out the club and get some grub! Info, www.cpyc.com.

Mar. 25 — North U. Trim Tour is a one-day course teaching the latest in sail trim. The next seminar is in Anacortes, WA. All seminars run 9 a.m.-4:30 p.m. **3/31**: Seattle, WA (Cruising & Seamanship Seminar); **3/31**: Vancouver, BC; **4/1**: Seattle, WA; **4/1**: Vancouver, BC (Cruising & Seamanship); **4/21**: Coos Bay, OR. \$85-115. Info, www.northu.com.

Mar. 25 — Small Craft Tour at SF Maritime National Historical Park's Hyde St. Pier, 2 p.m. Free. Info, (415) 447-5000.

Mar. 25 — Cal Sailing Club's free introductory sail at Berkeley Marina, 1-4 p.m. Info, www.cal-sailing.org.

Mar. 28 — Presentation by the elite USCG Pacific Strike Team at Corinthian YC, 7 p.m. Free. RSVP at www.cyc.org or (415) 435-4771.

Mar. 31 — Maritime Crafts for Kids at SF Maritime National Historical Park's Hyde St. Pier, 3-4 p.m. \$5, free for kids under 16. Info, john_cunnane@nps.gov or (415) 447-5000.

Mar. 31 — Launch party for International Rescue Group's new rescue boat at Alameda's Pasta Pelican, 7 p.m. Live music and dancing, and celebrity emcee Jeffrey Weissman (George McFly from the *Back to the Future* sequels). RSVP at www.internationalrescuegroup.org.

Apr. 12-15 — Strictly Sail Pacific at Jack London Square. Info, www.strictlysailpacific.com.

Apr. 15 — Swap Meet and Open House at Berkeley YC, 6 a.m. Info, www.berkeleyyc.org or (510) 843-9292.

Apr. 21 — Marinship Day & Flea Market at Sausalito West Marine, 8 a.m.-3 p.m. Prizes and more! Info, (415) 332-0202.

Racing

Mar. 1-4 — Heineken Regatta, St. Maarten, West Indies.

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55' Tayana, 1988, <i>Samadhi V</i>	\$249,000	40' J/120, '00, <i>Dayenu</i>	\$174,900	35' J/35C, '91*.....	\$89,000
53' J/160, '01, <i>Mandalay</i>	\$579,000	40' Summit, '08, <i>Soozal</i>	\$579,000	34' J/34, '85, <i>The Zoo</i> *.....	\$29,900
52' Santa Cruz, '99, <i>Renegade</i>	\$495,000	40' Olson, <i>Elka</i>	SOLD	34' MJM 34z, '05*.....	Reduced \$299,000
52' Santa Cruz, '98, <i>Hula</i>	SOLD	38' Sabre 386, '08, <i>Kuai</i>	SOLD	33' J/100, Hull #9, '05, <i>Brilliant</i>	Pending
52' TransPac with IRC mods, '03, <i>Braveheart</i> *.....	\$499,000	38' Sabre 38 MkI, '84.....	SOLD	33' Back Cove, '08.....	\$269,000
50' Bakewell-White, '02, <i>Brisa</i>	\$615,000	38' Pearson True North*.....	\$239,900	32' J/32, '02, <i>Tango</i>	SOLD
48' J/145, Hull #9, '03*.....	\$675,000	36' J/109, '03*.....	\$189,000	30' Mull custom, '74, <i>The Shadow</i>	\$40,000
48' 1D48, '96, <i>Chaya</i>	\$99,000	36' J/36, '82.....	\$59,000	30' Olson 911S, '89, <i>Halcyon</i>	SOLD
47' Valiant, '81, <i>Sunchase</i>	\$90,000	36' Islander 36, '72, <i>Absolute</i>	\$40,000	30' Olson 30, '79.....	SOLD
44' J/44, '90, <i>Phantom</i>	\$239,000	35' J/105, '02, Hull #581, <i>Business Time</i>	\$99,000	30' Peterson Half Ton*.....	Reduced \$19,900
44' Kernan, <i>Wasabi</i>	SOLD	35' J/105, '02, Hull #520, <i>Sea Room</i>	SOLD	29' MJM 29z, '07*.....	\$269,000
44' Wauquiez 43 Pilot Station*.....	\$299,000	35' J/105, '01, Hull #463, <i>Trickster</i>	SOLD	28' Alerion Express, '02*.....	Reduced \$59,500
43' J/130, '96*.....	\$184,000	35' J/105, '01, Hull #405, <i>Swoosh</i>	SOLD	28' Islander, '79*.....	\$16,900
43' Custom C&C, '73.....	\$299,000	35' J/105, '01, Hull #400, <i>Lulu</i>	\$105,000	26' J/80, '01, <i>Whiplash</i>	Pending
41' J/124, '05.....	\$239,000	35' J/105, '00, Hull #347, <i>Bald Eagle</i>	\$99,000	26' J/80, '01*.....	\$32,900
40' Pacific Seacraft, '99, <i>DreamKeeper</i>	\$314,900	35' J/105, '99, <i>Life Is Good</i> *.....	\$73,900	26' J/80, '04, <i>Heart Attack</i>	SOLD
40' J/120, '02, <i>Alchera</i>	Reduced \$189,000	35' J/105, '92, Hull #44, <i>Orion</i>	SOLD		

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CALENDAR

One of the world's great fun regattas — and some of the wildest parties. Info, www.heinekenregatta.com.

Mar. 3 — John Pitcher Memorial. CPYC, www.cpyc.com.

Mar. 3 — Long Distance #1. SSC, www.stocktonsc.org.

Mar. 3-4 — California Dreamin'. StFYC, www.stfyc.com.

Mar. 4 — Spring 1 & 2 PHRF. MPYC, www.mpyc.org.

Mar. 9 — Guadalupe Island Race, a biennial single- or doublehanded race from Marina del Rey that uses Baja's Guadalupe Island as a turning mark. Serves as a qualifier for this summer's Singlehanded TransPac. Info, www.pssala.com.

Mar. 10 — Mercury Series #1. EYC, www.encinal.org.

Mar. 10 — Spring Dinghy. StFYC, www.stfyc.com.

Mar. 10-11 — Big Daddy Regatta, a don't-miss Bay Area classic. RYC, (510) 237-2821 or www.richmondyc.org.

Mar. 11 — Spring Series #1. SSC, www.stocktonsc.org.

Mar. 16-18 — San Diego NOOD Regatta. SDYC, www.sdy.org.

Mar. 17 — Get out of the Gate in the YRA-OYRA Lightship. StFYC, www.yra.org.

Mar. 17 — Rites of Spring (date changed from Mar. 24), includes all-female crew division. OYC, www.oaklandyachtclub.net.

Mar. 17 — Rosenblum Regatta. SFYC, www.sfyc.org.

Mar. 17 — Frost Bite Race #6. BenYC, www.beniciayachtclub.com.

Mar. 17 — Stockton SC Doublehanded Long Distance Race #1. Info, www.stocktonsc.org.

Mar. 17 — Lee Storrs Regatta for keelboats out of Marina del Rey. South Coast Corinthian YC, www.sccyc.org.

Mar. 17-18 — Spring Keel Regatta on the Cityfront. StFYC, www.stfyc.com, (415) 563-6363 or raceoffice@stfyc.com.

Mar. 18, 1969 — Bernard Moitessier abandoned his lead in the Golden Globe Race, the first nonstop solo round-the-world race, and instead sailed to Tahiti, circumnavigating 1.5 times in the process.

Mar. 24 — If you missed your first chance to get out of the Gate, join Island YC's Doublehanded Lightship. Proceeds benefit United Cerebral Palsy. Info, www.iyc.org.

Mar. 24 — Small Boat Winter #3. EYC, www.encinal.org.

Mar. 24-25 — NorCal High School Championships. StFYC, www.stfyc.com.

Mar. 25 — Spring Series #2. SSC, www.stocktonsc.org.

Mar. 26-Apr. 1 — BVI Spring Regatta & Sailing Festival, British Virgin Islands. One of the Caribbean's best regattas, this includes a huge bareboat fleet. A great way to spend a week-long charter. Info, www.bvispringregatta.org.

Mar. 31 — If the Lightship is peanuts to you, don't miss BAMA's Doublehanded Farallones. Info, www.sfbama.org.

Mar. 31 — Horsfall-Vincent. CYC, www.cyc.org.

Mar. 31 — 24th America's Schooner Cup in San Diego, a spectacular regatta featuring (you guessed it) schooners from up and down the coast. Proceeds from race and Sunday's concert benefit the Navy-Marine Corps Relief Society. Contact Silver Gate YC at manager@sgyc.org or (619) 222-1214 to enter your schooner or find out more.

Apr. 1 — Spring Series #3. SSC, www.stocktonsc.org.

Apr. 7 — Spring Tune-Up Race, the mother of all beer can races. RYC, www.richmondyc.org.

Apr. 7 — Summer #1. SeqYC, www.sequoiayc.org.

Apr. 7 — SSS Corinthian Race, formerly known as the In the Bay Race. Info, www.sfbaysss.org.

Apr. 7 — Andy Byrd Memorial Race. CPYC, www.cpyc.org.

Apr. 14 — Bullship Regatta, the annual running of El Toros from Sausalito to the Cityfront. Info, www.eltoroyra.org.

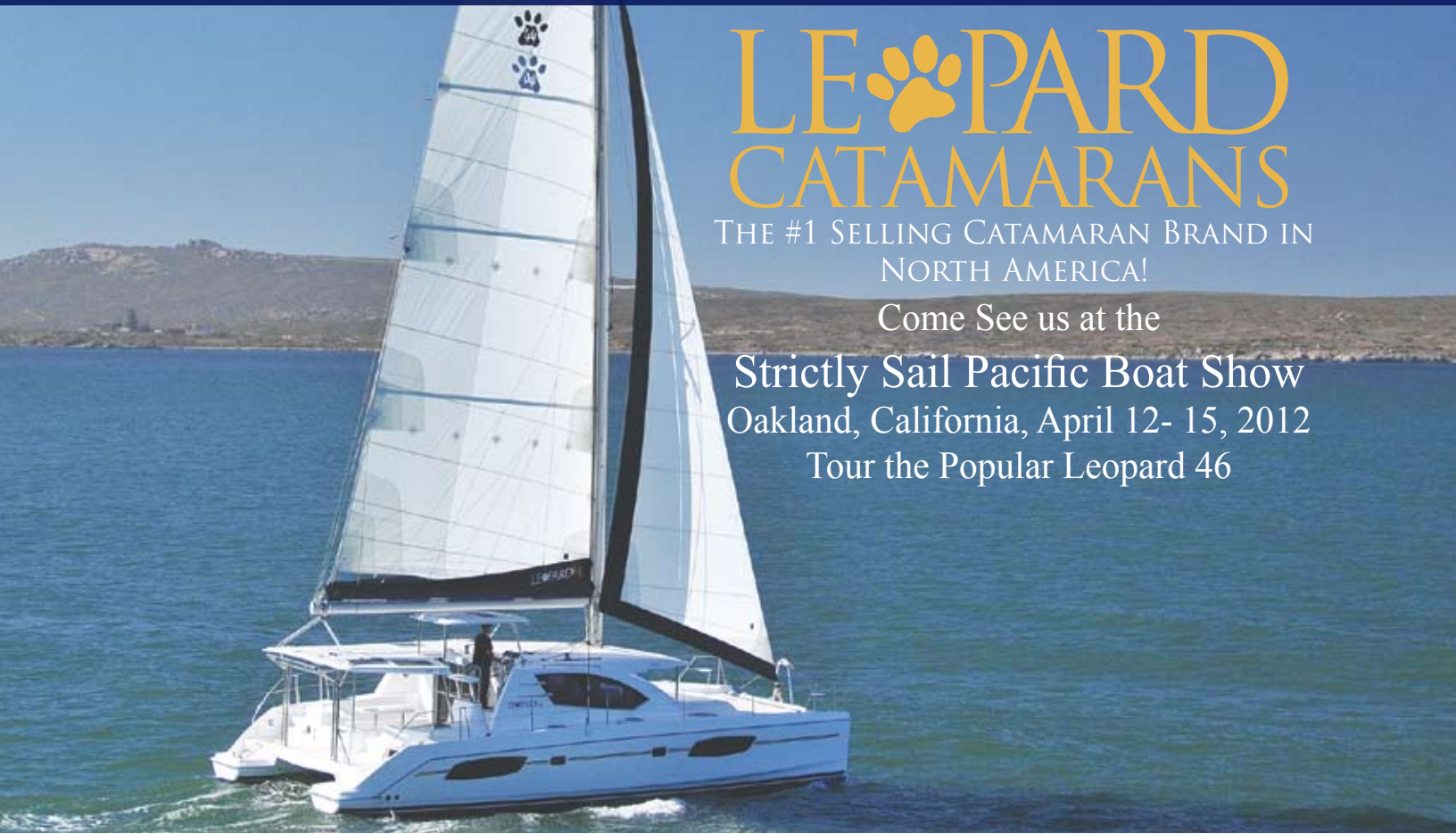
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CALENDAR

Apr. 14 — YRA-OYRA Full Crew Farallones Race will get you out there, too. SFYC, www.yra.org.

May 5-6 — The 112th annual Great Vallejo Race, one of the biggest races on the Bay, which also serves as the YRA season opener. Info, (415) 771-9500 or www.yra.org.

May 12 — If you prefer solitude, go for the Singlehanded Farallones Race. SSS, www.sfbaysss.org.

June 30 — If that's not enough for you, test your mettle in the Singlehanded TransPac, a 2,120-mile slide from the Bay to Hawaii. SSS, www.singlehandedtranspac.com.

July 16 — And if you'd like to share the adventure with friends, the Pacific Cup is for you. Info, www.pacificcup.org.

Remaining Midwinter Regattas

BERKELEY YC — Chowder Races: Sundays through March. Bobbi, (925) 939-9885 or bobbi@jfcbat.com.

CAL SAILING CLUB — Year-round Sunday morning dinghy races, intraclub only, typically in Laser Bahias and JY15s. Info, racing_chair@cal-sailing.org.

CORINTHIAN YC — Midwinters bonus: 3/17. Michael, racing@cyc.org.

ENCINAL YC — Jack Frost Series: 3/24. Info, rearcommodore@encinal.org.

GOLDEN GATE YC — Manuel Fagundes Seaweed Soup Series: 3/3. Gary, (916) 363-4566 or grsalvo@pacbell.net

HALF MOON BAY YC — Midwinters: 3/18. Info, www.hmbyc.org.

ISLAND YC — Estuary Midwinters: 3/11. John, (510) 521-2980 or iycracing@yahoo.com.

LAKE MERRITT SC — Robinson Memorial Midwinters: 3/11. Vickie, (510) 236-8098.

OAKLAND YC — Sunday Brunch Series: 3/4. John, (510) 366-1476 or j_tuma@comcast.net

RICHMOND YC — Small Boat Midwinters: 3/4. Opti Midwinters: 2/4, 3/3. Bob, bbranstad@gmail.com.

SANTA CRUZ YC — Midwinters: 3/17. Info, (831) 425-0690.

SAUSALITO YC — Sunday Midwinters: 3/4. Dave Borton, (415) 302-7084 or race@sausalityachtclub.org.

SEQUOIA YC — Winter Series: 3/17. Redwood Cup: 3/11. Info, www.sequoiayc.org.

SOUTH BEACH YC — Island Fever Midwinters: 3/17. Info, www.southbeachyc.org.

TIBURON YC — Midwinters: 3/10. Rob, race@tyc.org.

Mexico and Beyond

March 20-24 — The 20th Annual Banderas Bay Regatta is five days of 'friendly racing for cruising boats'. The sailing conditions and the Paradise Marina venue couldn't be better. Everybody plays it safe because they're sailing their homes, and the entry is cheap. It's the perfect time and place to have family and friends fly down to join you in the tropics. In fact, you'd have to be nuts to miss this one. The regatta is part of the month-long Festival Nautico Vallarta. For details, visit www.banderasbayregatta.com.

Mar. 10-Apr. 29 — The 2nd Annual Cruisers Rally to El Salvador starts in Mexico and meanders 'rally style' to the Bahia del Sol Hotel in El Salvador, where owner Marco Zablah is donating \$1,800 in prizes. Info, elsalvadorrally.blogspot.com.

April 12-15 — La Paz Bay Fest. This will be the fifth year for this descendant of the (in)famous La Paz Race Week. An event for cruisers that includes races, potlucks, cruising seminars and other fun activities for the family. More info on Bay Fest 2011 can be found at www.clubcruceros.org.

May 1-6 — Loreto Fest and Cruisers' Music Festival. This

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30' Yamaha Sailboat (diesel)	23' Ranger Sailboat
30' Islander Sailboat	22' Santana Sailboat
29' Ericson Sailboat	20' Cal Sailboat
27' Clearwater Sailboat	18.5' Hunter Sailboat

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For additional information contact: Ed Hallett 650.573.2594

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CALENDAR

classic Baja event, started to clean up Puerto Escondido, draws a very large crowd of cruisers and Baja land-travellers for a chili cook-off, dinghy races and other water activities, the Candeleros Classic race, and lots of participant-created music. The goals are to have fun and raise lots of money for Mexican charities in Puerto Escondido and Loreto. Visit www.hiddenpartyachtclub.com.

June 22-24 — 7th Annual Tahiti-Moorea Sailing Rendezvous, hosted by *Latitude 38* and Tahiti Tourisme. This free event is focused on cross-cultural appreciation and includes a cocktail party, a sailing rally to Moorea, Polynesian music and dance performances, and cruiser participation in traditional Tahitian sports — the highlight of which is the six-person outrigger canoe races. Info, www.pacificpuddlejumps.com.

Please send your calendar items by the 10th of the month to calendar@latitude38.com. If you're totally old-school, mail them to *Latitude 38* (Attn: Calendar), 15 Locust Avenue, Mill Valley, CA, 94941 or fax them to us at (415) 383-5816. But please, no phone-ins! Calendar listings are for marine-related events that either are free or don't cost much to attend. The Calendar is not meant to support commercial enterprises.

March Weekend Tides

date/day	time/ht. LOW	time/ht. HIGH	time/ht. LOW	time/ht. HIGH
3/03Sat	0108/3.0	0658/5.4	1405/0.4	2121/4.4
3/04Sun	0202/2.7	0757/5.6	1447/0.1	2152/4.7
	HIGH	LOW	HIGH	LOW
3/10Sat	0030/6.2	0632/0.0	1306/5.3	1835/1.0
3/11Sun	0109/6.3	0824/0.2	1506/4.9	2019/1.6
	LOW	HIGH	LOW	HIGH
3/17Sat	0215/2.5	0813/5.6	1457/0.0	2203/5.0
3/18Sun	0316/2.1	0918/5.6	1546/0.1	2243/5.2
	HIGH	LOW	HIGH	LOW
3/24Sat	0105/5.6	0719/0.4	1357/4.7	1914/1.7
3/25Sun	0131/5.5	0755/0.3	1441/4.4	1948/2.1
	LOW	HIGH	LOW	HIGH
3/31Sat	0035/3.0	0611/4.8	1314/0.5	2046/4.3
4/01Sun	0143/2.7	0722/4.9	1409/0.4	2124/4.6

March Weekend Currents

date/day	slack	max	slack	max
3/03Sat	0327	0613/2.0F	0903	1214/3.8E
	1624	1930/3.0F	2237	
3/04Sun		0052/2.0E	0417	0705/2.4F
	0956	1305/4.2E	1706	2007/3.3F
	2316			
3/10Sat	0211	0511/4.8E	0845	1143/4.0F
	1458	1737/3.8E	2054	2352/3.5F
3/11Sun	0350	0658/4.9E	1039	1337/3.7F
	1657	1927/3.2E	2239	
3/17Sat		0127/2.1E	0429	0724/2.5F
	1003	1325/4.0E	1714	2027/3.6F
	2324			
3/18Sun		0224/2.5E	0525	0824/2.9F
	1103	1423/4.1E	1802	2111/3.7F
3/24Sat	0250	0546/4.1E	0933	1225/3.3F
	1540	1809/2.9E	2134	
3/25Sun		0023/2.7F	0319	0624/4.0E
	1012	1305/3.0F	1625	1848/2.6E
	2204			
3/31Sat	0301	0536/1.5F	0822	1136/3.3E
	1549	1854/2.6F	2210	
4/01Sun		0022/1.8E	0404	0642/1.8F
	0930	1236/3.5E	1639	1942/2.9F
	2253			

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LETTERS

↑↓THEY CALL IT 'KEEL WALKING'

Holy crap, what a set of big ones Alex Thomson has! I'm referring to the February 3 'Lectronic video of him standing on the canting keel — in a suit, no less — while his Finot-Conq designed IMOCA 60 *Hugo Boss* was hauling ass. It's a great future ad for a local hull cleaning company . . . scrub your keel on the way to the finish line.

Bill Kelly
*Surface Time, Four Winns
Rio Vista*

Bill — It's was quite a stunt, even for the swashbuckling 37-year-old Brit. But Thomson, the head of Alex Thomson Racing, is that kind of guy. If we're not mistaken, he still owns the record for the best 24-hour run, 468 miles, by a solo monohull sailor. That's an average of 19.5 knots.



Apparently he attempted the same stunt a while back, but skeptics accused him of Photoshopping it. So this time his team filmed it. It wasn't easy to pull off, as *Hugo Boss* driver Ross Daniel needed 17 to 19 knots of wind and less than three-foot seas to heel the boat between 45 and 70 degrees (!) to get the four-ton keel sufficiently out of the water for the required 45 seconds. Ironically, the boat needed to be going a relatively pedestrian nine knots.

↑↓IF YOU HAVE A PROBLEM, WHAT'S IT WITH?

I have a problem with bugs! I stored my Islander Freeport sailboat on the hard at Napa Valley Marina a year ago, then relaunched her last month. When I relaunched her, she was infested with little black bugs. The folks at the marina said they were "grass flies" and would disappear in two to six weeks. I sure hope they're right.

I worked very hard for eight days to rid my boat of these pests, and I thought I had it pretty well nailed. But I just discovered a new area of infestation — the drum of my roller furler!

I'm beginning to get a bit discouraged. All right, maybe even a lot discouraged. Anybody else have info on these little guys?

Len Teasley
*Sea Quins, Islander Freeport 41
Brickyard Cove / Richmond YC*

Len — Just make sure they are not Pinot Noir flies from the renowned Carneros wine region vineyards just a winch handle's toss from the boatyard. Unlike grass flies, the Pinot Noir flies leave lots of red spots that are hard to remove.

↑↓FAILING TO MEET THE FULL SPECTRUM OF NEED

Now that the dust has settled after the first round of planning for long-term development of the San Francisco waterfront under the America's Cup Host Agreement — see the January 25 'Lectronic story "Supes Certify AC34 EIR" —

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LETTERS

it is disturbing to see that while the current proposed deal provides many important direct benefits — benefits running into the tens of millions of dollars — to the Port and the City of San Francisco, the deal provides few, if any, direct benefits to support recreational boating on the Bay. The Port's recent CEQA findings nicely sum up the benefits for recreational boating by noting the deal would "generate interest in the sport" of sailing.

While the arrival of the race is very exciting and the additional interest in the sport is a welcome benefit, the City and Port of San Francisco are not able to meet the current interest in recreational boating. There are no public boatyard facilities in the City this side of the Bay Bridge. And the estimated wait for a berth at the City's two public marinas is close to a decade.

To make matters worse, the public facilities to support small recreational boating are rapidly disappearing. The ongoing renovation of San Francisco Marina calls for the near total elimination of facilities for small boats at that marina. All 39 of the 20-ft slips are being eliminated, as well as 200 of the 25-ft slips, and 26 of the 30-ft slips, while the number of 40- and 45-ft slips is being roughly doubled.

In this light, the proposed vision to award long-term development rights that would dedicate the development of permanent marinas under the America's Cup Host Agreement to only super yachts at Piers 30/32 (slips running 50-200 feet) and large boats at Pier 54 (slips running 25-50 feet) is a vision that does not seem to meet the full spectrum of need.

An important hearing and possible vote was tentatively scheduled for February 15 by the Budget and Finance Committee of the San Francisco Board of Supervisors on a proposed Disposition and Development Agreement that will flesh out details of the deal. I urge boaters to speak up, particularly those who want to see the vision for development of permanent marinas under the America's Cup enlarged to include small recreational boating. Consider writing or picking up the phone and calling the Budget Committee members: Supervisors Avalos, Chu and Kim.

Hunter Cutting
Dona Mae, Olson 25
San Francisco

Hunter — While the deadline has passed for the February 15 meeting, we thought it was nonetheless worthwhile to note your opinions on the various matters.

Our thoughts? 1) While getting the Board of Supes to certify the Environmental Impact Report was important, it was a necessary but not sufficient step for the America's Cup to happen. 2) Some land uses are more intelligent than others. The San Francisco Cityfront isn't a good place for a boatyard because the land is too expensive, which would therefore make haulouts too expensive. 3) Interest in small boat sailing, as opposed to sailing boats over 35 feet, has plummeted over the last 20 years. Reconfiguring San Francisco's marinas to accommodate more larger boats is a change that should have been made a long time ago. 4) The long waiting list for a slip in San Francisco is a function of the City's not wanting to price out middle income sailors. If the City were willing to let the marina charge what the market would bear — probably \$25/ft/month — they could still fill the berths. The problem is that then only the most wealthy of the most wealthy could afford to keep a boat in San Francisco, and the City — congrats — wants to avoid that. 5) If San Francisco wants a great tourist attraction, they should build a big marina for megayachts where everyone could come and gawk and where all the owners could show off.

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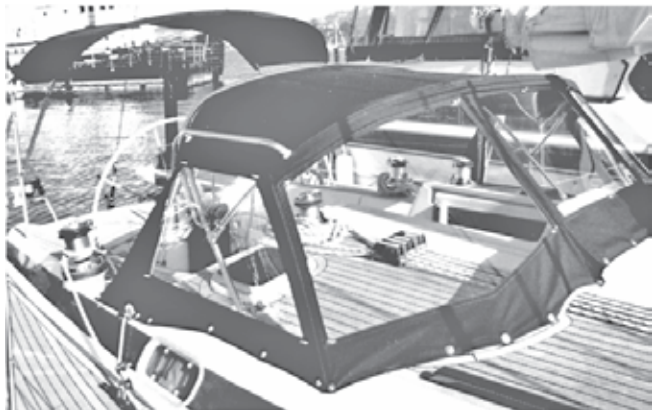
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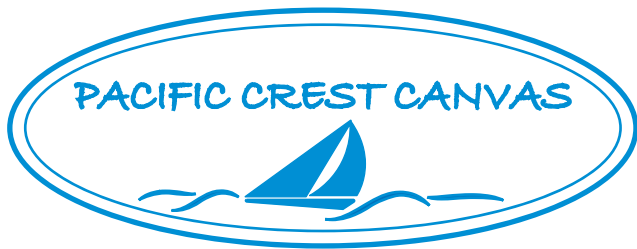
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LETTERS

This is what's done in St. Tropez, Antibes, Monaco and much of Europe, and it draws the curious and envious like flies to poop. Alas, approving such a thing would be political suicide in San Francisco, no matter how much money it could bring in or how many jobs it could generate. And to give you an idea of what kind of money we're talking about, we're told that it costs about \$30,000 a month to stern-tie a 130-ft motoryacht in St. Martin. Real megayachts probably pay well in excess of \$50,000 a month. Money streams out of these megayachts like radiation from a nuclear reactor after a meltdown.

Unless we're badly misinformed, there are ample berthing opportunities for sailboats under 30 feet with easy access to the Central Bay, just not in the City. Realistically, we think that's the best you can hope for in such an urban area.

↑↓ NOT WISE TO DO THE 'CORINTHIAN THING'

Members of the Singlehanded Sailing Society's Three Bridge Fiasco fleet got a 40-minute berating from the race committee at the February 8 awards ceremony for having sailed into the restricted zone at Richmond Long Wharf during the Fiasco. We got chewed out for not doing the "Corinthian thing," which would have been to retire from the race after sailing into the restricted areas.

First of all, the Greeks are in a heap of shit right now, and I don't think we should be doing anything Corinthian or we will likely end up like them. Second, not all of us sailed into the restricted zones, so I wish they would have not included us in those they were scolding. In any event, it sure left everyone in a somber mood at what was supposed to be a celebratory occasion.

We also felt gypped that, after 334 skippers spent \$60 to enter the Fiasco, we only got one trophy for one of the largest doublehanded races in the world. What's worse is that only the skipper was called up for the prizegiving. What is the crew on a doublehanded boat, chopped liver?

I know that times are tough and all that, but one \$5 trophy for the winner of a 30-boat fleet? What that's about? My sailing partner Bart Hackworth and I were feeling bad until we got up the resolve to get even. So after about five minutes in the garage, our one trophy became two. One half of the original says 'First', the other half says 'Place'.

I spoke with the SSS officials and suggested that if they don't want to have such a big event, they should limit the entries to a number they can handle in their folksy way. Or they should spend some of that freeeeaaaking entry fee money on their own RIB to enforce the no-fly zone around the wharf. It seems so simple, but they really can act like a bunch of folks who only sail by themselves. Oh wait . . .



COURTESY GRUNTLED

The 'Gruntled' crew were decidedly disgruntled at receiving only one trophy for their doublehanded win.

Simon Winer
Gruntled, Moore 24
Pt. Richmond

Simon — If it would make you feel any better, we'll award you a \$5 trophy for what we've always thought was perhaps the best boat name ever. And you don't even have to pay an entry fee.



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LETTERS

↑↓ IS ROBERT LOCKWOOD REALLY REAL?

You have to be making up the letter from Robert Lockwood as a ploy to increase circulation, right? After all, it's 2012 for chrissakes! Yet he writes that the humble bikini is the cause of "legal murder by abortion, same sex marriage, Obama, perverts, overcrowded jails, an economic mess like never before and unemployment without solution."

Don't tell Lockwood, but my wife Debbie points out the babes I miss. Great sport. And the new look is see-through outfits with bikinis underneath and mega high rise heels! Gotta love it, but I guess I'll be going straight from St. Barth to hell.

Speaking of St. Barth, we just can't seem to get out of here. Having given up the idea of going to Los Roques because it would mean having to beat back to the Windwards at this time of year, we'll probably still be here for Carnival on February 22.

I'm having a particularly bad back episode at the moment, so we are really enjoying the calm of the inner harbor moorings, aka the 'Trailer Park'. Ira Epstein of Bolinas is here for yet another year with his Robert Clark 65-ft *Lone Fox*, which took top honors at Antigua Classic Regatta last year, and there has been a Murderer's Row of other beautiful wooden boats. *W*, the schooner *Juno*, and another killer mega schooner with a Belgian flag left yesterday. I think her name is *It's Our Life* or some other strange thing.

Greg Dorland
Escapade, Catana 52
Lake Tahoe

Greg — People think Latitude is full of made-up letters, but it's not. If you doubt us, tell us which letter you think is a phoney and we'll have a little bet on it. In the case of Lockwood, he's practically become our pen pal.

On December 12, he wrote to say beachfront food prices at Punta Mita were "San Francisco," and that we couldn't get a good meal there for seven bucks. We hadn't been writing about the beachfront restaurants, most of which are geared to the Four Seasons crowd, not cruisers. We were writing about the likes of the very popular Como No?, which is our Punta Mita 'regular', and where you sure as heck can get a great dinner in a beautifully designed, sparkling clean restaurant with great food and impeccable service for \$7. In fact, we're not sure there's anything on the menu for more than that.

On January 6, he wrote the letter about the bikini. Seems like a bit of a fashion leap to us.

On January 13, Lockwood graciously wrote to say "although it is your call, I would think you would be reporting on her [singlehanded solo circumnavigator Laura Dekker's] activity, not editing it because of your personal spin."

On January 27, he wrote to say, "You don't know your readers very well. You and your close friends may like to see 'topless' but I think most (real) men like to see class, and class is not topless." Actually, we do know our readers really well, and most of them, being men, would like to see a lot more topless shots. As soon as they send in photos of their girlfriends and wives topless, we'll run them.

On January 30, he wrote to inform us that our "editorials are beginning to sound like Ann Landers." Maybe Lockwood doesn't know that there were more than three 'Ann Landers': Ruth Crowley, a Chicago nurse who did it for nine years, Connie Chancellor and several others who did it for a few months, and Esther Lederer who did it until she died in '02. And no, we don't think we sound as if we're speaking from the grave.

On February 6, we got the most puzzling Lockwood mis-sive of all. "Your article in the February issue of Latitude was

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LETTERS

a really a good piece. Without it, we would know very little of what is going on. If there is any place that can screw this kind of thing up, it is San Francisco." We're not sure, but we think he was talking about the America's Cup. Anyway, we enjoy his letters and wish him well.

As we write our response to your letter, we're at the great new docks of the beautiful Bitter End YC in Gorda Sound, which is graciously playing host to us. St. Barth is but 90 upwind and up-current miles from us, and there's a great weather window to cross the Anegada Passage tomorrow morning, so we're as excited as a five-year-old on Christmas Eve.

The "killer mega schooner" whose name you're trying to remember is the gorgeous Hoek-designed This Is Us. Because she's 'only' 125-ft, she's a mini-maxi schooner compared to the likes of the 169-ft Meteor and others. The captain of This is Us is Robin Winn, a good friend of Doña de Mallorca from her days



COURTESY THIS IS US

working on yachts in the Med and at the super-popular bar in Palma de Mallorca called — we're not making this up — Latitude 39. We're big enough Mark Knopfler fans to have asked Robin if the boat was named after the duet Knopfler did with Emmylou

The name for the 125-ft schooner 'This Is Us' was inspired by the Mark Knopfler song.

Harris. For once we were right. The song is a rockin' 4 minutes and 17 seconds about two people who have been in love with each other for all their adult lives. It sounds treacly, but it's not, so yeah, it's on our iPad.

↑↓ PRESSURE FROM SHIPPING COMPANIES

It isn't just yacht delivery companies that pressure captains to keep to a schedule, it happens with shipping companies, too. My brother-in-law resigned from a shipping company after they told him to cross the North Atlantic in a coaster during the middle of winter. The ship got caught in ice and the crew was lucky to survive.

You may think that such dangerous voyages are limited by the IMO (International Maritime Organization), the United Nations agency charged with being responsible for safety at sea, the security of shipping and the prevention of marine pollution by ships. Well, laws and regulations are made to be broken.

My brother-in-law was the chief engineer, so he was the one who had to work out how to stop the stern door — it was a Ro-Ro — from leaking after ice damaged it. They also lost all their fresh water when the ice floes on deck snapped off the swan necks of the water breathers for the tanks.

I believe the ship was sailing under a flag of convenience rather than the U.S. flag. The captain and my brother-in-law were the only English speakers, so my BIL said it was like sailing singlehanded — he's a very experienced catamaran sailor — because he had nobody to talk to as he and the captain stood watch at different times.

Richard Woods
Richard Woods Catamaran Designs

Richard — The part we don't get is where you think an individual's personal responsibility should come into play. After all, it's not as if your brother-in-law were in the military, where if

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LETTERS

he refused orders he'd be thrown into the brig or shot. Presumably your brother-in-law was knowledgeable enough about the vessel and the North Atlantic in winter to know such a voyage was unsafe. If so, why did he wait until he was nearly killed to resign?

The 'other side of the story' is that yacht delivery captains don't always exercise good judgment. For instance, there is the case of the *Reliance* Yacht Delivery skipper who was killed when the *Lagoon 380* he was bringing across the Atlantic in the middle of winter flipped in 45-ft seas 200 miles from Bermuda. This happened two months before *Reliance* delivery skipper John Anstess and his two crew were killed when the *Voyager 440* Cat Shot they were delivering flipped off the Oregon coast. That two of *Reliance's* boats were lost in such a short period of time has been cited by some as evidence that *Reliance* pressured skippers to take unnecessary risks.

However, an individual with intimate knowledge of the loss of the *Lagoon 380* says the delivery skipper knew all along that Annapolis was the ultimate transAtlantic destination, and that many people were shocked when the delivery skipper insisted on taking a direct route across the Atlantic. When it came to winter Atlantic crossings, previous *Reliance* delivery skippers had taken a safer more southerly route to Miami, then used weather windows to harbor-hop up to Annapolis. Inexperience on the part of the other two crew has also been tossed out as a contributing cause of the tragedy. With the captain crashed out from fatigue, the inexperienced crew reportedly sailed the boat beam to 45-ft seas!

The same individual with intimate knowledge of that tragedy recalls that another *Reliance* delivery skipper made a huge blunder and lost yet another cat during what was supposed to be the delivery of a *Privilege 51* catamaran from Tahiti to Barcelona. Despite the fact that the Galapagos wasn't on the way and the captain didn't have proper charts, he decided to visit the islands made famous by Charles Darwin. During an ill-advised nighttime approach, the skipper drove the catamaran onto a



LATITUDE ARCHIVES

'Cat Shot' after a terrific storm flipped her, killing her three-man crew.

reef, ripping off both rudders. We're told the cat was totally stripped by dawn. "The entire galley had been cut out in one piece and removed, the hulls had been

cut open so the engines could be removed out the sides, and there was not a piece of metal left, not a winch, windlass, stanchion or head sink," says our source.

The point we're trying to make is that delivery skippers aren't always or necessarily victims of the companies for which they work. Being a delivery skipper is a very demanding job, one that requires good judgment and the willingness to accept personal responsibility.

↑↓ A SHIP CAPTAIN'S OPINION ON WHO IS IN CHARGE

In my 40 years of 'messaging about in boats', personally and professionally, the weather conditions extant on the intended route have always been in the forefront of my voyage plan. My consistent advice to cruisers is never let some artificial deadline outweigh the weather enroute when planning the next, or first, leg of a voyage.

The most famous case of someone from the head office negatively impacting a voyage plan is none other than J. Bruce



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LETTERS

Ismay's pressure, subtle or not, on Captain Smith to make a record passage on the *RMS Titanic*. Ismay was the president and managing director of the White Star Line, which operated the ship. Ismay survived the disaster by helping man one of the lifeboats filled with women and children.

I'm sure that yacht delivery companies consistently make promises to owners, which the delivery captain is stuck with making good on. The mantra at the company with whom I spent the bulk of my career moving ships between the States and Asia was, "If the cargo's not moving, the ship must be."

I strenuously questioned this mantra as part of my findings when asked to look into the root causes for why several of our ships had collided with fishing boats during foggy conditions. Our captains had felt the subtle, yet omnipresent, pressure of schedule sanctity forced them to go too fast in foggy conditions. Once I presented my preliminary findings to my boss, I received a call within hours from one senior VP to draft a letter for his signature stating that schedule sanctity was secondary to safety. This was done, and it was sent to all ships to be posted in the wheelhouse.

The point is that the captain has the ultimate responsibility for the safe passage, a responsibility that cannot be delegated or subsumed to some subtle pressure, real or imagined.

Gary M. Schmidt
Syzygy, Beneteau First 345
Bainbridge Island, WA

Readers — Schmidt's saying that he's 'messed around in boats' for 40 years is putting it mildly. After being the captain of a 900-ft container ship that rescued more than one sailor in distress off the California coast, Schmidt invited us along for an 18-hour run from Los Angeles to the Port of Oakland. It was one of the most memorable experiences of our life. Anyway, we agree with his last paragraph so much that we're repeating it:

"The point is that the captain has the ultimate responsibility for the safe passage, a responsibility that cannot be delegated or subsumed to some subtle pressure, real or imagined."

In other words, if you don't have the cojones to tell management when a voyage is not safe enough to undertake, you have no right being a captain. It's like being a pilot of a loaded 747. Sure, all the passengers, and surely the management, want you to get them to their vacation spot on schedule, but if the conditions for landing aren't safe, it's your responsibility as the pilot to not give in to pressure.

↑↓ FINDING FAULT

The idea that anyone other than the captain is responsible for the safety of his vessel and crew is ludicrous. But equally stupid is the British Registrar who found no fault with the skipper of the vessel who took off into very bad weather.

Joseph Helfand
Jolin, Nonsuch 30
Alameda

Joseph — The British Registrar has a typical legal mind, apparently unable to comprehend the finality of nature. You can't contest a wave flipping a boat and killing the crew, nor can you appeal it to a higher court. That's why a captain, not someone thousands of miles away, has to be in charge.

↑↓ DON'T KNOW NOTHIN' 'BOUT GEOGRAPHY

Sorry to be a bother, but the first photo in February 10's *Lectronic* doesn't show Horst Wolff and Julia Shovein's Island Packet 35 *Pacific Star* at St. Katherine's Dock in London. For the architecture, it looks much more like the coast of

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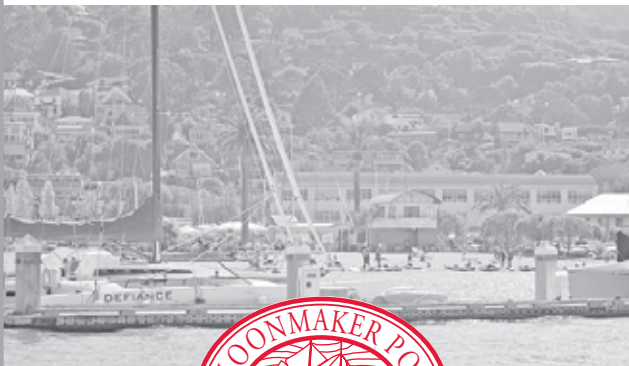
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LETTERS

Normandy in France.

Moe Kafka
Richmond / La Rochelle

Moe — Our editorial staff was tripped up by a caption



HORST WOLFF

from the photographer that could be taken several different ways. You're correct, the photo is actually of Honfleur, France.

A misreading of the photographer's caption caused the unfortunate misidentification.

By the way, we realize that Franz Kafka probably isn't a member of the family tree, but we remember laughing when reading his claim that "God gives

the nuts, but he does not crack them." We always marveled at how many ways that could be taken and how Zen it seemed.

↑↓ ENGLAND, FRANCE OR ITALY

I think the photo in the February 10 'Lectronic that you described as Cinque Terre, Italy, was actually Portovenere, which is south of the five villages that make up the famous Cinque Terre region. The reason I remember is because of all the colorful buildings I saw there a few years ago.

Ken Reynoldson
Gualala

Ken — "Colorful buildings" are not unique to Portovenere, as they can be found all up and down the Italian Riviera. Even ultra dolce vita Portofino has them, and much of the color is due to — gasp! — faux shutters and such. Charming as these little towns are, in the light of day, all the faux makes them look almost like Hollywood stage sets.

The photo was taken in Honfleur, France, at the confluence of the tidal Seine and the English Channel on the Normandy coast. Not to sound too snooty, but we know it's not a photo of Portovenere because we were at Portovenere for the launching of Tom Perkins' 289-ft Maltese Falcon. Wow, did he ever put on a light show the night the great yacht was suddenly illuminated for all to see!

↑↓ SINCE WE'RE TALKING ABOUT ITALY . . .

Good article in the January 25 'Lectronic on the dangers of the Italian government imposing high taxes on yachts, foreign and domestic, starting in May. I hope a lot of folks read it.

Are you interested in running for governor? I think you regularly display a hell of a lot more sense than Mr. Brown, such as in his brilliant move of putting thousands of people out of work through abolishing the redevelopment agencies.

Keith Brown
Daisy, Fairchild 30
San Francisco

Keith — For those who didn't read the 'Lectronic, starting on May 1 the Italian government will levy a daily tax on all yachts, ranging from \$312 a month for 40-footers to \$1,200 a month for 70-footers. Although as Dave Wallace of Air Ops pointed out, there are discounts for sailboats and older boats. Nevertheless, our fear for beleaguered Italy is that the tax will drive foreign boatowners to nearby places such as France,

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Greece and Croatia. And that the tax will discourage Italians from buying boats, and undercut the Italian boatbuilding industry, which is significant. We foresee a big net loss.

Sorry, but we can't accept the office of governor. For us, it's benevolent dictator or nothing.

By the way, not all jobs lost to redevelopment agency programs were good ones. For example, many of the projects were self-indulgent and unneeded ones that merely took taxpayer money and put it into the hands of politicians and Krony Kapitalists, and saddled cities — meaning taxpayers — with debt they couldn't afford. And in the case of spectacularly misgoverned cities such as Oakland, redevelopment agency money was used to pay the salaries of regular city workers. In other words, it was sort of like borrowing money to buy income property but actually using it to hire your cousin's daughter to be your servant.

↑↓ **BEYOND COMPREHENSION**

I really liked your January 25 'Lectronic comment that "Governor Brown's suggesting tax increases, as opposed to cutting graft and wretched spending excess, and nixing the plans to spend \$100 billion on a choo-choo to nowhere" is ridiculous. I cannot tell you how much I agree, as \$100 billion for high speed rail is beyond comprehension. It would never be able to sustain itself, and we, our kids, and our grandkids would be paying for the misguided idea for generations. The amount of graft and misspent funds in this state is unbelievable.

Doug Robbins
San Francisco

Doug — So we can count on your support in our efforts to become benevolent dictator?

↑↓ **SURPRISED TO NOT GET THE 'SHORT SHAFT'**

Gary Kahler's letter about how much 'fun' it is to shop for an outboard in Mexico brought back a fond memory. After the '98 Ha-Ha, and after 18 months cruising up and down the wonderful Pacific Coast of Mexico and the Sea of Cortez, our little Johnson 4-hp finally gave up the ghost. We were in Zihuatanejo at the time and were in a hurry to get to Acapulco where we were assured we could buy a replacement.

Sure enough, the store out in front of the Acapulco YC had a Mercury 8-hp longshaft for sale. It was too big, at \$1,899 too expensive, and we didn't want a long shaft. So after visiting a few more stores that couldn't help me, I finally found one where they said they could get me a 5-hp shortshaft in a few days. Not through Mexico City, but through Guadalajara. There would be no import duty, no *mordida*, and the price sounded good to me. Then *El Señor* said, "Money in advance."

After more shopping around, and after a few beers, I decided what the hell. With all the great experiences we'd had in Mexico up until then, I figured we should trust the guy. Besides, we still had a lot of cruising to do, and my wife didn't like to row.

I was able to coax enough money out of various ATMs and returned to the store to fork over the \$1,200, second thoughts notwithstanding. I got a receipt and a smile, and was told to come back in three days. Upon return, *El Señor* hit me with an apology before I could even say hello. My outboard was *not* enroute, he told me, but was in Mexico City after all, and was awaiting clearance into the country. So *El Señor* suggested that I return in four or five more days and see what happened.

Acapulco was not one of our favorite landfalls, and we were in a hurry to get to Huatulco, but the beaches, the buses,

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and the cliff divers kept us occupied until I returned to the store. When I got there, I was told, "There is no outboard for you. We don't know what happened".

"Fine," I said, "here's my receipt. Just give me my money back and we'll be on our way."

"Sorry, señor," the clerk replied, "the boss is gone and we have no money here. But he'll be back this evening and you can talk to him then. I will advise him of the problem."

I returned that evening, fully expecting the worst. Instead, with almost no words spoken, a man handed me a paper bag. I looked inside at a big wad of bills. It sure looked like \$1,200, and a quick count proved it to be accurate to the dollar.

We now have an \$1,899 long shaft that we bought at the first store we visited.

Diana & Bill Barash
Diana B, Cal 39
San Rafael by way of Morro Bay

↑↓WHAT'S THE WEATHER LIKE IN SANTA BARBARA?

It's a perfect winter day here in Santa Barbara. We had southerly winds, then heavy drizzle for 12 hours last night. I woke up to gentle west winds and light coming through dry clouds, and am presently enjoying bright blue everywhere in 20+ knots of westerly with no more clouds. It's a crisp, dry, sparkly day — you know the type. But it's definitely not as warm here as places south of the 'Tropic of Taurus'.

I'm going to Santa Barbara today to buy an iPad for writing. What dictation/writing program do you use? The local iGeniuses haven't been very helpful.

Mike Pyzel
Caballo Blanco, Cal 28
Carpenteria

Readers — Normally we wouldn't answer a non-sailing question like this, but Mike was one of those brave souls who did the original Singlehanded TransPac in '79 and, with the Cal 28 (modified) that he still owns, has made more than 650 trips between Santa Cruz Island and Santa Barbara. And for the last several decades he's been a respected marine surveyor.

People can call us a fanboy all they want, but we're nuts about our iPad. In fact, if they offered an iPad with a vagina, we might get married for the third time.

In order to effectively type on an iPad, we think an after-market keyboard is needed, some of which fit very nicely into a little protective case for the iPad itself. We don't do a ton of writing on our iPad, leaving that for our MacBook Pro.

Dragon is a great voice recognition app that will magically render what you and others say into text. But the last time we checked, it wasn't as if we could record an hour interview and have it all typed out for us. Such a pity! Nonetheless, it's great for saying short messages into your iPad, then instantly emailing them to yourself or others. As in "I need two winch handles, a tube of 5200, and 20 feet of 3/8-inch line when I hit the chandlery." You get to the chandlery, hit your email, and there's your list.

We love the iPad because, no matter if we're in the States, Mexico or the Caribbean (if we've got the right SIM card and service), before rolling out of our bunk in the morning on Profigate or 'ti Profigate, we can read and respond to all of our emails, access Google, access all of the best graphical weather forecasts, read all of the major newspapers of the world, play back an interview we just did, and do so much more. To a person with desires and work needs such as ourself, this access to knowledge and factual information is almost as critical as the air we breathe. Indeed, the last thing we do at night and



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LETTERS

the first thing we do in the morning is get online with our iPad, and most nights we get up at 4 a.m. for an update. Various people are addicted to meth, coke, bourbon, loose women and what have you. We're addicted to information.

Now let's talk about iPad navigation. The Navionics navigation app for the iPad is how we navigate, no matter if we're in California, Mexico or the Caribbean. A lot of iPad owners don't seem to realize that iPads have a built-in GPS, but they do. That means you don't need to have internet access for the Navionics and other navigation programs to work.

For example, just the other day we navigated through the



LATITUDE / RICHARD

Using the iPad to navigate 'Don't You Dare' Channel into Blunder Bay.

'Don't go!' narrow and shallow pass that leads between the Sir Francis Drake Channel and Blunder Bay in North Sound in the British Virgins. We had no internet access, but the iPad and Navionics did us right. Sure it got down to where there were only six inches between the bottom of our keels and the coral bottom, but thanks to our iPad and

depthsounder, we made it. (By the way, don't you try it, particularly not if you've chartered our cat!)

But here's a weird thing about Navionics. More than a year ago we paid \$29.95 for the equivalent of a huge pile of charts and navigation capability for the Caribbean. So when a customer at BVI Yacht Charters asked us what we used for navigation, we proudly pulled out our iPad, turned on the Navionics apps, and got all the charts — but not the ping showing our boat position. What the heck?!

Our new friend was impressed enough with the charts alone that he paid \$49.95 to download the Navionics Caribbean and South American app on the spot. He didn't want or need South America, but Navionics had inexplicably bundled it with the Caribbean. The charts and his boat position came up right away, and with a much more facile program than the original one we had.

We tried to update our Caribbean-only app, but it was no longer available. So what's this, Navionics is stiffing their old customers for service? It's all we can figure, and if that's true, it's B.S. Regardless, we coughed up the \$49.95 for the Caribbean and South America app, even though we didn't need or want South America either. Sure enough, the new app worked as well as the old app didn't work. So while we love the Navionics app, we think they've got some serious 'splainin' to do to their customers.

↑↓ HIS SCREAMS CARRIED QUITE A DISTANCE

I read last month's article on boat handling, different 'comfort zones', and boats passing too close at sea. This reminded me of an incident in which I was somewhat involved a few years ago.

My brother and I had spent the weekend sailing, and on the last morning tied up at Sam's in Tiburon. From the top of the dock, we watched as a couple, with the man at the helm, attempted to dock their 30-footer. The wife jumped to the dock, but the man had the boat going too fast, so she, unable to get a line on a cleat, was almost pulled in to the water. The boat swung as the husband reversed the engine, and his screams carried quite a distance. The wife had to drop the line to keep from being pulled into the water, so the boat

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ended up sideways in the berth.

The husband backed the boat out of the berth, bumping and grinding all along. He circled around and came in for a second attempt, once again too fast, and on the upwind side of the berth, dragging the bow line. The husband threw the aft line at his wife, hitting her in the face. This time she managed to get the line on the cleat, but that caused the boat to swing again. The whole time the husband at the wheel yelled at her. "What are you doing?! Stop! Pull! The other side! What are you doing!?"

My brother decided it would be better to get his boat out of harm's way, so we walked down the dock to his boat. By this time, the husband, having done another circle, came heading back to the same spot, screaming at his wife the whole time, dragging both the bow and stern lines.

I decided it was time to get involved, so just before the boat smacked the dock, I grabbed her (the boat, not the wife) by the nose and held on. I yelled to put the engine in neutral and for the wife to fish the trailing line out of the water and tie off. I then grabbed the bow line and tied off. The husband, still standing at the wheel, was still screaming at his wife, looking like a fool. My brother and I sailed away to the noise of the husband belittling his wife.

Boat speed is key to bringing a boat into a dock, and too fast is no good. Picking the right side of a berth to tie onto also helps. If the husband can't communicate properly, or if the other person is unskilled, screaming will just make things worse. It just goes to show that having a boat doesn't mean you know how to use it or command it.

Paul Clausen
Pacific Northwest

Paul — We're surprised, as it's extremely rare for husbands and wives to have loud words while docking or performing other vessel maneuvers. What a lot of male skippers don't seem to understand is that getting yelled at makes women really horny. Just ask.

↑↓ I LOVE SAILING THE BAY AND AROUND THE WORLD

I just wanted to send *Latitude* a big thanks for publishing my article on Croatia in the February issue, and for all the times my photos have appeared in your pages. I love sailing the world and teaching sailing on the Bay — and appreciate all that *Latitude* does to contribute to the sport of sailing.

Rod Witel
USCG Master
US Sailing Instructor for Club Nautique

Rod — And we thank you. There are a lot worse gigs in life than bringing more happiness into the world by helping people appreciate the pleasures of sailing and through it the wonders of nature. For example, you could be a dentist, the profession most hated by its practitioners; a thankless meter maid; or a lawyer, 19% of whom suffer from depression. Which according to a survey by Johns Hopkins University, is much higher than in any other profession.

↑↓ DEETS PLEEZ

We are interested in doing the SoCal Ha-Ha with our Corsair F-31. What are the details?

Hans & Merrolee Millenaar
Triagan, Corsair F-31
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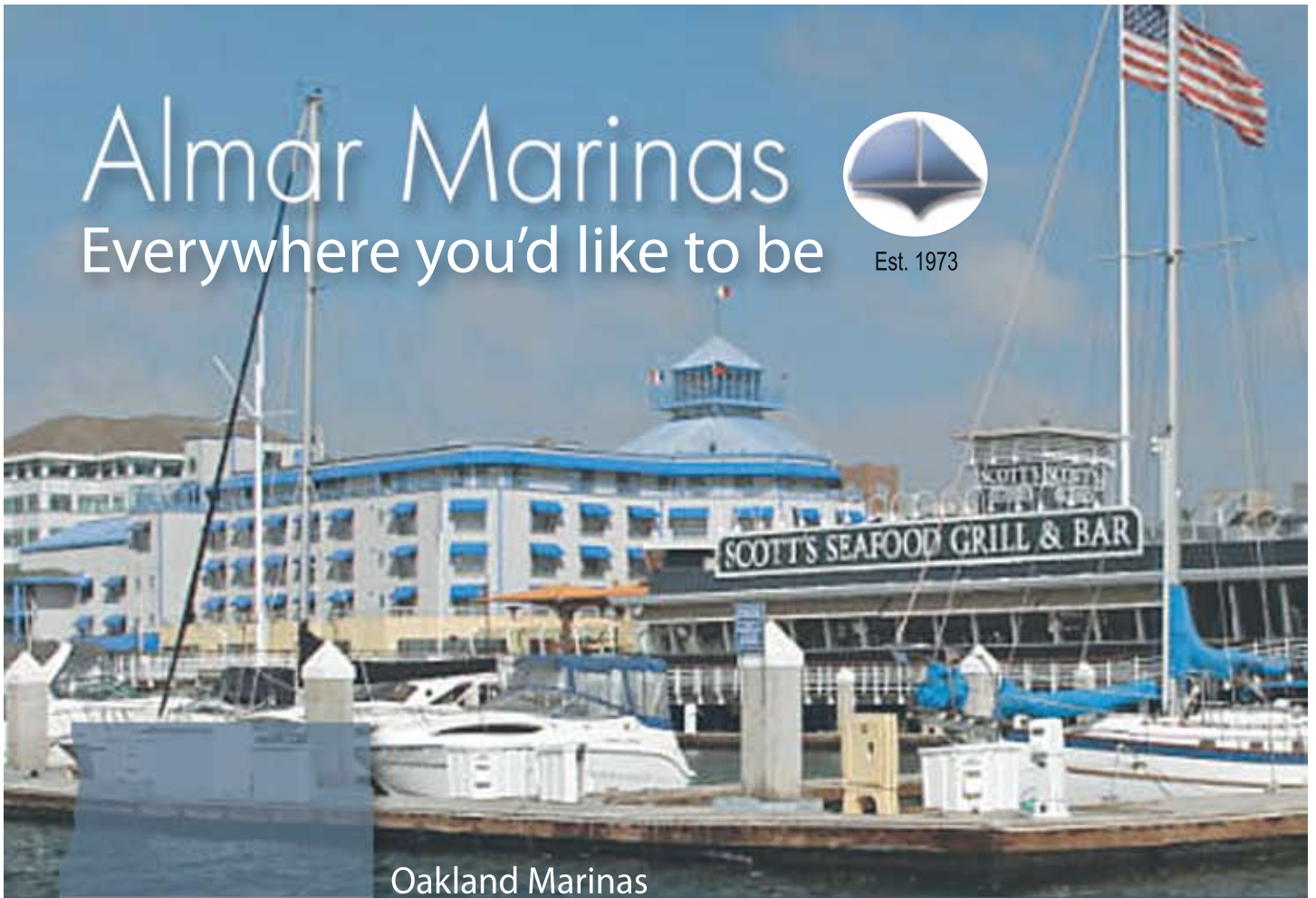
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LETTERS

following letter.

↑↓ A POSSIBLE SOCAL HA-HA ITINERARY

A SoCal Ha-Ha? What a great idea! Count us in. We're the Smith family of five, plus two grandkids.

Thom Smith
Skewed, S-2, C-35
California

Readers — We keep getting letters of support for the concept of a SoCal Ha-Ha, so we've done some more thinking about the idea. Given the various parameters, we figured it would be best to have a SoCal Ha-Ha that would entail almost all reaching or running, and could be completed in a week. We're thinking of an itinerary like this:

Sunday — Start in Santa Barbara with a welcome BBQ on the beach in the afternoon, having given folks as much of the weekend as possible to bring their boats up from the south or down from the north. One possible impediment is that Santa Barbara may be rebuilding Marina One, which would mean they wouldn't have any vacant slips. But there's always room to anchor out.

Monday — After a great 30-mile reach/run to Santa Cruz Island, we'd spend the night there.



LATTITUDE / RICHARD

Shooting the gap between Santa Cruz and Anacapa is almost always light and tricky because of the lee of Santa Cruz Island.

have a sundowner gathering for half the fleet's skippers and mates aboard Profligate.

Wednesday — After a 50-mile run, the fleet would anchor off Paradise Cove, just around the corner from Pt. Dume. The other half of the skippers and mates would be welcome aboard for sundowners on Profligate.

Thursday — From Paradise, it would be a 25-mile reach/run to Redondo Beach's King Harbor. Either we could anchor behind the breakwater or maybe our good friends at the King Harbor YC would have room for a few boats to tie up to the dock.



LATTITUDE / RICHARD

Friday — From King Harbor, it's a 25-mile reach to Two Harbors, Catalina. This weekend start would mean that folks who couldn't take the whole week off could join us for the weekend. We'd have a big beach

A bonfire at Saturday night at Two Harbors? A SoCal Ha-Ha could do that.

BBQ at Two Harbors on Friday night, and there's always live music with dancing on the patio.

Saturday — This would be another hiking/socializing/BBQ-ing/dancing day at Two Harbors.

Sunday — This would be a little tricky, as the fleet would no doubt be dispersing in different directions. Maybe folks could

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LETTERS

self-group on their way back to Marina del Rey, Long Beach, Newport or whatever.

The idea of a SoCal Ha-Ha would be to make it as much like cruising as possible, with mostly anchoring out, and alternating sailing with socializing and hiking. The event would probably be in mid-September and cost about \$200 a boat to enter. Comments please.

↑↓ **OPEN WIDE, SEÑOR!**

We're headed to Mexico on April 1, flying to Morelia to see friends and get some dental work done. Then we'll be headed out to the coast. Is there some sort of electronic bulletin board or other format where we can communicate with people on boats?

I'm asking because we're also going to visit Zihua and would like to sail while we're there, and/or wouldn't mind helping someone take their boat across the Gulf of Tehuantepec. I sailed from Eureka to Fatu Hiva a couple of years ago, and did last year's Half Moon Bay Race. My wife is a novice sailor — but she's a professional chef. What do you think our chances are?

Thanks for any wisdom you can impart. Or failing that, your frank opinion will suffice.

Bill Huber
Northern California

Bill — Wasn't it Woody Allen who said that 80% of life is just showing up? That's how it is with sailing. If you're there on the dock with a sail bag, your chances of getting on a boat are much greater than if you're trading emails with boatowners from thousands of miles away. When you get to Zihua, we suggest that you hang out at the dinghy landing area on the beach and start networking with folks getting in or out of their dinghies. Someone will help you get on the local cruiser net, if not the SSB nets, where you can get your message out. If you look and talk like a sailor, and your wife knows how to flash the knives, we think your chances of getting on a boat are very good.

By the way, cruising friends who recently visited Morelia on the way back to their boat in Puerto Vallarta from Mexico City said it is spectacular, with Old World charm and beauty. The historic city center remains almost the same as when the city was founded in 1541, featuring wide streets and lots of plazas. The ancient aqueduct boasts 285 arches, not one of them owned by McDonalds.

↑↓ **GETTING MEDICAL CARE IN MEXICO**

I love *Latitude* as it helps keep my dreams of adventure alive. I'm always intrigued by the stories cruisers tell about the great medical care they've gotten in Mexico and Central America, as well as in other parts of the less developed world.

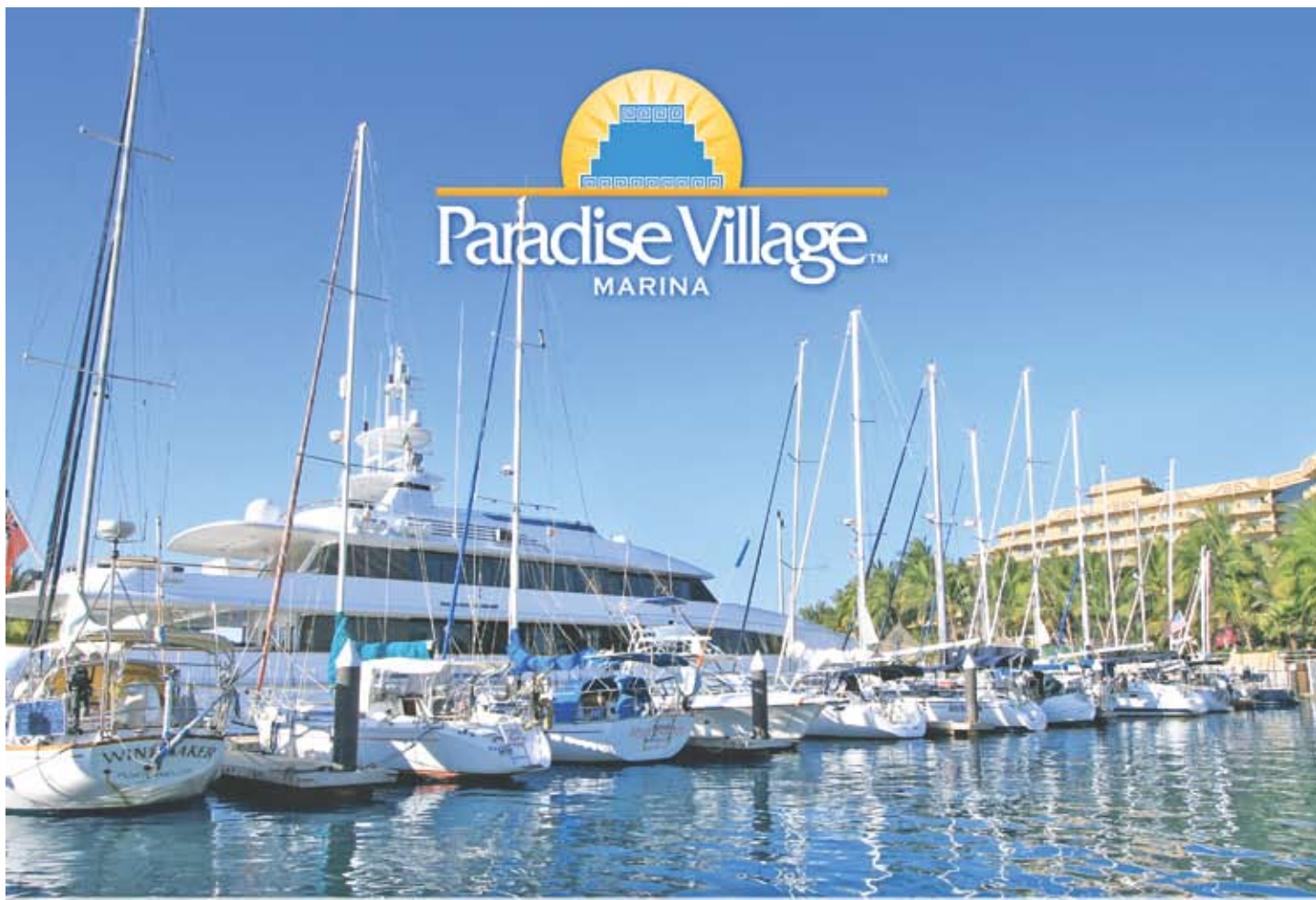
As a self-employed business owner, I'm constantly attacked with higher premiums by my insurance carrier, and I already pay high premiums for my high-deductible, minimal-coverage policy. Since we will be heading down south in the fall, I would gladly save up my greenbacks to have the work completed in less-expensive Mexico. I am sure there are good and bad doctors in Mexico — just as there are in the States. Do you know of a way I can find the good docs?

Matt Brown
Amador, Hunter 380
Sutter Creek

Matt — Many cruisers have raved about the health care



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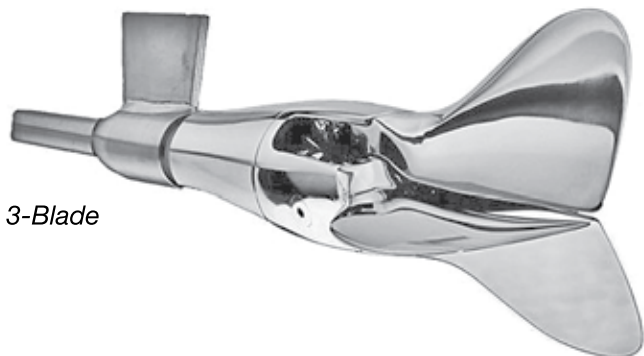


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LETTERS

they've received in Mexico. They speak of personal rather than assembly-line care, low prices, and little if any waiting. But you're right, just as in the States, it's critical that you get the right doctor.

Health care tourism in Mexico is booming. To give you an example from just one area, Paradise Resort and Marina in Nuevo Vallarta has just opened a state-of-the-art 'Tourism Hospital' not more than 100 yards from the boats in the marina. A slight delay of the opening of the facility prevented us from getting a tour until we return in May, but we're told it's excellent. Another superbly equipped new hospital geared toward tourists opened up in P.V. not far from Marina Vallarta.

If you were to visit any city in Mexico where cruisers hang out — La Paz, Mazatlan, Puerto Vallarta — just get on the local cruiser net and ask around. You'll get plenty of advice, and in some cases will find Americans who specialize in connecting patients with Mexican doctors and hospitals. Furthermore, some of the hospitals give regular presentations and tours.

The one place we'd be more careful is Cabo San Lucas, as there have been scandals about some of the health care practices there, although primarily related to those who needed emergency care.

↑↓ PERMANENT ONBOARD SAFETY LADDER

After I had to pull my neighbor out of the water at Berkeley Marina, I decided to convert the transom ladder on my Newport 27 to a safety ladder. The advantage of converting the transom ladder, as opposed to installing one on my dock, is that it's always with me.

The ladder drops by pulling on a plastic rod, which is suspended close to the stern some four inches above the water. See the hook at the lowest end of the rod in the accompanying photo. The ladder release from the lifeline at the top of the



MICHAEL NAYLOR

rod is shown in the photo insert, requiring just a one-inch pull down to drop the ladder. The ladder gently falls into the water and allows the swimmer a foothold on the submerged rungs. Of course it still requires that the swimmer have sufficient strength to pull himself/herself up the ladder.

The climb-out-of-the-water alternatives on my docks are swimming to the shore and trying to climb out over slippery rocks. That would be a real challenge to an exhausted swimmer.

Naylor set up a permanent safety ladder on his boat.


Michael Naylor
Harvey, Newport 27
Oakland

↑↓ ANOTHER REASON TO HEAD FOR MEXICO

I was listening to National Public Radio member station KPCC in Los Angeles recently when they reported that people who throw Frisbees or footballs on L.A. County beaches this summer will be subject to a \$1,000 fine.

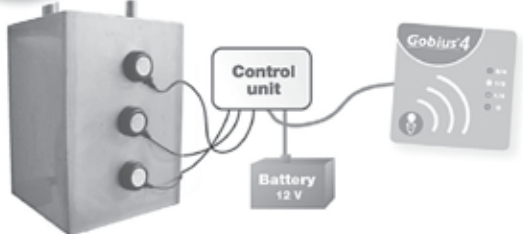
According to KPCC, the L.A. Board of Supervisors recently approved a revision of a 37-page ordinance (!) that outlines what is acceptable behavior on county beaches.

"It's not a sweeping ban," says NPR. "Specifically, the ordinance prohibits 'any person to cast, toss, throw, kick or roll' anything other than a beach ball or volleyball on any L.A. beach between Memorial Day and Labor Day. The basic idea is to protect the general public from flying objects during



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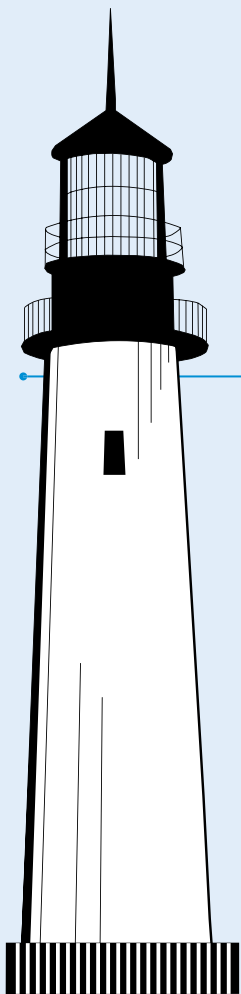
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LETTERS

the peak summer months, when beaches are at their most crowded. So those aspiring to be the next Gabrielle Reese are good, but Eli Manning wannabes, not so much. And the Frisbee Olympics are definitely out."

The *Los Angeles Times* reports that the revised ordinance is less draconian than what was already on the books. The old rules issued an outright ban on "ball playing" and "nudity and disrobing."

"The new ordinance allows beach balls and volleyballs while ruling out the rest, except if there is a designated area, the beachgoer has obtained a permit, it's a water polo ball being used in the water, or if a person gets permission from the fire chief or an ocean lifeguard to play with any other object in the water," the *Times* reported.

The new rules, however, did increase some fines from \$500 to \$1,000.

Mike Crews
Valinor, Ericson 32-300
San Pedro

Mike — On the surface the new legislation sounds outrageous, but when you live in a crowded environment such as coastal California, and not everyone's cultural backgrounds respect the rights, space and welfare of others, you pretty much have to restrict some activities.

On crowded beach days we can understand the need to protect innocent people from getting hit on the head with a football, but who could possibly object to sex on the beach after dark? It's as American as eating apple pie, but thanks to sand in the orifices, not always as pleasurable. If we ever become benevolent dictator, we're going to insist on three things: 1) Low-cost teleportation, 2) Universal free high-speed internet access, and 3) The right to have sex on secluded beaches after dark.

↑↓WRONG RUBY

I was contacted over the internet by a woman in Oregon who wanted to know — possibly because I own a sailboat named *Ruby* — if I had any info about an old family photo of a sailboat also named *Ruby*. I was able to learn that this other *Ruby* was owned by a Fred Patricia and sailed out of Alameda. In the photo she's 'looking good' off the Cityfront back in 1919, with what appears to be Alcatraz in the background.

Josh Pryor
RUBY Sailing

Readers — For those keeping score, Josh Pryor's 64-ft



LATITUDE ARCHIVES

sloop Ruby, which he built on the waterfront of San Francisco in the late '70s, sailed in the tragic 1982 Doublehanded Farallones Race. Pryor and his crew would finish a startling first on corrected time in a race that ultimately claimed four lives.

As for Pryor's habit of wearing top hats while sailing, we think that's a retro look that definitely needs to come back.

↑↓WHERE'S WEATHERMAN DON ANDERSON?

It seems as if Don Anderson has totally dropped out of the weather forecasting scene on the *Amigo* and *Southbound* nets.

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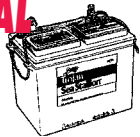
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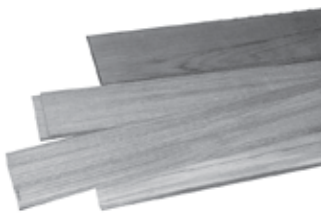
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LETTERS

Can you clarify what's happened to this weather forecasting institution?

Louis Kruk
Cirque, Beneteau 42s7
Central America

Louis — Tom and Lori Jeremiason of the Berkeley-based Catalina 470 Camelot in La Cruz report that Anderson is — as he warned several months ago — in the process of selling his house and moving aboard his boat. As such, he's dismantled his Ham/SSB radio setup, something he thought would take a month or two to get set up again. By the time this issue comes out, it's likely he'll be back on the air again. If not, Stan of Sol-mate Santiago (www.solmatesantiago.com/weather/forecasts.html) is providing text weather via Saildocs (SailMail) for the various net controllers to read during their assigned shifts.

Has anybody ever given weather forecasts with more flair than Anderson? He's the opposite of the robo voices on NOAA forecasts.

↑↓ BEST SOURCES FOR WEATHER INFO

I'm taking off cruising this year and — this is really great — not coming back. But in this world of tons of instant info, I'm wondering what is the best way for a cruiser such as myself to get good weather forecasts when heading south. At this point, 'south' could be from Mexico to Panama. Could you help me?

By the way, thank you, from me and I'm sure a lot of others, for helping to keep our cruising dreams alive and well. Latitude is the best!

Tom O'Neill
Calypso, Catalina 30
San Diego

Tom — Thanks for the kind words. Since our weather needs are relatively limited — primarily for the Ha-Ha and crossing the Anegada Passage — we rely mainly on Commander's Weather, Passage Weather, Buoy Weather, Wind Guru and other interpreters. Others who are lucky enough to make longer passages need other sources, so we've asked what they use. The following letters are some of what we received. Because of space limitations, we'll have more next month.

↑↓ GRIBS ARE THE WAY TO GO

In the old days (40 years ago) we used to listen to the shortwave and copy down the reported lows and highs so we could guess where the storms were and also where the pressure would be. Then came weatherfax. Nowadays we have the internet.

The unquestionably best sources for weather forecasts are NOAA GRIB files. I use the Ugrib reader from www.grib.us to select and view the files. You can download it and view 5 or 7 day forecasts.

For longer range forecasts — up to 16 days out — go to www.emc.ncep.noaa.gov, where you can get GFS files in a graphic format similar to Passage Weather.

These NOAA products and the Ugrib Reader are free to the public and are from the same source that the pay sites use. But remember that they generally run about 15-20% under in winds over 20 knots. And they do not account for gusts. They're usually very accurate up to 36-48 hours out. More than that, it is just a modeled guess.

You should also study pilot charts for the areas you will be sailing. You can find links to download pilot charts at www.offshoreblue.com/navigation/pilot-charts.php.

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LETTERS

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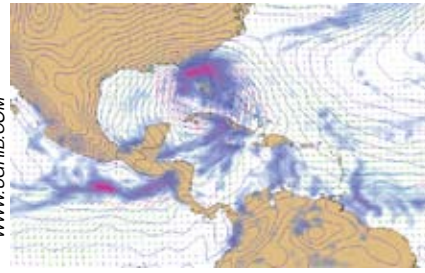
Jack Watson
 Santa Cruz

↑↓THREE OPTIONS

I use three sites to check the weather.

1) If I really want detail, I check the marine weather from the National Weather Service in Honolulu. They have all kinds of products, so I only use this to look at the big storms.

2) If there is a big storm brewing and I want to see where it is headed, and to validate the NWS forecast, I use Ugrib to check where the storm will go. It is a free downloadable program, and has an animation feature where one can play loops of the weather.



WWW.UGRIB.COM

Ugrib can animate GRIBs.

3) On a daily basis, I always take a look at the Central North Pacific High Seas Forecast. One can subscribe to this information and the NWS will very kindly send you an email every six hours. The really nice feature is the forecast map, which allows one to know what weather is going to slam into our great state over the next few days.

Brian Marion
 Los Angeles

↑↓GRIBS WHILE CRUISING

Aboard *Angel Louise*, we use any wind info and weather from wherever we can get it, including those mentioned in *Lectronic Latitude*.

We've mostly used and loved the sources we can get for the Mac we use for navigation. One source that some may not have seen or used for wind GRIBs, especially in port, is a great program called iGrib, which we like when we are within range of service with our iPad.

Otherwise we like the Saildocs GRIBs and such weather as is available via Iridium Satellite Phone on MacWX overlaying our MacENC charts. You can see example screen shots on the website at www.macenc.com. Pick 'Screenshots' and go to the bottom of the pictures. They use pictures from the Bay Area!

Ed & Sue Kelly
Angel Louise, Catalac 37
 Currently in London / Des Moines

↑↓WEATHER4 YOU

I'm liking an iPad app called Weather4 (www.weather4d.com/en). It's \$5.99 for the basic version (the one I've been playing with) and I like the presentation and UI for more than just GRIBs. It's easy to use and update, fast to set custom areas, and fast to learn to use.

There are many sites for what are basically the same GRIBs, and the value added here is the synthesis and presentation of pressure, temperature, waves and wind, all of which I care about. Check it out!

Rob Murray
Avant, Beneteau First 435
 Vancouver, B.C.



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LETTERS

↑↓NO POOP, IT REALLY DOES WORK!

In the February issue, Gordo Klenk asked for a report from anyone with experience with the Airhead Composting Toilet. We had occasion to rely on an Airhead for a few days while visiting with friends who had installed one aboard their catamaran. They told us that installation was initially a bit of a challenge due to the unique architecture of their available space but that, once this was resolved, all went smoothly.

We can verify that the "no odor" claim in the advertisements is absolutely true. The small, energy-efficient fan kept the Airhead, and the head space in general, odor free. By the way, solids and liquids are separated. Liquids are disposed of — generally overboard — when the jug is nearly full. Solids are churned into the peat-filled base with the turn of a built-in crank handle.

On the rare occasions when we could smell anything, it was the smell of the jungle — that rich, earthy smell of densely growing vegetation. It wasn't at all unpleasant. We were very impressed with the Airhead.

Libbie Ellis & John Gambill
Formerly of *Hotwire*, Bruce Roberts 36
now Tarpon Springs, FL

↑↓TIME TO BREAK OUT THE BAR OF LIFEBOUY

I would appreciate it if you would draw upon your vast command of the English language to find descriptive words for *Latitude* that don't include sh*t, tu*d, p*ss, fu*k, a**, etc., etc., etc. Using these words makes you appear to be swearing like a drunken sailor, while limiting your perceived intelligence and journalistic credibility.

Carol Putman
Walnut Creek

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Carol — We recently completed Walter Isaacson's excellent biography on Steve Jobs, and noted the dilemma Jobs faced when he banned porno apps from the App Store. A large number of people saw it as somebody finally becoming an arbiter of good taste. Another large group was outraged that Jobs had seemingly evolved to the point where he'd become the Big Brother he once so severely criticized. "My wife and I love to watch porno together, who are you to tell us we shouldn't," one former fan wrote. Jobs just couldn't win.

We feel the same way. Our dilemma is that we have some readers who have refined tastes, while others grouse if we don't "keep it real." We're not sure that we want to sanitize the speech of others, but we personally will try to do better. And we do thank you for your suggestion.

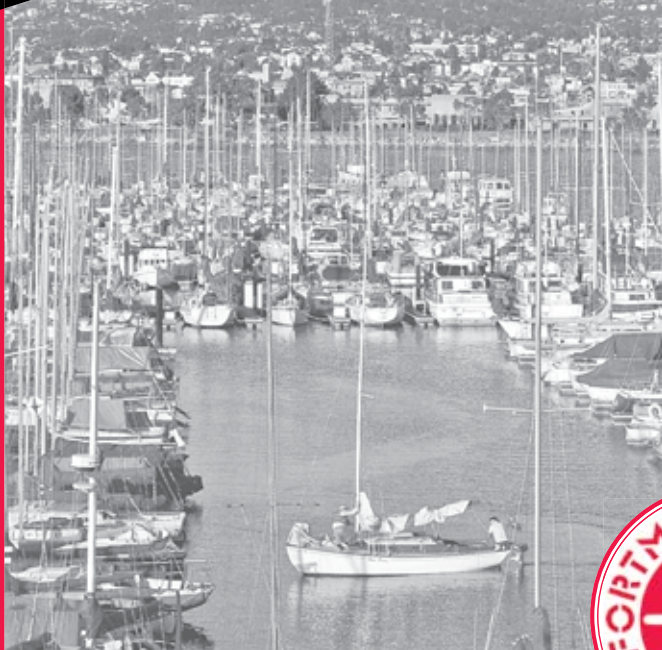
↑↓WELL-DESERVED AWARDS

It was great to read the February 6 *Lectronic* piece about Thies Matzen and Kicki Ericson's winning the bluewater CCA and OCC awards.

Long after GPS became affordable, my wife and I continued to sail without one, relying on the sextant instead. Occasionally I'm called to task about how I can justify sailing without a GPS. The best answer I can give is that in '97, when the Hiscocks' *Wanderer III* sailed into the Cocos (Keeling) Island lagoon, we got to meet Thies and Kicki. I suppose we might have met them if we'd had a GPS, but it was not having the GPS — and figuring our two boats were probably among a very small number of cruising boats navigating by sextant — that made for a very memorable time with these good people.

Anyway, it was great to hear about these great folks and see that they've been recognized for their achievements. I wouldn't be surprised if they are still GPS-less, although we broke down

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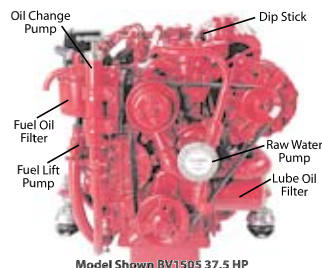
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LETTERS

and bought one in '11. I can do a pretty good job of explaining the virtues of navigating by sextant. If I have to.

Lee Pliscou
Uta Maru, 45-ft custom steel
Nanaimo, B.C.

Lee — We admire the 'purity' of those who enjoy navigating by traditional means. But if you want to explain something, explain how you navigate accurately with a sextant when it's cloudy or foggy.

Although it's not a very good analogy, we think requiring a GPS aboard an offshore boat makes as much sense as requiring motorcycle riders to wear helmets. Both are safety issues. You can hide the GPS and navigate by sextant if you want, but if an emergency arises and help needs to find you, there is no excuse for not dragging out a GPS and letting people know exactly where you are.

↑↓ SAILING IN REVERSE

Well *Latitude*, you've done it again! The publisher's 'Complete History of *Latitude*', written as an editorial response to a reader's inquiry, was simply wonderful. Although it was far, far, far from a "complete" history of *Latitude*, it still made me



WEBB LOGG

Lake Tahoe in the winter doesn't look terribly conducive to sailing . . . or is it?

For the past 70 years, my sailing season in South Lake Tahoe has begun in November and ended in June. (There's another story here!) Anyway, weather permitting, I'd love to have you and any member of your wonderful editorial staff join me for 'another day in God's country'.

Long live *Latitude*!

want to jump up and down, wave my arms, and shout "Long live *Latitude* 38, the best in the West."

I sail *Cadenza*, Catalina 27 #471, which means she was one of the early ones. She has the dinette configuration and an inboard.

Jim Hildinger
Cadenza, Catalina 27
South Lake Tahoe

Jim — Thank you for the extreme compliments and the invitation. It's been ages since we last sailed on Lake Tahoe, and as soon as we find time, we'd love to do it again.

As for your November-to-June sailing season on Tahoe, it would be fun if our readers tried to guess why you sail in the winter and not the summer.

↑↓ JUST AS GOOD AT ONE-THIRD THE PRICE

I read with interest your mention of Bob Callaway's MacGregor 65 *Braveheart* in the February *Letters*. I also noted that there was a mention a few issues back of him and *Braveheart* being in the South Pacific.

In my opinion, the Mac 65 is the greatest boat ever built, not only for the price, but for sailing and cruising. The sail plan is simple and efficient, and the hull to keel joint is very strong. I will leave you to guess how I know this fact! Yes, I owned *Braveheart* for more than five years before I sold her to Bob. During that time, I sailed *Braveheart* all over the Northwest and west coast of Washington, Oregon and California.



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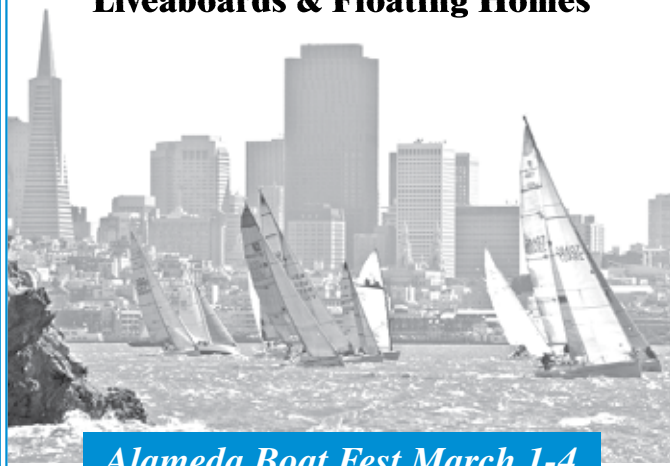


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LETTERS

And I'm not a rookie sailor, as I have delivered power and sailing vessels from Seward, Alaska, to Puerto Vallarta. In fact, I once delivered a Sundeer 64 from Seattle to San Francisco in 99 hours. Both the Sundeer and MacGregor are excellent sea boats, but the Mac costs one-third as much and isn't as difficult to sail.

Did I mention that sailors in British Columbia and Alaska's Inside Passage may want to know that the Mac motors at 10-plus knots on just 1.5 gallons an hour of fuel?

Captain Tom Sadler
Gig Harbor, WA

Readers — For the record, seven MacGregor 65s have done the Ha-Ha:

1995: Northern Dancer, John Scott & Christine Barnes, Novato

1997: Illusion, Bette Flaglor & Doug Hawkins, San Francisco

1998: Sunset, Tolman & Jill Geffs, Trabuco Canyon

1999: 3 Vivace, Ron Milton, Los Altos

2003: Northern Dancer, Russ White, Cayucos

2006: Viking II, Erik & Mia Smitt, Sacramento

2009: Braveheart, Bob Callaway, Pleasant Harbor, WA

⇕ MEXICO-TO-CARIBBEAN ROUTING

In your February 3 *Lectronic*, you mentioned that you were heading to the Caribbean, which sounds pretty appealing. Why not post your plans to get *Profligate* from Mexico to the Caribbean? Such a cruise might be of interest to other West Coast sailors thinking about following in your wake.

Oops, I just re-read the piece and realized that it's not clear whether you're taking *Profligate* or flying to the Caribbean.

Pete Malloy
Neko, Seawind cat
San Francisco

Pete — We did take Profligate from Mexico to the Eastern Caribbean in '04, and brought her back to San Francisco in '05. When we say 'we', it was mostly hard-driving captain Doña de

Mallorca leading some crews she put together. It went like this:

The morning after Profligate arrived in Cabo, a delivery crew hauled ass toward Acapulco. After the Ha-Ha ceremony, de Mallorca caught a plane to catch up with Profligate and crew during the fuel stop in Acapulco. They stopped briefly for fuel again in Nicaragua, to replace two saildrives in Panama, did a mandatory overnight in Cartagena, stopped in Aruba for fuel and an overnight, and continued on to Antigua in '05. It's about 1,900 miles from Cabo to Panama and about 1,100 miles from Panama to Antigua.

Including the overnights in Acapulco, Cartagena, and Aruba, and having to spend five days in Panama, de Mallorca drove the crew to cover the 3,000 miles in 33 days. That is hauling ass.

On the return trip, we sailed from Antigua to Panama in something like 10 days, including stopping for a couple of

LATITUDE / DOÑA DE MALLORCA



Water 'firehosing' off the 7-ft tall bow on the way from Antigua to Panama. Doña de Mallorca could handle the long trip, but not both props.

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Seattle WA	Apr 1	Trim (eves)	Mar 27, 29
Coos Bay, OR	Apr 21	Weather (morns)	Mar 10, 17
		Weather (eves)	Mar 13, 20
		Racing Software (eves)	Apr 23, 26
		Newport Bermuda Strategy (eves)	June 4, 11

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Sharon Green photo



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LETTERS

days at the San Blas Islands and transiting the Canal. After we got off, *de Mallorca* and her crew drove *Profligate* hard once again, arriving in San Francisco 19 days later. Three thousand miles in 19 days — including refueling stops and an overnight in Cabo — is an average speed of 6.5 knots. Trust us, that's pretty astonishing.

After that experience, we decided that it wasn't that practical or particularly relaxing to drive a boat really hard for one month to get to the Caribbean for just five months, then have to drive her really hard for another month to get her home. Unwilling to give up the fabulous cruising in Mexico, or the fabulous but entirely different kind of cruising in the Caribbean, we have made *Profligate* a Mexico and California boat, and put the *Leopard 45* 'ti *Profligate* in a yacht management program in the British Virgins, a program which allows us extensive high-season use of the boat in the Caribbean. It's a pretty sweet deal, but would be even better if we didn't spend most of our hours in Mexico and the Caribbean banging on a fucking keyboard. Oops, sorry Carol, we meant "banging on a very nice keyboard."

IN-THE-WATER SAIL DRIVE REMOVAL

I am one of the crew of *Rot Kat*, Arjan Bok's San Francisco-based *Lidgard 43* cat that was victorious in the Banderas Bay Blast. As Arjan pioneered and mastered the technique of removing a sail drive from a catamaran — without taking her out of the water — you asked for some details.

During our sail down from Loreto to Banderas Bay last November, Arjan needed to remove the starboard saildrive to make a small repair in the transmission. Here are the simple steps he took:

1) He disconnected the engine from the saildrive, which was bolted in place on the bottom of the hull; 2) He used a winch and a line to lift the engine as high as possible inside the engine compartment; 3) He dove into the water and removed the prop so the saildrive could be lifted through the hole in the hull; 4) He unbolted the saildrive and lifted it out of the boat.

Yes, when Arjan lifted the saildrive through saildrive shaft-sized hole in the bottom of the starboard hull, water poured in. But it stopped a few inches below the engine. And because the engine compartment is sealed from the rest of the boat — as it is in most catamarans — water didn't get into the rest of the boat.

5) Once Arjan repaired the transmission, he lowered the saildrive back into the hole in the hull and rebolted it in place; 6) He then dove in the water and reattached the prop to the saildrive; 7) Now for the fun part. After making sure all the fish and other sea creatures had been removed from the engine compartment, I got to pump the water out. It took me 45 minutes of hand pumping. Who knows, maybe an electric pump could have done it faster; 8) Arjan then lowered the engine and reattached it to the saildrive; 9) He then fired up the engine and tested the saildrive.

Arjan has got it down so he can complete the job, start to finish, including the repair to the transmission, in less than three hours! Sometimes seals fail on the bottom of saildrive transmissions, and catamaran owners think they need to haul the boat out to replace the seals and make that repair. Not Arjan.

By the way, catamaran engine rooms differ greatly, so it's up to the owner of each cat to decide whether this method can be used on his/her cat.

I also wish to comment on some of the controversial comments regarding safety in Mexico, and wish to commend your defense of what I see as a truly remarkable culture and people. This last trip was my third to Baja, and my first to



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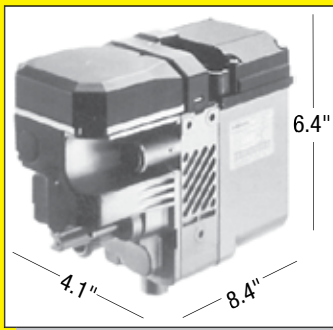
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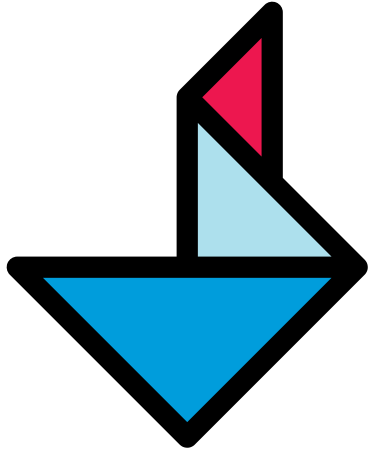
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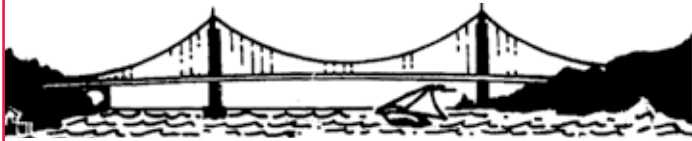
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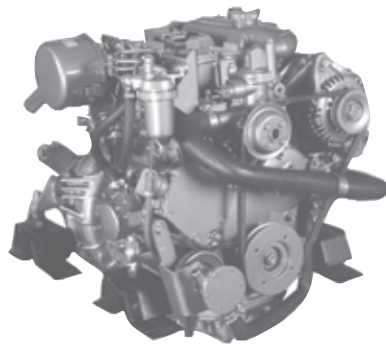
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LETTERS

the mainland. We spent time in La Paz, Mazatlan, San Blas, La Cruz and Banderas Bay, as well as traveling inland for a couple of days, and saw nary a mean or dangerous person.

I'm sure that, just like the States, Mexico has its problems. But in all of the travels I've made to Mexico — all this past year and through the graciousness of the skipper of *Rot Kat* — I've only encountered giving and warm people. I even witnessed Doña de Mallorca walking alone, cell phone to ear as is normal, completely unconcerned about the possible dangers lurking



LATITUDE / RICHARD

Punta Mita Yacht & Surf Club membership is so reasonable and fun, members line up to join over and over again.

about. (Okay, it was daytime in front of Ana Bananas.)

Someday I hope to make the great trek south with my *Namaste*, but in the meantime I plan on visiting the Sea and elsewhere in Mexico as often as possible.

Lastly, my gratitude to the Poobah and the Commodore of the Punta Mita Yacht and Surf Club for my "excruciating" initiation. May I join a fourth time?

Larry White
Namaste, O'Day 37
Bay View Boat Club
San Francisco

Larry — Arjan's technique could save owners of catamarans with saildrives — ourselves included — a lot of money. We salute him.

When it comes to the safety of tourists, we think the Caribbean is a much more dangerous place for cruisers than the Pacific Coast of Mexico. If you take the entire Caribbean basin, there have probably been more than 20 cruisers murdered on their boats in the last 10 years, and there have been many more armed robberies. Think of the late Mike Harker in St. Martin and of the attack on Allen and Kate Berry aboard their *DownEast 38 Mendocino Queen*. They were robbed while at anchor just off Baradel Island in the Tobago Cays Marine Reserve of St. Vincent and The Grenadines. Compare that with the Pacific Coast of Mexico, where no cruisers have been murdered and where, at least off the top of our heads, we can't remember a single instance of an onboard robbery.

Mexico is sort of like St. Thomas in the U.S. Virgins Islands in that both places have high murder rates. Indeed, the St. Thomas murder rate is way higher than Mexico's. But it's drug and gang people killing each other, not tourists. So St. Thomas still gets about six cruise ships full of blissfully ignorant tourists a day. If the U.S. press reported the killings in St. Thomas the same way that they report on killings in Mexico, there wouldn't be any cruise ships stopping in St. Thomas.

In a typical month, we receive a tremendous volume of letters. So if yours hasn't appeared, don't give up hope.

We welcome all letters that are of interest to sailors. Please include your name, your boat's name, hailing port and, if possible, a way to contact you for clarifications.

By far the best way to send letters is to email them to richard@latitude38.com. You can also mail them to 15 Locust, Mill Valley, CA, 94941, or fax them to (415) 383-5816.

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the boys are back

With two AC45 wingsail cats seen blasting across San Francisco Bay in February, we were reminded of Paul Newman's famous line during his role as Butch Cassidy: "Who are those guys?" No doubt that's precisely what many non-sailors — including President Obama when his motorcade made its way down the Cityfront — were asking as they watched the ultralight cats blast across the Central Bay at double the speed of typical daysailers.

"It's good to be back in town and get back into sailing," said Oracle Racing skipper Jimmy Spithill. He and fellow skipper Russell Coutts put their twin cats through their paces for training purposes until late in the month. If you didn't make it out to witness the spectacle, a second two-week session is planned as a lead-up to the America's Cup World Series event slated to take place on the Bay August 11-19. (The Louis Vuitton Challenger Series and America's Cup 34 will hit Bay waters in the summer of '13 aboard revolutionary 72-ft cats.)

The team celebrated their return to the Bay Area — as well as the two-year anniversary of BMW Oracle's win in the 33rd America's Cup — by holding a little celebration at the Hi Dive in The City. As an incentive to get folks to join them, Coutts announced on his Facebook page that the first person to ask him for a ride on an AC 45 would get one. It was an offer one Bay sailor took very seriously.

Tom Watson owns the bright pink Pearson Triton *Darwind*, and is the man behind the popular (and colorful) Pink Boat Regatta that was held at CYC in October. Watson is planning a circumnavigation aboard *Darwind* and hopes to raise at least \$1 million for the Breast Cancer Research Foundation while doing it. When he caught wind of Coutts' offer, he immediately camped out in front of the Hi Dive so he could be first in line to meet Coutts — 30 hours before the event!

Watson documented the entire 30 hours — plus the goings-on during the party — on his own Facebook page. "It was a fantastic event," he told us. "Oracle Racing really knows how to throw a party. Everyone was there and they're really approachable — it proves that sailors are the best people!"

While the details are still being worked out between Watson and Oracle Racing, Watson's goal in braving 30 hours on the streets of San Francisco — including when a crazy lady screamed and farted at him when he wished her a good morning — was to ultimately auction off the AC 45 ride to raise funds for the Breast Cancer Research Foundation. We'll bring you those details as soon as they're available, but in the meantime you can find out more about Watson's efforts at www.thepinkboat.org.

In other Cup news, the proposed course for America's Cup 34 was announced just as this issue was heading to the printers — shore-

side spectating for the big event will never be the same. "Tucked between Alcatraz and the City shoreline, the race course offers up-close viewing from any number of locations along the Cityfront, with the Marina Green and Crissy Field among the prime locations," said the press release. It was quick to point out that the exact course would change



The proposed restricted zone for AC 34 allows for ample shoreside and Bay-side viewing.

depending on weather conditions, and that a transit channel would be open along the shoreline to allow small boats docked along the Cityfront and ferries access to the Bay during the 3-4 hours per race day the restricted zone would be enforced.

— andy & ladonna

neraida leaves

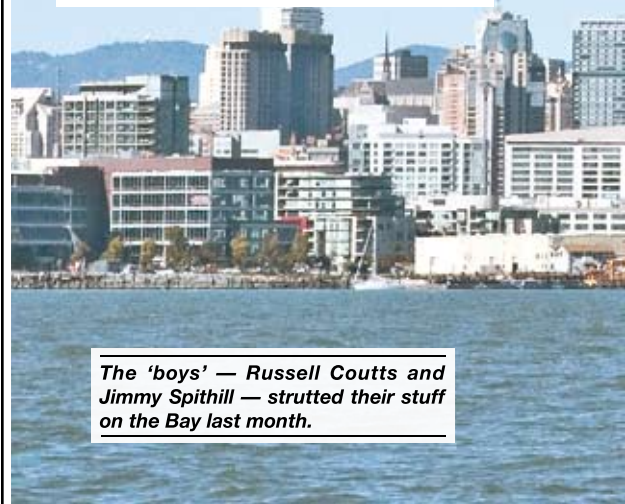
That intrepid British solo circumnavigator Jeanne Socrates sure gets around. After a knockdown at Cape Horn ended her plans for a nonstop solo circumnavigation last January, Socrates wound up spending 13 months in South Africa effecting repairs to her Najad 380 *Nereida* and having all sorts of adventures — from sharing juice with Laura Dekker to tea with the Queen of England. But all good things must end, and on February 7 Socrates sailed *Nereida* out of Cape Town bound for Hobart, Tasmania.

The 69-year-old grandmother plans



COURTESY WWW.THEPINKBOAT.ORG

Tom Watson was a man with a mission when he heard Russell Coutts was offering up a ride on an AC 45.



The 'boys' — Russell Coutts and Jimmy Spithill — strutted their stuff on the Bay last month.

south africa

to make her way back to Victoria, British Columbia over the next several months. In October, she'll once again set out on a planned nonstop circumnavigation attempt — her third. If she makes it around this time without stopping, she'll become the oldest woman to complete the feat — unofficially, of course, as record-keeping institutions don't recognize age-based sailing records.

Keep tabs on Socrates on her site www.svneraida.com. She'll once again be raising funds for Marie Curie Cancer Care.

— *ladonna*

three sailors rescued off hawaii

Three Canadian sailors, including a nine-year-old boy, are safe at home in Calgary after a harrowing rescue from their Yorktown 40 *Liahona*, about 280 miles northeast of Hilo, during the wee hours of February 8. Bradley James, along with brother Mitchell and son West, had left Puerto Vallarta on January 11 bound for Hawaii on their first ocean crossing. They planned to keep the boat in the Islands, as the family travels there regularly.

They report the weather was relatively uneventful until a few days before the rescue. By February 7, it had deteriorated drastically — 20-ft seas and 35-knot winds — and caused the forestay to part. Brad hauled Mitch up the mast to attach a “new cable,” but Mitch was thrown into the water when the shrouds came loose and the mast buckled. Brad was able to bring his brother aboard, but they feared

continued on outside column of next sightings page



SIGHTINGS

rescue — cont'd

he'd suffered a concussion in the fall. As the pair attempted a jury rig, the mast fell away completely. To top things off, the engine had overheated.

That afternoon, Brad called the Coast Guard for rescue. They, in turn, alerted the 893-ft container ship *Horizon Reliance*, which was about 150 miles northeast of *Liahona*. Six hours later, *Reliance* was approaching the stricken *Liahona* when a big wave caused the ship's bow to rip through the boat's hull. "Mitchell said 'We're going to sink and die,'" Brad told a group of reporters on their arrival in Honolulu. "I opened the hatch and saw eight feet of water below and said, 'Well, we're not going to die, but we are going to sink.'"

The trio were already bundled in their PFDs, and each had a

continued on outside column of next sightings page

strictly sail

If you haven't found a compelling reason to attend recent editions of Strictly Sail Pacific, we think you'll have plenty to choose from this year. First of all, the show, which runs April 12-15 at Jack London Square in Oakland, will be much more convenient for vendors and attendees alike. The new Marketplace Building (overlooking the First & Last Chance Saloon) will house more exhibitors in one place than any in recent history. Add to that the new parking garage that is connected to the building, and the biggest excuse for



PHOTOS COURTESY KIT STYCKET

is winding up

skipping this all-sail event is gone.

You will, of course, find everything you've come to expect from a quality boat show — rock-bottom prices on gear and boats (including brokerage boats), a plethora of free seminars (do the names John and Amanda Neal, Nigel Calder, 'Banjo Andy' Turpin and Jimmy Cornell ring any bells?), interactive exhibits (learn to splice line, service a winch and work on your diesel) and tons of kids' activities (anyone want to go sailing?) — but this year you'll

continued in middle column of next sightings page



In Peter's honor — clockwise from below, 'China Rose' at her launch; crews work weekends to bring her back to her former glory; inset, dozens of friends have turned out to pitch in; Doreen and Peter on a good day.



rescue — cont'd

headlamp and strobe, when they were thrown from *Liahona* and into the water. Mitch drifted down the port side of *Reliance*, where he was quickly brought aboard by the ship's crew. Brad and West drifted down the starboard side.

It took another 90 minutes for them to be pulled to safety. "I was busy taking care of West — that's what dads do — and swimming toward the ship," Brad recalled, "but West was panicky and started shivering." To make matters worse, during the trip the father and son had been working on West's Cub Scout training, which just happened to include hypothermia. "He knew what was happening and that made him panic even more."



COURTESY LIAHONA

The James family — Brad, mom Megan hugging West, and Mitch — pose in front of 'Liahona' before their departure.

Ultimately, the strobes the pair were wearing helped the crew of *Reliance* keep them in sight while the captain maneuvered the vessel into position to recover them. All three were none the worse for wear on their arrival in Honolulu, but West did say he didn't like to talk about when the ship sank *Liahona*.

Now home in Calgary, the family says they're already looking for another boat, but this time one that's already in Hawaii. When asked if he'd like to go sailing again, West responded, "Yes, but on a better boat."

— ladonna

eight bells for peter minkwitz

The Bay Area sailing community lost another beloved member last month when surveyor Peter Minkwitz succumbed to lymphoma on February 11. He was 67.

A lifelong Bay Area resident, Peter and his six siblings grew up sailing small boats on San Francisco's Lake Merced. "There were always boats outside being sanded, rigged or repaired," says Kit Stycket, a friend of the entire family since childhood. "The basement stored all the gear necessary for the four or five small boats that the Minkwitz children were sailing."

After graduating from UC Berkeley and leaving the corporate world behind, Peter went to work for Weeks-Howe-Emerson, a fishing tackle and marine supply outfit. In fact, he designed, built and managed their flagship retail store in San Francisco, Downtown Marine Supply, before moving on to become the yard manager for Svendsen's Boat Works, a position he held for more than 15 years.

Peter later trained under Jim Jessie to earn his surveyor accreditation, and bought Jessie's business when Jim and Diana left the Bay on their circuit of the North Pacific in the '90s. "People knew he was one of the good guys," says Allison Lehman of Yachtfinders/Windseakers. "Every surveyor in the Bay is torn up about his passing."

When Peter was diagnosed with lymphoma in December '10, his doctors started him on a treatment that included a stem cell transplant. The procedure caused the tissue of his lungs to become inflamed, so the second treatment was postponed to allow him to recover. Sadly, during the delay, the lymphoma returned.

"I was there when the doctor told him he only had a few weeks left

continued on outside column of next sightings page

eight bells — cont'd

to live," recalls Lehman. "He was extremely brave. He looked at me and said, 'Well, I've got a lot to do.' And, wouldn't you know, he got most of it accomplished."

One of the things Peter left unfinished was the refit and sale of his Ingrid 38 *China Rose*. She was built over the course of seven years on a small lot along Mission Creek, above what is now McCovey Cove. Peter enlisted the help of his entire family — including dad Earl, who was Peter's biggest supporter — during the early '70s to finish what several people have described as "the most beautiful ferrocement boat you'll ever see." (In fact, his wife Doreen notes that "every once in a while, we'd hear a tapping on the hull, and someone would ask, 'Is this fiberglass?'"") Stycket laughs that the younger siblings felt as if they were indentured servants because every weekend was spent working on the boat.

Peter and Doreen spent many happy years living aboard and sailing *China Rose* to the Delta and on coastal cruises, but they eventually built their dream home in Point Richmond and moved ashore. Peter wanted to make sure the boat got a facelift and was sold so Doreen wouldn't have to deal with it after his passing.

Stycket volunteered to head up the effort and dozens of friends have turned out to lend a hand. "Peter was a perfectionist," she says, "so we're doing it the way he would have wanted." In addition to the manual labor provided by friends, companies such as Svendsen's, Bay Marine and Hansen Rigging have donated supplies. Stycket has even set up a 'Friends of China Rose' Facebook page to post updates and enlist recruits. If you'd like to help out, the crew is usually working every weekend at Sven's — contact Kit at (916) 712-3571 or k11747@yahoo.com for details.

In addition to his contributions to the marine industry, Peter immersed himself in the Point Richmond community, serving as president of the Point Richmond Neighborhood Council for several years. "Peter loved the village feel of The Point and our little neighborhood," Doreen says. He was also actively involved in the Ferry Point Tunnel Mural, which will be painted on the Bay side of the tunnel and will now include something about Peter. Doreen asks that, in lieu of flowers, donations be sent in Peter's name to the Point Richmond Neighborhood Council, P.O. Box 70386, Point Richmond, CA 94807, designating the Ferry Point Tunnel Mural fund.

A remembrance date is pending.

— *ladonna*

san francisco flagship planned

San Francisco Bay is home to thousands of boats, seemingly of every size and style imaginable. But as longtime Bay sailor Alan Olson points out, there's one special vessel type that's conspicuously absent: a resident tall ship that could serve as a flagship for the Bay. Of course, the Bay is home to a wealth of beautiful schooners. But despite the fact that our city's colorful nautical heritage is intrinsically

linked to the great Age of Sail, not a single brig, barque, or brigantine is based here — although a dozen can be found in Southern California. Thanks to Olson and a visionary group of backers, that's all about to change.

In the coming weeks the keel will be laid for a splendid 140-ft LOA brigantine, whose mission will encompass a broad range of educational opportunities for 'students' of all ages, both during and after construction. In-the-Bay and offshore programs will focus on marine ecology and local maritime history,

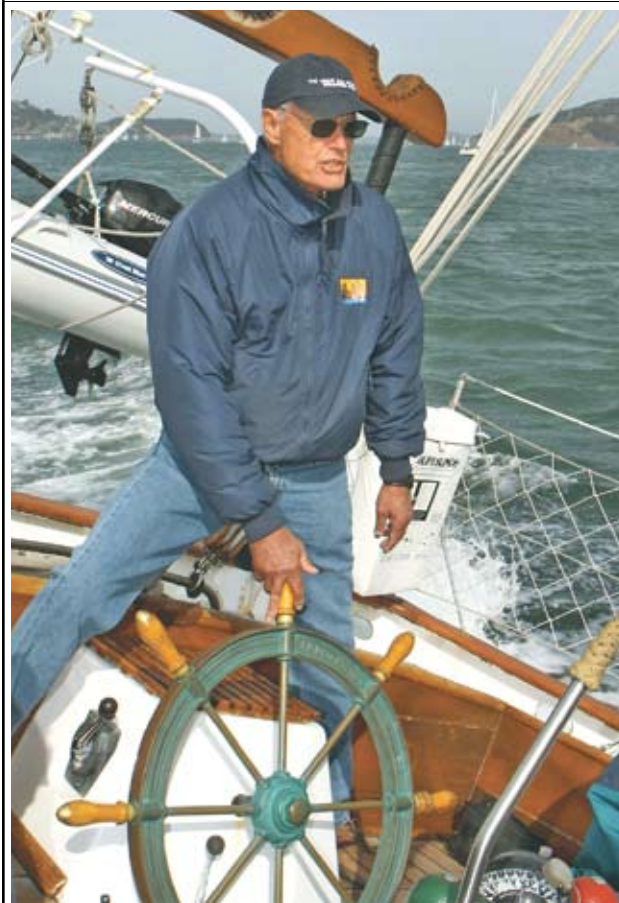
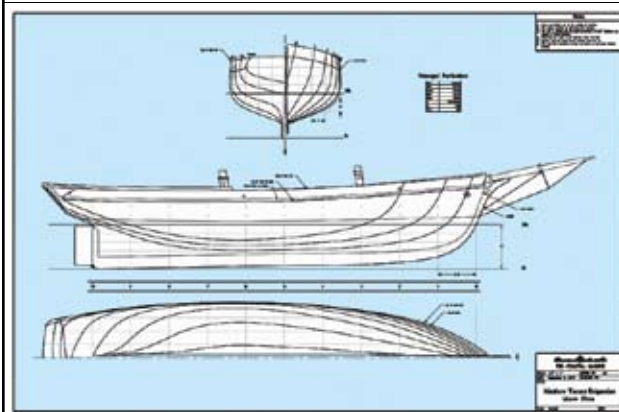
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strictly sail

have the chance to tour the 10-boat fleet of the Clipper Round the World Race. "The 68-ft boats will start arriving in Oakland on April 2, and will be hosted at marinas in and around the Strictly Sail Basins," reports the event's sales manager, Mitch Perkins.

If that's not enough, the show is planning a live feed from Naples, Italy for the America's Cup World Series, which is scheduled to run April 7-15. You won't miss a minute of the action!

In addition to *Latitude 38's* seminars on



cont'd

the Baja Ha-Ha and Pacific Puddle Jump (dates and times TBA), we'll be holding a special gathering to honor members of our 'official' West Coast Circumnavigators' List at 3:30 p.m. on Friday, April 13. Open to both veteran globetrotters and armchair travelers, the event will host a panel of speakers, each discussing their trips around from a specific point of view: circumnavigating solo nonstop, with kids, in the days before GPS, and so on. Stay tuned to *Lectronic Latitude* for details.

— *ladonna*

flagship — cont'd

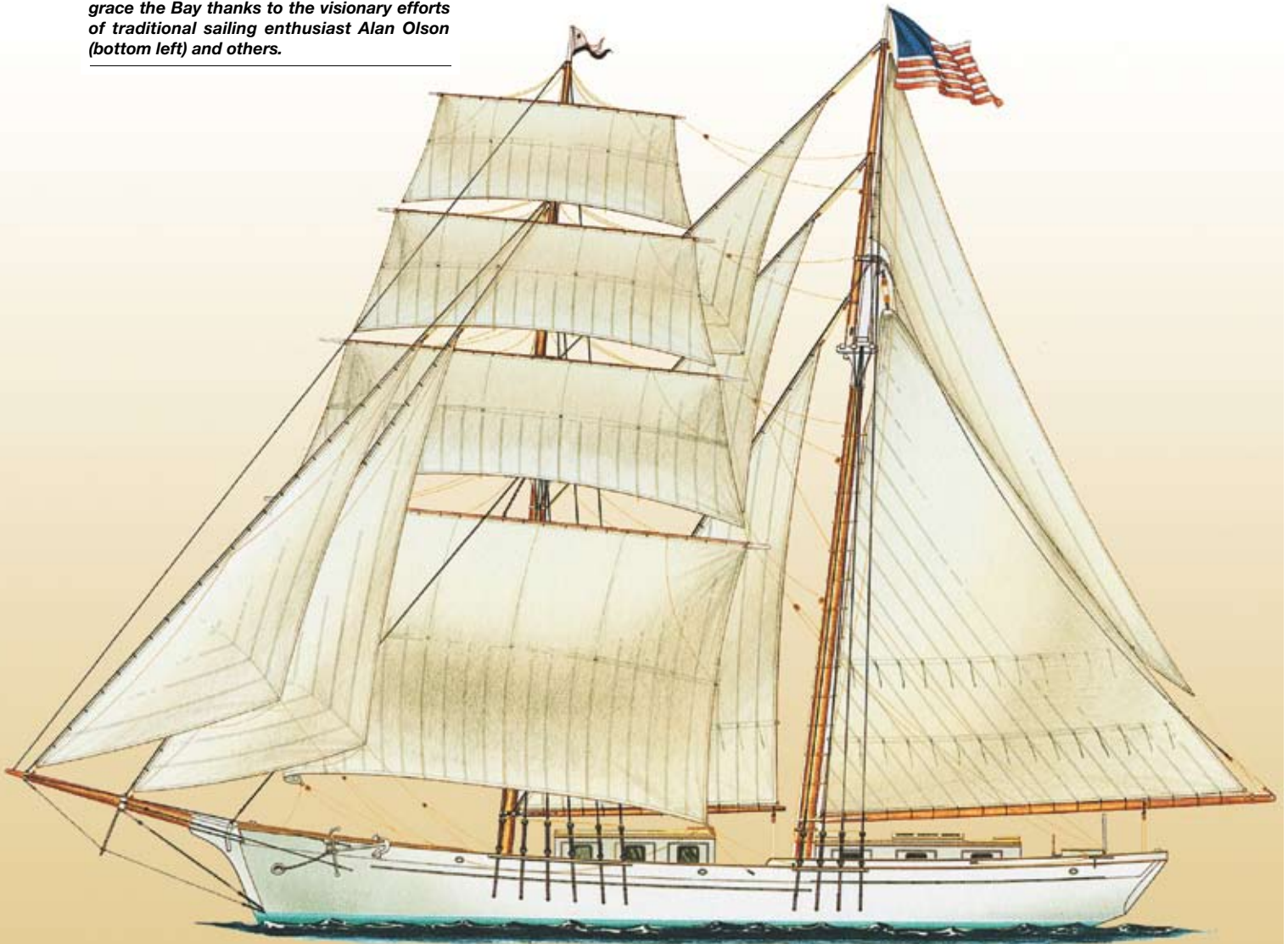
as well as building such life skills as leadership and teamwork. The ship may also serve as the Bay's goodwill ambassador at West Coast tall ship events.

With design work and project oversight being done by Richmond's Tri-Coastal Marine, the vessel will be built to U.S. Coast Guard specs as an Inspected Vessel, legal to operate in any waters. She will sleep up to 40, and will be licensed to carry more than 80 on day trips.

Sustainability is a key buzzword within Educational Tall Ship, the nonprofit formed specifically for this project. So every stick of wood in the boat will be sourced from nearby forests — primarily Oregon white oak and Douglas fir. "I've visited the forests, I've looked at the trees, and I've talked to the owners," explains Olson. "We want to

continued on outside column of next sightings page

If all goes as planned, this new tallship will grace the Bay thanks to the visionary efforts of traditional sailing enthusiast Alan Olson (bottom left) and others.



SIGHTINGS

flagship — cont'd

know where every tree comes from.”

The ship's basic lines are taken from the 19th-century brigantine *Galilee*, although she will be a scaled-down version. During the latter half of the 1800's — when San Francisco's maritime trade was booming — her designer, Matthew Turner, became both famous and wealthy for designing the fastest cargo ships in the business. Bucking convention, he narrowed their bows and moved their displacement farther aft, as echoed in the designs shown here.

For more on the project see *EducationalTallShip.org*.

— andy

occ & cca

Last month, Thies Matzen and Kikki Ericson won the Cruising Club of America Blue Water Medal and the Ocean Cruising Club Award of Merit, becoming only the second sailors to win both honors in the same year. They did it on the iconic, 30-ft, wooden boat *Wanderer III* that carried Eric and Susan Hiscock around the world on their first two circumnavigations. This is the second Blue Water Medal for



Clockwise from l to r — As a reward for their scholarship, local students got to ride in the boat parade; local musicians performed; cruisers got into the spirit of things; kids got a rare beach day; contest winners brought home swag; the fleet parades through Zihua Bay.



PHOTOS MARGARET REID

winners

Wanderer III — only one other boat has had that honor in the more than 88-year history of the award.

The extraordinary cruising couple met in the BVIs in '89, and have since sailed *Wanderer III* around the world twice, spending a lot of time in the high southern latitudes, including two years (winters too!) in South Georgia. The fact that the

continued in middle column of next sightings page



zihua shows its spirit

For Mexico cruisers, the annual Zihuatanejo Sailfest is one of the most fun-filled events of the winter cruising season. And its secondary purpose as an educational fundraiser is consistently impressive. According to the state of Guerrero's secretary of education, Z-fest is the state's most successful educational fundraiser. Last month's event — the 11th — raised just under \$36,000 USD, all of which will go to enhance educational opportunities for local kids.

Thirty-eight cruising boats attended this year's six-day festival, which included both on-the-water and shoreside activities, each of which had a fundraising element. "They were enthusiastically welcomed by the local community and the national news media, who have come to admire and respect the cruisers' heart-felt volunteerism," says organizer Lorenzo Marbut, who is an expat in residence. According to Zihua's municipal director of education, more than 2,000 disadvantaged children are attending school thanks to the efforts of American and Canadian expats like Lorenzo who work in cooperation with the cruising community.

"Uncharacteristically overcast skies and occasional rain showers did not dampen the spirits of the cruisers and their local volunteer allies; all events were eagerly attended," reports Lorenzo. "More than 200 local businesses donated thousands of dollars in gifts and services for Sailfest auctions and raffles; 30 local and international musicians donated their talents to perform at three sold-out benefit concerts; and several fine-dining restaurants competed in the Chili Cook-off. In addition, cruisers welcomed 113 paying guests on board for the sail parade, and hosted 100+ school children at a beach party where fun, games and giggles ruled the day."

When fundraising earnings were totalled, the tally came to 459,556 pesos, including generous grants from the Bellack Foundation and California-based cruiser Pete Boyce. The organizer's vision has always been to provide educational opportunities to each and every child in Zihuatanejo, regardless of income level or social status. The funds will be administered and distributed by the nonprofit Por Los Niños de Zihuatanejo, Sailfest's Mexican charity. For more on this worthwhile event and its ongoing impact, see www.porlosninos.com.

— andy

sweet times in martinez

Currents reign supreme on San Francisco Bay, so it's not uncommon for sailors to forget to consult tide charts when planning a cruise-out. This can leave them in an embarrassing position for a few hours until the tide floats them free — at least that's what we're telling ourselves, so please don't burst that delicate bubble. As you can probably surmise, the start of Vallejo YC's annual Sweetheart Cruise to Martinez Marina over the weekend of February 11-12 wasn't as romantic as this writer had hoped.

Knowing we wouldn't be able to leave early in the day due to my work schedule, my sweetheart and I decided to set out by 4 p.m., which would allow us to slip through Carquinez Strait at slack water. Perfect, we thought. Unfortunately, we'd neglected to pick up the all-important cruise-out packet from the club office, which had detailed the best times to enter and exit the marina, a crucial bit of information, as it turns out.

We entered the marina around 6:30 p.m. — well after half-tide — and quickly realized that we were no longer in forward motion. What the . . . ? A good gunning of the little diesel engine got us moving again, but not as much as it should have. Hmm, must need to go over a little hump here. "Let's just head over to that empty slip," suggested this brilliant seamstress. We barely got the nose of our 36-ft Cascade into the slip before grinding to a dead stop.

And so, we were home for the night, 2/3 of the boat dangling out

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SIGHTINGS

martinez — cont'd

in the middle of the main fairway. Since the rest of the fleet was up at Martinez YC for dinner by then, and since we didn't have a key to the gate, we tied the boat off as best we could, set the alarm for the wee hours of the morning and settled in for the evening. We finally floated free around 1 a.m. and joined the rest of the fleet on the guest dock.

Craig Paulsen, harbormaster at the Almar-managed marina, teased

us good naturedly the next morning at our retelling of the previous night's escape. "Good sailors always check the tide charts," he laughed. Ironically, if we hadn't tried sailing for the first hour of our trip through the Strait, we might have had just enough water to eke our way through the silted area at the entrance. Oh, and that slip we tried to

pull into? It was empty for a reason — totally silted in.

But the good news is that in early February, the Martinez City Council approved a \$1 million dredging operation. "We have to wait till late October or early November to accommodate fish runs," says Paulsen, "but then we'll dredge the main fairway and the one east of it, as well as under A and B docks." That dredging will allow keelboats to come and go freely during all states of the tide.

In the meantime, you can simply check the Benicia tide charts to determine the best time to enter and leave, which depends on how much your boat draws. Of course, when you contact the marina office to reserve space (cruise-ins are very welcome), Craig or Olivia will be more than happy to answer any questions.

But there's more to see than just the marina. A short walk through a well-maintained park puts you in Martinez's historic downtown area, which is chockablock with antique stores and quaint eateries. If you need a bit of scenery, the wetlands around the marina are lined with paths, and the kajillion or so fowl that call the area home are a birdwatcher's dream come true. So if you haven't had a chance to check out this delightful Bay Area destination, we can assure you it's worth your time — even if some of it is spent waiting for the tide to come in.

— *ladonna*

jim quanci, singlehander

Jim Quanci has been a fixture on the local sailing scene for decades, and is no stranger to Hawaii races. "I think I've sailed to Hawaii 15 times," he says, "something like that." When a person can't recall how many voyages to the Islands he's completed, you'd be forgiven for thinking there was little left to challenge him. But this summer, Jim's trying something completely new to him: the Singlehanded TransPac.

"I've wanted to do the race for 25 years — ever since scoping it out while we visited Hanalei to see Paul Kamen and Jim Fair, who both did the '86 race on Merit 25s," Jim recalls. "It's time to do something different, and I'm really excited about it."

Jim says that, though the desire to join the 2,120-mile solo race to Hanalei Bay on Kauai was always there doing a "slow burn," he didn't decide to commit until two years ago — or rather, his wife Mary Lovely didn't give her blessing till then. "I used the '09 LongPac [in which he was the first monohull to finish] as a trial to see if I could deal with the sleep issue," he says, "but it took a year or so to convince Mary."

The sleep issue Jim was concerned about was really the lack of

continued on outside column of next sightings page

winners

Laurent Giles-designed classic is not only still floating, but has now completed four circuits of the globe and is still in practically the same condition as when she was launched in '52, is a testament to the couple's skill and dedication to a life of self-reliance.

Thies and Kicki are currently in Buenos Aires for a refit, but will make time

LATITUDE / LADONNA



Olivia and Craig love to host cruise-ins at Martinez Marina, but advise you to keep your eye on the tides.



Jim Quanci has sailed to Hawaii with crew more times than he can remember, but he's never done it alone. Hopefully his Cal 40 'Green Buffalo' will steer him in the right direction while he's napping.

— cont'd

to pop over to the New York YC on March 2 to collect their Blue Water Medal, and then to England on March 30 for the OCC award ceremony. We'd love to direct you to their blog, but as they've kept *Wanderer III* nearly as low-tech as the Hiscocks did, you'll only find their stories in back issues of *Cruising World*, *Wooden Boat*, and so on.

— ladonna

quanci — cont'd

sleep a singlehanded sailor gets during a long-distance race. Recalling his previous doublehanded Pacific Cups, he was concerned about safety as well as comfort. "My weirdest hallucination was when a stagecoach and a team of six horses ran around the inside of my compass," he laughed.

But the LongPac gave him an opportunity to perfect a sleep schedule that works for him — sleep for an hour, check things out for five minutes, and back to sleep. "When I got in, people asked me if I was

continued on outside column of next sightings page



SIGHTINGS

quanci — cont'd

tired. "No, I just slept 10 hours!"

As for comfort, his lean, mean racing machine *Green Buffalo*, a beautiful dark green Cal 40 that he's owned for eight years, should help soften the blow of two weeks at sea. "I want to do this in style," says Jim. "I've done the races where you get diaper rash, no showers and no sleep. I'm too old for that now." The fact that *Green Buffalo* probably knows her way to Hawaii by now — this will be her fourth trip across — is an added bonus.

Jim says he doesn't expect the Singlehanded TransPac to differ too much from the Pacific Cup in regard to camaraderie. "You talk to these people on the SSB for two weeks and you just have to buy them a pitcher of Mai Tais when you get there," he says. In fact, he believes doing it alone might just be easier than with crew. "The hardest part of long distance racing is managing the people — who's sick, who's tired, who's cranky. Plus the boat is noticeably faster with just one person aboard."

continued on outside column of next sightings page

find crew for your

Beer can racing is an ideal antidote for the stresses of the every day life, and three different series kick off this month: Ballena Bay YC's Friday Night Grillers on March 23 (www.bbbyc.org), Monterey Peninsula YC's Sunset Series on March 21 (www.mpyc.org), and St. Francis YC's Kiteboarding Series on March 29 (www.stfyc.com). The majority of other clubs start their series next month, and run them through the fall (check out the full schedule in the *Northern California Sailing Calendar & YRA Master Schedule*).

If you don't have a boat of your own, we suggest showing up early at a sponsoring yacht club with a six-pack of cool beverages, some snacks and a smile, and you'll



SUTTER SCHUMACHER

summer beer cans

be likely to find a ride. For those new to racing, beer can races are an ideal way to get some hands-on experience in a decidedly low-key setting. And you don't have to be a member of the sponsoring club.

Another great way to find a ride — or crew, for that matter — is to drop in to *Latitude's* Spring Crew List Party at Golden Gate YC on March 7 from 6-9 p.m. It costs just \$7 (\$5 if you can show you're under 25), and provides skippers and potential crew a way to get to know each other in a low-pressure environment.

Head over to the St. Francis docks by 3:30 to watch an in-the-water liferaft demo presented by Sal's Inflatable Services.

— *ladonna*

Summer beer can races offer lots of opportunities to let loose after work. Our Crew List Party offers an even better way of finding good crew!



quanci — cont'd

In the months running up to the start off Corinthian YC on June 30, Jim will be busy racing *Green Buffalo* nearly every other weekend, primarily in ocean races. The boat itself is ready to go, as is her skipper. "Once you've done a Hawaii race, it's not that hard," he contends. "Besides, ocean races are a good way to find out if anything is amiss."

As for Mary, she expects to greet Jim in Hanalei when he arrives — unless he beats her there. "We have a little wager on who will get there first," he explains. "This boat has sailed to Hawaii three times, and we always do it between 12.5 and 13.5 days — it's never taken 14 days. Mary will get there on Day 14, so I hope to greet her!"

Check out www.singlehandedtranspac.com and www.pacificcup.org for more on this summer's Hawaii races. Deadlines are looming, so if you've been on the fence, jump down and sign up today.

— *ladonna*

new life at cass' marina

Though Sausalito's Cass' Marina has been closed for the last two years, the colorful waterfront community surrounding it has continued to thrive. And part of that community has worked during that time to rescue the neglected landmark.

Heather Richard, an artist and instructor for Modern Sailing who lives aboard a wooden ketch in Galilee Harbor with her two young children, is heading up an effort to turn the city-owned property into a non-profit community boating center. The plan was given the thumbs-up by city elders in January when they granted Richard's group a lease. "This is the best way to use city property," Richard says. "Keep it open to the public for all to enjoy and keep the maritime heritage alive."

Cass' Marina was established in 1961 by Cass and Mary Gidley. Cass passed away in '98, after having sold the marina more than 25 years before, but Mary is so enthusiastic about the proposal that she's the vice president of the Board of Directors. "I really believe in the project," Mary says, "and want to see it get going." With the new *raison d'être* comes a new name: Cass Gidley Marina.

Adjacent to Dunphy Park and nestled between Galilee Harbor and the Sausalito Cruising Club, the marina is in a prime location for a water-focused community center. Plans are to restore the marina's two long docks to offer a space to showcase youth boatbuilding programs from neighboring Spaulding Wooden Boat Center and the Arques School of Traditional Boatbuilding, as well as boats donated for preservation. Programs such as free or low-cost youth sail training, wooden boat restoration, sailing for the disabled, creative workshops, waterfront boat tours and much more mean the center will offer something for everyone.

The group hopes to raise money through grants, fundraisers, memberships, boat and dock rental fees, and adult learning programs, but they're currently in need of cashflow to start immediate repairs, including retrofitting the facility for ADA compliance. If you'd like to donate, sign up for updates, or just learn more about the project, go to www.cassgidley.org or contact Heather Richard directly at heather@studioheather.com.



Heather, Julius and Ava Richard.

— *lynn ringseis*

LYNN RINGSEIS

SIGHTINGS

dude, where's the waves?

Forget what you've heard, ignore what you've read, and abandon your plans because nothing is as it seems in the cruising world. From the day I decided I was going to buy a boat, I found out everybody



If you have decided to bring a skateboard, there are a few good spots to check out. For example Todos Santos has a park, and there is a fun mini ramp at Nexpa. Make sure you cover the wheels with rags soaked in WD-40 or liquid wrench to avoid the bearings seizing up on you. The ninos love skating so make sure your better than them.

knows something or someone in the boating world. Suddenly friends had friends who'd sailed around Cape Horn, delivered multi-million dollar yachts in the Bahamas, and anchored in front of a perfect right-hand point break and for months had it to themselves. These dreams of running downwind, rich yachties, and uncrowded surf breaks danced around my head as I re-outfitted my '76 Allied Princess *Three Sheets* in Morro Bay for a glorious months-long Mexican odyssey.

My dreams collided with reality when I tied up to the pumpout dock in Morro Bay in the spring of '10 and was immediately offered methamphetamines from a yachtie who was dumping his poop bucket into the trash next to the pump. Granted I probably looked like I could use a little meth after the overnight rounding of Point Conception, but he was quite forward and was a little too interested in checking out the inside of my boat. While planning my escape, I had three different people explain to me the best way to leave the dock, taking tide and wind into consideration. According to one salty dog, my boat can't steer in reverse so I shouldn't even bother.

After reversing off the dock and back to the privacy of my own back-bay mooring, I settled into a more comfortable life. I ended up dumping thousands of dollars into the boat to get her Mexico-ready based on people's suggestions and online forums and such. My one regret is no one told me about Minney's in Newport, where you can get anything for pretty damn cheap, and I somehow missed *Latitude 38's* excellent articles on budget cruising. Don't be fooled, you can easily get away to Mexico on a boat that costs less than \$10,000!

I was finally released from my seasonal firefighting job and, after hiring a captain for a two-day crash course in how to sail, my buddies and I — all in our mid-20s — loaded our surfboards and were ready to go all the way to mainland. We motored out of the bay to find glassy ocean conditions and one-knot winds. Over the course of our four-month trip, we probably had the engine running about 75% of the time. Yes, we could have waited for the wind to pick up, but when you have a boat full of surfers looking for waves and with only four months off work, you kick up the diesel to 2400 rpms and get moving!



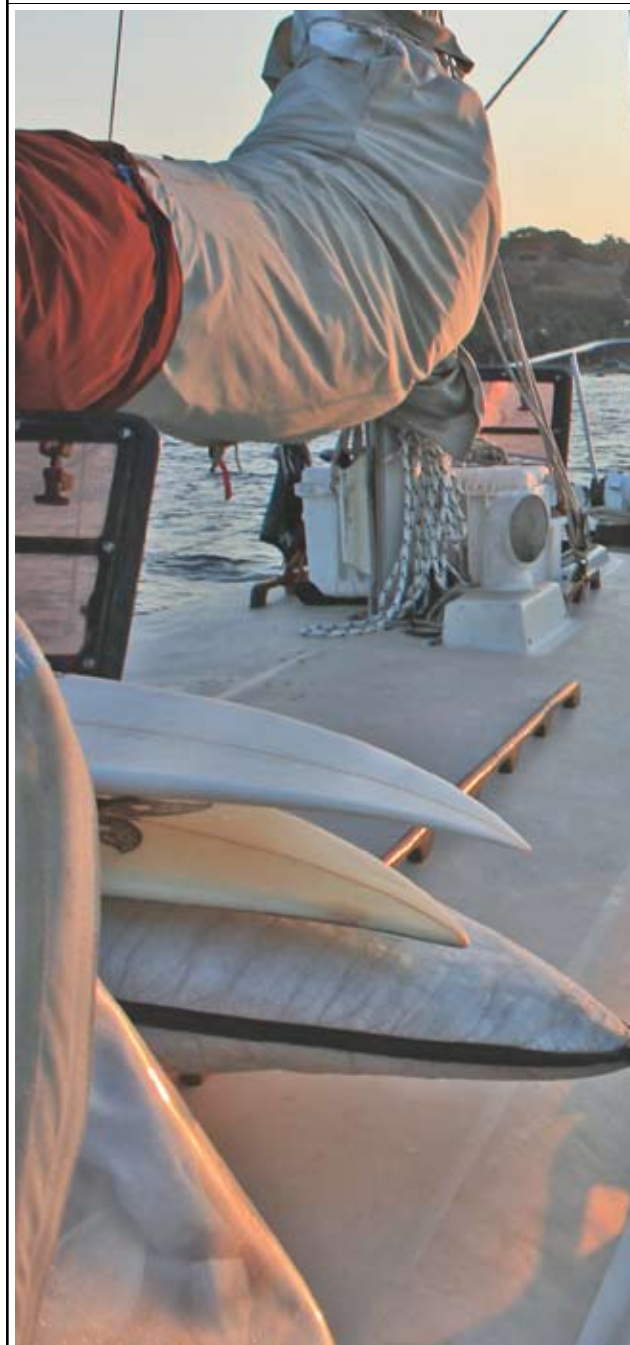
For all of the sailors spouting advice on every dock, there is precious little information on surfing and sailing together. Mexico cruising guides and internet resources have not detailed the amazing breaks Mexico has to offer. It's interesting to note that the prime Mexican cruising season is also the worst time to be in mainland Mexico for waves. To help other like-minded sailors out there, I've put together an e-guide

continued on outside column of next sightings page

where has the

It's come to our attention that this issue marks the 35th anniversary of the day that the publisher, assisted by Kathleen McCarthy, put together the first issue of *Latitude 38*. It's hard to believe how much has changed in that time, from boats, to the type of sailing that's done, to the way publications are put together.

One thing that hasn't changed is that we still love sailing. In fact, in many ways we love it more than ever. Another thing that hasn't changed is that we still love



time gone?

writing about sailing. In fact, in many ways we love that more than ever also. It's all the business B.S. that sometimes makes us grouchy and weary.

Anyway, if anybody would like to mention anything they particularly liked, or disliked, about the first 10,000 or so pages of *Latitude*, email richard@latitude38.com. (And yes, we already know that most of you men like the shots of women sailing topless.)

— richard

waves — cont'd

on sailing and surfing Mexico that's available for \$4.95 on our website www.sail3sheets.com. It's over 80 pages and includes 20 maps and detailed surf spots, so it's worth the price if you want to find the best breaks (plus it'll give us some much-needed beer money!).

Even though it took time to get from spot to spot, and the wind and swells never seemed to be what we wanted — not to mention all the weird yachties we met — we had the time of our lives during our cruise. But the crew is back to work fighting wildfires for the U.S. Forest Service and *Three Sheets* is for sale in San Diego (check out my *Classy Classified* on page 143). Now I'm looking for a faster way to get places — be it by plane, motorboat or even walking!

— bart powers



'Three Sheets' to the wind — Spread, a 36-ft Allied Princess was a perfectly good platform to launch a surf-sail adventure in Mexico; inset, Bart Powers, Brett Hildebrand, Ben Holmes, Brad Powers, and Shiloh Macmillan, along with some friends at a cockfight; insets left, snippets from Bart's e-guide on where to find the best breaks in Mexico.

ALL PHOTOS COURTESY THREE SHEETS

THREE BRIDGE FIASCO —

Sunny skies set the stage for a glorious Bay tour on Saturday, January 28, during the Singlehanded Sailing Society's annual Three Bridge Fiasco.

A record fleet of 312 boats gathered off the Cityfront as the curtain rose at 8:50 a.m. for the opening scene in front

est boats starting first and the fastest boats starting last — in hot pursuit of the leaders. So the order in which each boat finishes is the same as its place in the final standings.



LATITUDE / ANDY

The Fiasco is the only race we know of where it's cool to cross the starting line in either direction. Remarkably, there were few problems.

of the Golden Gate YC. Cue the sound effects: three blasts from the starting gun, five minutes apart. Cue the actors: The first of many boats — all sailed either single- or doublehanded — glided across the start line in light air in whichever direction they chose, entering from both stage right and stage left.

The aptly-named Fiasco is a unique event on San Francisco Bay's racing calendar. Its racing directions are simple, yet allow for a wide variety of strategies, as you'll read in the firsthand reports that follow. After crossing the starting line either eastbound or westbound, competitors must sail



LATITUDE / CHRIS

Like most skippers, solo fleet winner Dan Benjamin chose to run the course clockwise on 'Whirlwind'.

around three marks in any direction and in any order: Blackaller Buoy, east of the Golden Gate Bridge; Red Rock, south of the Richmond-San Rafael Bridge; and Yerba Buena/Treasure Island, in the middle of the Bay Bridge. And they can cross the finish line back at GGYC from either direction up until 7 p.m.

Handicapped under PHRF, the Fiasco is set up as a pursuit race, with the slow-

early on to go to Treasure Island first, avoiding a dead upwind leg to Red Rock. We made T.I. in about 20 minutes on a nice reach. We sat a bit at the Berkeley Pier, then hooked into nice pressure from the Berkeley Hills, which propelled us to Red Rock." They had more fast reaching around Angel Island, then "parked up a half mile from Blackaller. We were pretty far ahead, but no lead is safe in catamarans! We got the puff that was bringing in *BridgeRunner*, rounded the mark, then to the finish, less than a minute ahead at the end!" They finished at 2:21.

Rocket 88 was designed by Howard Spruitt and built by Serge Pond in '87. "Serge and Jay Crum set the Delta Ditch Run record in 1998," explained Ian, "which she still holds. Brendan Busch bought her from Serge and sailed a bit, then put her away for a while. I got Brendan sailing with us on the 78-ft sled *Akela*, where owner Bill Turpin expressed interest in reviving *Rocket 88*. Bill sails with us in full-crew events. We plan on sailing in the Great Vallejo Race, Ditch Run, Silver Eagle, and the Big Daddy and Great Pumpkin pursuit races. The fast cat fleet is growing and becoming very competitive, with lots of good sailors. Good times ahead for sure!"

BridgeRunner, the second fin-

First to Finish – Again!

The 34-ft D-class catamaran *Rocket 88*, sailed by Ian Klitza and Brendan Busch, was the first boat to finish — just as they were last year. "We're really happy about winning two in a row!" said Ian. How did they pull off the repeat? "The wind was to be NNE all day, so we decided

isher, is a brand new SL33 cat built by Morelli & Melvin, and sailed by Urs Rothacher of Oakland. "I took delivery of the boat in December," said Urs, "and this was her first race." He and Matt Noble elected to do the circuit clockwise, heading north through Raccoon Strait right after the start. They rounded Red Rock and T.I., then Blackaller last. "The boat's performance is wonderful," said Urs. "She sails very easily in below 15 knots of wind — an absolute joy. Doublehanding is easy with foresails on furlers. A full crew is four to five people, and we'll need them in the summer for righting moment in more wind." They'll have chances for a rematch with *Rocket 88* this spring, as they plan to enter both the Great Vallejo Race and the Delta Ditch Run.

You may recognize Urs' name from wins in the '10 and '11 Doublehanded Farallones races in the borrowed F-9RX trimaran *Tatiana*. "The owner moved to Seattle and took her with him, so I had to get a new ride," explained Urs.

First Monohull to Finish

Multihulls nabbed the top nine positions on the scoresheet. The tenth spot was claimed by the monohull *Checkered Past*. Kim and Anna Desenberg borrowed this Wyliecat 39 from friend Chris Gibbs.



Spread: Early starters had plenty of breeze to reach Blackaller. Inset: Ian Klitza and Brendan Busch were first to finish yet again on 'Rocket 88'.

A GLORIOUS BAY TOUR

Back in the '80s, Kim worked for Tom Wylie building Hawkfarms, Wylie Wabbits and Wylie 34s. "I liked the idea of the Wyliecats," explains Kim. "Chris is gone for a while, and he asked me to take care of his boat. On Friday before the race I asked Tom and Karin Knowles, who own the Wyliecat 39 *Lilith*, how to sail the boat. They were generous with information."

The Desenbergers sailed a simple clockwise course. "I'd gone counter clockwise for a few years, and I thought it was time to change and do something different. Also, the people who started ahead of me were going clockwise, and I figured they must know something. And I wanted to go with *Lilith* - they know what they're doing. The Moore 24s had a good breeze for their start and cleared Blackaller, then the Wylie Wabbits started and lost the breeze about halfway to Blackaller. A lot of boats were drifting around at the mark. So we went out in the middle for more breeze and

more ebb."

Checked Past finished at 2:45. "It was faster this year because of the light currents, Kim notes." He ought to know, as he's been a regular in the race since winning it in his Wylie Wabbit in 1990. "It's a good formula; not as serious as most races. It's exciting now because it's become so popular."

First Singlehander to Finish

Dan Benjamin, the first singlehander to finish, recapped his race aboard his Wyliecat 30 *Whirlwind*: "By my start time, there was a lot of confusion on the line, however, the fleet clearly favored a clockwise race. So off I went toward Blackaller. The wind was getting seri-



For many short-handed sailors, the Fiasco is an annual favorite. The bright yellow Moore 24 'Legs' (foreground) won the first Fiasco in '84 with then-singlehander Lester Robertson at the helm. Lester and Mary Robertson doublehanded this year.

ously light after whitecaps only a half-hour earlier. I rounded Blackaller before the wind shut off behind me. The reach across the mouth of the Golden Gate was quick and I began short-tacking up the Marin side into the ebb. A look back to Blackaller showed that no other boats had made it around yet. There was a huge stack up in front of the Golden Gate YC."

Dan continued up to the west side of Angel Island in the lee of the ebb. "This shot me forward and I entered Racoon Strait almost with *Uno*, the leading doublehanded Wyliecat 30. Once in the North Bay heading for Red Rock, I managed to pass a lot of boats including *Uno*." He rounded Red Rock from west to east. "With boats going both ways around the island it's difficult to assess exactly how you are doing in the race. There were a few singlehanders, but mostly doublehanded boats. Roughly off Richmond Harbor on the way down to Treasure Island is where I usually learn which way is best. Nobody was coming north — a good sign.

"The wind had been out of the north and northwest for most of the day, but as we sailed south toward T.I. it began to go light and shifty. When the new breeze — coming out of the east — got to *Whirlwind*, we were off and reaching at full speed to the east side of T.I.

"This race is known for lots of starts and stops. Stop we did. All of us! On the south side of the Bay Bridge (old and new) the Bay was like a mirror. With careful attention

THREE BRIDGE FIASCO —



ZAC TURPIN



ZAC TURPIN



ERIK SIMONSON



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Top row, left to right: An upwinder threads its way through a bevy of downwinders; Scott Easom steers 'Eight Ball' behind his back as he and crewman Matt Siddens assess the breeze near Red Rock; there's more than one way around the Rock; a shift allowed later classes to spinnaker reach toward Blackaller. Middle: Hiked out and having fun aboard the 'Furrari'; 'Rocket 88' plays the Central Bay shifts; a steady breeze met boats beating out of Raccoon Strait; Mike Vergalla trims the chute on 'Expeditious' while Bartz Schneider drives. Bottom: traffic jam at Yerba Buena; a parade of spinnakers east of Red Rock.

to my Windex and some good drifting on the new flood, I made my way around the south end of the island and up really close to the west side, locked in a battle with *Uno*. I lost. They found some breeze and took off toward the Cityfront. I crawled west and grimaced as boat after boat slid south and north of me like I had the pox. When I settled down and just sailed, I started to gain momentum and was once again in the race." Dan finished at 3:04. "All I heard was this pitiful little squeak of a horn." He assumed he hadn't

done very well, but he'd actually beaten the 36 other singlehanders.

Moore 24 Roadmasters

As in years past, the biggest one design class by far was the Moore 24. The Three Bridge Fiasco kicks off their 13-race Roadmaster Series. Thirty-two Moores started the Fiasco, and the local fleet was pleased to be joined by some seldom-seen members and out-of-towners.

Fitting into neither category, Roe

Patterson and Peter Schoen's *Mooretician* stretched out a huge lead going clockwise, circling Red Rock to port (the 'buttonhole' rounding) in first place, followed closely by *Banditos*. But Simon Winer and Bart Hackworth on *Gruntled* eventually pulled off the division win.

"Bart and I were sailing our butts off and going so slow," recalled Hackworth. "We were cursing our tired #1 and were just trying to hang with the fast guys. It didn't help that we stopped in at Sausalito for a latte while most everyone shot

A GLORIOUS BAY TOUR



right through Raccoon Strait without even a friendly wave to acknowledge our misfortune. We were left with a gloomy feeling that was only lifted by thoughts of the freezing cold Lagunitas IPA down below. We began to cheer for *Mooretician*, which had pulled out a huge effin' lead, and we were hoping for a first overall for Peter and Roe. We settled in and tried to accept our fate, and were saying that the only way we could get back into this rodeo was if the wind quit and it got really funky."

Gruntled was sailing the course clockwise, Blackaller first. "Bart is a ferry captain and is on the water everyday," explained Simon. "A significant advan-

tage for sure relative to the rest of us who drive desks for a living. All that current strategy can do for you is help you decide which way you should go — if there is wind. We planned on clockwise all along and we went for the buttonhole around Red Rock just because we were kind of on the east and the wind shifted to the east a bit more.

"Now, I have been living a pretty clean life so far — well, at least in 2012. So I thought that the gods might smile on our small boat and big problem, but it hardly seemed likely. I don't know what the rest of our fleet had been doing, but they really must have been misbehaving because we got just what we hoped for.

It got funky right on time, right before *Mooretician* could get past Yerba Buena Island. The breeze was from the east on the shore and there was a big nothing in the middle. We quietly slipped in there on the inside next to the island.

"We almost effed things up really bad right there as we suddenly had a wild hair moment and thought that perhaps we should buttonhole Treasure Island as well, as there was nice breeze on the west side of the island. Bart came to his senses at the last moment, though, and we coasted past the island on the normal side with no wind, but a trickle of friendly current all the way to the Coast Guard station. We were just kinda goofing off

ALL PHOTOS LATITUDE / ANDY EXCEPT AS NOTED

THREE BRIDGE FIASCO

looking at the new bridge when we saw the flag at the very top start to show a nice easterly. We got the kindest little puff and were off before the others.”

A Touch of Dramatic Tension

Lest we leave you with the impression that all was sweetness and light in this regatta, we must make mention of an unfortunate by-product of the race's popularity. It seems that some of the SSS's cherished "Corinthian spirit" was not embraced by every entry. The Race Committee was distressed by: multiple violations of at least three restricted zones, the failure by many of those racers to voluntarily withdraw from the race, motoring within a minute before starting, and other unsportsmanlike behavior.

"There are still some bad feelings floating around," said SSS Commodore Max Crittenden. Some long-time SSS members spoke at the trophy meeting about the problems, especially the violations of restricted areas, after which Simon Winer wrote to the Moore 24 fleet, "I was getting very grumpy after 40 minutes of being berated for sailing



Matt Noble drives 'BridgeRunner' from the hiking rail, as Urs Rothacher takes a moment to snap a memory from her first race.

someplace that I didn't!"

A Fiasco of a Finish

"In 2012, there will not be a race anywhere in the world with only single-handed or doublehanded boats that has more than 300 entries," said SSS race committee volunteer Matt Beall. "Ninety percent of them finished, making this the largest number of boats ever to complete the Three Bridge Fiasco. The boats that finished 13th through 227th crossed the finish line within the span of 70 minutes. That's an average of three boats per min-

ute — a true Fiasco fiasco, and very exciting. At the same time, there were boats going to Blackaller, boats finishing and coming back across the line, and sometimes six or seven boats on the line at the same time."

Duplicate sail numbers added to the challenge of sorting out the finishers. "Two of the top finishing catamarans had the sail number USA-1," noted Matt. "Two Corsair trimarans have the sail number 7. Some of the

Moore's changed sail numbers at the last minute and loaned each other sails with the same sail numbers." A storm of emails ensued, and race deck video was extremely valuable in figuring out the correct finish order.

And so the curtain falls on an epic Three Bridge Fiasco. But this is only the first of many single- and doublehanded events on the Singlehanded Sailing Society's annual calendar, and we hope to report on many of them — including the SSS Corinthian Race on April 7. See you there.

— *latitude/chris*

SSS THREE BRIDGE FIASCO RESULTS

SINGLEHANDED:

Multihull – 1) **Cross 40**, Steve Brodie. (2 boats)
Sportboat – 1) **Outsider**, Azzura 310, Greg Nelsen; 2) **Sunshine**, Moore 24, Stanly Martin; 3) **Mirage**, Express 27, Terry Cobb. (8 boats)
PHRF < 108 – 1) **Gavilan**, Wylie 39, Brian Lewis. (4 boats)
PHRF 111-150 – 1) **Whirlwind**, Wyliecat 30, Dan Benjamin; 2) **Moonshadow**, Wylie 31, David Morris. (6 boats)
PHRF > 153 – 1) **Summertime Dream**, Schumacher 1/4-ton, Scott Owens; 2) **Egret**, Tartan 30, Tom Boussie; 3) **Horizon**, Islander 28, Bill White. (9 boats)
NON-SPIN – 1) **Sobrante**, Catalina 320, Paul Descalso; 2) **Hatikvah**, Cal 29, Scott Cyphers; 3) **Mephisto Cat**, Pearson Commander, Antonio Rico. (8 boats)
Singlehanded Overall: **Whirlwind**.

DOUBLEHANDED:

Multihull – 1) **Rocket 88**, D-class cat, Brendan Busch / Ian Klitzka; 2) **BridgeRunner**, SL33, Urs Rothacher / Matt Noble; 3) **HMB Boys & Girls Club**, D-class cat, Alan O'Driscoll / Tony Basso; 4) **Curved Wood**, Nacra F20c, Eric Willis / Bruce Edwards. (19 boats)
Sportboat – 1) **Intruder**, Melges 32, Greg Dyer / Chris Shepherd; 2) **Layla**, Ultimate 20, Tom Burden / Ann Levine; 3) **Centomiglia**, Flying Tiger 10,

Fabio Maino / Felice Bonardi; 4) **Eight Ball**, Farr 30, Scott Easom / Matt Siddens. (33 boats)
PHRF < 108 – 1) **Checked Past**, Wyliecat 39, Kim & Anna Desenberg; 2) **Punk Dolphin**, Wylie 39, Jonathan Livingston / Andrew Hamilton; 3) **California Condor**, Antrim Class 40, Buzz Blackett / Jim Antrim; 4) **Yucca**, 8-Meter, Hank Easom / Kevin Burrell. (35 boats)
PHRF 111-150 – 1) **Uno**, Wyliecat 30, Steve Wonner / Bren Meyer; 2) **Arcadia**, Mod. Santana 27, Gordie Nash / Ruth Suzuki; 3) **Life Is Good**, Wyliecat 30, Andy Hall / Chris Penn; 4) **Stink Eye**, Laser 28, Jonathan Gutoff / Christine Weaver. (26 boats)
PHRF > 153 – 1) **Youngster**, IOD, Ron Young / Doug Wilhelm; 2) **Shark on Bluegrass**, Olson 25, Tom Nemeth / Falk Meissner; 3) **Zeehond**, Newport 30 MKII, Donn Guay / Mike Simpson; 4) **Pocket Rocket**, Mull 22, Brad Cameron / Steve Cameron. (34 boats)
NON-SPIN – 1) **Q**, Schumacher 40, Glenn Isaacson / Joss Wilson; 2) **Another Girl**, Alerion Express 38, Cinde Lou Delmas / Bill Ferguson; 3) **Iolani**, Hughes 48, Barry & Sylvia Stompe; 4) **Escapade**, Sabre 40-2, Nicholas Sands / Doug Ford. (25 boats)
Express 27 – 1) **Witchy Woman**, Tom Jenkins / Eric Kownacki; 2) **El Raton**, Ray Lotto / Steve Carroll; 3) **Dianne**, Steve Katzman / Mike Pastrone; 4) **Shenanigans**, Nick Gibbens / John Collins. (20 boats)

F-27 – 1) **Chaos**, Travis Thompson / Jason Smith. (4 boats)
J/105 – 1) **Jam Session**, Adam Spiegel / Matthew Clark; 2) **Nantucket Sleighride**, Peter Wagner / Al Sargent; 3) **Donkey Jack**, Stephen Kleha / Shannon Ryan. (11 boats)
Moore 24 – 1) **Gruntled**, Simon Winer / Bart Hackworth; 2) **Banditos**, John Kernot / Scott Sorenson; 3) **Mooretician**, Peter Schoen / Roe Patterson; 4) **Penguin**, Matt Dini / Tim McTighe. (29 boats)
Olson 29/30 – 1) **Dragonsong**, Olson 30, Sam McFadden / Don Schultz; 2) **Hoot**, Olson 30, Andy & Annette Macfie. (5 boats)
SF Bay 30 – 1) **Firebolt**, Laser 28, Mike Holden / Rob Gewecke; 2) **Ione**, J/30, Peter Jermyrn / Curt Brown. (5 boats)
Wylie Wabbit – 1) **Bad Hare Day**, Erik Menzel / Mark Briner; 2) **Just a Hare**, John Gray / Matt Van Rensselaer. (6 boats)
J/24 – 1) **Badfish**, Tim Bussiek / Helmut Kaiser; 2) **Zingara**, Steve & Jocelyn Swanson. (6 boats)
Islander 36 – 1) **Califfia**, Scott Lynch / Tommy Pastalka; 2) **Shut Up and Drive**, Val Lulevich / Zane Starke. (5 boats)
Merit 25 – 1) **Hard N Fast**, Tim Harden / Mike Streatly; 2) **Mission Impossible**, David Hamilton / Valerie Suzawa. (5 boats)
First to Finish and DH Overall: **Rocket 88**.
Complete results at www.sfbaysss.org

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AROUND THE WORLD WITH KARA —

When we were first introduced to Kara in Zihuatanejo in 2007, she was only four years old — one of the youngest long-term cruisers we'd ever met. She was also one of the cutest. Today, five years and roughly 35,000 miles later, she's still as cute as can be, but

was that Kara was young enough that we weren't really taking her away from good friends and all that." Because she was only four when they left, she'd never actually gotten into a regular school routine, and she quickly adapted to life aboard *Magnum*. "I was a little nervous at first about moving Kara onto the boat," Anne recalls. "But the first night she went aboard, that was home."

"I think this has been the best education you could give a kid," says Uwe, "and we also benefited as parents. One of the great advantages of traveling with a kid is that you meet the other 'kid boats' and you have something in common. All the kids we met were great.

"Also, you never really meet weirdos, because they're all families that are capable of living together on a boat — being together 24 hours a day. We didn't really meet any dysfunctional families."

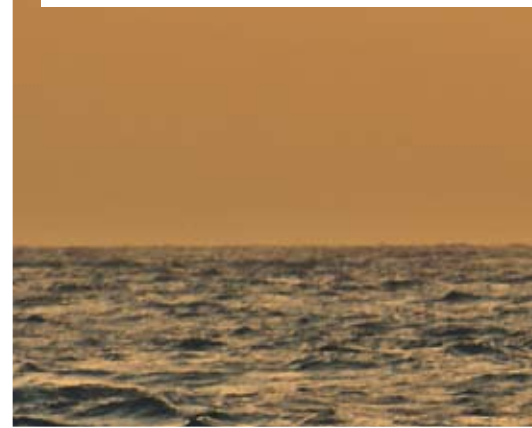
The idea of cruising with a kid, or kids, struck Anne and Uwe long before Kara was even born. They were on their first big sailing adventure, a trip from

"In hindsight I think four was the perfect age, and nine was the perfect age to come back."

Darwin, Australia, up through Indonesia, Micronesia, the Solomon Islands and back in '97. As Anne distinctly remembers, "We saw a lot of cruisers with kids during that trip, and decided we wanted to do that ourselves someday."

Uwe immigrated to San Francisco from East Germany in 1980, and met Anne shortly after she moved to the Bay Area from Ireland in '95. Neither had grown up sailing, but Uwe had become enthralled with the sport after being mentored by avid Folkboat sailor Peter Jeal.

They flew to Australia, bought a 52-ft gaff-rigged wooden yawl, and took off — apparently with a lot more enthusiasm than



experience. "We were completely naive," admits Uwe with a laugh. "That was our 'Harvard education,'" he adds, "putting all that money into a leaky old wooden boat." When their cruising kitty ran dry, they had no other option but to sell the boat very cheaply and return home. But they never lost sight of their long-term cruising dreams.

"We came back and worked, saved up, and eventually bought *Magnum* in 2000," Anne explains. "We'd initially wanted to leave when Kara was two or three, but in hindsight I think four was the perfect age, and nine was the perfect age to come back also."

After their experiences with that old woodie, they had some well-defined requirements for their next boat: a solid boat from the late '70s or early '80s with a 3/4 keel, hard dodger, cutter rig, aft cabin, and the rudder behind the prop, so if the shaft slipped out they wouldn't lose it — a requirement later proved to be prescient. *Magnum* fit the bill, and

ALL PHOTOS MAGNUM



A couple of years into the trip, Kara ponders the beauty of a chambered nautilus. Needless to say, the underwater world amazed her.

has a wealth of experience and an air of maturity well beyond her years.

We caught up with Kara and her parents, Uwe Dobers and Anne Crowley, last month not long after they'd completed a circumnavigation aboard their Peterson 44 *Magnum* and made their San Francisco homecoming.

Some might think that a four-year-old is a bit young to take cruising, but this family's experience contradicts that notion: "It was a wonderful experience for all of us," says Anne. "One of the best things about the timing of our trip

The family sails the Bay aboard 'Magnum' in 2006. Before they headed south, they got to know her from stem to stern.



A GLOBAL EDUCATION



Spread: *Winging downwind on a dreamlike stretch of the Indian Ocean near the Maldives.*
Inset: *The family arrives homes.*

had the added advantage that she'd been thoroughly sea tested by previous owner Dusty Trembley de Vallejo, who'd made a number of long-range trips aboard her, including a singlehanded voyage to New Zealand at age 83! "If you don't go at least 1,000 miles, it's not worth raising the sails," he told them.

After studying Dusty's logbook, they found out that he'd once dismasted in the South Pacific, but they had no such calamities. In fact, according to Uwe, "On the whole trip we had really no big troubles with anything." Their mainsail did shred from top to bottom during a sudden blow in Greece, however, when the wind accelerated from zero to 50 knots in seconds. "I hid in the cockpit with a quilt over me and my toys," recalls Kara with an cherubic smile. Other than that, the most wind they saw all the way around was 35 knots from astern when going from the Society Islands to the Cooks.

It would seem that they had exceptionally good luck. But we think their attitudes also had a lot to do with their smooth sailing.

Regarding maintenance Uwe says: "Picking the right boat is important. Then you should do all the necessary upgrades before you leave. Take the boat apart, front to back, so you know her intimately."

They spent plenty of time in the company of other cruisers — especially kid boats — but they made it a rule never to sail on someone else's timetable. "We never made arrangements to meet someone on a specific date," Uwe explains, "because we watched too many people do that and get hammered. We always tried to make our situation

as comfortable as possible. Of course, you can always encounter bad weather once you get out there.

"My attitude is, don't really listen to anybody. When you feel it's right, you should do it. Don't ask someone else to make that decision for you. A lot of

"I hid in the cockpit with a quilt over me and my toys."

cruisers do that."

Anne adds, "If the weather didn't feel good to us, despite 10 people in the marina thinking it was, we wouldn't go. The passage itself had to be on our own terms."

One such decision was whether to head west across the Gulf of Aden in March 2010 to access the Red Sea and the Med. Their luck saw them through safely, despite their traveling in company with only one other boat, the Brazilian kid boat *Kleiner Bar*. Less than a year later, however, the Somali pirates changed their game substantially with the murders of the American crew of *Quest*.

"The way things have developed with the pirates I wouldn't go that way again," says Uwe. But he cautions not to condemn an entire region due to the actions of a minority of thugs and terrorists. "We're all conditioned by what we learn from the media, such as how radical

You know you've become accustomed to the exotic when an elephant passing by barely warrants a glance.



AROUND THE WORLD WITH KARA —

people are in Muslim countries. But when you travel there you find they are regular people who just want to live, have a job, have a house, and have a family. They invite you into their homes. They don't ask you to do anything that's not Christian. They are not terrorists. They just live there. Coming to that understanding was a really good experience."

Of course, due to 'the Kara factor,' we suspect the *Magnum* crew often got the VIP treatment. One example was that as they were leaving Yemen the harbormaster called on the radio specifically to say, "Goodbye Kara." Whether it was due to having Kara along or not, they "never had any negative experiences with officials anywhere."

Being an angelic little blonde child did sometimes have its drawbacks, however, such as during the family's visit to the

Andaman Islands. Due to the relatively primitive nature of the culture there, and the islands' unspoiled natural beauty, the Andamans, which lie in isolation 300 miles west of Thailand, were a favorite destination. "It was like going back in time," Uwe says. However, the people there did have cameras: "The only problem was wherever we went everybody wanted to take their picture with Kara, while completely ignoring us. There were many huge family photos taken with Kara in the middle."

Other favorite places included many South Pacific islands, Australia, Eritrea, Sudan, Malta and Turkey.

The trip obviously molded Kara into to the worldly, well-rounded child that she is today — a cruiser once told Anne and Uwe. "It's great that I can actually have a *conversation* with your daughter." But we wondered how five years of world voyaging had changed Anne and Uwe.

"I think I'm pretty much the same person that I was when I left," says Anne. "But I've definitely learned to appreciate being out of my comfort zone, and how that benefits me as a person. You feel much better about yourself when you have really achieved something.

"There's a positive and negative to everything, and I think in this case the

Clockwise from upper left: Kara chills out in the Surin Islands; there were plenty of kids in the Canaries; the splendid San Blas Islands; stern-to in Sardinia; Kumai river trip; friendly Fijians; Phuket's pinnacles; "On-belay!" in Indonesia.



A GLOBAL EDUCATION

benefits far outweigh the negative stuff. But like with a lot of things, the experience afterwards can sometimes be more positive than living the experience itself. Like, I got seasick a lot, but then you get to port and you quickly forget about that."

Uwe reflects, "Well I'm a little grayer, but not because of the trip. Completing a trip like this gives you a great sense of accomplishment. It was certainly a big thing in our lives. Although it seems like lots of people circumnavigate these days, in the grand scheme of things that number is pretty small.

"We were also pretty lucky. I think that's a big part of successful cruising. So my advice is: Be careful, respect the sea, and be lucky!"

To hear him talk about the trip, we're pretty sure Uwe believes in the power of positive thinking and 'creating' your own

"I've definitely learned to appreciate being out of my comfort zone, and how that benefits me as a person."

luck. "This is going to sound funny, but if you're about to set off on a passage with a group of boats, before you join them ask them about their experiences with weather. If you talk to someone who has lots of stories about heavy weather and big seas, don't sail with them. You

should sail with people who say they always have a good time and good conditions. I don't know what it is, but it's true. Some people just seem to attract bad luck, while others, a day away, are having fine sailing."

Remember our comment earlier about the shaft slipping out? That was a classic case of *Magnum* luck: "Overall, things always worked out," he says. "Like suddenly the shaft slipped out in the open seas. I had to drill a hole through the shaft and put a bolt through it. I found only one drill bit that was sharp enough to do it, and that happened to be the right size to fit the bolt."

When we learned that Anne often struggled with seasickness during thousands of miles of ocean travel, we knew

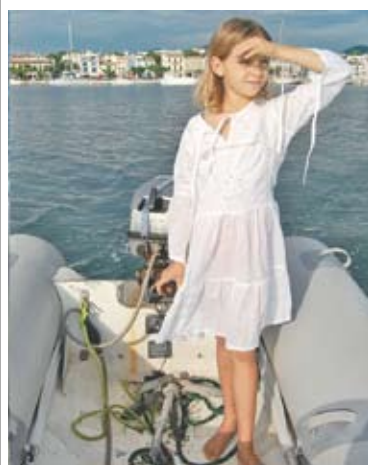


AROUND THE WORLD WITH KARA

she was a real trouper. "She was a great sport to stick it out," says Uwe. "I couldn't have wished for anyone better."

"That was my choice," explains Anne. But she points out that she and Kara elected to skip the initial 3,000-mile passage from Zihua to French Polynesia, flying out instead. And she would urge other sailors with serious concerns — be they male or female — or parents with kids to do the same. "There's more than one way to do this. For me the most important thing was not the actual sailing but just being together as a family traveling around the world, and exposing Kara to different cultures. So this was the only way to go. Of course you have to be in a good relationship for it to work, and have a good relationship with your kids."

One of the additional challenges of sailing with young children, of course, is home-schooling them along the way.



Kara, then and now. We don't know what the rest of her life will hold for her, but she's certainly gotten a strong foundation to build from.

With Kara, Anne and Uwe used the popular Calvert system, which put her right on track when she returned home. We asked her what it was like to start attending a regular school: "It was scary for at least an hour. But now I have all these really nice friends, and the best teacher!"

"Some people are put off by the idea of traveling with young kids," Anne says.

"But I would stress that it's invaluable for them to have such an experience. It's very easy to make excuses, but if you do it, it's well worth it."

Uwe, who makes his living as a contractor adds. "The lamest excuse is, 'If we had your kind of money then we would do it.' But how do they know how much or how little we have? Some people have the attitude that you can't cruise the world unless you're rich. But if your boat is paid for, it's a lot cheaper to cruise than to live on land."

"By the way," he adds, "Latitude 38 played a big part in inspiring us to go. We know all the sailing magazines in the world now, and Latitude is still the best because it's so real."

That comment definitely made our day. If we've given folks like these even an ounce of inspiration, then all the long days we spend pounding on our keyboards have been rewarded.

— **latitude/andy**

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EYE ON THE BAY —

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SUNNY WINTER SAILING



One of the best things about sailing — especially on San Francisco Bay — is that you can enjoy it at any time of year. Of course we do get nasty weather occasionally, but even in the middle of winter the tally of clear-sky days with light winds and flat seas far outnumbers the nasty ones. And this winter there's hardly been any nastiness at all.

So we suggest you follow the lead of the sailors pictured here and get out on the water as often as possible. We think you'll find that, after a spin around the Bay, you'll have a much more upbeat attitude than when you untied the docklines a few hours earlier. Plus, you'll have gotten some

Spread: The venerable J/24 'Foddom Bikpix' glides across the Central Bay on a light afternoon breeze. Clockwise from upper left: The J/105 'Arbitrage' carries a multi-generational crew; the replica junk 'Grace Quan' ghosts along North Beach; San Francisco sea scouts short-tack 'Viking' off Crissy Field; the Jeanneau 41 'Dancin' Bare' claws north; Sausalito YC junior sailors do a buoy dance.



EYE ON THE BAY

light exercise, spent quality time with your boatmates, and bonded with Mother Nature.

Is it cold out there? Yeah, it can get a bit nippy. But as with other winter sports, the key to staying comfortable is to simply layer up and be prepared for the worst. Actually, when the wind is honkin' in the middle of summer, you might find it colder on the Bay — due to the wind chill — than during the winter months.

Here's something else to consider: Remember those amorphous blobs of chilly gray mist that hang over the City and much of the Bay during the early summer months? You know, fog? News flash: It hasn't arrived yet. So as odd as it sounds, during this abnormally mild winter, you might actually see more clear days than in the first months of our so-called summer.

The first day of spring occurs on March 20, and with the spring season



LATITUDE/ANDY

Old meets new: The late-model sloop 'Avanti' works her way north from Aquatic Park, with the towering masts of 'Balcutha' in the distance.

comes later sunsets and more daylight hours for sailing. On March 1, for example, the sun will set at 6:04 p.m. But by the end of the month that fiery orb that gives us life will descend over the horizon at 7:30. Think of the possibilities!

If you don't have a boat of your

own, and your sailing buddies are preoccupied with the minutiae of everyday life, remember that there are literally hundreds of well-maintained sailboats available for hire from local sailing schools and clubs, as well as from community sailing outfits. (See our April '11 *World of Chartering* at www.latitude38.com for complete listings.)

If your skills aren't up to skippering and/or you just prefer to go along for the ride, check out our free

online *Crew List* (on www.latitude38.com). Believe it or not there are dozens of friendly skippers listed there who are eager to go daysailing, but don't have reliable crew. (You can also find rides farther afield, as well as rides on race boats, charter sharing, and more.)

So do yourself a favor, grab some snacks, layer up, and go pursue your passion.

— **latitude/andy**

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BUDGET CRUISING —

The earth is round, and on the other side of it from Northern California is the amazing cruising grounds of Southeast Asia. For the geographically challenged, this is the part of Asia that spans 10 degrees on each side of the equator, and, for cruisers, includes the countries of Indonesia, Singapore, Malaysia

and Thailand. So if your old salty bones are feeling the cold, and if you're looking for uncrowded anchorages, rich and welcoming cultures, tantalizing food, and a spoilt-for-choice smorgasbord of islands, then come on over!

Did we mention that Southeast Asia has mostly very low-cost cruising? We've found that cruising in Southeast Asia can be as inexpensive as in Mexico and Central America. As is the case the world over, the big expenses are marinas, tourist restaurants and bars, and boat repairs and maintenance. But we've found that we can cruise comfortably and enjoyably in this area on \$15,000 a year.

For the record, we're from the Oakland YC and did the '03 Ha-Ha with our Cal 3-46 *Dream Catcher* before making our way to this part of the world. We still live aboard, but we've decided to make Singapore our home base for the remainder of our lives. Yes, we like Southeast Asia that much.

Cruisers quickly discover that Southeast Asia has a totally different look and culture from that of either Mexico or the South Pacific.



Glenys.



Compared to in the United States and Europe, pleasure cruising is a relatively new phenomenon in Asia. But it's catching on fast, and there is a growing awareness on the part of governments that it makes fiscal sense for them to enhance what pleasure boating resources they have and build new ones.

The upside of the fact that pleasure cruising is less developed in Southeast Asia is that there are lots of uncrowded anchorages. The downside is that there is no one-stop shopping for boat bits. Most of the stuff is there, but you have to put in a little more legwork to find it. Of course, you can also simply park yourself at the chart table and email your orders to West Marine and have them delivered to 'Vessel In Transit' at a local marina.

Speaking of marinas in Southeast Asia, they all answer to VHF channels 69 through 73, have helpful staff that are fluent in English, and have WiFi. We found that cell phone service is good all the way from Indonesia to Thailand — but watch out for the roaming charges!

When north of the equator, there are two distinct weather seasons: the northeast monsoon and the southwest monsoon. The northeast monsoon is from November to April, and favors sailing on the western side of the Malay Peninsula — such as from Singapore up to Langkawi, Malaysia, and Phuket, Thailand. The southwest monsoon, from May to October, favors the assorted islands of eastern Malaysia such as Tioman and Terengganu, and Koh Samui in Thailand.

Keen sailors will branch 400 miles east to the large island of Borneo in order to explore the equatorial rivers and orangutan territory, as well as enjoying the lovely marina at Kota Kinabalu. No matter where you are in these latitudes, you must be prepared for brief storms, particularly in the late afternoon and early evening.

If you don't want to make the full-on commitment of sailing your boat to Southeast Asia, or just want a quick look-see before taking the plunge, there are several charter companies, including Sunsail and The Moorings, in the region.

Another great way to sample sailing in Southeast

Asia is to snag a crew position on a racing or cruising boat in any of the bigger regattas. The best known is Malaysia's Raja Muda in November, which takes the fleet 300 miles up the Malacca Strait to Langkawi in six races. The really big one is the King's Cup off Phuket in December, a serious week-long affair. There's also the Langkawi Regatta in January, and Thailand's Phang Na Bay Regatta in February.

These regattas are fabulous fun, and thanks to government and business support, are extremely well run and hosted. As for the parties, there is one after the other, and many are real wingdings. The regattas are open to everything from slow cruising boats to hot racing machines. And talk about international participants! They are so fun that most serious and/or fun-loving sailors in the region try to do them all. We're even going to enter our Cal 3-46.

If you've Puddle Jumped across the Pacific and are wondering what cruising is like beyond New Zealand and Australia, take heart, Southeast Asia offers terrific cruising. The same goes for those of you who have abandoned plans to circumnavigate because of Somali pirates.



Different gods.



ON THE OTHER SIDE OF THE WORLD

And the passage-making from Australia is easy. When in Darwin, we recommend signing up for the Darwin/Kupang Rally, which will get you to Kupang, Timor. Unfortunately, Kupang is no garden spot, but from there you can make your way to Singapore, either



Different landscapes.

individually or with a group of boats that continue on in an informal rally through Indonesia's multitude of islands.

To help you get around safely, there are very good cruising guides, many with chartlets that give detailed information. Among them are the *Andaman Sea Pilot*, and *Cruising Southeast Asia* (Volumes I and II). By the way, don't forget to stock up on your favorite wines before departing Australia, as alcohol is hard to find and expensive in Indonesia.

The following is our thumbnail overview of the different countries you can cruise in Southeast Asia:

Indonesia — Thanks to 240 million people, this country of more than 17,000 islands is the fourth most-populated in the world, trailing only China, India and the United States. While Indonesia is mostly Muslim, it's also democratic

Regattas in Southeast Asia are a blast, for both serious racers and cruisers.

and pluralistic, so visiting sailors are treated with respect.

From Timor you'll work your way west, during which time you'll want to stop at Bali, a Hindu stronghold, which will expose you to a rich and fascinating culture that is thousands of years old. With Bali's Hindu trappings, colorful ceremonies, extensive local and international restaurants and resorts, it's a 'must not miss' destination.

Bali has a marina with a very nice clubhouse. Similarly nice things can't be said about the marina's docks, which are constantly assaulted by the wakes of passing ferries and are generally in poor condition. Moorings are available outside the marina. Anchoring around Bali can be tricky, as there are many reefs and surf breaks. But if you check your charts, you'll find spots.

Provisioning in Bali is excellent, from the large Carrefour (French) supermarket and the Hypermart, both of which are similar to Walmart. Trinkets, fabrics, baskets and art abound in Bali, so make sure you leave room on your boat for some non-food purchases.

You'll want to bring your own boat bits to Bali, because there are none available. You'll be able to get the most basic boat work done on the island, but there is no hardstand or chandlery. Fuel and water



Different colored foods.

are readily available, although tap water isn't potable.

Bali is so friendly, interesting, and culturally compelling that you might even want to put your boat in the marina and enjoy some time in a villa or a resort. Make sure you visit the mountains in the north, which have stunning rice paddy scenery. English is not the first language of Bali, so be patient, or learn some rudimentary Bahasa on your way there.

From Bali it's about a 700-mile passage northwest to Singapore. There are countless possible stops along the way, which you can investigate through the various cruising guides. When headed to Singapore, watch out for the shallow spots between Batam and Bintan, and for heavy shipping traffic.

Singapore — This prosperous island-country of five million at the southern tip of the Malay Peninsula is where one of the four Asian Tigers meets the 21st century. Called 'Asia 101' by corporate types referring to its status as the largest transshipment center in the world and the fourth largest financial center, and 'A City In a Garden' by others, it's friendly, fun and unusually clean. It's also tropically lush and humid, and quite expensive compared to most other places in Southeast Asia.



Taller buildings.



BUDGET CRUISING —

But the food! With large populations of Malays, Chinese and Indians, you can only imagine the ethnic delights. Thanks to the wealth, there is excellent European food, and if you really must, American fast food.

Provisioning in Singapore is outstanding, and there are big hypermarkets that will deliver to your marina. Other local supermarkets are just as good and cheaper, but may not stock as much sophisticated and/or eccentric food. But how many varieties of caviar do you need? Fresh fruits and veggies are plentiful, but they have to be flown in from New Zealand or Australia, so they are expensive.

Singapore is the world's busiest port, so there are plenty of people with maritime skills — although mostly skills more appropriate to ships. Nonetheless, you can find skilled diesel mechanics, refrigeration and AC technicians, and canvas workers. These folks are in demand, however, so don't leave your job to the last minute. There are several chandleries, but they are small by U.S. standards. Good quality stainless steel



items — such as shackles — are in plentiful supply at about half the price of those found in the U.S.

Forget about anchoring off Singapore, as the government is rightly paranoid about foreign vessels anchoring in the very busy shipping lanes. There are anchorages in the pretty islands to the south, but they are day anchorages.

Singapore has five marinas, most of

which have swish clubhouses. A couple are world-class by anyone's standards. All have fuel docks. Two of the marinas have big Travelifts and haulout/hardstand facilities. But haulouts are not cheap, so if you can postpone your haulout until you get up to Langkawi, you can save a lot of money. Reasonably priced moorings are available at the rustic and enchanting Changi Sailing Club.

The winds are generally light and variable around Singapore, but late-afternoon thunderstorms are frequent, so be prepared for strong winds and rain.

Singapore is sophisticated, yet casual, and many cruisers decide to stay an entire season, living aboard and sometimes finding work. Others — ourselves included — have decided to live out our lives here.

Malaysia — A pluralistic country of 27 million geographically divided by the South China Sea into Peninsular Malaysia and Malaysian Borneo, it's further



dewitt

Jim's looking forward
to the
AC45s racing
this summer!

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ON THE OTHER SIDE OF THE WORLD

divided by religion and ethnicity. Sixty percent are Malays, who the constitution dictates must be Muslim. They are ruled by Shariah law. Twenty percent of the population is Chinese, and 86% of them are Buddhist. Ten percent of the population is Christian. The Malay constitution protects freedom of religion.

The bottom of Peninsular Malaysia is just a stone's throw across the water from Singapore, but it's best to make the crossing during the day because of the tremendous number of ships transiting the Malacca Strait that separates the two countries. The best cruising grounds are several hundred miles up the west coast of Malaysia.

Now hear this! There are no pirates in the Malacca Strait. There used to be, but a tripartite effort among Malaysia, Indonesia and Singapore took care of the problem more than a decade ago. We've sailed across the Malacca Strait six times on our Cal 3-46 and never had a problem. Furthermore, we've never heard of another cruiser having a problem. Malaysia is a democratic, benign Muslim

nation with friendly people, so it's incumbent on cruisers to respect their culture by not doing things like dancing naked on the foredeck.

Pulau Pangkor and Penang, about halfway up the 450 miles of the west coast of Peninsular Malaysia to the best cruising grounds, are definitely worth a couple of days' stop. The latter is an eclectic and diverse society reflecting colonial, Chinese, Malay and Peranakan cultures.

Thanks to the change in monsoons, when the weather on the west coast of Peninsular Malaysia turns sour, it's great on the east coast of Peninsular Malaysia. So just as cruisers in Mexico migrate between the mainland and the Sea of Cortez with the seasons, many cruisers in Southeast Asia migrate between the west coast of Malaysia — and as far north as Phuket, Thailand — and then



Danga Bay Marina doesn't charge for slips. Think that will catch on in the States?

go back to the east coast of Malaysia via Singapore.

The provisioning in Malaysia is good for Chinese and Malay cuisine, which means lots of fresh veggies, tropical fruits and spices. But there is also a big Tesco — similar to Safeway — in Penang. Provisioning is particularly good in Langkawi, a duty-free port that is the cruiser headquarters on the west coast of Malaysia and less than 200 miles south of Phuket. So when in Malaysia, the indulgent sailor stocks up on wine, liquor and chocolate. Rice is the staple



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BUDGET CRUISING —

carbohydrate, so the quality of bread is poor. Bring a breadmaker.

Fuel and water are both plentiful, although we recommend bottled water. There are a couple of very nice marinas in southern Malaysia within spitting distance of Singapore — one of them being a very nice one that doesn't charge for the use of a slip! Anchoring is possible anywhere along the Malacca Strait between the shipping lane and the shore, and but there are some particularly desirable islands to anchor off along the way.

Langkawi, a group of 104 islands in the Andaman Sea just off the west coast of Peninsular Malaysia and 450 miles up from Singapore, is the crown jewel of both Malaysian and Southeast Asian sailing. With only two of the 104 islands populated, it has great natural scenery, pretty beaches, easy anchoring — and lots of monkeys running wild. There are three good marinas, and one of them, Rebak, has a boatyard that is very popular with cruisers.

For many sailors, sailing in Malaysia means Langkawi, so they tend to make the passage up the Malacca Strait from



Langkawi monkeys are cute... but they are nasty buggers too!

Singapore quickly. While there is no danger from pirates, sailors need to keep a weather eye out for *Sumatras*, which are quick storms with winds to 45 knots that come out of the west. You can usually see them coming, so reef early and often. Other dangers include unpredictable currents, and fishing boats and traps,

particularly at night.

Thailand — This county of 70 million, most of whom are ethnic Thais who practice Buddhism, is the shape of a backwards apostrophe. Sailing is extremely limited to the south of Bangkok in the Gulf of Thailand, but thrives at the extremely popular island of Phuket, just 150 miles north of Langkawi.

Phuket is famous to cruisers for two things — fabulous Thai food and stunning scenery, including the signature *karsks* towering out of the water. Well, Phuket and the rest of Thailand might be famous to some male singlehanders for a third thing, but we won't go into that.

Thanks to the flat water on the west side of the big island of Phuket during the season, sailing along the 50-mile west coast is a treat. You can dinghy ashore at any of the beaches for a great seafood lunch at an expensive resort, or you can enjoy delicious but very inexpensive Thai food from a rustic stall. An additional sailing option is to continue 90 miles further north to the Similan

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ON THE OTHER SIDE OF THE WORLD

islands, where you can enjoy some of the best diving and snorkeling in the region.

Phang Na Bay, between the island of Phuket and mainland Thailand, is nothing short of spectacular. The seascape consists of islands that were once limestone mountains, now worn down by the elements to towering blocks, thick with vegetation and sea birds. This is a marine wonderland, and even the most seasoned and crusty sailor will be enchanted.

Provisioning in Thailand is very good, with many small supermarkets and delis, excellent fresh Asian veggies (although not fresh cold-weather vegetables), and an abundance of tropical fruits and coconuts. Most boat bits are easy to come by, as there are several chandleries and well-established boatyards. Getting fuel is easy if you get it from a fuel dock, but if you have to raft up and bunker from a fuel barge, you're bound for more excitement than you need.

There are several marinas on Phuket's east coast, all with fuel docks. Anchor-

ing is permitted everywhere on Phuket's east and west coasts, and Phang Na Bay is a paradise for anchoring, as there are countless protected, scenic anchorages. The waters around Phuket are not deep, so you have to keep an eye on the sounder.

Thailand has generally light to moderate wind during the season, the scenery is stunning, the people are friendly, and the food is fabulous. To our thinking, it just doesn't get any better than Thailand. Seriously.

Singapore, Langkawi and Phuket all make great bases for exploring each of these four countries more extensively by land. Then there is the rest of Southeast Asia, including Vietnam, with somber Hanoi, pulsating Ho Chi Minh City, the



Cruising doesn't get much more exotic than sailing through the limestone pinnacles of Thailand.

old imperial city of Hue and the charming old Chinese trading port of Hoi Anh. And the Vietnamese love Americans! From near Ho Chi Minh City — where Corsair trimarans and 50-ft cruising cats are now built — you can take a river boat up to Cambodia's Phnom Phen and Angkor Wat. There's also Laos, considered by many to be the gem of Southeast Asia. And it's not that far to Hong Kong.

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— *glenys henry*

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There was something familiar about the size and shape of that slender figure in the Tyvek space suit. I couldn't see a face or hear a voice, but the way the person in the suit moved and walked seemed almost recognizable.

The suits are necessary because the boatyard doesn't let us wet sand anymore. In wet sanding, the water carries away all the dust. But the City's environmental regs don't permit a single drop of toxic bottom paint runoff to touch the ground, so all the sanding has to be dry — and for bottom work we have to gear up for a lunar landing.

As a consequence you never know who's working on the boat next door till they stop for a break. And whoever it was working next to me was making heavy weather of it. Their boat, even though it was a little smaller than mine, was a much newer design with a keel about twice as deep as normal for a boat that size. The small person with the sander needed staging just to reach the boat bottom.

My own project was going well. These days I let the yard do all the bottom prep, having already breathed more than a lifetime allowance of boat dust. And even though I'm not racing to Hawaii, I still like to give the bottom a quick once-over for a final polish.

Meanwhile, over at the next boat, the small person with the sander was perched on the edge of a plank, and would have to climb down to re-position the staging to keep going. I decided to do the neighborly thing and move the next board in place so their work wouldn't be interrupted.

"Thanks, Max," said Lee Helm through her protective hood after I had moved some boards onto different saw horses.

"I had a feeling it was you inside that space suit," I said. "Whose boat and what's the project?"

"It's, like, my Pac Cup ride," she explained. "We've got some serious fairing to do before we paint."

"Looks fast," I said, as I felt around the leading edge of the keel. "And feels really smooth, too."

"Smooth, but not fair," she said as she kept on working with the long board. "There's a difference."

I didn't ask, but she went on to explain.

"Smoothness you can, like, feel with your fingers. Fairness is a more large-scale problem, a waviness in the surface

or a discontinuity in the higher derivatives of the shape."

She held the fairing board over a part of the hull that she thought would illustrate the point. "See, there's light under the board, indicating a very slight hollow compared to the curvature on either side. This part will need some filling in."

"Looks good to me," I said, not being able to see anything different about the section of hull she was working on. "But I suppose if you want to maintain laminar flow all the way to the stern, it has to be perfect."

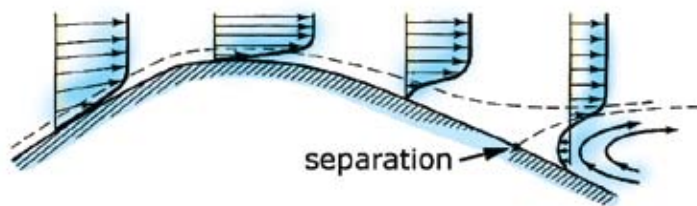
"Give me a break, Max. Laminar flow is only found at Reynolds numbers below ten-to-the-sixth, and even that's a stretch. We're way above that once we get two feet from the bow, so no way the flow will be laminar. And never mind all the wave turbulence. Maybe down along the keel we can keep it laminar up to the maximum thickness point, as long as it's not loaded up too heavily with side force. But laminar flow is right out for most of the flow field."

"Oh," I said. "Then what happens aft of that first two feet? Does the flow separate that soon?"

"BLT 101," she announced as she climbed down from the staging, put down the sander and the fairing board, and pulled the hood off her head.

"Ready for a lunch break already?" I said. "I can get a BLT from the deli right up the road."

"Boundary Layer Theory," she corrected me as she started to walk over to



Flow around a curved object, showing the point of separation.

my boat. "Anything over there I can draw on?"

Not finding anything, she started drawing lines in the sanding dust on a dry part of my boat's hull using her plastic-gloved fingers.

"In laminar flow," she began, "the water moves in layers, like this. The flow is parallel to the surface, and the water in one layer stays in that layer. That's why they call it laminar flow. Theoretically



there's zero relative velocity right up against the surface, and the speed of the water increases gradually as you get farther away. This region is called the boundary layer, and it grows according to a fairly complex formula as the flow moves back from the bow or the leading edge of the keel or rudder."

"Okay, simple enough so far," I said.

"What's important about laminar flow," she continued, "is that the shear stress on the water is very low, because the velocity increases very gradually as you move away from the surface. So the drag on the surface is also very low. But as the boundary layer gets bigger it becomes unstable, and transitions to turbulent flow."

"Is this where the water at the surface of the hull is moving backward?" I asked.

"No way, that comes later, when the flow separates. In turbulent flow, the water has an unsteady motion component at right angles to the surface. The motion is a lot more random and there's



JEAN BUBAK

a lot of mixing between inner and outer layers within the boundary layer. So, like, instead of the orderly flow in layers, the flow is all mixed up, and fast-moving water from the outer parts of the boundary layer keep mixing it up with the inner layers. So the part we care most about — the flow right along the hull surface that produces the frictional resistance — sees a much higher velocity gradient and causes much more drag."

"Okay, that almost makes sense," I allowed.

"Turbulent flow is pretty much guaranteed for Reynolds numbers over about two million, but it usually transitions from laminar much sooner."

"Reynolds numbers?"

"Just a non-dimensional way of describing how important the viscous forces are compared to the inertial forces. If you move faster, or you move around things that are bigger, the momentum of the fluid is more important. If things are very small or moving very slowly, the viscosity is more important. It explains the difference in wing design between large birds and small insects. And, like, microscopic bugs can't use wings or fins

Working on your boat's bottom requires dressing up like the bad guys from 'E.T.'

at all; they need whip-like flagella that use viscosity, not momentum, for propulsion, because they know how small their Reynolds numbers are."

"What units are Reynolds numbers expressed in?" I asked, hoping to get some insight. "Is that one million limit in English or metric?" It was an old trick I learned in college — ask for the units if you need more time to understand something.

"It's non-dimensional, Max. No units! Let's prove it: I'll use L for the length unit, t for the time unit and M for the mass unit, just to keep it simple.

"Reynolds number is speed times length times density — that's the inertial forces part — divided by viscosity, which is the viscous forces part.

"First the units for inertial forces: Speed is distance per time or L/t. Length is L, and density is mass per volume, or M/L³. So we have L/t x L x M/L³ which simplifies to M/Lt, mass over length times time. See how this works?"

Even through my particle mask, my

expression must have made it clear that I didn't.

"Think of it as kilograms over feet-seconds if you need real units.

That only helped a little, but Lee pressed on.

"Now for the dimension of viscosity. It's the shearing force per velocity gradient. Force is mass times acceleration, you know, like, kilogram-meters per second squared, or mass-length per time squared, which is ML/t² in our generalized notation. But the force is applied over an area, so it's really a pressure. So divide by L², and it becomes M/Lt². And this pressure is proportional to velocity gradient, or change in speed of the fluid per change in distance from the wetted surface. Speed is L/t, speed gradient is L/t/L or 1/t. So viscosity — viscous shearing pressure per velocity gradient — is (M/Lt²) / (1/t). And we have the units for viscosity as M/Lt after we divide by 1/t."

"I'm still having trouble with anything that has the dimension of one over time."

"Don't worry, it all cancels. We have M/Lt for the dimension of the inertial forces, and M/Lt for the dimension of the viscous forces, so comparing the two is a non-dimensional ratio. Cool, huh? It doesn't make any difference what units you use to measure length, mass and time; as long as you're consistent you'll get the same Reynolds number in any system of measurement."

Lee waited for me to respond, but I was still a few steps back.

"It's like, length-to-beam ratio," she said. "No matter if you're using feet or meters or inches, the length-to-beam ratio for your boat is still three to one."

"So you're saying a Reynolds number of two million is the upper limit for laminar flow? If I'm going six knots, how far back can I expect laminar flow to work?"

"About 15 inches, on a good day, 30 inches at three knots, and maybe a whole five feet at a knot-and-a-half. It helps if the flow is accelerating around the bow or around the forward part of an airfoil section. The acceleration of the water causes a favorable pressure gradient that helps keep the flow laminar. But after the point of maximum thickness, the pressure starts to increase as the water slows, so the pressure gradient goes negative and it's pretty much impossible to maintain laminar flow past that. That's why gliders with 'laminar' airfoil wings have the maximum thickness of the wing section so far back."

"So then, for a boat," I said, trying to

MAX EBB

pull something useful out of Lee's lecture, "I should pay really close attention to the forward five feet of the bow, and to the part of the keel and rudder ahead of the maximum thickness point."

"For sure. But the five feet is only if you can keep laminar flow up to a Reynolds number of one million at low speed. Much less than that is more normal, especially with that washboard you're calling a racing bottom."

"It's not like I'm racing to Hawaii," I said. "And besides, they took away my favorite tool."

"That sander should do a good job for you," said Lee.

"Back in the day," I reminisced, "bottom work was a much more hands-on thing, and a better social event, with the whole crew turned for that final burnish with pads of wet-dry number 800. All we needed was a hose and a pad of sandpaper for each crew. No suits, no vacuums,

just a lot of water to carry away the dust. This big power sander with the vacuum dust collector makes it hard to feel all the little lumps and hollows like I could with my pad of sandpaper. Look, I snuck

"Hey!" shouted a stern voice from behind me. "You're not allowed to sand like that!"

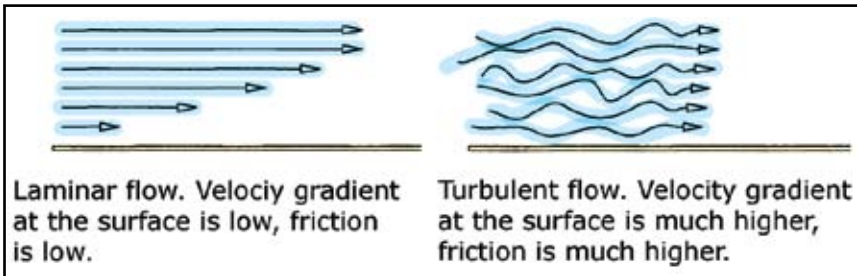
Fortunately it was not the yard manager or the City sanding police, but the owner of the boat on the other side of the one Lee had been working on. He had come over to see if he could audit the rest of Lee's BLT class.

"It's just a quick demo," I said as I turned off the hose. But the faucet valve was old and I didn't turn it far enough

to completely stop the flow of water.

"See, now the flow as gone laminar!" Lee said excitedly as she took the end of the hose from my hand and held it horizontal. Instead of the water pouring out in a solid stream, some of it was dribbling down around the end fitting, some was falling almost straight down, and some water was arcing out slightly from the end of the hose.

"See the evidence of laminar flow?"



a piece in"

I produced a single sheet of #800, then I wet down a patch of hull with a nearby hose. I looked over my shoulders to make sure none of the yard employees were watching, and demonstrated wet sanding of bottom paint.

"Ew," Lee reacted. "There's bottom paint juice running up your sleeve!"

"But I can really feel what I'm doing this way," I insisted.

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— Herman Melville, *Moby Dick*, Chapter XXVI



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The layers of water near the sides of the hose are going so slow that they just drop straight down, but the faster layers from the middle have more momentum and go out more, with the whole speed profile represented by different arcs of water. Watch what happens when we turn it up a little."

On her signal I increased the flow rate very gradually, and the dribbling suddenly stopped — now the water was exiting the hose in a solid stream once again.

"Yo u ' d think boys would have a better intuitive understanding of this than girls," Lee surmised. "They get to observe fluid exiting a pipe of variable length under variable pressure, from a very early age. But noooo, I still have to explain this to you guys."

"**B**ack to boat bottoms," I said. "Where does separated flow come in?"

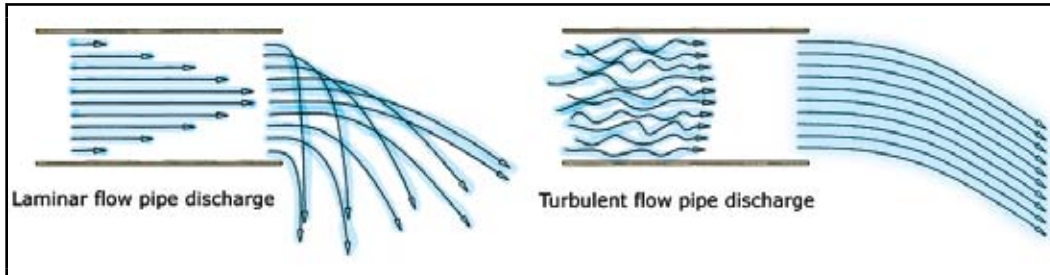
"That's when the flow right along the hull goes the wrong way," she explained. "In turbulent flow, the turbulence is all inside the boundary layer. In separated flow, there are large scale flow reversals and backwash. It's what happens behind a flat plate or an oar blade being dragged

see on top of airplane wings?" asked the owner of the boat next to Lee's.

"Same idea," said Lee. "But your boat has a pretty clean run. It's no ultralight, but the stern is very wide with almost no overhang, and it doesn't make the water turn the corner too fast, either inward or upward."

Lee and the boat owner started to walk back in the direction of the boats they were working on, and I followed to have a look at what she meant. His boat was a fairly new cruising design with a big wide transom and built-in swim platform that came almost down to the waterline.

"See that crab-crusher over there with the apple-cheek stern?" Lee said as she pointed to a round-sterned cruiser. "Totally ugly at high speed. I mean, I did a race down the coast in one of those things once, and there was so much



through the water, or a stalled-out rudder turned too far, or the wake of a heavy old IOR boat with a pinched-in stern. Funny thing is, more turbulence can sometimes suppress separation, for a net reduction in drag."

"Like those turbulence generators you

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noise coming from that stern, it was like trying to sleep next to a waterfall. Not the nice clean hiss of an aerated transom with a rooster tail wake. This was the sound of water being tortured."

"I never considered the sound of my stern wake to be unpleasant," said the boat owner.

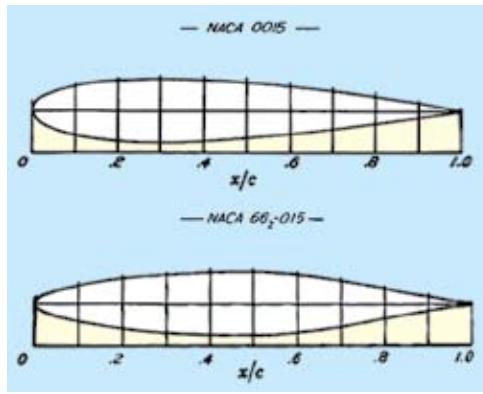
"Your boat should power up real good with a big spinnaker," Lee predicted. "Short overhangs, lots of buoyancy right back to the stern, nothing that tries to fool the water into making a sharper turn than it wants to. That boat's got Hawaii race written all over it."

"We're getting ready to go cruising this summer," the owner confirmed. "But there's no way we would gear up for racing."

"What's to gear up?" Lee countered. "This year there's an Aloha Division. You have to have roller furling or hanked-on headsails, you have to race with a dodger, you can only bring two spinnakers and they have to be cruising asyms, and you have to carry a dinghy. And they're even allowing satphones this year for check-in, so you don't need to mess with

the SSB installation."

"They still require a long list of extra gear," he noted. "Like the emergency rudder. That's a big expense that most



Two NACA airfoil sections. The one with maximum thickness farther aft is designed to extend the region of laminar flow.

cruisers do without."

"Piece of cake," Lee assured him. "I can build a soft rudder in less than a day out of broken windsurfer parts. Well,

okay, for a boat as big as yours I'd have a sailmaker make the actual soft rudder blade, but it's still pretty cheap, light and easy to stow, and works great. You're out of excuses!" she concluded.

"I guess I'll have the liferaft and most of the other safety gear anyway," he said. "Do they allow autopilots? I'd hate having to steer all the way to Hawaii."

"No problem," Lee answered. "Max, you should sign on as crew."

We swapped business cards, mostly because Lee insisted, before we both headed back to our boats.

"She just wants another boat in the race that she knows she can beat," I joked.

"It wouldn't be a bad way to kick off our cruise," allowed the owner. "We've never done a long passage before, but this would be good way to do it with a lot of support. I'll run it past my partner. You never know."

"I'll be here again tomorrow morning," Lee announced. "We'll do Strouhal numbers, the non-dimensional number that describes unsteady vortex shedding."

Maybe I'll race to Hawaii after all.

— max ebb

The advertisement features a background image of a large crowd of people at an event. In the foreground, there is a globe with a yellow sailboat on it. A red banner across the globe says "I've Been Around!". Text around the globe includes "Latitude 38 1/2" at the top and "Circumnavigators' Rendezvous" at the bottom. To the right, there is a large block of text: "HAVE YOU BEEN AROUND?" in red, "Circumnavigators Rendezvous Friday, April 13 3:30 p.m. at Strictly Sail Pacific" in blue, and "Save the date - details to come!" in red.

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THE RACING

February may have been light on breeze but the summer-like conditions gave racers in **RYC's Small Boat Midwinters**, **CYC's Mids**, **OYC's Sunday Brunch Series**, **RegattaPRO/SYC's Mids**, **BYC's Mids**, **IYC's Island Days** and **SCYA's massive Midwinter Regatta** some lovely days on the water. If you need more, there's always **Race Notes**.

Richmond YC Small Boat Midwinters

An astonishing number and variety of small boats had just enough breeze on Super Bowl Sunday for racing on the Richmond Riviera. The El Toro Seniors, sailing on the inside course, opted for five races with no lunch break, and got them all in with half an hour left to put their boats away before kickoff.

The slightly larger dinghies on the middle course just within the breakwater of Richmond Harbor were able to get in two races before lunch and two after. And the 'big' boats out on the Southampton course managed three races. This year's series has been experiencing a serious wind deficit.

This low-key but popular small-boat regatta is run in an efficient and friendly manner by Richmond YC, explaining the more than 300 entries — almost as many as the Three Bridge Fiasco — of 34 different designs. The biggest fleets belong to the El Toro Juniors (35), Lasers (24), and Laser Radials (22). Forty-three Optimists have the race course to themselves on Saturdays.

The series, which began on the first weekend in December, concludes March

were left drifting around as a giant hole settled over the starting area. Eventually a westerly filled in from Richardson Bay, allowing the RC to resume the starts, and leaving boats that were already racing and working the left side of the course in the dust.

Sunday saw partly cloudy skies and a diminishing southwesterly — and another postponement while the RC waited for a westerly to fill in. The breeze eventually shifted to the west, but not as much as anticipated, leaving the starting line with a heavy pin-end favor. As a result, boats piled up around the pin, forcing several over the line early. Big boats got a Cityfront tour, heading to Blackaller, Blossom Rock, back to Blackaller, then around Elephant Rock to finish, with the smaller boats looping around Blackaller or Harding Rock, then Elephant Rock to finish.

Despite the forecast for five knots, the breeze settled into the 10- to 18-knot range. As it had the day before, the ebb played a big role in tactics, and boats on the Cityfront were treated to a jibe-fest in an attempt to stay in the current relief near the beach. Several fleets saw straight bullets in the top spot, including Charles James' J/105 *Roxanne*, Julle Le'Vicki's Hanse 370 *Min Flicka*, and Jeffrey Hutter's Tartan 10 *Gammon*.

— jay hickman

CORINTHIAN YC MIDWINTERS (FINAL 2/18-19; 4r, 0t)

PHRF 1 — 1) **Topzy Turvy**, J/111, Warren Konkel, 14 points; 2) **Ragtime**, J/90, Trig Liljestrand, 16; 3) **Deception**, Santa Cruz 50, Bill Helvestine, 23. (17 boats)

PHRF 2 — 1) **8 Ball**, Farr 30, Scott Easom, 6 points; 2) **Hawkeye**, IMX 30, Frank Morrow, 15; 3) **Jarlen**, J/35, Robert Bloom, 18. (15 boats)

PHRF 3 — 1) **Yucca**, 8-Meter, Hank Easom, 5 points; 2) **Baleineau**, Olson 34, Charlie Brochard, 12; 3) **Vuja De**, Ultimate 24, Chris Kim, 16. (13 boats)

PHRF 4 — 1) **Arcadia**, Modernized Santana 27, Gordie Nash, 6 points; 2) **Sunda**, Seaborn 35, Robert Rogers, 13; 3) **Fjaer**, IOD, Richard Pearce, 14. (12 boats)

NON-SPIN A — 1) **Min Flicka**, Hanse 370, Julle Le'Vicki, 4 points; 2) **Sea Ghost**, Beneteau First 42, Ron Roberts, 12; 3) **Q**, Schumacher 40, Glenn Isaacson, 12. (9 boats)

NON-SPIN B — 1) **French Kiss**, Beneteau



ERIK SIMONSON / WWW.H2OSHOTS.COM

350, David Borton, 9 points; 2) **Kira**, Cal 33-2, Jim Erskine, 12; 3) **Seaya**, Catalina 380, Mark Thompson, 13. (13 boats)

NON-SPIN C — 1) **Raccoon**, Cal 20, Jim Snow, 5 points; 2) **Can O'Whoopass**, Richard vonEhrenkrook, 7; 3) **Gannet**, Knarr, Bob Thalmann, 13. (10 boats)

EXPRESS 27 — 1) **Shenanigans**, John Collins, 9 points; 2) **Tule Fog**, Steve Carroll, 10; 3) **Moonlight**, Jim Gibbs, 14. (6 boats)

SF BAY 30 — 1) **Gammon**, Tartan 10, Jeffrey Hutter, 2 points; 2) **Heart of Gold**, Olson 911S, Joan Byrne, 4; 3) **Shameless**, Schumacher 30, George Ellison, 11. (3 boats)

J/105 — 1) **Roxanne**, Charles James, 4 points; 2) **Donkey Jack**, Rolf & Shannon Kaiser, 9; 3) **Joyride**, Bill Hoehler, 11. (3 boats)

CATALINA 34 — 1) **Surprise**, Peter Birnbaum, 9 points; 2) **Amandla**, Kurt Magdanz, 9; 3) **E Tick-et**, Michael Mullen, 11. (4 boats)

EXPRESS 37 — 1) **Golden Moon**, Kame Richards 8 points; 2) **Stewball**, Bob Harford, 9; 3) **Eclipse**, Mark Dowdy, 10. (6 boats)

MULTIHULL — 1) **SeaYa**, Seawind 1000, Joe Weathers, 7 points; 2) **Caprice**, Seawind 1160, Dan Seifers, 7; 3) **Lanikai**, Seawind 1160, John Brady, 11. (4 boats)

Complete results at www.cyc.org.

Oakland YC Sunday Brunch Series

In the midwinter series that is quickly becoming known as "The Endless Summer," Oakland YC Sunday Brunch racers enjoyed their fourth consecutive shorts-



WWW.NORCALSAILING.COM

This start in the El Toro Seniors fleet resulted in a general recall. They managed to avoid the dreaded black flag, though.

3-4. To see who's ahead in each division, go to www.richmondyc.org.

— latitude / chris

Corinthian YC Midwinters

Racers showing up for the final weekend of the Corinthian YC Midwinters on Saturday, February 18, were greeted by sunny skies and a light breeze from the south-southwest. After a one-hour postponement, there was enough wind to get the first two fleets started on a double sausage course between Yellow Bluff and Knox, then around the Elephant Rock mark to finish. The rest of the fleets



L to r, 'Double Trouble', 'Wicked' and 'Tai Kuai' chuting along during CYC's finals.

and-t-shirts race on the Oakland Estuary on February 19. With shifty breeze, a large fleet of Optis to contend with and just a bit of ebb, racers had their hands full on another beautiful Northern California winter day.

The Merit 25/168 PHRF fleet was the largest of the day with eight boats. Off the line, Steve Bayles' J/24 *Dire Straits* had speed, but quickly got surrounded by the ever-present fleet of Merits. Laraine Salmon's Merit 25 *Bewitched* (a drop-in for one race of the series) moved into the lead on the first downwind leg, and, as is often the case in yacht racing, the rich got richer as the fleet neared the leeward mark. Jibing down into Brooklyn Basin next to Coast Guard Island, the fleet was channeled into a narrow body of water. *Bewitched* doused the kite and rounded the mark just as a puff hit, which created problems for the rest of the fleet that was in the process of coming into the leeward mark with spinnakers up. Sailing upwind with the jib up, *Bewitched* was off to the races, leaving a tight pack to duke it out for second place.

Just three boats took the start in the

PHRF ≤ 150 division: a 41-footer and two ULDBs. With the fleet nearly even off the start, Bill Mohr's J/124 *Spirit of Freedom* quickly waterlined the two ultralights, setting up a two-boat Santa Cruz match race between this writer's green Moore 24 *US 101* and Bart Goodell's blue Santa Cruz 27 *Vitesse*. *Vitesse* rolled *101* on the first upwind beat, before we picked up a shift and moved back in front. With *101* leading downwind, *Vitesse* rolled us again. Jibing down into Brooklyn Basin to round the leeward mark, the two boats ran into a congested mark rounding and *101* squirted out front. Racing very close, the two boats rounded the next windward mark together, coming within inches of each other. In a downwind duel, the two boats passed back and forth before *101* was able to finally move ahead in traffic. The ULDB battle was only for second place, however, as *Spirit of Freedom* smoked around the course to win by nearly five minutes on corrected time, continuing her streak of straight bullets in the series.

In PHRF 151-200, Mike Jackson's beautifully restored Columbia 5.5 *Wings* sailed to a close win, but the real action was farther back in the fleet. Coming out of a tack after a mark rounding, the Newport 30 *Zeehound* cut it a bit too close, crushing the stainless-steel life-ring holder on the transom of the Cal 2-29 *Nice Turn*. The mangled piece of metal made its rounds at the OYC bar after the race, to the applause of the crowd.

The Non-Spin ≤ 200 class saw Michael and Judith Maurier's Alerion Express 28 *Scrimshaw* scoot around the course to a comfortable win. In Non-Spin ≥ 201 , Lee Perry's Harbor 20 *Obsession* won for the second time, claiming the series lead.

With great racing, a delicious brunch before the race, and a great after party at a beautiful clubhouse, OYC's Sunday Brunch truly is the perfect way to enjoy a midwinter afternoon of sailing.

— ronnie simpson

OAKLAND YC SUNDAY BRUNCH STANDINGS (2/19; 4r, 1t)

NON-SPIN PHRF ≤ 200 — 1) *Scrimshaw*, Alerion Express 28, Michael Maurier, 3 points; 2) *Some Day*, Islander 36, Roy Samuelson, 6; 3) *Music*, Catalina 34, Bob Engelhart, 7. (6 boats)

PHRF 151-200 — 1) *Wings*, Columbia 5.5, Mike Jackson, 3 points; 2) *Nice Turn*, Cal 2-29, Richard M. Johnson, 7; 3) *My Tahoe Tool!*, Capri 25, Steve Douglass. (9 boats)

MERIT 25/168 RATERS — 1) *Rapture*, Capri 25, Jerry Johnson, 5 points; 2) *Faster Faster!*, Merit 25, David Ross, 7; 3) *Bandido*, Merit 25, George Gurrola, 8. (8 boats)

PHRF ≤ 150 — 1) *Spirit of Freedom*, J/124, Bill Mohr, 3 points; 2) *US 101*, Moore 24, Ronnie Simpson, 7; 3) *Sparrowhawk*, Moore 24, Tom Condy, 8. (6 boats)

NON-SPIN PHRF ≥ 201 — 1) *Obsession*, Harbor 20, Lee Perry, 4 points; 2) *Kitten*, Santana 22, Kristy Lugert, 5; 3) *Wind Singer*, Merit 22, Pat Broderick, 7. (7 boats)

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

The Merit 25/168 Raters division in OYC's Sunday Brunch series snuggled up in light breeze.



THE RACING



PHOTOS THIS PAGE EXCEPT SPREAD JEFF ZARWELL / REGATTAPRO

This page (except spread): The RegattaPRO/SYC series closer saw a frustrating postponement but eventually gave patient racers a lovely day of sailing on the Bay; **Next page:** On the same day, Berkeley YC closed out their own midwinter series with two more days of rainless racing.

Keller, 4 points; 2) **Evanescence**, Ken & Liz Williams, 5; 3) **Sea Bird**, F-27, Rich Holden, 6. (5 boats)
Complete results at www.oaklandyachtclub.net.

RegattaPRO/SYC Winter One Design

Saturday, February 11, saw the conclusion of the RegattaPRO series with 28 boats racing. The fleet enjoyed rainless race days for the entire series, despite the last race day's forecast of scattered showers and wind from the west.

As the wind had been steady from the WNW for over an hour, the RC went into sequence as scheduled at 11:30 a.m. Of course it was exactly that moment that the wind chose to die. Breeze could be seen building from the Gate, so the start was postponed to await the westerly. Within 30 minutes, a nice breeze varying between six and nine knots had built

from the southwest.

In the first race, Dick Swanson's *Grace Dances* took yet another bullet in the J/120 fleet, as did Dan Hauserman's *Personal Puff* in the Melges 24 fleet and John Liebenberg's *Always Friday* in the Antrim 27 fleet. There were lots of place changes during the first J/105 race, with Adam Spiegel's *Jam Session* taking the line.

In the second race, *Grace Dances* went two for two. The J/105 start got a freebie on what should have been at least three boats OCS at the pin end, but due to an OCS flag issue — it wasn't visible — they got a pass. However, of those who were identified, none finished better than 10th. *Personal Puff* and *Always Friday* maintained their dominance in their fleets.

With a flood tide and wind from the

west, the smooth conditions made for a good day for boat handling. No one went shrimping, and all the boats played well together (no protests were filed). On top of that, we never saw a drop of rain. In fact, the skies cleared early and it turned out to be a gorgeous day. The perfect way to cap off a very successful series.

A big thank you to Sausalito Yacht Club for again helping out on this event, and thanks to the fleets for coming out.

— jeff zarwell

REGATTAPRO/SAUSALITO YC WINTER ONE DESIGN SERIES (FINAL 2/11: 8r, 2t)

J/120 — 1) **Grace Dances**, Dick Swanson, 8 points; 2) **Desdemona**, John Wimer, 13; 3) **Chance**, Barry Lewis, 14. (7 boats)



PHOTOS THIS PAGE JOE BOONE

J/105 — 1) **Wonder**, Tom Kennelly, 18 points;
2) **Walloping Swede**, Theresa Brandner, 24; 3)
Godot, Phillip Laby, 25. (19 boats)

MELGES 24 — 1) **Personal Puff**, Dan Hauserman, 6 points; 2) **Wilco**, Douglas Wilhelm, 12; 3)
Smokin', Kevin Clark, 17. (6 boats)

ANTRIM 27 — 1) **Always Friday**, John Liebenberg, 6 points; 2) **Abacadabra**, Ian Chamberlin, 11; 3) **E.T.**, Tony English, 17. (4 boats)

Complete results at www.regattapro.com

Berkeley YC Midwinter Series

Wow! Four for four! The 2011-12 Berkeley YC Midwinters were gifted with four weekends of no rain and no gales. To be honest, no one in the club can remember ever having been this lucky before.

On February 11, a 15-minute postponement was needed in order to wait for a light breeze to manifest itself. The breeze appeared but was a bit unsettled.

A second postponement became necessary after the first two divisions were crowding each other at the peg instead of using the nice long line that was offered. So the RC decided to move, but the wind also changed direction.

But the sun came out, the breeze settled down and all 67 starters finished the eight-mile windward/leeward course before 4 p.m.

The next day dawned with a threat of rain and heavy wind. At race start time, the breeze was very light and again unsettled on which direction it wanted to blow. At one point, the fleet saw a westerly, a southerly and a southeasterly. The RC settled on a course that went to the south, but about halfway into the race, the promised strong westerly appeared and many of the legs became a fast reach. None of the 24 boats seemed to mind finishing a little early since, by

2:30 p.m., the cold breeze was on and the promised rain seemed about to hit.

The last event of this season's midwinters was the trophy winners' race — aka Champion of Champions — on February 26, which was after this issue went to the printers. Go to www.berkeleyyc.org for the results of that race.

— bobbi tosse

BERKELEY YC MIDWINTER SERIES SATURDAY (FINAL 2/11; 4r, 0t)

DIVISION A — 1) **Ragtime**, J/90, Trig Liljestrand, 12 points; 2) **Split Water**, Beneteau First 10R, David Britt, 12; 3) **Family Hour TNG**, Henderson 30, Bilafer Family, 17. (10 boats)

DIVISION B — 1) **Hoot**, Olson 30, Andrew Macfie, 4 points; 2) **Shameless**, Schumacher 30, George Ellison, 12; 3) **Flexi Flyer**, Soverel 33, Mitchell Wells, 18. (10 boats)

EXPRESS 27 — 1) **Motorcycle Irene**, Zach Anderson, 9 points; 2) **Wile E Coyote**, Dan Pruzan, 17; 3) **Peaches**, John Rivlin, 17. (19 boats)

THE RACING

MOORE 24 — 1) **Banditos**, John Kernot, 15 points; 2) **Numa Boa**, Mark English, 15; 3) **Armored**, Pete Rowland, 17. (9 boats)

OLSON 25 — 1) **Shark on Bluegrass**, Falk Meissner, 5 points; 2) **American Standard**, Bob Gunion, 9; 3) **Synchronicity**, Steve Smith, 11. (6 points)

DIVISION C — 1) **Pocket Rocket**, Mull 22, Brad Cameron, 7 points; 2) **Hard N Fast**, Merit 25, Tim Harden, 10; 3) **Warhawk**, Hawkfarm 28, Bill Travis, 12. (12 boats)

DIVISION D — 1) **Crazy Horse**, Ranger 23, Nicholas Ancel, 11 points; 2) **Tiare**, Catalina 22, Paul McLaughlin, 15; 3) **Dumbo**, Catalina 22, David Torrisi, 17. (10 boats)

CAL 20 — 1) **Can o' Whoopass**, Richard vonEhrenkrook, 6 points; 2) **Recluse**, Howard Martin, 11; 3) **Fjording**, Tina Lundh, 12. (5 boats)

J/24 — 1) **TMC Racing**, Michael Whitfield, 10 points; 2) **On Belay**, Don Taylor, 12; 3) **Shut Up and Drive**, Valentyn Liulevych, 12. (7 boats)

BERKELEY YC MIDWINTER SERIES SUNDAY (FINAL 2/12: 4r, 2t)

DIVISION 1 — 1) **Stewball**, Express 37, Bob Harford, 10 points; 2) **Hoot**, 10; 3) **Split Water**, 14. (10 points)

EXPRESS 27 — 1) **Motorcycle Irene**, 10 points; 2) **Great White**, Rachel Fogel, 14; 3) **Wetsu**, Phil Krasner, 15. (9 boats)

DIVISION 2 — 1) **Twoirrational**, Moore 24,



STEVE WATERLOO

Playing the current close to shore was more important than chasing breeze during February.

Anthony Chargin, 7 points; 2) **American Standard**, 7; 3) **Nicole**, Orion 35, Mel Morrison, 11. (6 boats)

DIVISION 3 — 1) **TMC Racing**, 11 points; 2) **Twilight Zone**, Merit 25, Paul Kamen, 11; 3) **Froglips**, J/24, Richard Stockdale, 14. (9 boats)
Complete results at www.berkeleyyc.org

Island YC Island Days Midwinters

Twenty-two boats lined up on February 12 for round four of Island YC's Island Days series of midwinter racing on

the Estuary. Sailing under mostly sunny skies, racers were challenged with shifty, variable breeze from a passing front and a bit of flood tide. Starting between Coast Guard Island and Svendsen's Boat Works, the four racing fleets were treated to a classic lap of the Estuary.

In Spinnaker 1, 10 boats took to the line in a confused manner owing to a massive left shift. After the entire fleet crossed the line late, they took off on a port tack headed toward Jack London Square. The fleet was quick to separate in the constant shifts, which caused boats to be lifted or headed by up to 50 degrees. At the front of the fleet, Greg Nelsen's *Azzura 310 Outsider* and Grant Hayes' *Hobie 33 Vitesse Too* fought for line honors as they waterlined the fleet in the moderate breeze conditions. Just behind was Aaron Lee's Moore 24 *Crazy Eights*, with a bit of a gap between the rest of the fleet. Shortly after the rounding, the wind freed and the entire fleet sped down to the day mark off Coast Guard Island before heading back up to Jack London and doing it all again.

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In the end, *Crazy Eights* sailed a near-perfect race, playing several big shifts to claim a resounding 2m, 40s win (on corrected time) over *Outsider*. The two Express 27s, Joe Balderama's *Archimedes* and George Lythcott's *Taz!!*, finished just three seconds apart with *Archimedes* getting the nod.

The PHRF 168 class was a Merit 25 match race as just two boats took the line. Laraine Salmon's *Bewitched* beat David Ross' *Faster Faster!* by about a minute to claim honors for the day and increase their lead in the series to two points.

Six boats took to the line in Spinnaker 2 with John New's *Islander 30 Wuvulu* romping around the 4.5-mile course for a class win by more than four minutes. Mike Jackson's *Columbia 5.5 Wings* had an off day, finishing in sixth, but through consistent finishes in the first three races, managed to hold onto the class lead heading into the final round.

The Non-Spinnaker division saw two flush-decked beauties duke it out for the win, with Ken Viaggi's *Aphrodite 101 Galatea* narrowly beating out Glen

Krawlec's new-to-him Tartan 10 *Centurian's Ghost*. Kristy Lugert's *Santana 22* finished third on the afternoon and holds onto a two-point lead in the series standings.

— ronnie simpson

ISLAND YC ISLAND DAYS MIDWINTER SERIES

STANDINGS (2/12; 4r, 1t)

SPINNAKER 1 — 1) **Crazy Eights**, Moore 24, Aaron Lee, 4 points; 2) **Snafu-U**, Moore 24, Rob Brobrolk, 5; 3) **Taz!!**, Express 27, George Lythcott, 8. (9 boats)

ONE DESIGNERS — 1) **Bewitched**, Merit 25, Laraine Salmon, 3 points; 2) **Faster Faster!**, Merit 25, David Ross, 5; 3) **Bandido**, Merit 25, George Gurrola, 9. (4 boats)

SPINNAKER 2 — 1) **Wings**, Columbia 5.5, Mike Jackson, 6 points; 2) **My Tahoe Too!**, Capri 25, Steve Douglass, 7; 3) **Wuvulu**, *Islander 30*, John New, 10. (9 boats)

NON-SPINNAKER — 1) **Kitten**, *Santana 22*, Kristy Lugert, 3 points; 2) **Galatea**, *Aphrodite 101*, Ken Viaggi, 5; 3) **Centurian's Ghost**, *Tartan 10*, Glen Krawiec, 9. (5 boats)



BRONWYNN DANIELS / WWW.JOYSAILING.COM

Nearly 30 yacht clubs joined in for SCYA's popular Midwinter Regatta.

SCYA Midwinter Regatta

"Come up! Come up! Three, two, one . . . BANG!" was the call heard on every start line from Santa Barbara to San Diego and Arizona in the Southern California Yachting Association's 83rd Annual Midwinter Regatta on the weekend of February 18-19.

In 1928, SCYA and the Los Angeles Junior Chamber of Commerce cosponsored the first Midwinter in an effort to promote the area as a "sports paradise." Los Angeles Harbor was the only venue for many years. The first expansion

CYC 2012 FRIDAY NIGHT SERIES

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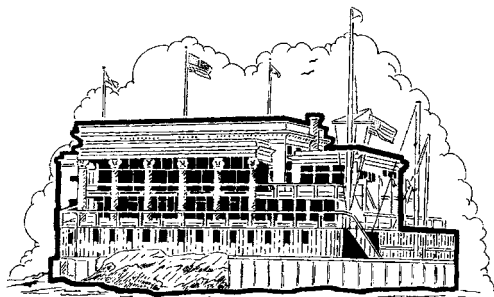
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THE RACING SHEET

added Alamitos Bay. In '73, Marina del Rey and King Harbor were added. In '77, entries reached a record 1,200.

This year's event involved 27 yacht clubs. "All combined, fleets continue to rank the Midwinter Regatta as one of the largest sailing events on the West Coast," said Regatta Chair Gary Green.

Racers in the Dana Point PHRF classes enjoyed above-average winds, no rain, and a little sunshine during the five windward-leeward races.

Preliminary results ranked Alamitos Bay YC as the largest venue for one design classes with 87 entries, followed by 62 entries at Mission Bay YC in San Diego. Newport Harbor Yacht Club had a stellar turnout of 52 Sabots.

See www.scya.org for results.

— tamara tatich

Race Notes

Finn sailor Zach Railey finished December's World Championships in Melbourne, Australia, in a disappointing ninth place. So when he prepped for January's Rolex Miami Olympic Classes Regatta, he totally refocused. "I really



ROLEX/DANIEL FORSTER / WWW.YACHTPHOTO.COM

StFYC's Zach Railey dominated the Finn class at the Rolex Miami OCR January 22-28.

had to change the way I approach my regattas," Railey said. "I wanted to come here and show that all of the training we've been putting in is paying off."

It paid off big time as Railey scored bullets in six out of 10 races to win his first ISAF Sailing World Cup gold medal.

Railey won a silver medal at the Beijing Olympics in '08, and he'll be back for another try in London this summer. Although he calls Clearwater, Florida, home, he sails for St. Francis YC.

The '12 Tahiti Race, sponsored by the Transpacific YC, had two entries at press time: Steve Rander's Wylie 70 *Rage* and Cameron Ward's Blue Water 80 *Beau Geste*. Anyone care to join them? You have until April 2 to enter, and can start from Los Angeles on April 20 or from Honolulu on April 21. The course is simple: Leave Catalina and the Mataiva Atoll in the Tuamotus to port, and finish near Pointe Venus, Tahiti. Find out more at www.transpacrace.com.

The Corinthian YC has designated their March 17 Midwinter Bonus Race as "Rob's Race" in memory of Rob Moore, who ran the midwinters and then coached their PRO for many years, contributing substantially to the series' enduring popularity. The pursuit race is free if you signed up for the earlier series; otherwise a modest fee applies. See <http://cyc.org/race/midwin>.

— latitude / chris

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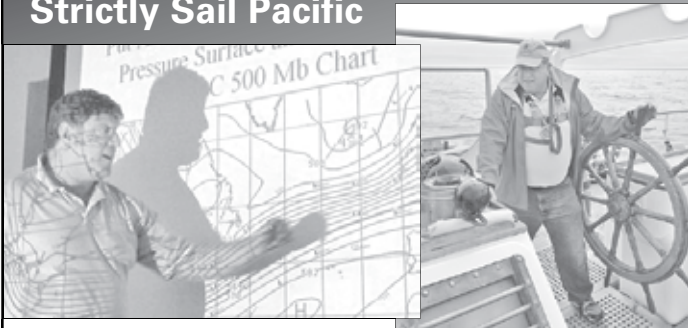
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WORLD

We'll test the worldliness of your gray matter this month with a fun and informative **Geographical Trivia Test**.

Know Before You Go:

The Worldwide Chartering Quiz

To our way of thinking one of the best things about the sailing vacation concept is that such trips take you not only to splendid sailing venues, but also to places with fascinating cultural traditions and rich, colorful histories. In our experience, the more homework you do on whatever vacation destination you're about to visit, the more rewarding the trip will be — not only because you'll know more about your surroundings as you cruise, but because you'll be able to put yourself there, so to speak, well in advance of actually arriving, if you catch our drift.

You see, if you really savor the experience of traveling, as we do, the anticipation and forethought you put into a special vacation can ultimately extend the pleasure you derive from it — just as fond memories do on the back end.

This is a roundabout way of telling you that we're departing from our normal narrative style this month to revisit a fun little exercise we call the Worldwide Chartering Quiz. The idea is for you to test your knowledge of prime destinations, while hopefully learning a thing or two in the process. We apologize in advance for including a few truly obscure questions.

While some questions are new, regular readers may recognize that many have run before, perhaps making the challenge more about trying to remember the correct answers they learned the last time, a year or two ago.

The Turquoise Coast has wonderful cultural traditions. Do you know what country it's located in?



In any case, we hope the exercise brings you more fun and fulfillment than frustration, because we always enjoy putting these little brain teasers together. (Answers appear at the end.)

1) Christopher Columbus took his first steps in the New World on one of these islands, which comprise a British Crown Colony. Much of its population is descended from slaves who were freed in 1834 when Britain abolished slavery.

- a) Grenada
- b) Cuba
- c) Anguilla
- d) The Bahamas

2) This chartering venue is the largest estuary in the U.S.

- a) Sacramento Delta
- b) Mississippi Delta
- c) Chesapeake Bay
- d) Penobscot Bay

3) In 1776, a few months after the American Revolution, this tiny island made history by becoming the first foreign entity to acknowledge U.S. sovereignty, by way of a salute fired from Fort Oranje in reply to a salute by the American brigantine *Andrew Doria*.

- a) Bequia
- b) Guadeloupe
- c) St. John
- d) St. Eustatius

4) Which South Pacific charter venue was never colonized by a European power?

- a) New Zealand
- b) Tahiti
- c) New Caledonia
- d) Tonga

5) In 1784, the French gave which Caribbean island to Sweden in exchange for freeport rights in Europe?

- a) St. Martin
- b) Marie-Galante
- c) Martinique
- d) St. Barth

6) At a certain time of the year in this popular South Pacific bareboating destination, vacationers enjoy observing and swim-



ming with humpback whales.

- a) The Marquesas
- b) Tonga
- c) The Solomon Islands
- d) The Marshall Islands

7) Where is the dramatic glacier-carved region called Desolation Sound located?

- a) Baja California
- b) British Columbia
- c) The U.S. Virgin Islands
- d) Penobscot Bay

8) In what country will you find a popular chartering area called the Turquoise Coast?

- a) New Caledonia
- b) The Seychelles
- c) Antigua
- d) Turkey

9) On which Eastern Caribbean island was Alexander Hamilton born?

- a) Nevis
- b) St. Croix
- c) Barbuda
- d) Dominica

OF CHARTERING



The spectacular Desolation Sound region is a place to relax, soak in the beauty of nature and forge lasting memories.

10) The largest and most populous of Canada's Gulf Islands, this isle was originally settled in 1858 by ex-slaves from Missouri at the invitation of British Columbia's governor.

- a) Orcas Island
- b) Saturna Island
- c) Saltspring Island
- d) Vancouver Island

11) Which Caribbean charter venue is said (by marketers) to have a beautiful beach for every day of the year?

- a) Anguilla
- b) Tobago Cays
- c) Antigua
- d) Dominica

12) This popular European chartering destination on the Adriatic Sea contains more than a thousand islands.

- a) Malta
- b) Croatia
- c) Corsica
- d) Denmark

13) All waters of this charter venue are part of a protected marine preserve.

- a) Greece
- b) Turkey
- c) New Zealand
- d) British Virgin Islands

14) Which Greek island in the Cyclades is said to have been the birthplace of Apollo, son of Zeus?

- a) Mykonos
- b) Rhodes
- c) Delos
- d) Lesbos

15) One of the newest areas to offer bareboat chartering, this archipelago of islands is located less than 100 miles off the West African coast, but belongs to Spain.

- a) Gibraltar
- b) The Balearics
- c) The Azores
- d) The Canaries

16) The local resi-

dents of this area are referred to as Conchs, after the edible mollusks that are abundant in near-shore waters.

- a) The San Juan Islands
- b) The Canary Islands
- c) The Florida Keys
- d) The Channel Islands

17) Adjacent to which Caribbean island did the Cousteau family establish a marine preserve?

- a) St. Thomas
- b) Guadeloupe
- c) Dominica
- d) Bequia

18) In which charter venue will you find a spectacular white sand beach called Whitehaven?

- a) The Leeward Islands of Tahiti
- b) Australia's Whitsundays
- c) Spain's Balearic Islands
- d) The San Juan Islands

19) Which island off the West Coast of North America contains the famous Painted Cave, which, at 1,227 feet long, is the world's second longest sea cave? It is large enough to take a 40-foot boat inside, with an entrance that is 130 feet high.

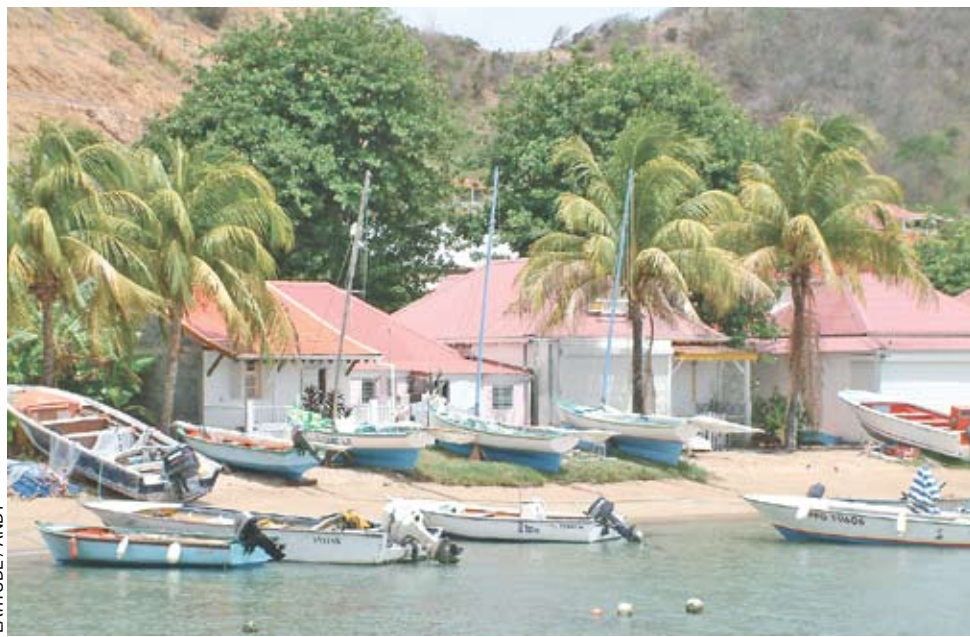
- a) Cocos Island
- b) Santa Cruz Island
- c) Coronado Island
- d) Vancouver Island

20) At which island does the Caribbean's largest annual regatta take place?

- a) St. John
- b) St. Barth

Croatia's distinctive architecture adds much to the charm of its coastal cities, such as Hvar, pictured here.





LATITUDE / ANDY

You'll find sleepy island scenes like this throughout the French West Indies, each of which has its own fascinating history.

- c) Montserrat
- d) Antigua

21) This popular tropical chartering destination was once part of the Mayan civilization. After a long turf war between the Spanish and British, it became a British colony in 1854.

- a) Belize
- b) Jamaica
- c) Panama
- d) St. Croix

22) After 162 years as a British territory, this dramatically beautiful cluster of islands in the Indian Ocean gained its independence in 1976.

- a) Madagascar
- b) Chagos
- c) Kiribati
- d) The Seychelles

23) This 2.2-square-mile island is unique within the Eastern Caribbean chain, as it has long been the vacation home of many rock stars, royals and tabloid celebs, including Mick Jagger, David Bowie and Tommy Hilfinger.

- a) Nevis
- b) Mustique
- c) Grenada
- d) Saba

24) Lying off the eastern coast of Spain, the four major Balearic Islands are Majorca, Minorca, Ibiza, and...?

- a) Chubasco
- b) Gaviota
- c) Formentera
- d) San Sebastian

25) Grenada earned the nickname "Island of Spice" due to its prolific cultivation of which spices?

- a) cardamon and sage
- b) nutmeg and mace
- c) rosemary and thyme
- d) salt and pepper

26) While sailing among these islands you'll have a good chance of spotting orca whales.

- a) St. Kitts and Nevis
- b) The Gulf and San Juan Islands
- c) St. Thomas and St. John
- d) Tahiti and Moorea

England's West Indies Squadron once made this now-restored Dockyard in Antigua its Caribbean home base.



LATITUDE / ANDY

27) Which young English Naval officer — who would later become famous — was sent to Antigua in 1784 as head of the West Indies Squadron, and eventually developed the Naval facilities at English Harbor?

- a) Benjamin Disraeli
- b) Napoleon Bonaparte
- c) Horatio Nelson
- d) Admiral Rodney

28) At what charter venue could you expect to be served lobster baked in a hole in the ground, under a pile of seaweed?

- a) Tortola, BVI
- b) Downeast Maine
- c) Mexico's Sea of Cortez
- d) Guadeloupe's Pigeon Island

29) Roughly two thirds of this Caribbean Island was purchased by members of the Rockefeller family, who built a swank resort on a piece of it, and gave the rest to the U.S. government with the understanding that it would be turned into a National Park.

- a) Dominica
- b) Puerto Rico
- c) Aruba
- d) St. John

30) On which island, now a popular charter destination, did the Pig War take place in 1859? The conflict, which had to do with a dispute over the boundary between the U.S. and British North America, began when an American farmer shot a British pig that was rooting in his garden.

- a) Apostle Island
- b) Catalina
- c) San Juan Island
- d) Ellis Island

31) Under American law, U.S. citizens are allowed to travel to this tropical destination, but they aren't allowed to spend money there.

- a) Anguilla
- b) Cuba
- c) St. Maarten
- d) Haiti

32) This charter base is ideal for those in search of solitude and marine life, as most anchorages and nearby islands are uninhabited.

- a) France's St. Tropez
- b) The Bahamas
- c) St. Kitts and Nevis
- d) Mexico's Sea of Cortez

33) French post-impressionist art-

OF CHARTERING

ist Paul Gauguin developed his artistic style called primitivism in this group of islands, which are now popular with both charterers and cruisers.

- a) French Polynesia
- b) Tonga
- c) The Balearics
- d) The ABC Islands

34) Nearly 300 years before Christ, a 110-foot-high statue of the god Helios straddled the mouth of this island's harbor. At the time it was considered to be one of the seven wonders of the ancient world.

- a) New York
- b) Bali
- c) San Salvador
- d) Rhodes

35) The Aeolian Islands or Lipari Islands comprise a delightful, laid-back cruising ground near which larger European island?

- a) Corsica
- b) Sicily
- c) Sardinia



LATITUDE / ANDY

Why do you suppose that tall distant island is smoking? What's its name? And where is it located?

- d) Malta

36) This island, which is a British Overseas Territory, has the Eastern Caribbean's most active volcano.

- a) Carriacou

- b) St. Vincent
- c) Montserrat
- d) Virgin Gorda

37) Now a sleepy Dutch island with little tourism, this island was the busiest commercial center in the Eastern Caribbean during the 1700s, and was dubbed The Golden Rock.

- a) Antigua
- b) Aruba
- c) St. Maarten
- d) St. Eustatius

38) Its indigenous Maori people dubbed this island nation the "land of the long white cloud."

- a) Tahiti
- b) New Caledonia
- c) New Zealand
- d) Australia

39) On which British Virgin Island will you find Throw Away Wife Bay?

- a) Tortola
- b) Great Camanoe
- c) Jost Van Dyke

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WORLD OF CHARTERING

d) Virgin Gorda

That's probably enough brain-teasing for one session, so we'll end our little quiz here. But we hope you've enjoyed playing along — and perhaps even learning a thing or two along the way.

If you scored high — indicating that you are a truly well-traveled sailor — perhaps you'd like to supply us with a few questions for next year's quiz.

And if you visit one of the places mentioned here, we'd be thrilled if you would email us a few choice photos and several paragraphs on your experiences. Have fun out there.

— latitude/andy

1) d, The Bahamas; 2) c, Chesapeake Bay; 3) d, St. Eustatius; 4) d, Tonga; 5) d, St. Barth; 6) b, Tonga; 7) b, British Columbia; 8) d, Turkey; 9) a, Nevis; 10) c, Saltspring Island; 11) c, Antigua; 12)



Looking out across smooth waters towards The Indians in the British Virgins, the most popular charter destination in the world.

b, Croatia; 13) d, British Virgin Islands; 14) c, Delos; 15) d, The Canaries; 16) c, The Florida Keys; 17) b, Guadeloupe; 18) b, Australia's Whitsundays; 19) b, Santa Cruz Island; 20) d, Antigua; 21) a, Belize; 22) d, The Seychelles; 23) b, Mustique; 24) c, Formentera; 25) b, nutmeg and mace; 26) b, The Gulf and San Juan Islands; 27) c, Horatio Nelson; 28) b, Downeast Maine; 29) d, St. John; 30) c, San Juan Island; 31) b, Cuba; 32) d, Mexico's Sea of Cortez;

33) a, French Polynesia; 34) d, Rhodes; 35) b, Sicily; 36) c, Montserrat; 37) d, St. Eustatius; 38) c, New Zealand; 39) b, Great Camanoe.

Charter Notes

Our one and only charter note this month is a reminder to check out our annual overview of the Greater Bay Area charter industry (sail only, of course) including Lake Tahoe. It will be complete with listings of every single keelboat available for hire, as well as every professionally crewed charter boat, from schooners to catamarans.

Timed to coincide with Strictly Sail Pacific, it's a great 'keeper' resource for comparing fleets and planning special-occasion charters. And if you have friends who are running a legit charter operation, but may be new to the scene, be sure to let them know to contact us with their info and a photos at editorial@latitude38.com.

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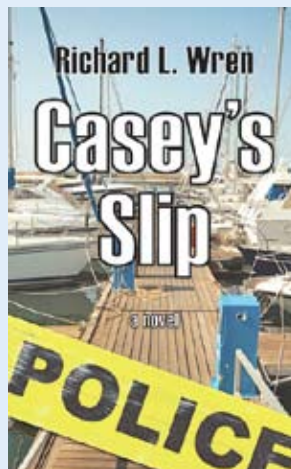
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– January 2012

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"A breezy, enjoyable time killer. The twists and turns as they unravel the mystery make it a worthwhile read."

– January 2012

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– Jasmine Belenger, Santa Rosa

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CHANGES

With reports from Camelot on **Geary Ritchie**, the Sonrisa Net's Concepcion Bay-based weatherman; from **Pacific Star** on a magnificent year of cruising from the Indian Ocean to London, via Rome and Paris; from **Maya** on making it from Panama to the Eastern Caribbean; from **Pacific Breeze** on cruising in Greece; from **Cirque** on adventures in Southern Mexico; from **Angel Louise** on winter in London; from **Groovy** on 'six on, six off'; and **Cruise Notes**.

Geary Ritchie, Weatherman An Appreciation By Tom and Lori Jeremiason (Berkeley)

On behalf of the Mexican cruising community, we want to say 'thank you'



Ritchie's forecasts help cruisers in Mexico.

to Geary Ritchie, a Sacramento native who for the last 17 years has provided Mexico cruisers with daily weather reports, local knowledge and general assistance — without asking anything in return. For the last four years

Geary has been the primary weatherman on the Sonrisa Net, getting up at 5 a.m. to do the research. His 15- to 20-minute broadcasts have become so popular that many cruisers won't move without listening to the latest one. Ritchie's Daily Weather Reports are also available on the Sonrisa Net website in both text and as a podcast. The Sonrisa Net comes on each day on 3.968 LSB at 1445 GMT (1345 GMT Daylight time). The Sonrisa Net web pages can be found at: www.sonrisanet.org.

A retired manager of a grocery chain, Ritchie came south 17 years ago with the Rotary Club to set up a dental clinic in Mulege. Falling in love with the area, he built a spectacular home at El Burro Cove in Bahia de Concepcion on the east

Geary Ritchie, hot dog hat on his head, has been a huge asset to cruisers and others in Mexico, and in Baja in particular.

side of Baja California Sur. Spectacular in the sense that it's a solar-powered energy-independent home with a composting toilet — and has a porch right on the water where cruisers and expats like to gather.

Ritchie, as he's done several times a week for years, drives 14 miles up Highway 1 to Mulege, giving cruisers the opportunity to stock up on groceries and/or use the internet cafe. Ritchie also provides free hot dogs and music for his annual Fourth of July Picnic, which brings a little bit of the US of A to Baja. Last summer the picnic attracted several hundred Mexicans, expats, and over 40 cruising boats. The picnic culminates with a huge fireworks display provided by . . . well, you know who!

— tom and lori 12/25/11

Pacific Star — Island Packet 35 Horst Wolff and Julia Shovein Istanbul to London (Paradise)

An alumna of the '07 Ha-Ha and the '08 Puddle Jump, *Pacific Star* has continued on her circumnavigation, and arrived in London this past October. She has remained there for the winter.

To recap our recent adventures, we crossed the Indian Ocean, the Gulf of Aden and the Red Sea in '10, then traveled up the Greek Islands, through the Dardanelles and across the Sea of Marmara, and then wintered in Finike, Turkey. It was while we were home in Paradise in February of '11 that we got the horrible news about the murders of the four West Coast sailors on the Davidson 58 *Quest*, and of the kidnapping of the seven Danes, including three children, aboard the *Ing*.

During this time we received frantic, fear-filled emails from those on their way to Oman. The crew of *Scorpio*, a Finnish sailing vessel, wrote us from the Maldives to say they had decided to turn around and return to Thailand. The crew of *Margarita*, a Danish cruiser, wrote that their good friends on *Ing* had been taken hostage, but they decided to go ahead and motorsail as rapidly as possible through the danger area and up the middle of the Red Sea. The crew of *Cyan*, an



American boat, also decided to proceed, but said many of the vessels they left in Oman were waiting for a freighter that would transport the boats to Europe for \$20,000/vessel. It was a very troubling time.

We returned to Finike in March, and were greeted by many of the cruisers who had remained there throughout the winter. We sat around the cruisers' clubhouse amid barbecues, games, and music-making, and discussed plans, cruising routes, and visa problems for those non-EU boats such as ours traveling to Schengen Agreement countries.

In April, we made the four-day passage to Crete. We spent almost a month at Agios Nicholaos and Spinalonga, two great spots on this beautiful Greek island. There were dozens of British boats that had wintered there, and we were warmly welcomed by their crews and encouraged to participate in their organized walks and other activities. We



IN LATITUDES



PHOTOS COURTESY OF PACIFIC STAR AND MED PHOTO



LATITUDE/RICHARD

Sure, Capri is spectacular, but \$320/night for a 35-footer?!

as in the myths.

We sailed across the Ionian Sea from Ithaca to Santa Maria di Leuca, which is the tip of the heel of the boot of Italy. We had never eaten such delicious food as we then enjoyed in the Puglia region of Italy. But the first thing that we noticed was that as Greece had been more expensive than Turkey, Italy was more expensive than Greece. Although Italian marinas were not nearly as good as those in Turkey, the prices were really high, ranging from 40 euros — about \$52/night — in Puglia, to 240 euros — about \$320/night — on the island of Capri near Naples. Fortunately, we met many cruisers in Italy who gladly gave us advice about anchorages and less expensive but harder-to-find marinas.

While in Rocella Ionica, we met an Australian couple and an American couple who had been in the Mediterranean for years — eight and four, respectively — and they shared advice about where to go, how to obtain the Constitudo (an Italian cruising permit that most ports want nothing to do with, but if you don't have one and go to Elba, you get fined \$300), and how to avoid the VAT. You accomplish the latter by leaving the EU every 18 months for a few weeks. We also learned how to avoid visa problems, which is by keeping a low profile and being nice to everyone.

We rounded the southern tip of Italy and moved up the Messina Strait, passing **Cruising sailboats aren't fast, but if you keep moving, the miles really add up. You might even see Rome, Paris and London in one year.**

Spread; Horst and Julia, a perfect example of just how far a Ha-Ha couple can go with a modest sized production boat and a little bit of determination. Insets; Because Crete was sort of not entirely Greece, the couple spent almost a month at Agios Nicholaos, bottom, and Spinalonga, top.

also shared a car rental so that we could explore the whole island.

Unlike the other Greek islands, there seemed to be no expectation that we would check-in officially or even obtain a cruising permit. We took advantage of the fact that Crete feels somewhat independent of Greece to avoid our official European Union check-in. (Officially, a non-EU boat can stay in Europe for 18 months without paying the Value Added Tax of 20% of the vessel's value, but the occupants of the boat can only stay in Europe for 90 days within a six-month time period!)

We rounded the southern coast of the Peloponnese on our way from Crete to Ithaca in gale force winds that hadn't been forecast. Our autopilot couldn't handle the huge and steep seas, so we hand-steered under a double-reefed

main and staysail. We had been warned about taking this notoriously windy route, as most sailors opt to use the Corinth Canal to cut through the Peloponnese. Despite the bad weather, we didn't regret our decision, as the route allowed us to marvel at the wildly rugged beauty of this seldom passed part of the Med.

Along the way we anchored in beautiful, small bays among the islands. While at the sheltered anchorages, we were constantly reminded of the stories of Odysseus and Jason and the Argonauts, as ancient names on the charts were the same



PACIFIC STAR

CHANGES

ing Scylla and Charybdis on our way up the west coast. In Bagnara Calabria we were welcomed in New York-accented English by the marina worker. Everyone in this small town has relatives in

New York, and as Americans, we were given every courtesy and kindness — and a hefty marina discount! Onward to the fireworks of Stromboli, the 200 steps of Tropea, and the fantastic Amalfi Coast, where we noticed that our sailboat with a San Francisco hailing port became part of

the spiel of the tour guides.

While on the coast near Rome, we stayed in the Fiumicino Canal at the Constellation Nautica Marina. This was amid the fishing vessels of this working town. There were 26 cruising boats rafted up three abreast, all willing to do so because it was a much less expensive option. Just outside the marina gate was the bus stop for the quick bus ride to the Rome metro. We stayed a month — the total cost for berthing was just \$320 — and explored Rome each day.

While at the workman's marina, we made some wonderful friends. During dinner one night aboard the Irish boat *Safari*, we met an Italian cruiser who was a conductor — of a symphony, not a train. He had sold his Rome apartment to live on his boat. "I told my agent that from then on I will only perform in cities where I can arrive by sea." He says he gets some funny looks leaving his boat in his tuxedo to go to work.

Making our way north, we spent more

Thanks to the Constellation Marina being close to the bus to the Rome Metro, Horst and Julia spent a lot of time in the great historic city.



Stromboli, letting off steam in '06.

than a week in Elba, a gorgeous island with numerous picturesque anchorages. Napoleon escaped this beautiful place after a short time in exile. From here we sailed to La Grazie, Tuscany, where we took a short train ride to do the most drop-dead gorgeous coastal hike in the world — the Cinque Terre National Park Walk.

We left La Grazie for San Remo on an overnight passage that should have been uneventful. However the Med can be obstinately quiet with no wind or the opposite with very high, steep, choppy seas. When the seas get big, they often get confused because of a combination of wind direction, current and various land masses.

The mistral had been blowing down the Rhone Delta for three weeks at 20–30 knots, but according to the forecast, it had pretty much blown out. Visitors waiting for us in San Remo contributed to our poor decision to leave a day earlier than we should have, as the waves were still quite big and we had to go to weather. I broke my arm when I was thrown across the salon. Horst thought our trip was over at this point, and was trying to figure out how to get me home and sell the boat. He notified the Italian Coast Guard, and they came out to guide us into San Remo, where an ambulance was waiting. I got great care at the Italian hospital, and ended up with a restraining brace on my arm and shoulder for six weeks, but didn't have to have surgery. Then I was good to go again.

Our next stop was Port St. Louis, France, where we had our mast unstepped because our air draft was not to exceed 6.5 feet. Our bubble-wrapped mast was shipped north by truck to Rouen, while we motored 1,000 miles through the French canals. Our Island Packet needs five feet of water, and there was just enough depth in the canals. We bought bikes so we could get around

when we arrived at a new village each afternoon. We would usually find a dock or town quay, or sometimes just drive stakes into the shore to tie up for the night. One village had a barbecue in our honor the evening we arrived because we were the first U.S. vessel to have ever stopped there!

The French people



were especially welcoming to us Americans, and we couldn't get over how friendly they were to us. The countryside was gorgeous, with castles and cathedrals dotting the landscape, and picturesque villages tucked into the countryside. A true fairyland.

We worked hard going through the locks, passing through as many as 28 in one day! It was exhausting. When we finally arrived at Arsenal Marina in the center of Paris, we had 10 relaxing days to just play tourist. When we got to Rouen, we passed through the final lock to enter the tidal Seine. The mast was resteped, as we now had adequate bridge clearance, and we headed at 10 knots down to Honfleur at the confluence of the Seine and the English Channel. Taking advantage of the huge outgoing tide was a lot of fun. From beautiful Honfleur, we explored the Normandy beaches, visiting the American cemetery where acres of white crosses indicate



ROME PHOTO

IN LATITUDES



PHOTOS COURTESY OF PACIFIC STAR AND OTHERS

Spread; London calling to the faraway boats — "If you're gonna do Rome and Paris, there's no bloody reason you shouldn't sail over and visit us, too." Inset top; Italy was another great stop for 'Pacific Star' last year. Inset bottom; 'Pacific Star's view in the French Canals.

where so many young soldiers are buried.

Our crossing of the English Channel was quick and uneventful. We were right on schedule to arrive at our final winter destination of London by the middle of October, thus avoiding any winter storms. We arrived in Ramsgate to have our lines received by two old English friends — thanks Google! — that I hadn't seen in 39 years. They brought a bottle of Champagne and fluted crystal glasses to celebrate our arrival. We had arrived on an island where sailors are truly appreciated.

Now for the first time in our travels, we had to negotiate 24-foot tides and the incredible currents that go with them. We made our way up the Thames Estuary, riding the tide past the Thames Barrier, and arrived at St. Katherine Docks in

good time. As we locked into St Katherine Basin right next to Tower Bridge and the Tower of London another great, challenging and adventurous sailing season came to an end.

— julia 02/04/12

Maya — LaFitte 44 Rick Meyerhoff Panama to the Eastern Caribbean (Sausalito)

From Mexico to Martinique! I did the '09 Ha-Ha, cruised as far south as Zihua, then left my boat in Paradise Marina for the summer of '10. That fall I cruised down to Acapulco for New Year's Eve, then continued on to Panama. After transiting the Canal, I left *Maya* on the hard at

Shelter Bay Marina for the rest of '11. That left me with the real work — figuring out how to make it 1,100 miles upwind and upcurrent to the Virgins/Eastern Caribbean before the 'Christmas Trades' — which are much stronger than normal trades — kicked in.

In doing my research, I found that there really is not much written about how to get from Panama to the Eastern Caribbean, which, because it's upwind, actually becomes more like 1,500 or more miles through the water. I decided that I would use weather router Bob Cook of Ocean-Pro Weather Services for the first leg, 480 miles from Panama to Jamaica. I was primarily interested in making sure that I wouldn't be surprised by a late-season hurricane. It was Cook who informed me that in addition to the wind and the waves on the nose almost all the way to Jamaica, I would also have to contend with three different currents.

We departed Colon on November 1 in calm conditions, and headed east to get the easting needed to counter the current that would push us west. We ended up getting so close to Cartagena in decent weather that I decided it would be a shame not to visit the oldest walled city in the Western Hemisphere. Making the 250-mile transit from Panama to Cartagena is usually not that difficult, and it wasn't in our case either.

Finding a nice weather window, we then set sail from Cartagena to Kingston, and covered the 470 miles in 4.5 days of fairly benign conditions. It turned

If you're careful about where you go, Kingston isn't dangerous — except maybe for the likes of playful women such as Tanya.



MAYA

Rick Meyerhoff with a tropical smile.



MAYA

CHANGES

out that Kingston, which is fairly lively despite being mostly industrial, wasn't as dangerous as the mainstream press makes it out to be. As in most places, you just have to stay out of the bad areas.

From Kingston we sailed over to Port Antonio, where I found the Jamaica



It was in Jamaica that Rick found the tropics he was looking for.

I was looking for. What a beautiful, quaint place, and what very friendly people! I felt as though I was finally realizing my dream of being able to enjoy the flavor of the tropical Caribbean. And having made it to Jamaica, I had made my northing, too, as I was then at

the same latitude — 18 degrees — as St. Thomas in the U.S.

Virgins. St. Thomas, unfortunately, was still 650 more miles to the east.

After waiting for another good weather window, we made the 150-mile crossing of the southern part of the Windward Passage, making landfall at Île de Vache, Haiti. Having reached Hispaniola, we stayed in the lee and made our way to Cape Beata, which is halfway across the 360-mile width of the island. Rounding Cape Beata, we were finally in the Dominican Republic part of Hispaniola, and headed for Santa Domingo. As there was really no place to anchor, we stayed in Boca Chica at the lovely marina built by Frank Virgintino. Frank is also the author of many fine sailing guides to the Caribbean, which we were able to download from the net — for free!

Having waited for another weather window, we crossed the 80-mile-wide Mona Passage to Puerto Rico, where

When you've made it to the crowded harbor of Charlotte Amalie, St. Thomas in the U.S. Virgins, you've made to the Eastern Carib.

we spent Christmas at Bahia Salinas, halfway across the bottom of 100-mile-wide Puerto Rico, waiting out inclement weather. When there was yet another weather window, we made the 80-mile crossing of the Vieques Channel to St. Thomas, arriving on December 27. Whew! It had been a long way.

Although we had the wind and waves on the nose almost the entire trip, thanks to patiently waiting for weather windows, we had a fairly benign trip on what can be a wicked passage. True, it sometimes blew 20 to 25 knots, but as we managed to wait out these uncomfortable periods in port, it wasn't too bad. When it comes to crossing the Caribbean west to east, discretion really is the better part of valor.

We've since cruised through the Virgin Islands, then continued over to St. Martin and St. Barth. While in St. Martin, I was saddened by the sight of the late Mike Harker's Manhattan Beach-based Hunter 49 *Wanderlust III* being for sale. Mike had been an inspiration to me.

We also saw the Wanderer's Leopard 45 cat *'ti Profligate*, which was being chartered by a wonderful group of folks. What a nice boat! The charterers had no idea who the Wanderer is, but they sure were enjoying their charter experience. They were part of a group who had chartered four cats, and who were cruising the Virgins as a big group.

We are now on our way 'down island' to Grenada, which I hope will become my base for cruising the Caribbean for the next several years. Currently we're in Nevis, so there's a chance we might cross paths with the Wanderer as he sails from Martinique to St. Barth with his Olson 30 *La Gamelle*. It would be great to give him a fond "yoo hoo" in the spirit of Bob Klein, an old and dear friend whose Peterson Two Tonner *Leading Lady* was the subject of many recent letters in *Latitude*.

— rick 02/04/12

Readers — Rick also did the '04 Ha-Ha with his Westsail 32 Maya. Having found himself without crew after the first leg, he was naturally dejected, and we thought he might give up cruising almost before he started. We're pleased to see that he persevered and is now having such a great time.



Pacific Breeze — Spronk 78 cat Stefanie Ender and Guido Polko Cruising Greece with Friends (Sausalito)

[Continued from last month's report on last summer's cruise in Greece.]

My boyfriend Guido and the crew of *Pacific Breeze* picked me up at somewhat quiet Porto Rafti and took me out to the couple's giant catamaran. The sight of *Pacific Breeze* on the hook never ceases to impress me. Once aboard, the four of us watched the sunset while I enjoyed my first Mythos beer of the season. Then I alone took a dip in the refreshing water, as the others prefer Caribbean water temps. After my swim, the four of us were content to sit on deck and watch the stars come out, sip our Greek wine, and chat the night away — just as we'd done the summer before in the Dodecanese. It made it easy for me to understand why Paul and Dada had given up their successful restaurant in Germany to return



IN LATITUDES



Spread; Stefanie, looking smashing on the beach of one of the many anchorages where 'Pacific Breeze' stopped during her two-week visit. She only has about 680 Greek islands left to see, some of which are as dry as the Sea of Cortez. Inset; Guido at the helm of the mighty 'Pacific Breeze'.

to the sea.

I love the sounds of Greece, and have noticed that every island seems to have a different one. At Porto Rafti, the sound was the low, thick melody of millions of crickets that provided the sound track for the evening. It was a much more welcome 'music' than what I would later hear emanating from various discos.

I was awakened my first morning aboard by the sound of water lapping against the hull, the sight of the sun pouring through the cabin hatches, and the hum of the city awakening. It was another gorgeous day in Greece. Shortly after noon we departed for Kea, an island in the northern Cyclades where many wealthy Athenians maintain vacation homes. With the wind gusting to 30 knots and a good swell running, we hit a top speed of 18 knots and covered the 24 miles very quickly. We then had dinner

aboard, featuring Dada's fabulous Greek salad and chicken souvlaki.

Sifnos, a six-hour trip east, was our next stop. Despite the strong winds, we flew the giant spinnaker. What an awesome new experience for me! But the wind suddenly died, as *meltemis* often do. So instead of motoring to Sifnos and arriving at night, we decided to anchor at Ormos Apokreiosis, a peaceful bay on the west side of rugged, dry Kythnos. Anchoring was somewhat tricky, as the bottom — as is the case in many places in Greece and Turkey — was covered in seagrass. Bottoms covered with sea grass are notorious for poor holding. After a couple of unsuccessful attempts, I jumped in with a mask

and snorkel to find some real sand. Two anchors later, we were set and secure. The evening routine then began again, with me swimming in the calm waters followed by eating, talking, and enjoying the quiet night under the moon and stars. I couldn't hear any crickets, but the goats on the hillside made their presence known.

I could go on about the other stops we made — Siphos, Ios, Paros, Mykonos — but one wasn't that much different from or better than the others, at least in terms of what I was looking for. For me, the pleasure was all about contentment, not wild excitement.

Paros was one of the few places where we actually got off the boat and did a little exploring on land. After an interesting car ride on the narrow Greek roads — shared with large buses, motorbikes, and bravely driven automobiles — we arrived at the very traditional yet charming Greek fishing village of Naoussa. It's a place that has become very popular with Greeks and foreign travelers alike. I was glad to have arrived on a Sunday, as the village was less crowded than normal, but all the many cafes that lined the bay were still open. We got to watch the fishermen do their work, hanging fresh octopus and mackerel to dry in the sun, and to tend to their boats. We meandered through the streets of town, which were designed narrow to provide much appreciated shade during the hot days of summer. While I liked Naoussa and being among travellers, I preferred

Undeterred by the coolish Greek water temperatures, Stefanie repeatedly dove right in for refreshment.



Octopus drying in the hot sun.



COURTESY PACIFIC BREEZE

PACIFIC BREEZE

CHANGES

being on the cat, as it was cooler and more relaxing.

Dining out during our cruise was, of course, always a pleasure. I love Greek food and the unique smells of the way they prepare lamb, other meats and fish. Cats apparently like it, too, as there

would always be a few moving skittishly from one table to the next hoping to fill out their thin bodies. I also like the Greek tradition of customers walking into the kitchen to select what fish they want for dinner.

Another thing I loved was not being hounded by email. What a

Greece + meat = lamb.

pleasure that was!

Our last night aboard *Pacific Breeze* is always a bit of a sad one. Guido's four weeks and my two weeks seemed to pass so quickly. But at least we had the memories and something even better to look forward to — another cruise on the big cat next year in Greece.

— stefanie 12/15/11

Cirque — Beneteau First 42s7 Louis Kruk and Laura Willerton Beyond Mexico (San Francisco Bay)

Five years ago, we intended to cruise Mexico for a couple of months. Plans change, and this is our fifth winter season aboard *Cirque* in the tropics. After saying goodbye to our many good cruising friends in Mexico, we've continued south to El Salvador. On our way south, we stopped at the cruiser favorites of

The colonial mountain villages of southern Mexico are very different, climatically and otherwise, from coastal Mexico.

Las Hadas, Zihua, Acapulco, Huatulco and the new marina at Puerto Chiapas. While they still hadn't gotten the water and electricity hooked up, it's a great new facility, and Enrique, the harbormaster, couldn't have been more helpful.

Using Puerto Chiapas — previously known as Puerto Madero — as a base, we took a land trip to several colonial towns in the mountains. After becoming accustomed to tropical temperatures at sea level, we found the temperatures at 7,000 feet to be on the chilly side. Nonetheless, it made for an enlightening and picturesque trip.

Every photo tells a story, so I picked seven — at the right — to share with you. Clockwise from the lower right:

1) While on our way to Zihua, I landed a 42-inch bull dorado. Notice me wearing what Laura calls my "official Cabela's fishing ensemble".

2) While in Acapulco, we enjoyed a 'tourist day', stopping to see the cliff divers at La Quebrada and the ancient Fort Fuerte de Santiago. Laura appreciated how buff the divers were.

3) This church is located in the mountain village of San Juan Chamula, and dates back to the 1500s. It was built as a Catholic church, but over time the locals reverted back to their original beliefs. After this, the pews were removed and replaced with straw for sitting on. Most of the Catholic icons are gone, and instead of priests, there are shamans outfitted in colorful garb, chanting and sacrificing chickens.

4) On our way south, we stopped at the little fishing village of Papanoa, where we were glad to see that our old friend Frank Brink, at 86 years of age, is still in good health. A 15-year resident of the village, he's the only *gringo* in town. We first met him three years ago and found him to be delightful.

5) We've seen countless dolphins over the years, but until I took this shot, never a Risso's dolphin. The Risso's are the largest of the species and huge compared to the others. They have a bulbous head but a nearly imperceptible beak.

6) In order to leave Mexico, we needed to get an international *zarpe*. The process included a lot of paperwork, payments to



various agencies — and a visit by a drug sniffing dog. This guy wasn't going to find anything of interest on *Cirque*.

7) Street vendors are always colorful. These were at 7,000 feet, where the thin air made the colors seem even more vivid.

What I really couldn't photograph well were the yellow-bellied sea snakes. When I first saw the snakes, I wasn't sure I could believe my eyes. But then we came across dozens of them several miles farther out at sea. Doing a little research, we learned that the yellow-bellied is the most prevalent sea snake in the world, and as befits a member of the cobra family, has a highly neurotoxic venom. Fortunately, they live their lives at sea and spend 90% of the time beneath the surface.

The next several months should find us continuing on to Nicaragua, Costa Rica and Panama. We intend to transit the Canal in April, then find a marina on the Caribbean where we can leave *Cirque* for the summer months.



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PHOTOS COURTESY CIRQUE



across the English Channel to Holland. From the Netherlands, we'll navigate the Rhine from the Atlantic side, up to where it joins the Main River. Then we'll proceed through the canal between the Main and the Danube River — to an altitude of 1,200 feet! — before passing Vienna, Budapest and through the 10 Eastern European countries through which the Danube flows. By the time we reach the Strait of Bosphorus that divides Asia and Europe, we'll have completed a 2,000-mile passage to and through the Black Sea.



Stonehenge in the snow. Who would have known?

But solving the problems of cold have been less an issue than solving bureaucratic issues of the European Union countries. Their Schengen Treaty provides for effortless passage by the E.U. citizens without passports, but it limits non-E.U. members to just three months every six months inside the E.U. There is, however, some provision for a three-month extension before the first three months are up. The United Kingdom and Norway have been refuges from Schengen — as have the Channel Islands, which don't have the 20% VAT either. Foreign mariners can keep their boats in E.U. countries for 18 months before VAT is applied.

None of this would be so bad had not Turkey suddenly decided to only allow foreign boats to stay three months out of any six-month period. So there's no more popping over to Greece to restart the clock. We'll have to see how this *'Angel Louise', an older modest cat with big aspirations. After the Carib and London, she'll head to Turkey via the Danube.*

Having decided that we really like cruising, after all these years we finally invested in a dodger. They're actually a pretty good idea for the tropics.

— louis 02/04/12

**Angel Louise — Catalac 41 Cat
Ed and Sue Kelly
London, England
(Des Moines, Iowa)**

Sue and I are down to just 98 days left at St. Katherine's Dock here in London. We don't want the time to end, as we're greatly enjoying ourselves. We've found the winter climate here to be like that of Seattle, as they have fewer than 50 hours of sunshine in a typical January. But the moderating influence of the maritime climate and the Gulf Stream somewhat make up for the lack of sunshine.

Our biggest problem has been preparing for a feared week-long freezing stretch. We've never had our boat in Iowa, so she's not set up for such cold temps. Our cat's engine compartments and the three lazarettes at the back of

the cockpit have no heat or way to be winterized, so we resorted to purchasing five tube-style 1-ft- and 2-ft-long greenhouse heaters to provide gentle heat under all the pipes aft.

As much as we've enjoyed London, we've resolved to spend next winter in warmer Turkey. Native Iowans who once had what it took to deal with temps of 20 degrees below zero and 10-day stretches of below freezing, we turned into warm weather wimps after cruising in the Caribbean. So we have cranked up *Angel Louise's* Sig Marine 170 diesel-fired fireplace to keep us toasty during the London winter.

We've also decided that we'll go to Turkey the hard way, meaning the way Charlemagne — aka King of the Franks (768) and Emperor of the Romans (800) — dreamed of doing a millennium ago. That means we'll drop *Angel Louise's* mast, engage her twin 38-hp diesels, and head



ANGEL LOUISE

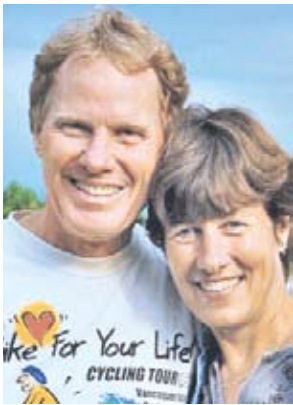
CHANGES

all shakes out, but it sure wouldn't be good for marinas or coastal tourism in Turkey.

— ed 01/12/12

Groovy — Hunter 44 Mark and Emily Fagan Acapulco (Always On The Move)

There was a lot of on-the-water action in Acapulco on January 15. We had just dropped the hook at Isla Roqueta, one of the islands in the bay, after a 13-



Mark and Emily — believers in the simple but active life, on land and sea.

hour sail down from Papanao, and were finishing our bean burritos when a fleet of large sailboats came racing up the channel. What a fantastic sight it was, with Acapulco's famous Honolulu-like beachfront high-rises in the background, and the banana boats, jet skis and recreational boaters weaving in and out of the race course. When the leader, *Vincitore*, got a little close to *Patches* — they're both TP 52s — as they tacked, my husband Mark said, "They're gonna hit!"

"Nah," I responded, "that would never happen."

Then *crunch!* The next thing we saw, the *Vincitore* crew had doused the jib and were driving the boat back to her berth. But anchored just off the beach, we had perfect 'front row seats' as the rest of the fleet soared by, spinnakers flying. What a great afternoon!

Acapulco is one beautiful place. Its

A couple of Farr 40s tear up the race course on Acapulco Bay, one of the most beautiful natural harbors in the world.

three-mile by three-mile tropical bay is a little smaller than that of cruiser favorite Tenacatita Bay, 500 miles to the north. But unlike Tenacatita Bay, Acapulco is a major tourist center, and also has a port and a naval base. In addition, it's warmer, rimmed by taller jungle mountains, and has two million people living in the immediate area.

Acapulco exploded from a village of 4,000 in the '40s to a huge city in the '60s as a result of becoming popular with Hollywood types and international travelers. Acapulco's popularity with the international set has declined in recent decades, but it has become more popular with Mexican tourists. Part of the reason is that it's only 190 miles from Mexico City's 20 million residents. The Acapulco area, including some malls and the nightclub area, have sporadically been the scene of some horrific narco-on-narco violence. But according to United Kingdom government travel advisories, only two foreign tourists were killed by gunfire last year.

We want to thank *Latitude* for reporting on crime in Mexico, as you always seem to cover the info in terrific detail and with lots of common sense. We've felt very safe down here, and love the Mexican people. But last year some cruising friends accidentally ended up scarily close to crossfire in Acapulco, and other friends had their outboard stolen off the back of their dinghy — which was on the davits! — while in Mantenchen Bay. That was spooky, because our boat and another boat were nearby. So there are pockets of problems, even in the coastal areas.

People often wonder how people get to cruise, so we'll share our story. Mark, now 58, was a customer service engineer for Xerox for 26 years, and I, now 52, was a software engineer for 10 years and the co-owner of an IT consulting firm for another 10 years. I left the corporate world in '01, and Mark in '05, and we simplified our lives. Mark then ran a boutique bicycle shop out of our garage, and I was a personal trainer for five years. It was during that time that we learned to live on very little.

In May of '07 we decided to embark on a life of adventure travel. So we rented out our Arizona house and moved into a travel trailer. For 2.5 years we crisscrossed the United States. In January of '10,



we decided to take to the sea, so we purchased a Hunter 44 and headed to Mexico. Our goal is to spend six months cruising in our motor home and six months cruising on our boat: the old 'six and six' that is so popular with so many cruisers.

There are so many ways to cruise Mexico, and we were surprised that so many people do it on budgets that are so much larger than ours. Most cruisers in Mexico spend a lot of time in marinas, probably because they are used to cruising that way from sailing the West Coast, where anchorages tend to be roly. Having come from New England and Caribbean sailing backgrounds, we never budgeted for marina stays. In fact, it wasn't until a month ago that we made our first real stay in a marina while cruising. Because anchorages in Mexico are often roly and shore access can be difficult, we'd advise cruisers to budget for spending 50% of the time in marinas. This is very different from Maine and



IN LATITUDES



CHRYSA LIS II

Dave and Leiann (inset) Scee's 'Chrysalis II' hoisted out at the Singlar yard in San Blas. Don't be knockin' the yard or San Blas, they say.

totally unlike the Caribbean.

For those looking for a specific number on our basic cost of cruising in Mexico, we'd say we probably spend \$750 to \$900 a month on living expenses. That includes fuel, food and laundry, which is about all we spend money on in Mexico. For further details, I'd direct people to our website at <http://roadslesstraveled.us/MexicoTips2.html>.

— emily 01/10/12

Readers — Mark and Emily's Mexico Tips #1 and #2, which can be found on their website, are the best we've ever read. If you're headed to Mexico for the first time, they will answer a million questions. That said, we don't think Mexican anchorages are any more rolly than those in the Caribbean, and know that many people spend entire seasons in Mexico without spending more than a couple of

days in marinas.

Cruise Notes:

"We've been hoisted out at the Singlar yard in San Blas, Mexico, for the last month and have loved it," report Dave and Leiann Scee of the Port Townsend-based Cascade 42 **Chrysalis II**. "Despite gringo local Norm Goldie ranting over the VHF that San Blas is unsafe at night, we and our friends haven't found that to be the case. In fact, we enjoy ice cream in the central plaza almost every night, then walk the dark streets back to the boatyard, and haven't had any trouble. Norm also tells everyone that they can't get into the San Blas estuary without his help. Nonsense! Using our GPS, we made it in three hours after high tide, and never saw less than eight feet of water. Things may change after the summer rains or hurricanes, but we found entering to be easy. The best way to enjoy San Blas is to start by turning off your VHF so

Norm can't get into your life, cross the bar, then tie up at the marina. If you need to haul, we think San Blas offers what may be the best bang for the buck on the Pacific Coast, as they charge only \$1/ft/day, and they let you do all your own work. They're great folks, too. San Blas is wonderful old Old Mexico, so please don't let Norm or anyone else drive you away."

A number of folks in this year's cruising class tell us that the always controversial Norm Goldie has been bad-mouthing his hometown, and without justification. True, a few outboards have been stolen, but we haven't had any reports of hostility toward cruisers, most of whom have told us they loved San Blas.

"I checked into Ensenada on February 10, and not only was there no mention of the **supposed new visa policy**, nobody had even heard of it," reports Eric Sorensen of the Half Moon Bay-based Ericson 29 **Nanu**. "In fact, it was my easiest check-in to Mexico ever, taking only 45 minutes from start to finish. I'm a little behind the crowd this year, but I'm sure there will still be plenty of sun and surf."

Arnaldo Dallera of the Sausalito-based Silverton 40 **Aldalisa** reports that he also cleared in at Ensenada on a cruise from San Francisco to La Paz, and it was a "**walk in the park**." Using an agent, the paperwork was completed in less than two hours — oddly enough, more than an hour longer than it took Sorensen to do it himself. "The new law does not affect cruisers," Dallera was told.

Want more proof that **Mexico is a cruising bargain**? A month ago Gabri-Guess how much all this food cost — there's two pounds of swordfish and Pismo clams, too — in Puerto Vallarta. No, less than that.



Dave Scee.

CHRYSA LIS II



LARRAKIN

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ela Verdon of the Australia-based Catalina 42 **Larrakin** went to the market in downtown Puerto Vallarta where the restaurants shop, and bought what she reckoned was two weeks' worth of fresh fruit and veggies, with a bunch of seafood thrown in. More specifically, she got a couple of pounds of swordfish, five Pismo clams, 13 limes, seven tomatoes, five carrots, four avocados, four bananas, four cucumbers, three apples, three pears, a pineapple, a bunch of broccoli, onions, bell peppers, zucchini, garlic, sprouts, lettuce and other greens, string beans, and whatever else you see in the photo on the previous page — all for \$32. It was good quality stuff, too. Can't do that at Whole Foods or any other store in the States. Or in the Caribbean. Or in the South Pacific. Or in Europe. You can, however, do it in parts of Southeast Asia.

"We couldn't agree more with *Latitude's* evaluation that the Sea of Cortez is one of the great cruising grounds of the world," writes Paul Martson of the Ventura-based Corsair 31 trimaran **Sally Lightfoot**. "We — meaning myself and



SALLY LIGHTFOOT

One of Baja's big cacti and 'Sally Lightfoot' crew Genevieve Peterson, with 'Sally Lightfoot' in the Baja background. It was a five-day cruise.

my San Francisco-based crew Jared Brockway and Genevieve Peterson — are just back from a five-day weekend on *Sally*, which is currently 'springing' out of Puerto Escondido. We circumnavigat-

ed Isla Carmen, and saw lots of jumping rays, a couple of whales, and even some Sally Lightfoot crabs, from which my boat got her name. The crabs and my tri share the same characteristics of being wide, light and swift."

Not all Bashes are bad. "I just received a video of my husband Stephen and his two crew aboard our Santa Barbara-based Catalina 42 **MoonShyne** taking advantage of favorable winds to sail up the coast of Baja at speeds up to 8.5 knots," reports Bente Millard. "Crewing for Stephen are two friends he made in La Cruz. One is Hans, a world traveller from the Netherlands by way of New Zealand aboard a wooden boat he built himself. The other is Kenny, aka Santa Claus, of the Hunter 44 **Sangria**, who usually has a parrot on his shoulder. The trio left La Cruz at midnight on January 30th, made stops in Cabo, Mag Bay and Turtle Bay, and are now en route to Ensenada with a still-perfect weather window. We're going to party like it's 1999 here at the Santa Barbara YC when *MoonShyne* pulls into her empty and lonely slip. On the

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other hand, we can't wait to go cruising again."

Giddyup! "My husband Bill and his 20-year-old son Keene had never ridden horses until we got to Stone Island, Mexico, near Mazatlan," reports ShantiAna Bartlett of the San Francisco-based Columbia 39 **ShantiAna**. "I wanted to take my guys somewhere easy for their first ride, and figured that Stone Island, with miles of white sandy beach lined by coconut palms, would be the perfect place. The horses were a little rough around the edges, and the 'saddles' were made of fiberglass with no padding whatsoever! So I suggested my guys wear pants with underwear instead of their swimsuits in order to protect 'their guys'. But did my guys listen? Of course not.

"The horses loved to trot," ShantiAna continues, "which for the boys to become men was really painful. I told them they needed to kick their horses harder to make them gallop, which would be easier on the guys' *cojones*. Well, when they did that, the horses took off on a dead run! Fortunately, both guys managed to stay

aboard, and from time to time our guide — 'The Marlboro Man' because of the ever present cigarette in his mouth — would cut them off to get them to stop. After we got five miles down the beach, our time was up. Horses love to head back to the barn, of course, so they took off on a dead run again. My cowboy hat flew off, Keene's stirrup flew off, and Bill's saddle and Bill got completely sideways on the horse before he made a miraculous recovery. Bill didn't hang onto the reins when he got off his horse to fix the 'saddle', which was a mistake, because the horse took off for home without him. I almost peed in my pants watching Bill in pursuit of the horse. "Sheeet happens", said the Marlboro Man in a Mexican drawl. Bill



Despite the custom Mexican fiberglass saddle, the horse riding at Stone Island started out well enough. Then the trotting started.

had to ride back with me on my little pony. For a mere 300 pesos — about \$25 bucks — horse riding at Stone Island is a 'must do' — at least for those with the *cojones* to handle it. But if you're carrying a saddle on your boat, you might want to bring it."

"We're finishing up this issue of

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CHANGES

Changes from our spring office aboard **'ti Profligate** anchored off St. Barth. We'll have a lot more on the Caribbean in the next issue, but we wanted to mention that we got to the island just in time for the party that 86-year-old Marius Stakeborough, owner of the notorious **Le Select Bar** for over 60 years, threw for the 68th birthday of **Jim Green** of Martha's Vineyard. Among many other things, Green, a major figure in the outlandish partying history of old St. Barth, did a stint married to a famous actress, knocked off 40 bottles of champagne with buddy Jimmy Buffet one night at Autour du Rocher to celebrate one of their 40th birthdays, married a Swedish babe 20 years his junior who was cooking burgers at Le Select, and started one circumnavigation with just \$150. Despite his age, everything about Green is big and strong — right down to his teeth. For instance, you could slip some gravel in with his morning flakes, and he'd grind it up with those big teeth, digest it, crap it out, and be none the wiser. But that's the kind of guy it takes to do what he's done.

One day Nate Benjamin — designer,




COURTESY ED

After three times around in a daysailer, Jim Green is still going strong. In mid-February, he started sailing back up to the Vineyard.


builder and restorer extraordinaire of wood boats — spent a few minutes gazing at Green's **Tango II** lying at anchor. "What you've got there," he finally said to Jim, "isn't even an overnighter, she's a daysailer." Green laughed and said,

"Maybe so, but I've sailed her around the world three times." Mind you, at 47-ft, **Tango II** is a little longer version of Hank Easom's sometimes submarine-like **Yucca**, but with a very small house. And **Tango II** was buried in Norway before she was launched to keep the Nazis from getting their hands on her. When asked by a non-sailing guest about the longest passage on his circumnavigations, Green said that it was the 3,000 miles from the Galapagos to French Polynesia. "But on my second and third trips around, I bypassed French Polynesia and sailed 5,000 miles to Suva, which took me 40 days the first time and 37 days the second time." Why not stop at French Polynesia? "The *gendarmes* had caught me smoking a little herb the first time, and told me they put my name on a list and that I better never come back."

Green has a billion stories. "I met this great old guy in Saipan who had lost an arm to a shark at age 15. Not only that, he was going to college in Japan when World War II broke out and had to stick it out for the duration. Anyway, he became very successful and built a big house



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near the ocean. But instead of living in the fancy house, he lived in a little shack on the water. He liked it better. Before I left, he asked me what he could give me for a gift. I told him I wanted a giant clam shell. So he walked down to the end of the dock and dove into the water. A little while later this old one-armed guy came back with a clamshell about two feet across. We cooked it, ate the meat, and now that shell is on my front porch in the Vineyard."

It's been to everyone's benefit that Green has mellowed a bit over the years, but he still gets miffed at things like the Social Security Administration. "I don't have a problem with my regular Social Security check, but shouldn't a 68-year-old guy get a little extra for having a two-year-old daughter?"

"Panama, the Galapagos, the Marquesas, Fiji, New Zealand — here I come!" writes young **Rachel Edwards**, formerly of Portola Valley and Santa Barbara, but more recently a graduate of Bates College in Maine. "My friend Bradley Farrand, who my boyfriend Jeremy and I lived and sailed with in Keri Keri, New

Zealand, needs help delivering his Beneteau 50 back home, so I found a way to get back on the water." A family friend of *Latitude* and frequent crew aboard **Profligate**, Rachel cruised the Pacific for five years with her family aboard their Marquesas 53 **Harmony** starting at age seven. Fun-loving, smart, fit, and poised, Rachel could be a poster girl for the benefits of cruising during one's youth.

Before we left Mexico, we had dinner at the La Cruz home of **Jack and Muriel Taylor**. We can't remember the last time we'd eaten with a 91-year-old who lived in a four-story place with no elevator. But Jack is an unusual guy, an engineering graduate of the University of Michigan who went on to a full life of building boats and houses and delivering boats. He built four boats he named



Muriel and Jack. Although now 91, he still hasn't completely given up the dream of sailing his small trimaran to Hawaii.

after birds — the 28-ft **Teal**, the 28-ft cat ketch **Murre**, the 50-ft ferro-ketch **Skua** he sailed to New Zealand and back over a period of four years, and **Blue Bird**, a 28-ft folding tri he wants to sail to Hawaii. Over a career mostly on the East Coast, Taylor got to know and often worked for sailing greats such as Ted Turner, Ted Hood, the Gougeon Brothers and many others.

"We were doing the Miami to Ochos

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CHANGES

Rios Race ages ago," Jack remembers, "when the boat I was racing on was passed by Ted Turner's 'Cal 40 killer' **Vamp**. It was blowing hard, and though it's probably been 50 years, I'll never forget the steely-eyed look of the man at the helm of *Vamp*. I later learned he was 'Commodore something'.

"Commodore Tompkins?"

"Yes, I think that was his name. A real steely-eyed helmsman he was. Anyway, this was so long ago that after the race Turner walked around the dock trying to scrounge up people to help him deliver the boat back to Miami. He 'sold' it as a pleasant trip in the sunny Caribbean, and managed to enlist his wife of the time, a Jamaican boy who slept all the way, a doctor and wife who had absolutely no idea what they were getting into, and me. Ted was real happy when I offered to stand in for him on some of the middle-of-the-night watches."

Speaking of Commodore 'Steely Eyes' Tompkins of the Mill Valley-based Wylie 38+ **Flashgirl**, which is currently in New Zealand, he just celebrated his 80th birthday at the Presidio YC. Congratula-



Although this shot wasn't taken aboard 'Vamp' it does feature Commodore intently driving a big ketch downwind in a blow.

tions! But remember, Commodore, you're still a kid compared to Taylor.

There will be no **Sea of Cortez Sailing Week** this spring. The usual suspects who organize the event have other commitments.

But make no mistake, the huge cruiser gathering that is **Loreto Fest** will be held May 4-6 as scheduled in

Puerto Escondido. New Hidden Port YC **Commodore Rachel Jameson** of **IWeld** reports that there's a great new cooperative spirit in Puerto Escondido after all of last year's 'troubles', and the relations with the latest Singlar Marina manager have been getting better all the time. Loreto Fest is a giant mash of games, music, seminars, food and much more, all to raise funds to support deserving local charities, mostly schools. A couple of friends who attended last year were skeptical, but despite the unusually windy weather, came away raving about the event.

The early May Loreto Fest dates mean that the waters of the Sea will have warmed up after the winter cold. *Bueno!* Besides, a 'season in Mexico' without a couple of months in the Sea of Cortez is really only half a season. Don't miss the Sea, and don't miss Loreto Fest.

If you're cruising, we'd love to hear from you. Just a couple of short paragraphs with 'who, what, where and why' are all that's needed. But to really score points, include a couple of high res photos of yourself. Thanks. *Gracias. Merci.*

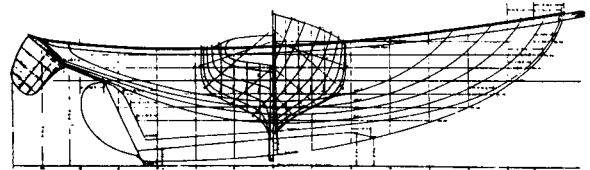
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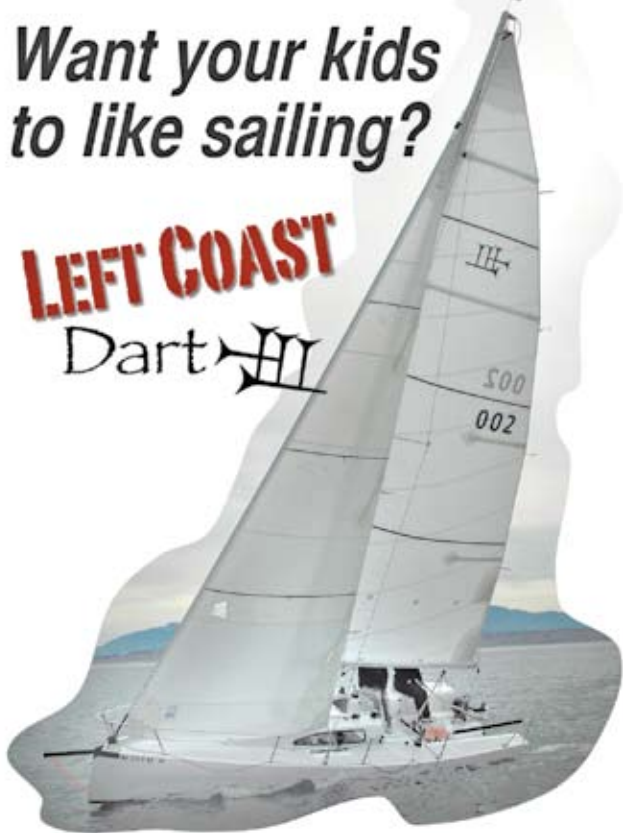
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30-FT JAPAN YACHT VENT DE FETE. 1981. New. Antioch. \$12,750. Yanmar diesel, 2 anchors, swim ladder, teak interior, good sail inventory including spinnaker, VHF, autopilot, fish finder, GPS, gimbal stove, sleeps 5, all lines lead to cockpit, custom dodger. (925) 381-0481 or johnlwadsworth@comcast.net.

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30-FT CATALINA, 1989. Richardson Bay Marina. \$29,000. Very well maintained, equipped, running, singlehanded sailing. Radar, Autohelm, depth, speed, wind, inverter, 3 AGM batteries, VHF, CD digital stereo. Propane stove, oven, heater. Refrigerator/freezer. Dependable Universal diesel. Sternperches. 110%, 150%. Harken furler. (415) 717-3225 or rschaper@gmail.com.

29 TO 31 FEET

FARALLON 29, 1976. Santa Cruz (lower harbor). \$22,000/obo. Full keel with cut-away forefoot. Built to a high standard in Oakland, CA. Fully insulated custom teak interior. Twin bow rollers with mechanical windlass. New LPU hull and deck, fresh bottom paint. New windows, new AC waterheater, new plumbing and engine panel. Volvo MD5A diesel. New head with integral holding tank and pump out. New lead-acid batteries. Tiller pilot, Monitor windvane. Tabernacled for the Santa Cruz North Harbor. www.amitzohar.com/farallon.html. Contact (831) 431-3577 or forest.roberts@gmail.com.



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30-FT TARTAN, 1972. \$18,500. True plastic classic S&S design in very good condition. Bottom job 8/11, two coats Trinidad. Upgrades: dodger, North main, jib, Harken furler, sym and asym spin, SS stem fitting, BBQ, depth, wind meter, Fortress and Danforth anchors. Strong A4, electric fuel pump, ignition, SS muffler, new water pump, 55A alternator. VHF, stereo, great teak inside and out, cockpit cushions, memory foam toppers, sleeps 5. Complete photo/spec package available. Contact (510) 544-9611 or friedman33@comcast.net.

29-FT FARALLON (GOLDEN GATE 30). 1975. Richmond. \$27,000. Factory finished, Hull #1. Full-keel, offshore cruiser, not a modified production boat. Huge nav-station, windvane, chartplotter, radar, AIS, 29hp Perkins, diesel heater, 6-man canister liferaft, all systems work, needs nothing. Contact farallon29@live.com or (510) 621-9614.



CAL 2-29, 1975. Pt. Richmond, CA. \$11,925. Great Bay boat for family cruising, club racing. Maintained, updated, dry. Stove, 3 new batteries, wheel, Autohelm, dodger, swim ladder, 2 anchors, windlass, diesel, batten main, lazy jacks, 3 new-ish jibs, replaced standing rigging. Call (925) 932-3679.

32 TO 35 FEET



35-FT YOUNG SUN CUTTER, 1981. San Carlos, Mexico. \$54,800. Best offer for this proven bluewater cruiser, ready to sail the world, fully cruise equipped. Designed by Robert Perry, same layout as Tayana 37. Was \$62,800. More information: <http://youngsun.squarespace.com/specs>. Contact (970) 259-5102 or mohrmonte@gmail.com.

32-FT ERICSON, 1969. Owl Harbor. \$8,000. Well built and well maintained boat suitable for cruiser or liveaboard. New bottom paint and zincs last year. Universal Atomic 4, autopilot, GPS, holding tank, VHF, stereo, microwave, barbecue and stove, four sails. (209) 572-2934 or phillips.fred5@gmail.com.



32-FT SLOOP. Designed by Gary Mull, 1970. Sausalito Yacht Harbor. \$29,000/offer. *Chico* was built by John Lidgard in NZ in 1970. She is cold molded out of Kauri using the West system. I have owned *Chico* for over 24 years. Age forces sale, mine not *Chico*'s. She has new sails, three-cylinder Yanmar diesel, fathometer, log/knotmeter, VHF, compasses, Awlgrip topsides, backstay, full cover, wiring, etc. A great boat and reputation. Email Jim Hobart at hobart_james@hotmail.com.

35-FT 1D 35 RACING SAILBOAT. 1999. Waikiki, will ship to San Francisco. \$59,000. 1D 35 *Tabasco* has a great winning pedigree with two division firsts in TransPac, 1st Coastal Cup, several national championships, Key West Championships and much more. Good shape with symmetrical sails. See Youtube link: www.youtube.com/watch?v=MTeiqb1uS0k. (415) 503-7192 or garywfanger@gmail.com.

33-FT CS, 1981. Richmond Yacht Club. \$29,900. Awesome CS 33. Ray Wall design, many upgrades. New full batten main with Dutchman, Vectran/Dacron jib on Harken furler, fuel tank/system, Force 10 stove, chart plotter, VHF/wham, dodger, more. Contact (530) 448-6167 or truckeesailor@hotmail.com.

32-FT WESTSAIL. Pillar Point Harbor, Half Moon Bay. \$40,000. Hull #417. Teak/mahogany interior: center table/fwd locker layout. 3 headsails, 1 staysail, 1 drifter. Perkins 4-108. Needs new mainsail and boom. Contact (650) 303-3901 or pgclausen@gmail.com.

33-FT RANGER, 1977. Ventura. \$22,500. Excellent condition. Refit to cruise Channel Islands, ready for Mexico. Universal diesel, new windlass, large sail inventory, inflatable, 6hp outboard, very clean, lightly used. www.flickr.com/photos/ventura-boatdoctor/sets/72157628129538512/?share=mail. Contact (415) 602-7302 or chris@onereef.org.

35-FT CORONADO, 1971. Berkeley. \$24,500/obo. Excellent condition, interior, perfect liveaboard! \$30k into recent major reconditioning, maintenance, and upgrades. Newly rebuilt from epoxy bottom to alloy rib. No leaks. New paint, stereo, wiring, plumbing, new stainless steel keel bolts. Super-running, mint condition Perkins engine. Sleeps 4-8. <http://sfbay.craigslist.org/eby/boa/2833530236.html>. Email akalmanoff@ilpp.org.

33-FT RANGER, ALAMEDA. \$15,500. Universal diesel, Spectra H2O maker, large sail inventory, mostly Pineapple, 406 EPRIB, Force 10 propane stove and heater, windlass, wheel. This Mexico vet is ready to go again. www.latitude38.com/features/bomRanger33.htm. Email for photos: sailorkh@sbcglobal.net. Call (510) 507-0200.

ERICSON 35 MK II, 1977. Richmond YC. \$49,000. Bruce King Design. Loved and well maintained. Equipped for cruising. Sleeps 5. The years have caught up to us, must sell! Detailed info and photos on website: www.ericson351977.blogspot.com. Contact sqsailors@hotmail.com or (925) 935-4413.



35-FT SANTANA, 1980. SFYC. \$18,000. 3 jibs, 3 mains, 3 spinnakers, 10 winches, radar, VHF, stereo, Volvo 18hp w/new fresh water cooling, new mast, rod rigging, running rigging, halyards, new folding prop, topside teak, cushions, head, ice box and stove. (415) 929-0789 or (415) 990-1565 or grantsett@yahoo.com.

34-FT BENETEAU OC350, 1989. Delta. \$44,500. Easy to singlehand, all lines aft. Kept in Delta. 28hp Volvo diesel. 2-year-old main, roller furler, autopilot, Tru Charge, lots of extras. Light, airy interior. Great Bay boat. (916) 775-0016 or Glenn21x@yahoo.com.



35-FT PEARSON ALBERG, 1963. Sausalito. \$21,000. Well maintained and upgraded, cruise ready with refrigeration, chartplotter, radar, autopilot, wind instruments, sails (good main and back-up, 90, 110, 130 genoa, spinnaker), new electric windlass, diesel, Lewmar ST winches and more. Email sashay63@gmail.com.

36 TO 39 FEET

36-FT ISLANDER, 1978. Stockton Sailing Club. \$23,000. Documented, roller furling, 2 jibs, full batten main, 2-speed winches, dodger/bimini, reliable Perkins 4-108, 2 new batteries and charger, recent bottom paint, propane stove, VHF radio, pressure H2O. Contact (209) 609-5350 or lyricschipper@hotmail.com.



37-FT EXPRESS, 1985. Alameda. \$62,000. Great condition, and a dream under sail. Set up as a performance cruiser and casual PHRF racer. Beautiful and functional interior. New sails. Full electronics and autopilot. Request brochure. Contact (925) 487-6847 or jackson2191@sbcglobal.net.



33-FT CUSTOM CHUCK BURNS DESIGN. 1977. Santa Barbara. \$39,000. Cold-molded epoxy-cedar, fast and fun! New Yanmar diesel. Recent refit. Beautiful varnished cedar interior. Well maintained, new electrical, new refrigeration, roller furling. Ex-race boat, now fit out for cruising. (805) 687-2104 kriers@cox.net.



36-FT CATALINA, 1989. Emeryville. \$59,000. Very clean, full batten main, Dutchman system, roller furling jib, asymmetrical spinnaker, autopilot, dodger, Lifesling, Achilles dinghy, Honda 2hp outboard, microwave, Force propane heater, radar, VHF, AM/FM/CD, HDTV/DVD, rigged for singlehanding. (925) 200-0083.

ISLANDER I-36, 1974. Berkeley, CA. \$27,500. Survey Jan. 2011. Bottom paint, zincs, cutlass bearing - May 2011. New full cockpit enclosure and bronze tint windows, UV protection added to 2 headsails, 2 Harken #46 2-speed self-tailing winches. Farymann R30 diesel engine, radar, GPS. (503) 481-9769 or cahhiway@aol.com.

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.

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36-FT ISLANDER, 1974. San Carlos, Sonora, Mexico. \$28,000. Canadian registered, very clean, roller furling, genoa, storm jib, full batten main, 2-speed winches, dodger, 35hp Universal, 2 solar panels, electric windlass, VHF, radar, autopilot, 9' inflatable dinghy, 3.5hp outboard, many extras. (604) 210-9242 (Canada) or (622) 226-1684 (Mexico) or gscontrino@yahoo.ca.



36-FT HUNTER, 1982. Moss Landing. \$45,000. John Cheribini-built Hunter, custom fabrics, custom V-berth, royal blue hull, new bottom paint, Kevlar sail, furler, spinnaker. Microwave. Water heater. Yanmar engine tuned. Great slip. Sails GREAT in Monterey Bay! A rare find! www.captainron.8m.com. Contact (209) 988-2012 or wajwriter@aol.com.

37-FT CREALOCK, 1979. Monterey. \$50,000. Excellent hull. Custom interior. 3 watertight bulkheads, Bal-lenger mast, Norseman fittings, new 3gm30f Yanmar, 70 gallons diesel. Imron LPU hull, deck and mast. Excellent Monterey slip. <http://picasaweb.google.com/102123433907360189909/Februar15201202?authuser=0&authkey=Gv1sRgCJea34-Hsdz7cQ&feat=directlink>. (831) 234-4892 or dcd987@gmail.com.

37-FT RAFIKI, 1978. Long Beach. \$59,995. Cutter, furling, excellent shape, moving up, no teak decks, hull and topsides LP. Updated electronics, radar, depth, GPS, Auto, knot, wind, autopilot. New lower cushions, has reefer and freezer. Water heater and pressurize water system, fresh varnish always maintained. (310) 251-8860.

CATALINA 36 MK II, 2001. Santa Cruz. \$109,000. Very clean. Autopilot, GPS chartplotter, windlass, dodger, roller furling jib, asymmetrical spinnaker. Universal 35hp diesel under 1450 hours. Inverter, 12v refrigerator, microwave, TV with DVD player, stereo with cockpit/cabin speakers. Many extras. Magma grill, dock box, Zarcor companionway doors. Excellent transferable slip location in Pacific Yachting charter fleet in Santa Cruz Harbor. Forget the 20+ year waiting list. Enjoy it now! Email rfrankian@sbcglobal.net.

37-FT ENDEAVOUR A-PLAN, 1979. Marina Mazatlan. \$36,500. Strong, safe cruiser, roomy liveaboard, Caribbean/Mexico vet. Extensive re-fit 2008, fully cruise equipped. Kycocra 125 solar panels, air marine wind generator, Avon 10'2" RIB, Yamaha 15, full cockpit enclosure, many extras. Contact (831) 600-7232 or nettiemont@hotmail.com.



38-FT HALSEY HERRESHOFF. Cat ketch, 1983. San Rafael. \$49,000. Fast, beautiful, easily handled liveaboard cruiser. Unstayed carbon-fiber masts. Diesel. Impressive wood interior. Two sleeping cabins. Two heads one w/composting toilet. Brand new sails and Awl-Grip. Extremely well equipped. Canister liferaft. (707) 254-0220.



HANS CHRISTIAN 38 MK II, 1979. Emeryville. \$97,500. Beautiful world cruiser! New 65hp diesel 2003, standing rigging 2007, barrier coat 2009, electric windlass 2010. GPS, AIS, radar, windvane, autopilot, cabin heater, HF/HAM radio, hard dodger, and much, much more. <http://sailsugata.com/forsale>. Email hc38@gabrito.com.



38-FT GAFF-RIGGED. centerboard yawl, San Rafael. \$35,000. Bill Garvie found drawings in *Yachting*, Dec. 1938 of gaff-rigged 38-ft centerboard yawl, designed 1892. Faithful reproduction, precisely built, Sarah, launched 2006. Sound, fully found, sails by Nat Wilson, Yanmar diesel. Email florencegarvie@gmail.com.



38-FT C&C, 1976. San Leandro Marina. \$39,000. She has all new rigging, Monitor wind vane, head, fuel tank, batteries, ignition panel and tach. Also equipped with radar, sonar, Autohelm, VHF. Divorce and loss of my house forces sale. (408) 250-2623 or tajs3456@yahoo.com.

36-FT ALLIED PRINCESS, 1976. San Diego. \$32,500. Ketch, sleeps 6. Stove/oven. Hot water. Refrigeration. TV/DVD. Solar. Inverter. Lowrance GPS, radar, sonar, and VHF. EPIRB. 3 anchors. Search San Diego craigslist! Ready for MEXICO! <http://sandiego.craigslist.org/csd/boa/2842582038.html>. (480) 363-9420 or powers.bart@gmail.com.



38-FT HIGH PERFORMANCE. Cruising Aerodyne, 2003. Tiburon. \$189,500. Roger Martin design built of epoxy in South Africa. Custom anchor platform, electric windlass, LeisureFurl boom, stainless Anderson winches, radar, SSB, Pactor modem, full instrumentation, autopilot, inverter, watermaker, diesel heater, refrigeration, dodger, BBQ, flat screen TV/DVD, new white Awl-grip, new bottom paint, life raft, low time Yanmar with Gori prop. Set up for singlehanded. Retractable bowsprit. Great like-new sail inventory. Ready for Mexico in the fall. (415) 385-3600.



38-FT HANS CHRISTIAN 38T, 1981. Sea of Cortez. \$79,000. Equipped for comfort. windlass, genset, 25gph watermaker, A/C, microwave, sat phone, like-new tanbark sails, new standing rigging, 3-way refrigeration, custom hard dodger/bimini, davits, radar, chartplotter, autopilot, 400w solar. Original owner. (530) 632-5867.



37-FT JEANNEAU SUN ODYSSEY. 2001. Ventura, CA. \$104,900. Loaded performance cruiser with Fisher-Panda generator, air conditioning, Yanmar, dodger, bimini, spinnaker, furling, chartplotter, ST6000+ Autohelm, full instruments, refrigeration, stove, oven, electric windlass, huge aft berth/cabin, separate shower, more. Contact (805) 241-4184 or Rich.n.james@gmail.com.

BENETEAU 36.7 FARR, 2003. \$117,999. 10 bags, ex-Rolux champion, fresh bottom. (707) 291-0891.

40 TO 50 FEET



CATALINA 400 MK II, 2001. Alameda. \$170,000. Clean, well maintained boat. Extras: folding Gori prop, new asymmetrical spinnaker, 130 genoa, propane heater, freshwater washdown pump, upgraded charging system, full Raymarine electronics, dinghy/15hp Honda, new sound system, BBQ. (209) 770-4405 or laureldarell@inreach.com.

40-FT C&C AFT CABIN, 1983. Marin. \$69,500. Rare aft cabin 40 model. All standing rigging, instruments, roller furler, hydraulic backstay, and many other improvements less than four years old. Absolutely the most boat for the money you can buy. (415) 516-1299.



47-FT CATALINA 470, 2001. Port Ludlow, WA. \$214,990. Price reduced.. Fantastic boat! 2 staterooms 2 heads, tall rig, bow thruster, electric headsail furling, In-Boom full batten main with electric winch, washer/dryer combo, Webasto heat, freezer/reefer. 75hp turbo Yanmar, 3-blade Auto-prop. Excellent condition. (509) 981-3838 or jlandsm@comcast.net.



41-FT CT, 1976. Vallejo. \$65,000/obo. Veteran cruising yacht. Owned by the same owner since 1976. It has many cruising extras. Sails, anchors, and ground tackle. Set of world charts. 75hp Volvo diesel. (415) 726-3322 or maspragg@aol.com.



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44-FT ANTIGUA, 1985. Southeast Asia. \$172,000. Fully-equipped, well maintained cruising yacht. Conveniently located in a beautiful cruising ground. Loads of storage and head room, walk-in engine room, huge center cockpit. Ideal for cruising. See website for details at www.totalgood.com/australis. (904) 297-3229 or larissa@totalgood.com.



VALIANT 40-112, 1975. Long Beach, CA. \$119,500/asking. Ready for immediate cruising! Pre-blister V-40 built in Bellingham, WA. Features include fully battened mainsail, roller furling jib and staysail and navigation computer. Major upgrades to all systems - high output alternator, refrigerator, 3-burner propane stove, AIS, autopilot and anchor windlass. Contact Gary Schneider. See website for more information. <http://bit.ly/vMLFzU>. (562) 212-3783 or captaingary1@hotmail.com.

46-FT KELLY PETERSON, 1982. Morro Bay. \$174,000. 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. Contact woodeneye53@yahoo.com or (805) 459-1909.



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.



41-FT SCEPTRE, 1986. Crescent Beach, B.C. Original owner. Professionally maintained. Recent bottom paint and survey. Call or email for more info and pictures. raceaway@shaw.ca or (604) 535-9373.



44-FT TARTAN 4400, 2003. Channel Island Harbor. \$399,000, or trade? Reduced price! 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 amjohn@sbcglobal.net.



46-FT SLOOP WOOD HULL. F.S.Ford design, 1961. Marina Mazatlan, Mazatlan, Mexico. \$61,000. Cold molded 3-layer red cedar over classic wooden hull. South Pacific veteran. SS rigging, aluminum mast, boom, spinnaker pole. www.yachtworld.com/boats/1961/F.-S.-Ford-Custom-wood-Cold-Molded-2440465/Mazatlan/Mexico. Contact for photos. (530) 656-2157 or kd6pgz@aol.com.



43-FT TASWELL, 1995. Bainbridge Island, WA. \$299,000. 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.



47-FT CATALINA 470, 2005. Stockton, CA. \$319,000. 75hp Yanmar turbo diesel, electric primary winches, boom furling main, extra fuel capacity, Autohelm, chartplotter, GPS, radar, 2 staterooms w/ full baths, gen set, heat and air conditioning, Flex-O-Fold prop, leather interior, stereo, flat screen TV, 3,000-watt inverter, electric windlass. Go anywhere in style and comfort. Contact (209) 985-6111 or garrysail@aol.com.

42-FT CATALINA, 1990. South Beach Harbor, San Francisco. \$89,000 USD. Great condition. Extensive upgrades. Full specs at: <http://leluya.blogspot.com>. (650) 241-1440 or leluya123@gmail.com.

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. Go to website for current photos, complete equipment list: <http://sailboatvagari.blogspot.com>. (520) 825-7551 or stanstreb@gmail.com.



MORGAN 462, 1981. Vallejo Marina. \$137,000/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>. Contact (707) 334-3670 or baryb@aol.com.



40-FT COLUMBIA, 1965. Tiburon, CA. \$25,000. Beautiful looking *Libra* has a 10'8" beam and only draws 4'6" which is great for SF Bay. 6'3" of headroom below sleeps seven. The 25hp Universal (m4-30) diesel 4-cylinder installed in '93 has 414 hrs and is extremely reliable. Electric bilge pump, marine head, cockpit cushions, full cover, all sails, 2 spinnakers, mainsail cover. Please see the website: http://web.me.com/jonnymoseley/Site_23/Libra.html. Contact (415) 948-9801 or jonnymoseley@mac.com.



45-FT ISLAND PACKET, 2007. Marina Village Yacht Harbor. \$399,000. Professionally maintained. Original owner. 45'9" LOA, cutter rigged. 75hp Yanmar, Furuno NavNet 3D multifunction display at helm and Nav. Sirius weather. Simrad autopilot at helm with handheld remote. ICOM M604 VHF radio at Nav. ICOM at helm with hailer. KVH TracVision Satellite TV. XM stereo. CD/DVD player. Salon and forward berth have LG flat screens. Radar arch, dinghy lift. Outboard engine hoist. Delta on 400' of 3/8" chain rode, Muir Cheetah Electric Windlass controls at helm and bow, Lewmar electric winches. Many more features and options. She is comfortable, she is beautiful. Sail the Bay, sail the world. Located Marina Village, Alameda. (602) 509-3728. For more information/photos email us at happysmithfamily@hotmail.com.



47-FT BREWER KETCH, 1977. Berthed at Pier 39, San Francisco. \$55,000. Bluewater cruiser commissioned in Sausalito and constructed in Taiwan of thick hand-laid fiberglass, this yacht shows no blisters. All standing rigging recently replaced along with new spruce bowsprit, heavy duty windlass with twin anchors and rollers, rebuilt winches, brass fittings and ports, autopilot, modern electronics (radar, GPS chart plotter, depth sounder), teak throughout the entire ship, teak/marble head and bath, infinite storage area, modern diesel, huge master berth, full galley, CNG stove, etc. Mechanical and electronics are tip-top and reflected in extensive maintenance records. Sails beautifully. <http://s550.photobucket.com/albums/ii418/SquidBoy02/Ted%20Brewer%20Ketch?albumview=slideshow>. (408) 483-9550 or (650) 938-3169 or danmck@sonic.net.



50-FT FD-12, 1981. Sea of Cortez. Un-sinkable turn-key blue water cruiser, AK/Mex/SoPac vet. Superb galley in pilot-house. Berths for 5-6 w/2 staterooms fwd and master stateroom aft, ensuite heads and great fore/aft privacy. See website for details: www.svdaydreamer.com.



48-FT ISLANDER, 1985. Sausalito. \$179,000. This is a classic Ted Brewer design built by Islander. Pristine condition, 3-year renovation just completed. Just about everything is new, sails, rigging, plumbing, pumps, etc. Call or email for all the information. (415) 846-6919 or (415) 331-6200 or sailonbaby@gmail.com.

51 FEET & OVER

59-FT SAMSON KETCH, 1972. Newport Beach, CA. Video available via email. Custom built 3 staterooms, two heads, seating for 8, inside steering station. Mahogany interior. 9 knot calculated speed. Never been in water. In drydock in Newport Beach, CA. (714) 963-9282.

52-FT IRWIN, 1984. Puerto Vallarta, Mexico. \$245,000. Gorgeous Irwin 52 Ketch. Love the boat and would rather have a 50% partner than sell outright. Tons of upgrades. See website for all the info. www.freya52.com. (530) 342-1665 or freya52@live.com.



63-FT STAYSAIL SCHOONER, 1976. Coronado, CA. \$125,000/Asking. Classic naval architect-designed/professionally built 63-ft LOD Samson "C-Witch" ferro cement staysail schooner. Magnificent interior, teak deck. Great blue water cruiser/charter yacht. Recently hauled, good surveys. Must see to appreciate the extensive quality design detail work. One owner since launched in 1976. Licensed captain/professional yacht builder. Must sell due to age/health. More than \$450,000 in construction costs. Please see website for details/pictures. www.schooner4sale.com. Email captjmcn@gmail.com.



45-FT SPARKMAN & STEPHENS, 1960. Ballena Isle Marina. \$40,000. S&S design #708. Argentina built of local hardwood, copper riveted. 45' LOA; 31' LWL; 10' 8" beam; 6'4" draft. Recent decks and rigging. Aluminum spars. Tiller steering. Autohelm. Master Mariners and Jessica Cup competitor. New full boat covers. New spinnaker. New LPU topsides. 35hp BMW diesel; runs, needs work. <http://picasaweb.google.com/109279823363611668825/Valiant45SparkmanStephensSloop>. (510) 846-4178 or jmcn@earthlink.net.



38-FT CROSS, 1996. Loreto, Mexico. \$32,500/obo. Recent refit that included complete interior and exterior paint, epoxy barrier coat, anti fouling and new custom tramps. Extensive cruising inventory, asymmetrical in sock, 130 genoa on Furlex roller, storm jib, full batten main with 2 reefs, Universal M25XPB diesel with 620 hours new in 2004, 3-blade Maxy feathering prop, 5 Unisolar panels, charge controller, inverter, generator, Katadyn 80E watermaker, Furuno radar, Autohelm, 787 GPS, MC35 radio, Adler Barbour 12CF refrig/freezer, Apex 10.5 RIB w 8hp Tahatsu, 3 anchors w/chain and rode, electric anchor windlass, sea anchor, extensive cruising inventory of spare parts and tools too numerous to list. Won't find a more complete boat ready to go for less. (619) 421-2235 or bajaair@cox.net.



38-FT SPIRITED 380, 2010. Ventura. \$425,000. 1.5 years new. Custom built Jim Betts. High quality fit/finish, Volvo saildrives, sleeps 6, 2 heads, watermaker, 2 steering stations, GM Sails Australia, carbon daggerboards w/spare, carbon retractable sprit. www.bayadere.info. (805) 689-7306 or dabney@cox.net.



60-FT LAURENT GILES, 1976. Seattle. \$189,000. Sailing vessel *Princess Irene* for sale. 60' Laurent Giles-designed ketch. The sailboat is designed for ocean passage making with two crew. The yacht was built in 1976 by Royal Huisman and outfitted by Moody. Multiple redundant systems including propulsion. 5 watertight compartments, 2 heads, sleeps 8 in 3 compartments, beautiful teak interior. www.sailboatprincessirene.blogspot.com/. Email dan5619@yahoo.com.



32-FT HUNTER CABIN CRUISER, 1963. Korth's, Delta. \$17,500. A Bay Area-built, mahogany and oak classic. Varnished cabin, transom and trim. Original interior, sleeps five, huge cockpit with new canvas. Dual Chrysler 318s. 2011 survey. Boat in great condition! (510) 582-8593 or rggeiger@comcast.net.



38-FT SUPER SHOCKWAVE. Catamaran, 1985. Reno. Best offer. Famous offshore racing catamaran. Crowther/Bell Super Shockwave. 60' carbon mast, cost \$55k. New \$8k code o, new tramps. See *Nice Pair* on YouTube. \$300k replacement, \$100k value. Consider partnership/multihull trades. Prepped for paint. Trailer-able. (775) 827-2786.



30-FT AUGNAUGHT, 1995. Moss Landing, CA. A practical, trailerable trimaran you can take home with you. Waiting for you in Monterey Bay, California. Go to www.YachtsOffered.com and under "search for a boat section" type in Listing #1291771. No reasonable offer refused. \$500 referral fee for when Zoom sells. www.yachtsoffered.com. (831) 247-7939 or hawknest1@prodigy.net.

MULTIHULLS



43-FT ROBERTSON & CAINE. Leopard, 2006. La Paz, Mexico. \$304,500. The only Leopard 43/M4300 on the West Coast coming out of Moorings contract in June making this the perfect time to buy and participate in the decommissioning. Based in relatively low utilization La Paz she is in excellent shape, including new sails, complete electronics, heat/AC, DSC VHF, stereo (Bose speakers). Ready to cruise fabulous Baja. <http://gallery.me.com/mmichaelbrown#100382>. Contact mmichaelbrown@me.com or (415) 752-8683.



38-FT ROBERTSON & CAINE, 2002. Alameda. \$229,000. Proven offshore and coastal cruiser. Many improvements make this turnkey beauty like new. 3 queen-sized cabins, 2 heads. Huge galley, salon and cockpit. Chartplotter and all electronics. Email for link to more pics. (415) 205-1627 or ahuber@sbpcca.net.



40-FT CUSTOM CATAMARAN, 1973. Port Townsend, WA. \$60,000. Totally rebuilt 2007-2010. NEW: cockpit, bulkheads, underwing, aft decks, engine, tanks, hatches, batteries, wiring, plumbing, davit arch. Twin helms, propane and wood heat, galley up, twin heads, cutter rig. More photos and info at website. www.sailboatlistings.com/view/24967. Contact wholebird@gmail.com or (360) 643-1593.

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40.5-FT NORDEREY, 1952. Moss Landing Harbor, dock A71. \$20,000/obo. Built in St. Monans, Scotland. All wood. Hull in excellent shape. Needs work. One owner for 35+ years. Perkins 4-108 engine. Full sail inventory plus, Aries self steering. Looking for a good steward. Contact Tim: norderey1@yahoo.com or (209) 570-9951.



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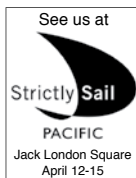
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47-FT C&L SEA RANGER. Pilothouse trawler, 1980. San Diego, Harbor Island. \$89,950. Fiberglass twin Ford Lehman just refit, new appliances, paint, fresh survey and bottom with thru-hulls. All specs and pictures view site. NICE boat! www.searanger47.com. (480) 948-7053 or kstrecker50@gmail.com.



37-FT HERSHINE, 1979. Emeryville. \$74,500. Your front-row seat to America's Cup! Cruise the Bay, dawdle on the Delta, cruise to Mexico, or live aboard this roomy, tri-cabin classic trawler with gobs of interior upgrades and exterior canvas plus nifty electronics such as Garmin 4208 chart plotter, RM AP w/remote. Easy-on-the-wallet single 120 hp Lehman diesel. A stern thruster makes even cross-wind docking easy. Transferable slip with first month free rent. Email for full specs and photos. Email jhbuetto@surewest.net.



34-FT CHB TRAWLER, 1976. Portland, Oregon. \$44,500. Beautiful, all fiberglass cruiser, loaded, all the comforts and necessities, 6-cyl, 1 1/2 gal @ hr. Runs, looks excellent. Contact (503) 260-6872 or genelivingston@peoplepc.com.

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52-FT IRWIN, 1984. Puerto Vallarta, Mexico. \$245,000. Gorgeous Irwin 52 Ketch. Love the boat and would rather have a 50% partner than sell outright. Tons of upgrades. See website for all the info. www.freya52.com. (530) 342-1665 or freya52@live.com.

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WINSLOW LIFERAFTS. Super-Light Coastal model 40SLSC 4-person man. Date Feb 2010, list \$2,890, asking \$1,800. ISO Global Rescue model 40ISOGR 4-person man. Date June 2010, list \$5,175, asking \$3,200. (714) 615-5195 or jeff.landiers@att.net.

SPECTRA WATERMAKER. Marin. \$4,500. 2009 Cape Horn Extreme. Used 6 months. 14 gal/hr. 12 volt. High efficiency, dual pumps. Runs with one pump. Factory upgraded, inspected, picked and perfect 2/2012. Email n212rj@aol.com.

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CLUBS & MEMBERSHIPS

BYC ANNUAL SWAP MEET and open house. Berkeley Yacht Club. Sunday, April 15, 6:00 a.m. at Berkeley Marina. It's a marine-based flea market with bargains galore - bring your shopping list! Tour the club and enjoy the views - special initiation discount for new members. Space is available for sellers. Contact BYC's manager or visit our website for more info. www.berkeleyyc.org. (510) 843-9292 or manager@berkeleyyc.org.

CLUB NAUTIQUE COUPLES. Passagemaker membership. \$5,450 (regular \$6,800). Club Nautique is the best sailing club in the Bay Area with bases in Sausalito and Alameda. They have more than 35 sailboats (up to 50 feet in length) and several power boats to available for charter. The CN Passagemaker couples membership includes all US Sailing lessons up to Open Water passagemaking for 2 people (>\$13,000 if purchased separately). Sail on the Bay, out the Gate or bare-boat in the Caribbean. We have just bought a 47-ft catamaran and no longer need our membership. From CN = \$6,790, from us as transfer = \$5,450! Contact Tony. www.clubnautique.net/sailing/membership/types.html. (415) 235-3978 or tonyday@earthlink.net.

SINGLE SKIPPERS AND CREW of all abilities are invited to join the Single Sailors Association. Membership includes daysailing, social events. Meetings held 2nd Thursday, Ballena Bay Yacht Club. Social 6:30pm; Meeting 7:30pm. Guests welcome. www.singlesailors.org. (510) 239-SAIL or (510) 239-7245.

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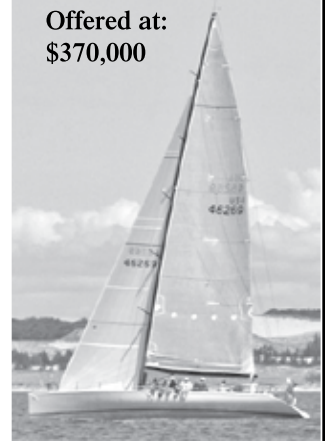
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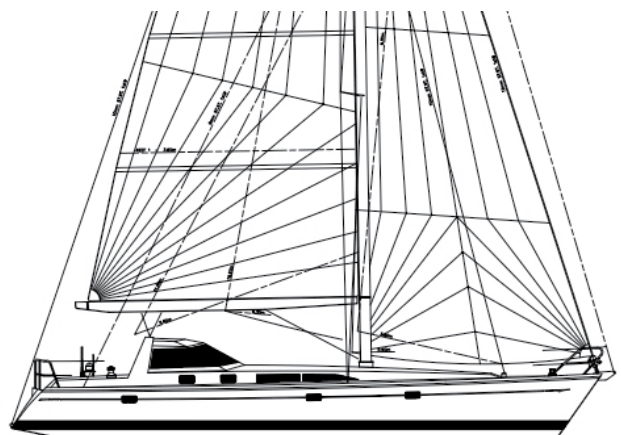
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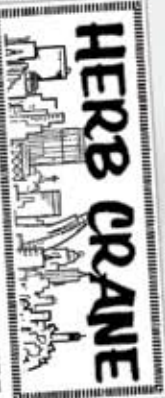
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