

Latitude 38

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VOLUME 420 June 2012

WE GO WHERE THE WIND BLOWS



JUNE 2012

VOLUME 420

GREAT VALLEJO RACE —

Saturday morning, May 5, dawned clear, with a light breeze blowing from well north of west. As the fleet of 199 boats assembled for the annual Great Vallejo Race, everybody seemed resigned to the fact that this traditional *run* to the lower Napa River was going to be anything but that.

sequence took an hour and fifteen minutes to complete.

The multihulls, led by Alan O'Driscoll's *Half Moon Bay Boys and Girls Club* continually bumped up against the now-fading north-westerly. Urs Rothacher's *BridgeRunner*, odds-on favorite for first-to-finish honors, parked up in a particularly big hole which dropped her down the rankings. "We worked the middle of San Pablo Bay, got behind, and ran out of racetrack in the end," said crewman Matt Noble.

In company with the multis were the lightest and fastest monohulls, which included Peter Krueger's J/125 *Double Trouble*;

followed by Dan Thielman's R/P 44 *Tai Kuai*; two Farr 36s, Gary Redelberger's *Racer X* and Mark Howe's *War Pony*; and overall corrected-time winner Gregory Dyer's Melges 32 *Intruder*. "We sailed well, but conditions really favored us too," said *Intruder's* Chris Shepherd.

As the afternoon slowly progressed, the NW wind gave way to a solid 18-knot westerly. Within an hour of the shift, a parade of boats filled the Mare Island Strait and almost everybody finished well before the end of happy hour. With the fleet safely rafted up within the confines of the Vallejo Yacht Club Harbor, music blaring, blenders blending, battle flags and sailors a-chatter, the sun slowly sank beyond the now-defunct Mare Island Naval Shipyard and the party was on.



The Hughes 48 'Iolani' gets a close shave from the Tartan Ten 'Topgallant' as they short-tack up the east side of San Pablo Bay.

On a mission to travel across the marina without touching a dock, we stepped aboard Rick Wallace's Columbia 36 *Bosporus II*, whose entire crew was adorned in those cheap Mexican *sombreros* one finds in dollar stores in celebration of Cinco de Mayo. Captain Rick Wallace joked that his crew were



Aboard 'Bodacious+' rail riders hang out on the low side in induce heel, while waiting for the breeze to fill in.

"We were ready to sheet the jib out to the rail for a close reach up San Pablo Bay," said *Arbitrage's* Bruce Stone "which isn't a good thing on a J/105." However there were two positives; the day promised to be sunny and warm,

"We did our first Vallejo Race in 1964. This is what helps keep us young."

and a generous flood current would boost the fleet along even if the wind didn't fully cooperate.

Among the 26 divisions were one multihull division, 11 PHRF groups, and one design fleets of Express 27s and 37s, J/120s and J/105s, not to mention an out-of-nowhere, blast-from-the-past fleet of 11 Islander 36s. The entire start



ALL PHOTOS LATITUDE / ANDY EXCEPT AS NOTED

GOOSE

SUPERMOON SAILING PARTY



Battle of the red chutes: Class winner 'Mintaka 4', a Farr 38, gets shadowed by the Beneteau First 35 'Raven', which placed second.

"still good friends after all those jibes." Over a margarita he talked about the current USCG safety stand-down. "We've been around the SE Farallon 12 times with this boat and it's still going strong," said Wallace. "And this penguin has been around with us every time." added crewman Kenny Duffy. The cute little stuffed doll looked ready to go around again, dressed in yellow foul weather gear with its hood up.

Over on Larry Telford's Cal 30-2 *Antares* hung a string of Vallejo trophy flags that stretched all the way up the headstay and halfway down the back. "We did

our first Vallejo Race in 1964," said Telford, "This is what helps keep us young." He added another first place flag on Sunday.

Before we could make our way back to dry land, and after more offers of free drinks than we could possibly consume, we stumbled upon a smiling Linda Salas aboard the Catalina 30 *Huge*. As she handed me what looked like a condom she said, "*Huge* is the name of our boat. It's named after the condom company!" I somewhat nervously glanced at the other men gathered in the cockpit, but they appeared nonchalant so I figured this was normal behavior. At this point Salas grabbed me and whispered into my ear, "I f--ing love

this race!"

Now, what to do with this condom in my hand?

Up in the parking lot, VYC race organizers had pulled out all the stops with a big party tent where the rock 'n' roll cover band *Alibi* was to play later in the evening. Just to the south, vendors were selling oysters on the half shell, barbecued meats, and corn on the cob, while inside the club the bar was staffed by about a dozen beautiful women, all dressed in black tank tops and tight



In the light air conditions, competitors like Ruben and Robbie Gabriel actually had time to chat with passing competitors.

blue jeans. The entire complex was packed with sailors and fans, and there appeared to be well over a thousand people partying down at what is one of the biggest shindigs of the year within the San Francisco sailing scene.

The greatest thing about the day was



GREAT VALLEJO RACE —

that there was little drama, and just about everyone seemed to really enjoy themselves. The band finally cranked up, and after a long day in the sun, with a few drinks on and a brilliant 'supermoon' above, it felt good to loosen up on the dance floor. Overall this was one of the best Vallejo parties in quite some time — both on and off the water.

With a reverse order start mandated by the nature of Vallejo's packed harbor, the faster boats, such as our ride, the custom Farr 40 *High 5*, were obliged to practice the same amount of patience that Saturday's last starters had displayed. As a racer, it was hard to be calm as boats cleared out with an 18-knot northerly piping up, especially when, from shore, we watched division winners take off under full sail. The wind beckoned and boats were setting off down the river, yet we weren't able to get underway for an hour, so there was nothing to do but hang out and wait.

The best part, however, was that we got to watch the sport of sailing up close and personal as division after division set spinnakers for the run down the river. Telford's *Antares* and Dr. Bob Bloom's *J/35 Jarlen* nailed perfect starts, as did others. Scorecards somehow seemed appropriate, except for the fact that in just a short while our crew would have the opportunity to entertain spectators with our potential for amateur antics.

Finally our time came to vacate what now seemed like an empty marina, even though almost every slip was filled. Only a few of the multis and PHRF A boats remained. As we exited the harbor, race fans and yacht club members bid us *adieu* and welcomed us to come back next year, which I'm sure we will. We quickly turned *High 5* up into the wind, got the main up, bore away, rigged the pole, set the kite and, with the familiar report of the starter's shotgun, we were off.

Within ten minutes we witnessed, and became a part of, a massive clump of boats at the mouth of the river: small boats, big boats, asymmetrical kites, symmetrical kites, no kites and a *lot* of chatter. Oh, and through the middle of all this the Vallejo ferry had to find a path.

We were in the sailing equivalent of a sand trap. With poise and care we simply hung along the edge of the strait, out of the flood and, with our 8-ft draft, called sea room if anyone got close. A few boats



ALL PHOTOS LATITUDE / ANDY EXCEPT AS NOTED

probably passed us, but we slid through with minimal work on our way out into the Carquinez Strait and San Pablo Bay. Fun!

Once we were clear of the constriction and confusion, the sail was a quick, pleasant close-hauled affair without a single drop of water on the deck. And with reasonably consistent breeze all the way across San Pablo Bay and up to the finish off the San Rafael Channel entrance, our team seemed disappointed that we hadn't had time to finish the beer we'd packed for the weekend.

No worries. We'll save it for the next YRA Party Circuit race, the Second Half Opener, July 28. Unfortunately the limes won't last that long.

— *dave wilhite*

GREAT VALLEJO RACE RESULTS (YRA/VYC: May 5-6)

Saturday's Race:

MULTIHULL — 1) **HMB Boys & Girls Club**, D-Class cat, Alan O'Driscoll; 2) **Rocket 88**, D-Class cat, Ian Klitzka; 3) **Adrenaline**, D-Class cat, Bill Erkelens. (12 boats)

PHRF 1 (PHRF ≤ 0) — 1) **Double Trouble**, J/125, Peter Krueger; 2) **Tai Kuai**, Custom R/P

44, Daniel Thielman; 3) **Bodacious+**, 1D48, John Clauser/Bobbi Tosse. (6 boats)

PHRF 2 (PHRF 3-39) — 1) **Racer X**, Farr 36 ODR, Gary Redelberger; 2) **War Pony**, Farr 36 ODR, Mark Howe; 3) **High 5**, Custom Farr 40 IMS, Joseph Andresen. (8 boats)

PHRF 3 (PHRF 42-66) — 1) **Q**, Schumacher 40, Glenn Isaacson; 2) **Jeannette**, Custom Frers 40 IOR 1-tonner, Henry King; 3) **Quiver**, Custom Nelson/Marek 36, Jeffrey McCord. (9 boats)

SPORTBOAT 1 (60 & Under) — 1) **Intruder**, Melges 32 ODR, Gregory Dyer; 2) **Ragtime**, Modified J/90, Trig Liljestrand; 3) **Wild 1**, Flying Tiger 10 Meter ODR, John Lymberg. (8 boats)

EXPRESS 37 — 1) **Golden Moon**, Bill Bridge/Kame Richards; 2) **Bullet**, Michael Maloney; 3) **Expeditious**, Bartz Schneider. (6 boats)

J/105 — 1) **Roxanne**, Charles James; 2) **Arbitrage**, Bruce Stone; 3) **Jam Session**, Adam Spiegel. (8 boats)

SPORTBOAT 2 (63 & Up) — 1) **Arch Angel**, Antrim 27 CM ODR, Bryce Griffith; 2) **Rufless**, 11: Metre ODR, Rufus Sjoberg; 3) **For Pete's Sake**, Ultimate 24 ODR, Peter Cook. (10 boats)

PHRF 4 (PHRF 69-81) — 1) **Mintaka 4**, Farr 38, Gerry Brown; 2) **Raven**, Beneteau First 35, David Schumann; 3) **Jarlen**, J/35, Robert Bloom. (12 boats)

PHRF 5 (PHRF 84-99) — 1) **Warpath**, Olson 30 OB, Andrew Zimmerman; 2) **Red Cloud**, Modified Farr 36, Don Ahrens; 3) **Marrakesh**, Express 34,

SUPERMOON SAILING PARTY



CENTER & RIGHT: WWW.PRESSURE-DROP.US

Craig & Ann Perez. (13 boats)
 SF 30 — 1) **Shameless**, Schumacher 30, George Ellison; 2) **Audacious**, J/29 OB, Scott Christensen; 3) **Heart of Gold**, Olson 911-S, Joan Byrne. (11 boats)
 PHRF 6 (PHRF 102-117) — 1) **Azure**, Cal 40, Rodney Pimentel; 2) **Green Buffalo**, Cal 40, Jim Quanci; 3) **Sheeba**, C&C 99, Michael Quinn. (13 boats)
 SHORTHANDED — 1) **Racer X**, J/105, Rich Pipkin/Mary McGrath; 2) **Sweet Tea**, Moore 24, Robbie Ann Gabriel; 3) **Stink Eye**, Laser 28, Jonathan Guttoff/Christine Weaver. (12 boats)
 PC EXPRESS 27 — 1) **Take Five**, Donald Carroll; 2) **Elise**, Nathalie Criou/Nathan Bossett; 3) **Wile E Coyote**, Dan Pruzan. (12 boats)
 PHRF 7 (PHRF 120-135) — 1) **Arcadia**, Custom Nash 28.5, Gordon Nash; 2) **E-Ticket**, Moorings 38, Noble Griswold; 3) **Chimera**, Custom Little Harbor 47, Grant Miller. (13 boats)
 ISLANDER 36 — 1) **Windwalker**, Richard Shoenhair/Greg Gilliom; 2) **Cassiopeia**, Kit Wiegman; 3) **Luna Sea**, Daniel Knox. (11 boats)
 NON-SPINNAKER — 1) **Rascal II**, Pearson 28 Triton, Norman Thomas; 2) **Jack Aubrey**, Cal 27-2 IB, Lori Dennis; 3) **The Edge**, Hunter 45, Bill Mad-dex. (4 boats)
 J/120 — 1) **Chance**, Barry Lewis; 2) **Grace Dances**, Richard Swanson; 3) **Desdemona**, John Wimer. (5 boats)
 SF 180 — 1) **Huge**, Catalina 30, William Wood-

Clockwise from upper left: The Swan 38 'Tru-ant' glides north; a salute from the Ohashi 52 'Leglus'; the J/125 'Double Trouble' catches the breeze near Vallejo; parade past The Brothers; the J/120 'Grace Dances' struggles to live up to her name; battle of the blue spinnakers.

ruff/Russell Houlston; 2) **Achates**, Newport 30-2, Robert Schock; 3) **Lelo Too**, Tartan 30, Emile Carles. (8 boats)
 PHRF 8 (138-156) — 1) **Sea Spirit**, Catalina 34, Larry Baskin; 2) **Half Off**, Moore 24, Andy Hall/Thomas Carlon; 3) **Pretty Penny**, Custom Mull 30, Bruce Sinclair. (15 boats)
 PHRF 9 (159-168) — 1) **Downtown Uproar**, J/24, Darren Cumming; 2) **Shut Up & Drive**, J/24, Valentin Lulevich/Zane Starke; 3) **El Gavilan**, Hawkfarm 28, Chris Nash. (14 boats)
 PHRF 10 (171-198) — 1) **Siento el Viento**, C&C 29, Ian Matthew; 2) **Moxie**, Cal 29-2, Laurence Bekins; 3) **Gypsy Lady**, Cal 34-1, Val Clayton. (12 boats)
 PHRF 11 (201 & Up) — 1) **Ringer**, Cal 27-2 IB, Gary Cicerello; 2) **Can O' Whoopass**, Cal 20, Richard Von Ehrenkrook; 3) **Byte Size**, Santana 22, Anna Alderkamp. (7 boats)

Sunday's Race:

MULTIHULL — 1) **BridgeRunner**, SL 33 Ocean Rig cat, Urs Rothacher; 2) **Adrenaline**, D-Class cat, Bill Erkelens; 3) **HMB Boys & Girls Club**, D-

Class cat, Alan Driscoll. (12 boats)
 PHRF 1 (PHRF ≤ 0) — 1) **Tai Kuai**, Custom R/P 44, Daniel Thielman; 2) **Bodacious+**, 1D48, John Clauser/Bobbi Tosse; 3) **Deception**, Santa Cruz 50, William Helvestine. (6 boats)
 PHRF 2 (PHRF 3-39) — 1) **Soozal**, King 40, Daniel Woolery; 2) **Astra**, Farr 40 ODR, Mary Coleman; 3) **High 5**, Custom Farr 40 IMS, Joseph Andresen. (8 boats)
 PHRF 3 (PHRF 42-66) — 1) **Jeannette**, Custom Frers 40 IOR 1-tonner, Henry King; 2) **Hawkeye**, IMX 38, Frank Morrow; 3) **Encore**, Sydney 36 CR, Wayne Koide. (9 boats)
 SPORTBOAT 1 (60 & Under) — 1) **Intruder**, Melges 32, Gregory Dyer; 2) **Alpha Puppy**, 1D35, Alex Farell; 3) **Ragtime**, Modified J/90, Trig Liljestränd. (8 boats)
 EXPRESS 37 — 1) **Expeditious**, Bartz Schneider; 2) **Stewball**, Bob Harford; 3) **Golden Moon**, Bill Bridge/Kame Richards. (6 boats)
 J/105 — 1) **Arbitrage**, Bruce Stone; 2) **Roxanne**, Charles James; 3) **Jam Session**, Adam Spiegel. (8 boats)
 SPORTBOAT 2 (63 & Up) — 1) **Rufless**, 11:Me-tre ODR, Rufus Sjoberg; 2) **For Pete's Sake**, Ultimate 24 ODR, Peter Cook; 3) **Vitesse Too**, Hobie 33, Grant Hayes. (10 boats)
 PHRF 4 (PHRF 69-81) — 1) **Jarlen**, J/35, Robert Bloom; 2) **Mintaka 4**, Farr 38, Gerry Brown; 3) **Summer and Smoke**, Beneteau First 36.7, Pat Patterson. (12 boats)

GREAT VALLEJO RACE

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PHRF 5 (PHRF 84-99) — 1) **Red Cloud**, Modified Farr 36, Don Ahrens; 2) **Split Water**, Beneteau First 10R, David Britt; 3) **Marrakesh**, Express 34, Craig & Ann Perez. (13 boats)

SF 30 — 1) **Topgallant**, Tartan Ten, Jim Lindsey; 2) **Firebolt**, Laser 28, Mike Holden; 3) **Elusive**, Olson 911-S, Charles Pick/Eben March. (11 boats)

PHRF 6 (PHRF 102-117) — 1) **Baleineau**, Olson 34 SM, Charles Brochard; 2) **Azure**, Cal 40, Rodney Pimentel; 3) **Tutto Bene**, Beneteau 38s5, Jack/Carly Vetter/Hegle. (13 boats)

SHORTHANDED — 1) **Nancy**, Wyliecat 30 OB, Pat Broderick; 2) **Racer X**, J/105, Rich Pipkin/Mary McGrath; 3) **Pegasus**, J/35, Marc Sykes. (12 boats)

EXPRESS 27 — 1) **Wile E Coyote**, Dan Pruzan; 2) **Peaches**, John Rivlin; 3) **Magic Bus**, Marc Belloli. (12 boats)

At regatta time the Vallejo YC staff live by the motto 'the more, the merrier'. Every year they shoehorn in a remarkable number of boats.

PHRF 7 (PHRF 120-135) — 1) **Arcadia**, Custom Nash 28.5, Gordon Nash; 2) **Whirlwind**, Wyliecat 30 IB, Dan Benjamin; 3) **Life Is Good**, Wyliecat 30 OB, Andy Hall. (13 boats)

ISLANDER 36 — 1) **Cassiopeia**, Kit Wiegman; 2) **Windwalker**, Richard Shoenhair/Greg Gilliom; 3) **Captain Hooke**, Tom & David Newton. (11 boats)

NON-SPINNAKER — 1) **Jack Aubrey**, Cal 27-2 IB, Lori Dennis; 2) **Rascall II**, Pearson 28 Triton, Norman Thomas; 3) **The Edge**, Hunter 45, Bill Maddex. (4 boats)

J/120 — 1) **Chance**, Barry Lewis; 2) **Desdemona**, John Wimer; 3) **Twist**, Timo Bruck. (5 boats)
SF 180 — 1) **Achates**, Newport 30-2, Robert

Schock; 2) **Zeehond**, Newport 30-2, Donn Guay; 3) **Lelo Too**, Tartan 30, Emile Carles. (8 boats)

PHRF 8 (138-156) — 1) **Half Off**, Moore 24, Andy Hall/Thomas Carlon; 2) **Pretty Penny**, Custom Mull 30, Bruce Sinclair; 3) **Bosporus II**, Columbia 36, Rick Wallace. (15 boats)

PHRF 9 (159-168) — 1) **TMC Racing**, J/24, Michael Whitfield; 2) **Downtown Uproar**, J/24, Darren Cumming; 3) **Pearl Olson** 25, Thomas Blagg. (14 boats)

PHRF 10 (171-198) — 1) **Antares**, Islander 30-2, Larry Telford; 2) **Siento el Viento**, C&C 29, Ian Matthew; 3) **Gypsy Lady**, Cal 34-1, Val Clayton. (12 boats)

PHRF 11 (201 & Up) — 1) **Ringer**, Cal 27-2 IB, Gary Cicerello; 2) **Can O' Whoopass**, Cal 20, Richard Von Ehrenkrook; 3) **Byte Size**, Santana 22, Anna Alderkamp. (7 boats)

See complete results at: www.yra.org



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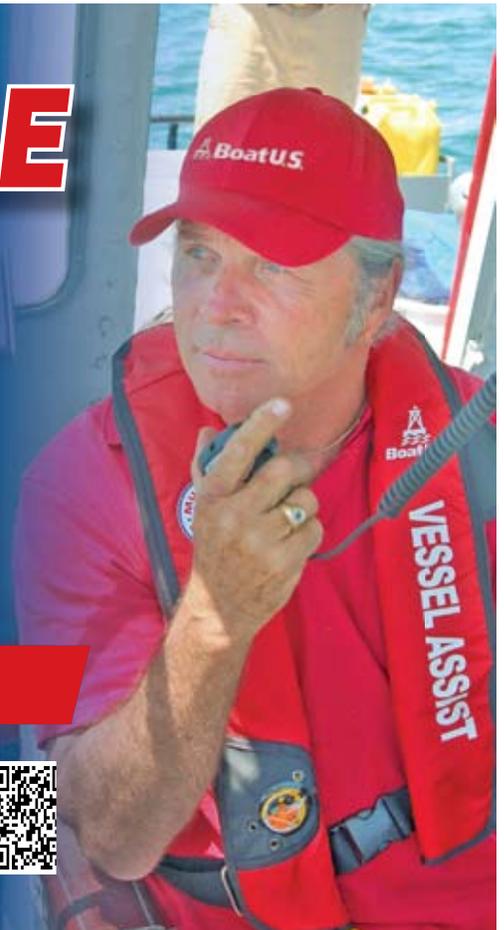
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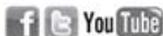
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EL SALVADOR CRUISERS' RALLY —

Latitude's contributing editor Paul Kamen normally spends a lot more time racing than cruising, but last month he dove head-first into the cruising life with a visit to El Salvador's Bahia del Sol, home to a cruisers' rally that's increasing in popularity every year.

Any sailors who did advance research on El Salvador might be just a little put off by what they read: a high crime rate, a breaking bar at the estu-

next to the open-air bar and restaurant, with kids of cruising families and local vacationers splashing in the pool and a one-dollar *Dos Equis* in my hand. There's

a pleasant 80° sea breeze blowing and another plate of ceviche on order. No one here, whether sailor, tourist, charter boat crew or expat, has a bad word to say about the hotel, the marina, the estuary, the country, or the El Salvador Cruisers' Rally that brought us here.

Why the Disconnect?

Let's look at the negatives one at a time, and put them to rest.

High Crime — Yes, some parts of El Salvador are dangerous, but you don't have to go there. Tourists are generally safe, and the Jaltepeque Estuary waterfront is especially safe. The Costa del Sol peninsula, where Hotel Bahia del Sol is located, is the Sausalito of El Salvador — the vice president lives just two doors down.

If you were cruising the coast of California, you wouldn't skip San Francisco Bay and a guest berth in Sausalito because of what you've heard about high crime in inner Richmond. Same deal here. The sportfishing boat crews and *panga* drivers will tell you about the gang wars up in the hills, but you can take the bus into San Salvador and not feel threatened. You will attract attention, though, especially if you are tall and/or blonde, because there just aren't many *gringos* here. But you aren't a crime target if you travel mainstream routes. At least, no more than in the busier parts of any big American city.

The Bar — There's a shoal protecting the estuary, and when the swell is up, it breaks at the entrance. There are no channel markers — the channel shifts frequently — and local knowledge plus high tide and a flood current are required for safe entry. But

then there's Rogelio. He's the bar pilot for Hotel Bahia del Sol, and he and his Jet Ski will guide you in and out at no charge (a \$5 tip is customary).

All breaking inlets can vary from benign to nasty, depending on the incoming swell characteristics and the tidal flow gradient. Check the swell heights on the GRIB files, check the tide carefully, and

The consensus is, "It's like cruising Mexico 50 years ago." And that's meant in a very positive way.

communicate with the hotel and with other cruisers who are already inside.

Of the 50 boats in this year's rally, there were no serious problems, although a few boats did report record knotmeter readings, and one boat took some water through an open companionway. So close your hatches and clip on — it can be a wild ride, but not a deadly one. The upside is that rally organizer Bill Yeagan usually rides shotgun on Regelio's Jet Ski, and he takes some awesome photos of each boat riding the big stuff.

Whenever the subject comes up, you'll hear horror stories about other difficult



The 'Cruisers Governing Council and Advisory Board' meets every afternoon at 4 p.m. — in the pool, of course.

ary entrance, 70-knot microbursts, a three-knot current running through the marina, and some pretty bad reviews for the hotel on travel websites. Will Rogers would never go near this place, if all he believed was what he read in the papers.

I write this from a poolside table

The final fiesta of this year's rally was a rock-in' affair that inspired many cruisers to shake their sealegs.



SAILORS' RESPITE ON THE COSTA DEL SOL

harbor entries up and down the coast. But here you have local guidance. Ultimately, it's your call whether to shoot the bar or wait for a lower swell state, so be patient and plan your arrival to make it easy.

Seventy-knot microbursts — Actually there was only one. Locals claim this was a "100-year event," meaning that the wind only gets that strong about once every century. There is probably some truth to this, based on the damage to docks and other structures that had been around for many years without incident. (See the microburst story in *Lectronic Latitude*, and follow the link to the blog at the end of this story for more details.) At least it was over quickly, no one was hurt, and the fleet learned not to anchor too close to the docks.

The good news about weather is that El Salvador is completely outside the track of any recorded hurricane, in any season.

The three-knot current — It's more typically closer to two knots at peak current, but that's still pretty fast for inside a marina. You'll notice a wake behind each piling on a strong ebb, so all the berths are parallel to the flow. Keep the tide table handy and plan your dinghy

Ralliers converged to swap tales and celebrate the good life during the annual dinghy raft-up in the calm waters near Bahia del Sol.

trips accordingly, especially if you dink over to one of the wonderful little one-cook, three-table *palapa* seafood restaurants out on the sand bar. The good thing about the tide is that it flows both ways.

Bad internet hotel reviews — There are two kinds of reviews: The bad ones from the Yankee tourists who fly down expecting a luxury resort at a bargain price, and the good ones from the cruisers who sail in and

book a room for some air conditioning and a break from the boat. Everything is relative: the bargain-hunting *norteamericanos* tend to pan the place, but the yachties love it. And what's not to love? The pool is clean, the food is good, the prices are right, the staff is friendly and the air conditioners work. If you think the sound of roosters in the morning ruins your vacation, well, that's your problem, not the hotel's.

What's important is that the hotel

has made a substantial commitment to attracting and retaining cruising sailors, starting with reasonable dock rates and discounts on already-inexpensive hotel meals, and ending with that one-dollar beer in my hand. There is even a free



EL SALVADOR RALLY

Shooting the bar is hair-raising fun. Even a heavy cruiser is likely to peg the knotmeter surfing over the shallow spot.

port authority and immigration service on site, so you don't have to taxi to the commercial port or the airport to clear in and out.

Now the Positives

The consensus is, "It's like cruising Mexico 50 years ago." And that's meant in a very positive way. This place has not been changed by the massive hotels and saturation tourism of many popular Mexican ports. No cruise ship terminals, no high-rise hotel, no time-share sales force tracking your movements.

The locals still like us, and it's not an act. It's easy to like them, too. One of the projects funded by cruisers is a water filtration program for Isla Cordoncillo right across the estuary from the hotel. This narrow island is two miles long and supports about 65 households, most of them engaged in subsistence fishing, or raising pigs and chickens. There's well water, but it's muddy and unsafe. Cruisers have provided the money for a simple filtration system, now installed on 38 of the island's shallow fresh-water wells.

But it's really the hotel that makes this a great cruising rendezvous point. The bar, the restaurant, the proximity to the well-protected docks and dinghy landing, and the yacht-friendly pricing make this a natural for the cruising fleet.

One of the more enjoyable features of Bahia del Sol is that you are very definitely outside the Yankee tourist bubble. Nearly all of the hotel guests — at least



EL SALVADOR RALLY

EL SALVADOR CRUISERS' RALLY —

the ones who did not come by boat — are Salvadoran middle class. If you don't like mixing it up a little with the locals, steer clear. In fact, don't leave the U.S. at all, because you won't find friendlier folks anywhere.

Estero Jaltepeque is also a good place to leave a boat for the summer. As noted above, the estuary has several guarded mooring fields just a short dinghy ride from the hotel where you can leave a boat in relative security. No haulout facilities, though. There's one failed attempt at a mini-boatyard on the island, but the

El Salvador is completely free of historical hurricane tracks.

Travelift dock silted in badly.

Case Histories: Jan Turner sailed in with her Ocean 71 some 11 years ago. She liked the place so much she ended her cruising right there, building a simple



LATITUDE / PAUL

The Doolittle family has been doing a lot! Since Ha-Ha'ing last fall aboard their Ranger 37 'Knee Deep', they've already made it to Panama.

house on Cordoncillo. She teaches English to the kids from the impoverished village, using her porch as an adjunct to their tiny, state-funded elementary school. It's fun to walk down the path with Jan and test her students' English with small talk. Their easy friendliness

seems to transcend the vast difference in culture and privilege.

The four Doolittles did the Ha-Ha this year in *Knee Deep*, their Ranger 37. They had planned to continue on to the Canal, but after delays for engine work in La Cruz decided to wait a year. They arrived in El Salvador in late March and now plan to leave the boat moored in the Jaltepeque Estuary for the summer. The boys, Mickey, 10, and J.P., 8, are at home in the hotel pool, and the family even ventured inland on a three-day volcano and rain forest camping trip. "El Salvador," reports Ben Doolittle, "makes Mexico look polished and modern — and expensive!"

Meanwhile, they are having as much fun as anyone, and keep in mind that they are cruising with four people in a not-very-spacious old race boat from the IOR era. It makes a statement about A) not waiting 'til your kids are grown, and B) not wasting time saving up for that perfect 45-ft cruising machine. "Go now, go with what you got," says Ben.

Bill Yeargan and Jean Strain are the

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SAILORS' RESPITE ON THE COSTA DEL SOL

founders and energy centers of the El Salvador Cruisers' Rally. They sailed in for the first time in '06 and have made a second career out of promoting the Jaltepeque Estuary as a cruising destination.

A popular excursion for cruisers while staying at Bahia del Sol is exploring the lush waterways of the local estuary.



EL SALVADOR RALLY

"I want to retire," says Bill, "but not in a place where I'm surrounded by Americans."

How the Rally works — This year is Cruisers' Rally number three, and the count is already up to 50 participating boats. The format is a little more informal than some other cruising rallies, in that there are no hard start and finish dates and there's no single route or passage. There isn't a competitive boat racing component either — but at latitude 13N you'll be too deep into the tropics to want to race anyway.

The first gathering is in La Paz in mid-November for a free seminar and the initial round of info and swag distribution. Then it's on to Mazatlan in early December, then La Cruz with more seminars and more parties in mid-December and mid-January. In late January there's another meeting in San Diego for partici-



EL SALVADOR RALLY

Cruisers pose with two island families helped this year by the rally's Just Water water filter project.

pants who are getting a later start than the Baja Ha-Ha crowd.

The actual event begins in early March when boats begin arriving at hotel Bahia del Sol in El Salvador. That's where the hotel's promotional efforts converge with El Salvadoran friendliness: Rally boats get 50% off on berthing in the marina, 30% off on the (already inexpensive)

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EL SALVADOR CRUISERS' RALLY

hotel restaurant and bar, and free run of the hotel pool and dinghy dock, as well as other vital services for free or for cheap. Activities on site and off continue through the closing banquet at the end of April.

The schedule sets up the Baja Ha-Ha as a natural feeder event. After the Rally, the next stop is usually Costa Rica and on to Panama, or the Puddle Jump to the South Pacific, or down to Ecuador and the Galapagos.

Bill's advice, however, is to wait a season before going directly from your



LATITUDE / PAUL

Singlehander Zachary Lough of the Catalina 30 'Panache' struggles through another Spanish lesson taught by two local instructors.

first Ha-Ha to the El Salvador Rally. "You don't want to miss the Sea of Cortez," he says.

All in all, my brief sampling of the cruising life was a delightful change of pace. Who would have guessed that this remote stretch of coastline would have so much to offer for passing sailors?

— **latitude/paul**

For further information, see: <http://elsalvadorrally.blogspot.com> or www.facebook.com/#!/cruisersrallytoelsalvador

WHY COME TO EL SALVADOR?

El Salvador is a convenient stopping place for boats headed from Mexico to Central America and Ecuador. It's an easy two-day sail from Puerto Chiapas, Mexico to Bahia del Sol.

During the early spring cruising season the winds and currents are favorable and the weather is warm and mild. For those looking for a place to leave their boats for the summer, Bahia del Sol is

an excellent option. It's located inside a protected tidal estuary with a marina and two inexpensive mooring fields. Unlike other Central American countries, El Salvador permits recreational boats to stay in the country for as long as they wish. The \$1-per-day port fee can be paid in 30-day increments, and if you're out of the country when your permit becomes due you are allowed to pay when you return without penalty.

If you have crew or family joining you,

it's only 40 minutes to the international airport. The American and Canadian embassies are located in San Salvador should you need consular services like new passports, etc.

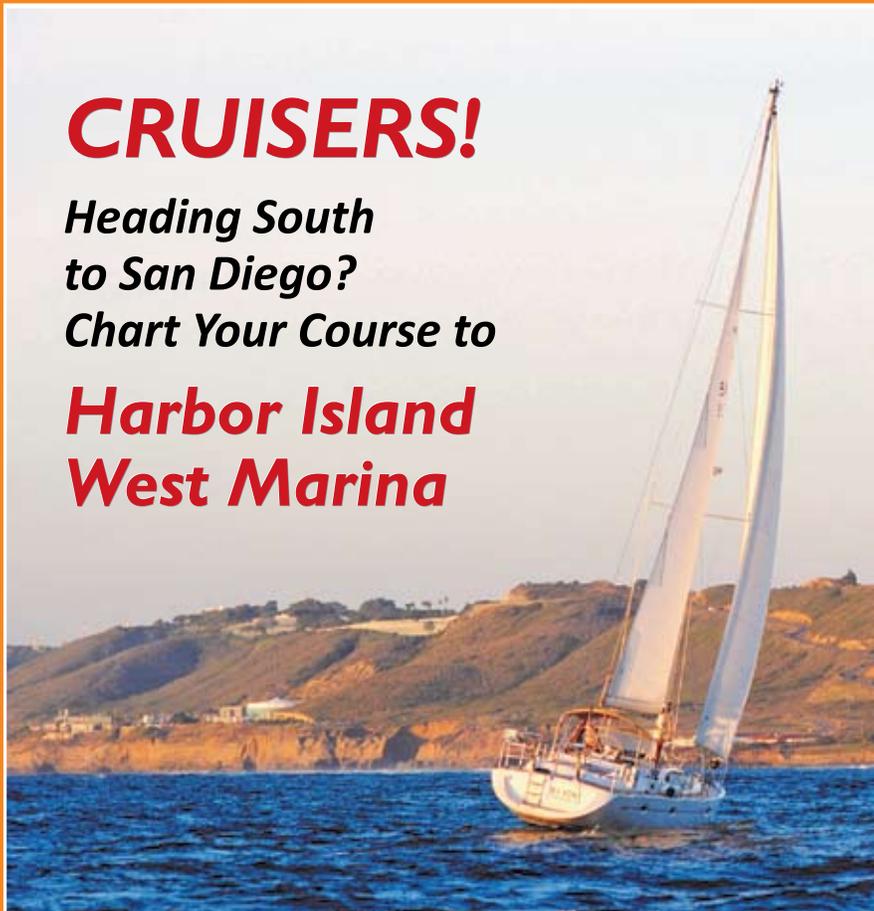
For cruisers wishing to continue their voyages farther into Central America, Bahia del Sol is a great place to stop for fuel, provisioning, a little recreation and a calm anchorage to rest.

— **bill yeargan**
rally co-coordinator

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ARE YOU READY TO HA-HA?

Judging by the 50 boats already entered in this year's Baja Ha-Ha rally, it looks like the range of boats in this year's fleet will be as varied as ever, and the crews who sail them will be as colorful as in year's past.

In addition to many first-timers, there will undoubtedly be plenty of 'repeat offenders' who want to replay some of the fun and great sailing that they had the last time around. Some full-time Mexico cruisers even sail all the way back to San Diego each fall just to re-do the rally.

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

You'll find frequent updates on this year's event on 'Lectronic Latitude' at www.latitude38.com.

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MEET THE FLEET

Among the important dates to note (on next page) is *Latitude's* annual Mexico-Only Crew List and Ha-Ha Party, September 5. There, hundreds of potential crew mix and mingle with Ha-Ha boat owners who are looking for extra watch-standers. Get a head start on the process at our constantly updated Crew List site at www.latitude38.com. As many Ha-Ha vets will confirm, the best way to prepare for doing the event in your own boat is to crew for someone else first.

IS THE PACIFIC PUDDLE JUMP IN YOUR FUTURE?

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

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



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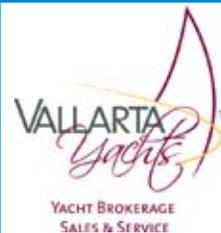


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IMPORTANT DATES

- Sept. 7 — Mexico-Only Crew List and Baja Ha-Ha Party, Berkeley YC; 6-9 pm. Mexico Cruising Seminar, 4:30-6 pm.
- Sept. 10 — Final deadline for all entries.
- Oct. 20 — Ha-Ha Welcome to San Diego Party, Downwind Marine, 12-4 pm. Ha-Ha entrants only.
- Oct. 27 — Pacific Puddle Jump seminar, West Marine, San Diego, 5 pm.
- Oct. 28, 9 am — Final deadline for all crew and skipper waivers, West Marine, San Diego.
- Oct. 28, 11 am — Skipper's meeting, West Marine, San Diego. Skippers only please.
- Oct. 28, 1 pm — Ha-Ha Halloween Costume Party and Barbecue, West Marine, San Diego.
- Oct. 29, 11 am — S.D. Harbor Parade & Start of Leg 1
- Nov. 3, 8 am — Start of Leg 2
- Nov. 7, 7 am — Start of Leg 3
- Nov. 9 — Cabo Beach Party
- Nov. 10 — Awards presentations hosted by the Cabo Marina.
- November 20, 4-7 p.m. - La Paz Beach Party. Mexican folk dancing, live music, food & drinks, door prizes, more.

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



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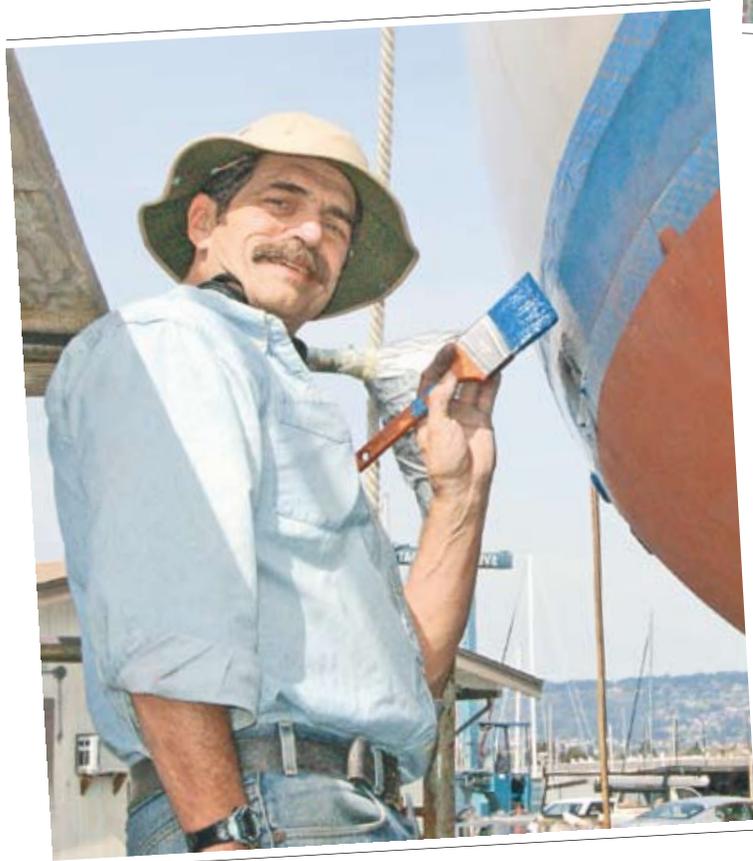
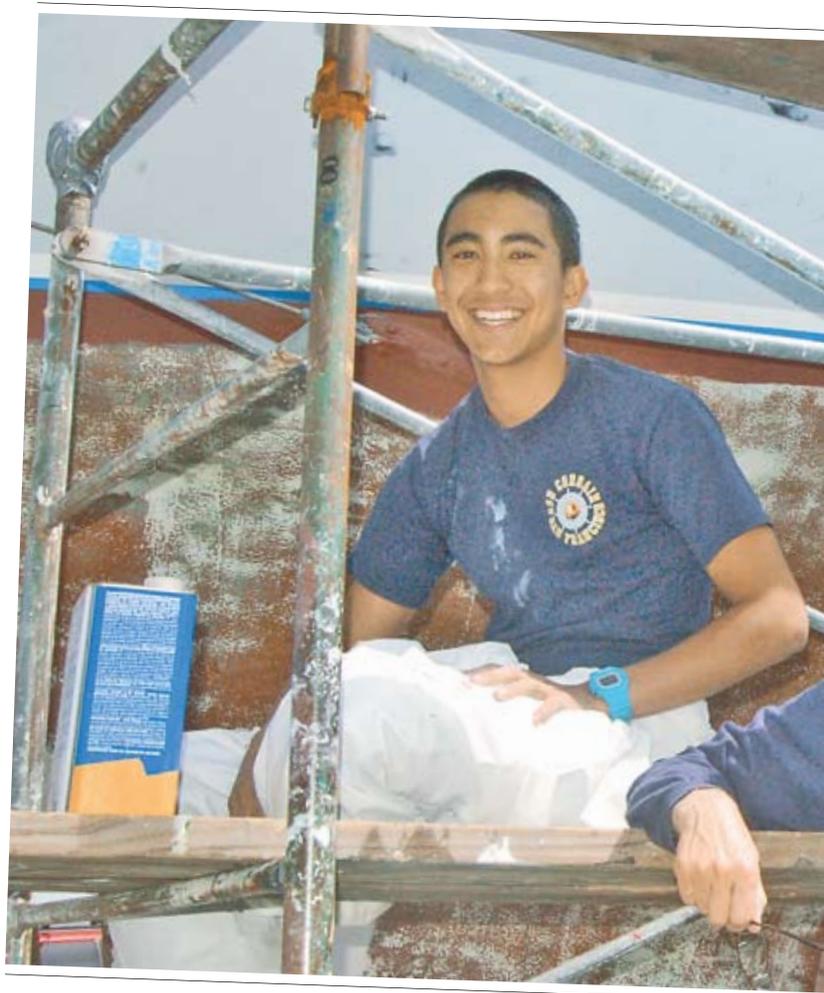
Shortly before the Strictly Sail Pacific Boat Show in April, we took advantage of a perfect sunny Saturday to set out on our annual boatyard tour — a day (or more) when we grab our camera and visit Bay Area boatyards to chat with folks about their spring projects. The tour came after the Bay Area had seen a long period of heavy rainfall, and while some boatowners got lucky by hauling out after the sun reappeared, others had been in the yard far longer than originally planned. Most took it in stride, but they were all eager to get back on the water and start using their boats.

As usual, the types of people found working on their boats ran the gamut — from a retired doctor to a high school student, and a little of everything in between. Everyone was in great spirits, partly because the weather that day was sublime, but also, well, who doesn't get a little thrill from making their boat sparkle? As mundane as a chore may be, the completion of it brings a sense of satisfaction that's hard to beat.

Most of the tasks these folks had in front of them were relatively simple — a fresh boot stripe, a hull polishing, a quick bottom job — but a few had their work cut out for them. They were either at the tail-end of a months-long haulout or smack in the middle of it. Long projects can become extremely demoralizing, so we wish them luck for a speedy splash.

We apologize to the interview subjects in the following pages for the delay in printing their stories. Other news took precedence in last month's issue, but we're all here now, and we hope you enjoy.

— **latitude**/ladonna



Brezza, Formosa 43 — Charles Berletti could not be accused of being in a hurry. Owning a big, heavy 43-ft cruiser — "Actually, there's no dimension on this boat that's 43 feet," he noted drily — precludes one from having overly optimistic expectations of speed, but even so, Charles' laid-back attitude was impressive.

One of the first tasks a new boat owner tackles is renaming his new mistress. Not Charles. Six years later and his boat is officially nameless. "The original name was *Gentle Wind* and I had to take that right off," said the semi-retired doctor. "There's such superstition about changing a boat's name, I thought I might translate the name into something that's not so silly sounding." *Brezza*, Italian for 'breeze', is a leading contender, but is by no means written in stone — much less on the transom of the boat.

Charles' *mañana*-style perspective might lead one to think he's ripe for a cruise to exotic ports. One would be wrong. "If I could make it as far as the Channel Islands, that would be exotic enough," he said. He says he generally sails with anyone who will go with him, but mainly his wife, Jan, and their daughters.

Charles, who'd previously owned a Columbia 26 for many years, and his family generally enjoy sailing the Bay — but not too sprightly. "She's a little bit oversparred," he said, "so most of the time in the summer, I'm reefed. If I don't, my wife's knuckles get pretty white."

For his haulout, Charles was doing a simple bottom job and replacing his prop. "But there are enough things wrong with the boat that I'll be perpetually working," he chuckled. "I think that's the attraction."

— BETTER LATE THAN NEVER



China Rose, Ingrid 38 — In the March issue of *Latitude* 38, we wrote of the passing of Bay Area surveyor Peter Minkwitz, whose friends and family had banded together to rehab the boat he built (with the help of those same family members) in the '70s. The hope was to return the once-pristine ferrocement ketch to her previous glory and then sell her to help Peter's widow, Doreen.

China Rose is still on the hard, with Kit Stycket leading the crew of workers. On this day, just three souls were there to sand their fingerprints off: Kit, her 17-year-old godson Jacob Abrahams (who sails FJs at Golden Gate YC and says he works on the boat for food), and Peter's youngest brother Andrew. "Not many people show up to help anymore," said Kit. "Andrew's here every day, and Jacob is a lifesaver. Commodore Tompkins did come and service the seacocks, though."

Kit says that though they're a long way from being finished, they can see the light at the end of the tunnel — and it's not an oncoming train. "We're not taking things off anymore. Now we're in the 'adding stuff back on' phase."

The 'Friends of China Rose' Facebook page that Kit set up to help organize work parties has 65 members, and is a great way to get in touch with those who are helping with the restoration. If you'd like to lend your fingerprints, Kit says to contact her at (916) 712-3571 or k11747@yahoo.com.

Cornelius, Islander Bahama 30 — "If you can't be with the one you love," intoned an amorous Stephen Stills, "love the one you're with." And that's just what Chris and Keri Lundeen are doing. Acknowledging that a bigger boat is on the 'someday horizon', the Alameda couple say *Cornelius* really suits their needs at the moment. "It's just the two of us, so we don't need a lot of room" noted Keri.

The Lundeens bought the boat in '07, after she'd been sailed up and down the coast by her previous owner. ("She was featured in a couple issues of *Latitude* under her previous name, *Nino*," said Chris.) Over the last five years Chris and Keri have enjoyed sailing the Bay, but also have taken longer cruises to Petaluma and Half Moon Bay. "Well, Keri doesn't like to go out of the Gate," admitted Chris, "so she meets me down there." Regardless, they love getting the boat out as often as possible.

Chris says he's been sailing for almost all of his life. "My dad and I built my first sailboat together, a little catboat," he said. "I actually still have it in my garage." Now Chris and Keri sail their much bigger boat to Richardson Bay on weekends to visit his folks in Sausalito.

As frustrating as it may have been, the Lundeens exhibited great patience despite having been on the hard for a month due to April's nasty weather — they only needed to do a basic bottom job. "It's given me a lot of opportunities to do my own work," Chris said.

Such as buffing out the faded gelcoat. "I really love this boat," Chris said thoughtfully. "We may get another boat someday but, now that she's starting to get all shiny"



BOATYARD TOUR

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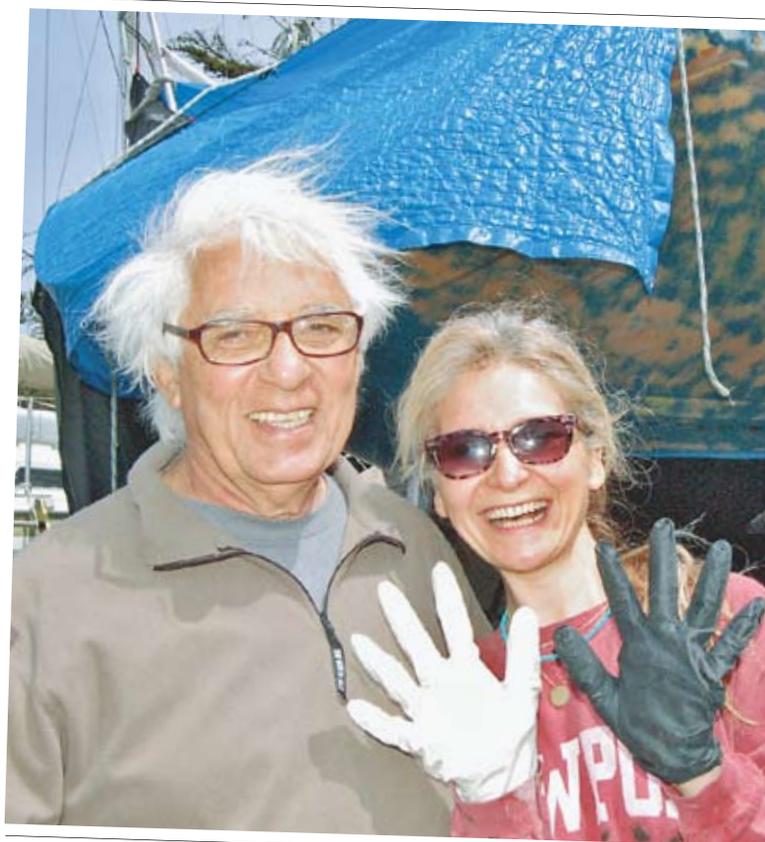
Brown Sugar, Doug Peterson 38 — Once upon a time, there was a cold-molded one-tonner that had quite a reputation on the Bay. Then she was sold to an unassuming Turkish architect, who continued to race her but who wasn't prone to throttling competitors who dared to protest him, so her reputation mellowed.

Of course, that doesn't mean Utkan Salman doesn't have his own stories to tell. In addition to having sailed *Brown Sugar* to Mexico, during the Clinton administration, he and his crew also sailed her to Cuba — three times! "One time the Coast Guard was on our tail," recalled Utkan. "They were very polite during the safety inspection, and then left. That wouldn't have happened under Bush."

For 20 years, Utkan and his wife Berna have taken seriously their roles as stewards of *Brown Sugar*, which was built in San Diego in '79. But now they say they're ready to pass on the responsibility to someone else. "I don't race anymore," said Utkan, "but I still like to go fast, so I sail on my J/80 *Isis* (it's named after my granddaughter)."

But before letting go, Utkan decided the boat needed a bit of a refit, so over the last 20 months, she's had all of her rigging replaced with high-tech Spectra, and a contractor prepped the boat for painting. By the time you read this, she's undoubtedly been painted white and is back in the water, awaiting her future owner.

Utkan may be selling a piece of sailing history, but that doesn't mean he's given up sailing. "We're both from Istanbul so we want to cruise the Med," he said. When asked if he planned to charter, he laughed. "I don't believe in charters. Either we'll buy and sell or buy and throw away!"



Freelance, 38-ft wooden sloop — Some might consider moving from a 15-ft home-built Snipe to a 38-ft woodie that's old enough to collect Social Security to be quite a leap. "My friends thought it was a leap of faith," Rich Salvini said. "It was more like stepping into quicksand!"

Rich acquired the mahogany plank-on-oak frame *Freelance* — which was designed by Francis J. Gilo and built in New York in '35 — in Falmouth, Massachusetts, in '99 after searching for a wooden boat for two years. The surveyor told him the boat had four or five broken frames. "More like 35-40!" This was, of course, discovered *after* he'd had her trucked out to the Bay.

"When I got the boat, absolutely nothing worked," Rich recalled. "The winches, the horns, nothing. It all had to be completely redone."

During his first sail aboard, Rich was with his wife and brother-in-law, an experienced racer. "It's was blowing about 15 knots and I was freaking out," he recalled. "That main is so big! But we're sailing along and we hear this 'bang!'" Not being able to determine the source of the noise, the trio finished their sail and took her back to her berth.

"As we're pulling into the dock, my brother-in-law noticed a cable trailing behind us." As it turned out, a chain-plate had given way, which snapped the mast forward enough to take out

— BETTER LATE THAN NEVER



Spanish Dancer, C&C 35 — There's an old maxim that warns, "The only ship that doesn't sail is a partnership." But here are some guys who've proven otherwise. "We've had eight different people in this partnership over 20 years," said co-owner Jim Ellis. "Some of them have left and come back in again."

Jim and his current partners, Robert Hammond, Tom Marinshaw and Dan Chase (not present), have what amounts to a handshake agreement. "We've never had a written agreement," he said. Not something we'd recommend, but it's clearly worked for this group of sailors. "What's more is that we still like to sail together!"

The sailing schedule they've worked out is simple and very flexible — each owner gets the boat every fourth week. If someone else wants the boat that week, they usually figure it out. When it comes to boat work, they split it as evenly as possible. Each owner sends their monthly 'dues' to Tom, who's been charged with keeping the checkbook. "Maybe I'm the stupidest one," he mumbled. In fact, according to the boys, the hardest part of having multiple partners over the years has been dealing with the DMV.

Spanish Dancer was hauled for a quick bottom job and fresh boot stripe, and was getting ready to splash a couple days after we met. After that, the guys will continue what they like doing best: daysailing. "We used to race," said Robert, "but now the human race is where we're at."



the backstay. "We got tied up and we pulled the chainplate right out of the deck!"

It was another four years before Rich started a 14-month rebuild, re-fastening the entire boat, replacing planks and floor timbers, building a new rudder, painting. "My wife said, 'You told me you weren't going to buy a project boat,'" Rich laughed. "The thing is, I didn't know I did."

For this comparatively mellow month-long haulout, Rich had some bad blocking and frames replaced, had a fresh bottom put on, and touched up the paint. "This is my fourth or fifth paint job, and I think I finally figured it out," he laughed.

Even with all the work and 'green infusion' Rich has poured into *Freelance*, he estimates she's only about 75% complete. The interior was well-gutted and in the middle of a major renovation, with the cabin sole being next on the list.

As for *Freelance's* future, Rich says he's just going to keep working on her and sailing her around the Bay, often singlehanded. "I don't want to hurt her feelings," he said, "but I don't think going bluewater is a very good idea." In owning such a beautiful, high-maintenance boat, he may feel as if he's stepped into quicksand but at least he's not hiding his head in it.

BOATYARD TOUR

Josephine, International Folkboat — If you think the racing community on San Francisco Bay is tight, try drilling down into a specific fleet. You'll find connections and friendships that span the globe. Such is the case with the sailors who are owned by International Folkboats.

Eric Kaiser, a middle school teacher, is a perfect example of how small the world of Folkboaters is. Eric had owned and raced on his previous Folkboat *Nordic Belle* (#105) for five years when he found himself in Denmark for a regatta. He got to talking with a local racer who was having trouble qualifying to borrow a Bay Area boat for an upcoming event, so Eric told him that if he brought his own boat, he would automatically qualify. "I just made that rule up on the spot," he laughed.

A short time later, the fellow emailed Eric photos of *Josephine*, and Eric shot back, "I'll buy her after the race!" The fellow brought the boat to the Bay, raced her, then sold her to Eric when he left. "It couldn't have worked out any better for me," he said.

After four seasons of racing *Jose-*



phine in the WBRA, Eric saw signs that the keel bolts needed replacing, so he had the professionals take care of that in January, along with aligning the rudder. But he left the final bottom job until as close the start of the season as possible. "I should be back in the water next week," he told us a few weeks before the season started, "but they can take as loooong as they want!"

Eric used to keep *Josephine* in San

Francisco Marina but was "booted out" for the restoration project. He's hoping to sublet a slip there again but, he says, if worse comes to worst, he'll find a slip in Sausalito and buy an engine — something he's never felt the need to own before.

Having grown up sailing on his dad's Folkboat, Eric says that there's really no other boat that could be an alternative for him. "I learned from my dad, so now I'm taking what he taught me and trying to do as well as he did."

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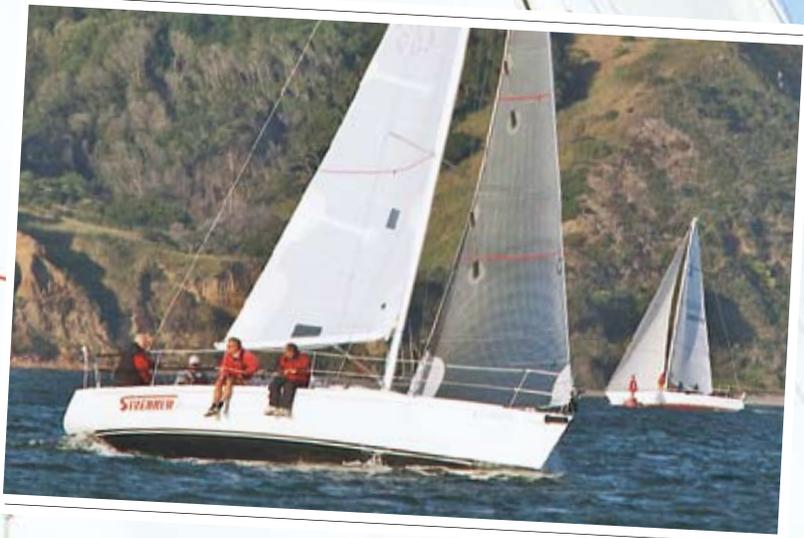
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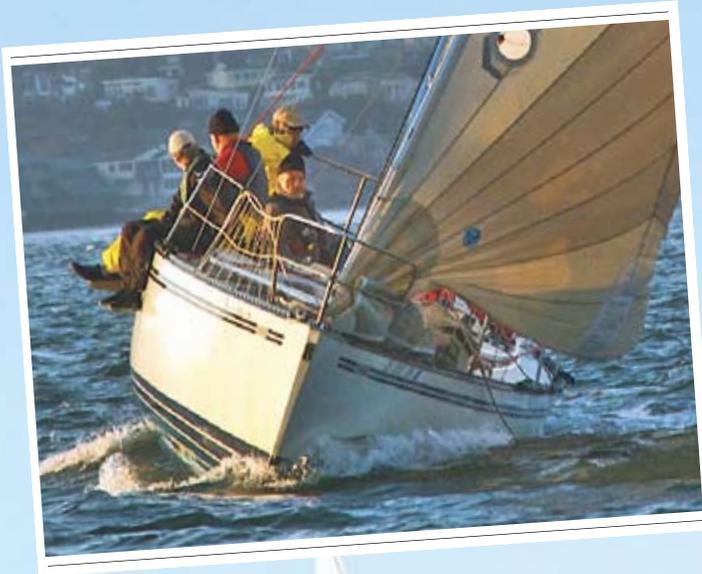
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EYE ON THE BAY —



SAUSALITO BEER CANS



Whether you love your job or just tolerate it, typical workday stresses can sometimes make it seem like it takes an eternity to get from Monday morning to the weekend — when they get to do all the fun stuff like going sailing on the Bay.

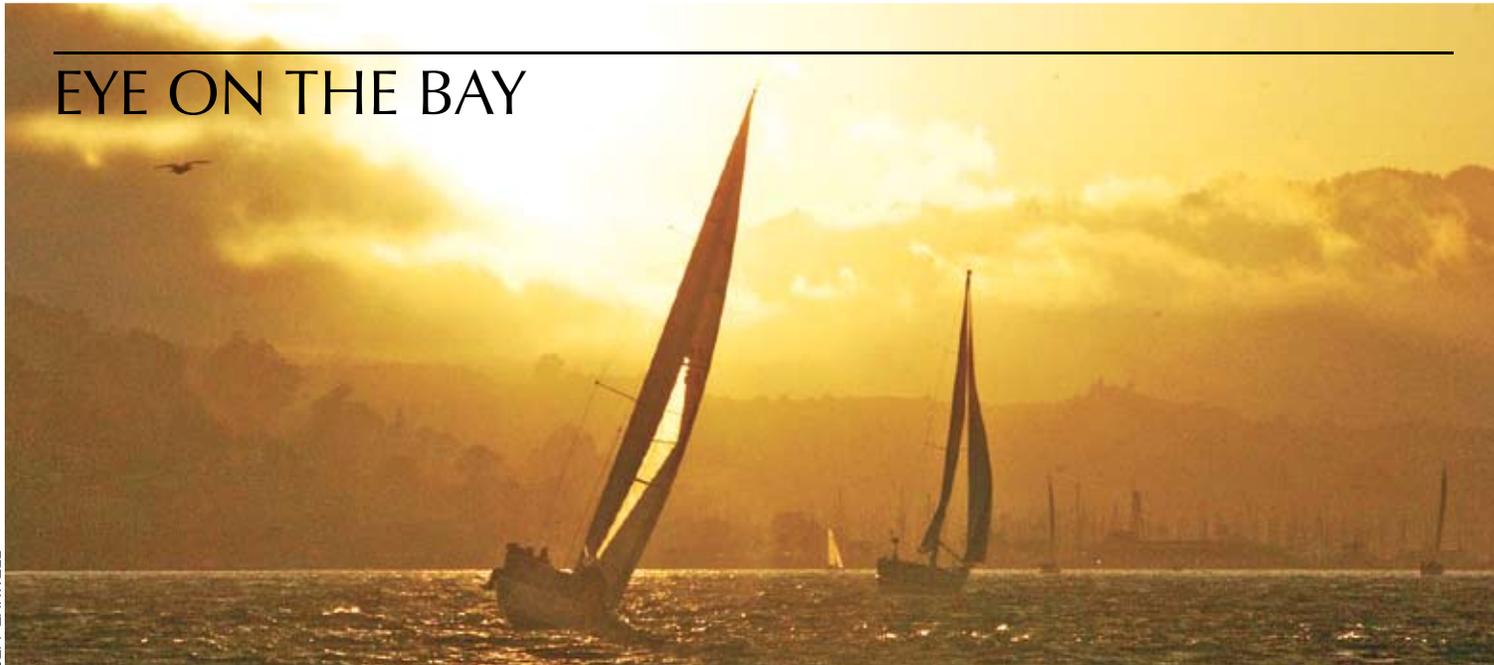
But at the Sausalito YC they don't wait for the weekend to get out on the water. Both members and non-members celebrate their sailing passion every Tuesday evening throughout the summer with what they call the Sunset Series.

What a brilliant idea. Instead of wasting time sitting in mind-numbing, peak-commute traffic or subjecting themselves to that guaranteed

Spread: Robert Long's sleek Hinckley 38 'Mimicat' hunts down the leaders. Insets, left to right: Ron Anderson helms his J/105 'Streaker', Jeff Hutter's Tartan Ten 'Gammon' barrels along on a reach; Rail-riders dangle their toes aboard Mark Tishler's Catalina 30 'Willin'.
— all photos jeff zarwell

EYE ON THE BAY

JEFF ZARWELL



downer called the evening news, beer can racing puts them in the hands of Mother Nature, gives them a bit of light exercise, and forces an upbeat attitude adjustment that might even last 'til the weekend.

May 15, when these shots were taken, was the second race in the Sunset Series; a gorgeous sailing night with varied winds up to 20 knots in a growing flood. One spinnaker and two non-

No, this image wasn't shot through a pair of Ray Bans. The scene was naturally surreal, with the sun piercing through a loaf of clouds that hung over the Marin hills.

spin fleets ran sausage courses up to Yellow Bluff and Knox.

According to SYC Race Chair Dave Borton, the carnage tally included a number of spinnaker wraps and the knock-down of a new Open 5.70 Sportboat, which launched a crewman over-

board. Skipper Dave Peckham later wrote: "We were sitting in a bizarre hole up near Yellow Bluff. Zero wind and in the washing machine. Then whammo, a burst came down on us, mast in the water without warning." Luckily, the crewman was safely recovered, unharmed.

"All in all, a fun night," says Borton. "There were lots of smiles at the club after the race." There always are!

— **latitude/andy**

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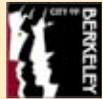
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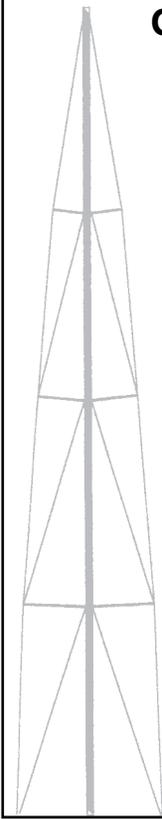
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2012 SINGLEHANDED

Solo sailing is, by definition, a solitary endeavor, but the racers in the 18th running of the Singlehanded TransPac Race — a biennial 2,120-mile marathon from San Francisco Bay to the lush shores of Hanalei Bay on the island of Kauai that's sponsored by the Singlehanded Sailing Society — will be anything but lonely. This year's fleet tips the scales at 29 boats, which is a far cry from the race's all-time high of 38 boats in 1980, but it's the biggest fleet since then.

Boats range from a 21-ft Mini Transat to an Open 50 — and plenty of variety in between — so this year's race also promises to be one of the most fascinating in years. While no one can predict what the weather gods will offer, there's little doubt that each skipper has already sketched out his or her game plan. And following their progress will be easier than ever this year.

"We've contracted with Yellowbrick to provide satellite trackers for each boat," says Race Chair Rob Tryon. "Now race fans will be able to watch their favorite boat's progress — they send a 'ping' every two hours — right on our website."

The race starts June 30 at 11 a.m. off the Corinthian YC. If you've never escorted the fleet out the Gate before, this might be a good year to make the effort. In addition to the TransPac, the Great San Francisco Schooner Race will offer some great photo ops.

The race website, www.singlehandedtranspac.com, has detailed info about the race and racers, but here's a quick introduction to this year's fleet.

Tom Watson

Darwind — Pearson Triton
Sausalito

Previous SHTPs: none

Tom is a relative newcomer to sailing, having caught the bug — "Not your garden-variety sailing bug," he says, "but the full-on Ebola of sailing bugs" — just three years ago. In that time he's owned three boats, placed well in a number of short-handed races, started a 501(c)(3) nonprofit that organizes regattas to raise funds for the Breast Cancer Research Foundation, and started a campaign to circumnavigate solo and unassisted aboard his 28-ft bubble-gum pink *Darwind*.

When he's not sailing *Darwind*, Tom develops websites, teaches sailing, studies celestial navigation and crews professionally aboard former America's Cup boat *USA 76*.



Cliff Shaw

Rainbow — Crowther 10 meter
Noyo

Previous SHTPs: none

At 14, Cliff knew he'd one day own a big cruiser but also knew he'd have to start much smaller. After saving up a whopping \$75 from his paper route to buy a neglected 15-ft wooden sloop, his love affair with sailing began. Most of his sailing career has been centered around San Francisco Bay — one year was spent on the Chesapeake out of Annapolis — where he discovered his penchant for solo sailing.

Rainbow came into Cliff's life in '98. He joined the Bay Area Multihull Association and the SSS, and became a regular at short- and singlehanded events. He went so far as to tag along with the '06 Pacific Cup fleet with a crew. But his decision to join the TransPac came after the '09 LongPac. "I enjoyed it so much that I went out a month later and did it again," he says. "That's when I decided to do the TransPac."



Jen Mooney

Little Bo Peep — Ericson 27
Edmonton, Alberta/Alameda

Previous SHTPs: none

Another sailing neophyte, Jen took up the sport two years ago on Lake Wabamun in Alberta, Canada, where she lives with her husband on a sheep ranch. Having fully embraced her new addiction, Jen searched the web for solo races and stumbled upon this so-called "bug light for weirdos." Not long after, she bought *Little Bo Peep* and set to work getting her race-ready — not an easy proposition when you live in a different country!

Jen's other passions include supporting Plan Canada's 'Because I Am a Girl' campaign and endurance horse riding. In fact, as soon as the race is over, she'll fly back to Alberta to take part in an ultramarathon in August.



Randy Leasure

Tortuga — Westsail 32
Half Moon Bay

TRANSPAC PREVIEW



'Mirage' and 'Solar Wind' demonstrate how it's done at the start of the 2010 Singlehanded TransPac. This year's start line will be decidedly more crowded.

LATITUDE / LADONNA

When Peter entered the 2010 Pacific Cup, he'd planned to sail *Scaramouche V* back to her homeport of Victoria,



B.C. singlehanded, but during the race realized she wasn't quite ready for that. "I found myself with no crew, so I ended up with a couple of first-class bottom feeders aboard for 20 days," says Peter. "I realized then that single-

handing had to be easier than that!"

After the race, Peter plans to head south for a while. "The rocking chair is threatening, so I think I'll see if the South Pacific is all they say it is."

George Lythcott

TAZ!! — Express 27
Alameda

Previous SHTPs: 2010

Considering that George has been sailing for 37 years — he learned on Boston's North Shore and Buzzard's Bay off Martha's Vineyard — it's no surprise that he's done well in the Bay's solo races since he started entering them in '06.

George bought *TAZ!!* in '05 for the specific purpose of joining the race, which he did in '10. That trip taught George many lessons — such as why you should never rely solely on frozen food while provisioning: your ice might melt faster than anticipated — and he's made adjustments to his program accordingly.

"All my hot meals will be freeze-dried," he laughs. Additionally, he's beefed up *TAZ!!* "to better meet the challenges of ocean racing."



Alex Mehran

Truth — Open 50
Diablo

Previous SHTPs: none

The subject of a *Sightings* article in the May issue, Alex Mehran is sailing the fleet's biggest boat. Alex grew up sailing on Penobscot Bay in Maine at the knee of his grandfather and on San Francisco Bay in St. Francis YC's junior program. He went on to compete in many national events and continued his winning ways in college.



He took a hiatus after graduation but got back into the racing scene a few years later when he and a friend campaigned a Class 40 on the East Coast.

Now a husband and new dad, Alex

runs his family's office development, Bishop Ranch in San Ramon — when he isn't planning his solo and shorthanded Pacific campaign. After the race, *Truth* will be delivered to Oz, where Alex will race her in the Sydney-Hobart Race and the Melbourne-Osaka Doublehanded Race. "She's an excellent offshore racing machine, as long as she's kept in hand," he says, "and that's my primary mission!"

Jim Quanci

Green Buffalo — Cal 40
San Francisco

Previous SHTPs: none

Another racer featured in the pages of *Sightings* is Jim Quanci. With 40 years of sailing experience under his Top-Siders,



he's proven his mettle many times over during his 15 trips to Hawaii in any number of Pacific Cups and crewed TransPacs. Though he'd wanted to do the race since '86 — when he met Paul Kamen and Jim Fair in Hanalei

after they finished the race on their Merit 25s — the timing had never worked.

With the blessing of his wife, Jim will finally sail *Green Buffalo*, which he's owned for eight years, to the tranquil shores of Hanalei Bay. "Since I keep boats for a long time," says Jim, "she likely has another 10 or so Hawaii races in front of her."

Ronnie Simpson

US 101 — Moore 24
Alameda

Previous SHTPs: 2010

Wounded in Iraq at 19, Ronnie says he spent too many of the last eight years "very lost." Crediting sailing with saving his life, he hopes to share the inspiration with fellow wounded vets through a series of clinics sponsored by Hope for the Warriors.

This will be Ronnie's second TransPac — the first was in '10 aboard the borrowed *Warriors Wish*, which lost her keel on the trip back to the Bay. During his first attempt at crossing oceans four years ago, he lost his rudder and he hopped a freighter to China, where he bought a bicycle and pedaled 9,000 miles to England. With these incidents in mind, Ronnie's meticulously prepped *US 101* for the rigors of ocean sailing.



Ruben Gabriel

RushMoore — Moore 24 SC

Previous SHTPs: none

Randy's wanted to sail across oceans since reading Robin Lee Graham's classic *Dove* as a youngster.



For the last 20 years, he's made his home on boats, the last 14 aboard *Tortuga*. Having started sailing in Southern California, Randy says he learned how to put more sail up, but then moved

to the Bay, where "I honed my skills for taking sails down."

Randy's not worried about the Westsail 32's reputation as a "Wet snail, crab crusher or reacher creature — perhaps the tortoise will out-run the hare . . ." Considering that one of the people he credits with helping him prepare for the race is last year's division winner Dave King, who sailed his Westsail 32 *Saraband* to take second place overall, you just never know.

Peter Heiberg

Scaramouche V — PJ 50
Victoria, BC

Previous SHTPs: none

2012 SINGLEHANDED

Vallejo

Previous SHTPs: 2008

Ruben became the stuff of legends when he finished the '08 race under jury rig, after his 22-ft Pearson Electra *Sparky* had dismasted 680 miles from the finish line. "I knew the next time I did this race, I would sail a Moore 24 and surf across the ocean," he says.



An insurance broker in 'real life', Ruben has been sailing for a decade. He bought *RushMoore* with fleet racing in mind, but the call of the bug light was just too strong. "I've waited four years to be back on the start line," he says, "and I intend to sail fast and enjoy the ride."

Al Germain

Bandicoot — Wyliecat 30

Pt. Richmond

Previous SHTPs: 2010

Wind is a constant feature in Al's life. Not only has he been sailing for many years, but his job in the wind energy field means that nearly every waking moment is filled with thoughts of wind. So it's little wonder that he's back for a second go-round in the TransPac.



After the start of the last race, *Bandicoot* suffered some issues that required

Al to head back to the barn. Knowing he'd never make up the time it took for the repairs to be made, Al restarted the race anyway a day or so later. "I knew I'd need to go at least once more," he says. This time he hopes to spend more time on tactics.

Daniel Willey

Galaxsea — Nauticat 44

San Francisco

Previous SHTPs: none

While Daniel is looking forward to arriving in Hanalei Bay, he says the voyage is what it's all about. "With that in mind,



I've made the journey comfortable." *Galaxsea* has to be one of the best-outfitted entries in this year's fleet, with all the luxuries of home, including a custom innerspring mattress!

Having started sailing at 17, Daniel says he's positioned himself in life so that he's able to spend his later years sailing the globe. If he continues aboard *Galaxsea*, it will be one comfy ride.

Ken Roper

Harrier — Finn Flyer 31

North Myrtle Beach, SC

Previous SHTPs: 1984, 1986, 1992, 1994, 1996, 1998, 2000, 2004, 2006, 2008, 2010

This will be Ken's 12th Singlehanded TransPac. At 82, 'The General' is as competitive as ever, but insists — as he does every year — that this will be his last.

Having retired from the Army as a brigadier general in '77, Ken's spent the intervening years sailing and scuba diving all over the world. He bought *Harrier* after meeting a number of the competitors in the very first running of the race. It took a few years before he was able to enter himself, but once he did, he was a full-fledged addict. All told, Ken has sailed *Harrier* more than 100,000 miles.



Whitall Stokes

Slacker — Tartan Ten

Marina del Rey

Previous SHTPs: none

Now hailing from Southern California, Whitall grew up sailing aboard his father's Valiant 40 on the East Coast. "We cruised and raced together, and he's still with me as I sail," says Whitall.



Having bought the 33-ft *Slacker* three years ago, Whitall credits the Pacific Singlehanded Sailing Society membership with pushing him to prepare the boat properly for arduous conditions. "For me, the race is an opportunity to exercise the knowledge I've gained over the past few years."

Adrian Johnson

Idefix — Olson 30

Seattle, WA

Previous SHTPs: 2010

Having been sailing literally for his entire life, Adrian grew up in France idolizing French singlehanders. After sailing on Puget Sound for several years, he caught wind of the TransPac and followed the '06 and '08 editions. "I scraped together my savings to buy *Idefix* and toss my hat in the ring in '10," he says. Smart move — he won overall honors.



Now back to defend his title, Adrian says he won't be sailing back to Seattle after the race. "I have a deceptively seaworthy little boat and a hunger to spend some time on the ocean, so this will be

the first leg of a cruise to the South Pacific, Polynesia and Australia."

George McKay

Cookie Jar — Moore 24

Richmond

Previous SHTPs: 2004

After his first TransPac aboard *Cookie*



Jar in '04, George swore he'd never do *that* again. He sold the boat to a fellow who wanted to do the race on a Moore, but he never got around to it, so last year George bought the boat back and had Ron Moore and his team give her a complete overhaul.

Now he's back, and eager to race with the man who triggered his "Moore Dementia Syndrome" — Jim Quanci. "I sailed a Freedom 36 in the '92 Pacific Cup, which was won by Jim in a Moore 24." With two other Moores in this year's race, he says he's looking forward to a one-design start.

Mike Meloy

Even Keel — Catalina 320

San Francisco

Previous SHTPs: none

Mike's first sailing experience was in the late '60s with his grandmother aboard a 20-ft wooden boat she kept in Redwood City, but he didn't get into sailing again until the '80s, when a co-worker shared his copies of *Latitude 38*. "The stories of people exploring distant waters really interested me," he says.



Mike re-discovered sailing when he took some classes at OCSC. He bought *Even Keel* in '02 and joined the SSS, which is where he caught "the bug" to cross an ocean. Though the trip won't be easy, Mike says the biggest challenge will be the long separation from his wife.

Steve Hodges

Frolic — Islander 36

Santa Barbara

Previous SHTPs: none

As a boy, Steve dreamed of sailing the seven seas. He saved up his paper route money to buy his first boat, a Sea Snark, which he sailed on Chesapeake Bay. During his college years in Santa Barbara, he lived aboard a 27-ft wooden double-ender that didn't end up saving him much



TRANSPAC PREVIEW

money but taught him a lot.

Frolic's role in his life was as a family cruiser, until the kids moved out, then she became a platform for him and his wife to do the '06 Baja Ha-Ha. But singlehanded was always tickling the back of his brain. Since announcing his intention to join the race, Steve says he's essentially had a second job. "It pays poorly but allows me to spend every day souping up and sailing the formerly cruisified *Frolic*."

Lilya Vorobey

WIDMAT — Olson 30
Emerald Hills

Previous SHTPs: none

There's only one thing that will prevent Lilya from creating art on any given



day: *Why I Didn't Make Art Today* (*WIDMAT* for short). Though she says she's always been a water person, Lilya's "drug of choice" is art, but that doesn't mean she's not passionate about sailing, which she took up just a few years ago with classes at OCSC. She bought *WIDMAT* shortly thereafter and started a comprehensive restoration project.

While Lilya may be relatively new to the sailing scene, what she lacks in experience, she makes up in attitude. "A few weeks on the water while in a big plastic floaty thing sounds like my kind of vacation!"

John Hayward

Dream Chaser — Valiant 40
San Francisco

Previous SHTPs: 2008, 2010

As a native Southern Californian, John spent his teen, Navy and college years sailing, either as crew or on his little Columbia 22. But when he and his wife needed a downpayment for their new Northern California house, the Columbia had to go.



After retiring from a career as a chemist, John 'slowed down' and bought *Dream Chaser* in '06. He worked on his sailing skills and entered the '08 TransPac. As so often happens, John caught the bug, and he returned in '10, hoping for a better standing. "This year, I hope to do better than the last two times," he says.

Dave Morris

Moonshadow — Custom Wylie 31
Half Moon Bay

Previous SHTPs: none

Dave started sailing as a kid in northern Minnesota with a homemade sail on his canoe. "My mother said it looked like Paul Bunyan's underwear,"



he says. Throughout his life, sailing was a primary focus — in college he took many sailing classes and, when he moved to Alameda in the '90s, he bought a 41-ft boat on which he lived and sailed.

"The TransPac fell into my bucket list around '08," says Dave. He bought *Moonshadow* two years later and his "learning curve has not come off vertical since."

David Liaño

Champ — Island Packet 380
Seattle, WA

Previous SHTPs: none

David started sailing at nine, when his father and uncle salvaged and restored a Morgan OI 41 off the coast of Huatulco, Mexico. The family sailed that boat out of Acapulco for more than 20 years before selling her. David bought *Champ* last year in Seattle, where he lives part-time.



In addition to sailing, David is an avid paraglider and mountain climber, and says he's climbed some of the biggest mountains in the world. "But I've always loved the challenges of singlehanded sailing," he says. "The TransPac is the perfect opportunity to sail solo to Hawaii in a competitive environment."

Mike Jefferson

Mouton Noir — Garcia Passoa 47
San Jose

Previous SHTPs: 1992, 1996, 2000

This will be Mike's fourth Solo TransPac — the first four were completed in his Yamaha 33 *Foxxfyre*, so this year's race will be a decidedly more comfortable one by comparison. All told, Mike and *Foxxfyre* (which he still owns) have 20,000 singlehanded miles together.



Mike's owned *Mouton Noir* since '02 and he's been breathing new life into her ever since. He says he joined the race after he retired to give his life some structure, as well as a deadline for finishing the boat. "I've also missed the camaraderie and adventure." He and his wife will sail the boat back home via Sitka, Alaska and the Inside Passage.

John Lubimir

Flight Risk — Quest 30
Destin, FL

Previous SHTPs: none

Though John's youth was spent in the Bay Area, he never sailed here before his family moved to New England. Many



years later, he got his sea legs on a transAtlantic passage and multiple Gulf Stream crossings to the Caribbean. He got involved in solo races put on by the Great Lakes Singlehanded Sailing Society, which culminated last year with a second in class in the Bermuda 1-2. "But that Pacific 'bug light' beckoned," he laughs.

As John was calling brokers out west, he says his wife was calling life insurance agents and questioning his sanity. He ended up buying *Flight Risk*, a sistership to the boat that won his division in the 1-2, just a handful of months ago, but she was pretty much ready to go. And now he is, too.

Glenn Brooks

Dolce — Alberg 30
Everett, WA

Previous SHTPs: none

A boatman for his entire adult life, Glenn says he first became fascinated with the race when he read about it in the late '70s while living in Alaska. For 38 years, he either sailed or commercially fished Alaska and Puget Sound, earning his Master Near Coastal Waters sail and power endorsement. "I stopped counting sea time at 1,500 days," he says.



Having decided this was his year to do the race, Glenn refit *Dolce* for an extended cruise to the South Pacific and beyond (after asking his wife's permission, of course). Though she has the slowest rating, Glen says, "it's entirely possible *Dolce* will win an award — perhaps for simply finding the starting line and showing up at the end."

Jerome Sammarcelli

Team Open Sailing — Pogo 2
Marina del Rey

Previous SHTPs: none

Jerome grew up sailing in France with his family, so when he moved to Los Angeles in '00 (chasing his now-wife) and became a naturalized citizen, he wanted to bring French sailboat designs to the U.S. He hung out his shingle as

2012 SINGLEHANDED

Open Sailing and began building the Open 5.70 and the Pogo 2, the flagship of which he'll be sailing in the race.



Jerome decided to do the race shortly before the deadline, and says that fellow racer Whitall Stokes has helped him prepare. His entry marks the first time a 21-ft Mini Transat

— a boat designed for singlehanded ocean races — will have started the race.

Derk Wolmuth

Geraldine B — Vindo 40
Victoria, BC

Previous SHTPs: none

Throughout Derk's life, sailboats — especially wooden boats — have played a large role, from FJs and Lasers as a kid to a Danish Spidsgatter to his current 31-footer *Geraldine B*, which he's nicknamed *Bartok*. Between earning a BA in philosophy and an MFA in contemporary art, he lived on many different types of sailboats, and singlehanded around Vancouver Island and the Haida Gwaii

(Queen Charlotte Islands).



Derk is another sailor using the race as the first leg of an extended cruise, as he plans to continue on to the South Pacific afterward. Maybe he and the other tropics-bound racers will start their own rally!

Brian VanderZanden

Turbo Camper — Hobie 33
San Francisco

Previous SHTPs: none

After having sailed doublehanded in the '09 TransPac aboard a Hobie 33, Brian jumped at the chance to acquire one of his own. He says he's looking forward to the challenge of doing all the jobs on board while still making coherent navigation decisions and sailing *Turbo Camper* to her potential.



As for his reason for doing the race, he says, "I want to round out my resume

as a human, and to verify that anyone who would willingly choose such an undertaking is truly off their rocker."

Brian Boschma

RedSky — Olson 34
Brisbane

Previous SHTPs: none

Brian's first singlehanded experience came at the tender age of six, when his dad dumped him into a Sabot and sent him off for the day. His dad's fascination with Hawaii races was contagious and Brian has since made the trip to the islands — albeit with crew — a number of times.



He began considering the race after his first solo rounding of the Farallones, when he received a letter from the SSS that started with, "Now that you've rounded the first island, why don't you shoot for the next?" Since he has an admitted "propensity to blame crew for all failures, I've decided to do this trip crew-less."

— *latitude/ladonna*

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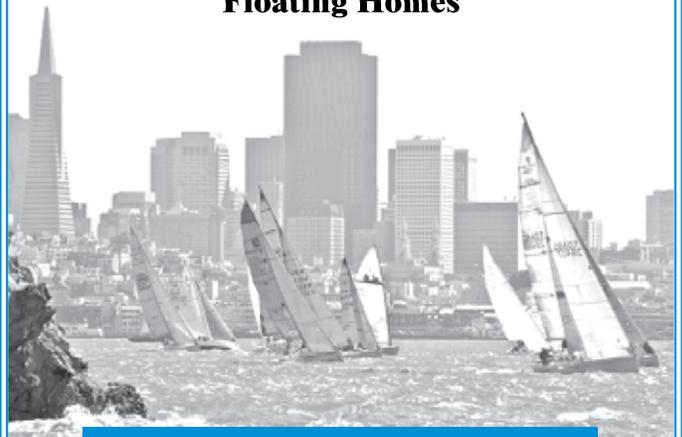
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MAX EBB'S

"Remind me again," I said rhetorically as another shot of icy water found its way past my foulie jacket and down the neck of my innermost layer of clothing, "why we are doing this."

"For, like, the freedom of the seas!" Lee shouted back from the helm. "And watch out, here comes another big one!"

I pulled the drawstrings tighter to keep the thin plastic hood cinched up around my face, and closed my eyes as another shower of cold sea water drenched the windward rail.

When I could breathe air again, I looked forward to gauge our progress. The island was still right there on the starboard tack layline, but it didn't look any closer than it had 15 minutes ago. We probably had another five miles of upwind sailing to go.

I've never been much for short-handed sailing, certainly not in coastal waters, but somehow Lee had talked me into doing a doublehanded race around the Farallones. The boat was sailing well, I was only a little bit seasick, and the North Pacific was doing its part by serving up typical spring weather: 25 to 30 knots from the northwest, with huge swells.

"I think I'd better check our course," I yelled over the wind noise after deciding that the slightly nauseating motion at the nav station was the lesser evil compared to more cold water sprayed in my face. Unhooking my short tether and letting the long one slide along the jackline back to the cockpit, I managed to maneuver under the companionway hatch without sliding it open. The tether was just long enough to let me reach the nav station without unclipping, but I was on the high side and had to hold on with one hand just to read the chart plotter. Thirty seconds of that and the tide was starting to rise in my stomach. I found it was much better to stand under the hatch looking back out through the companionway at the cockpit and the horizon astern.

"Good driving, Lee," I shouted. "We're lifted a little, and we're fetching the northwest corner of the island."

"Cool!" she answered. "What did you input for a waypoint?"

"Same one I always use for Farallones races," I said. "It's well outside the breakers area indicated on the chart, in four fathoms plus three feet of water."

The boat's motion must have been affecting my brain as well as my stomach, because I was having trouble multiplying six by four and adding three. I glanced back at the chart plotter to read off the coordinates of my destination waypoint. "Thirty-seven degrees forty-two point one five minutes north by one-twenty-three

degrees zero-eight . . . I mean, zero-zero point eight minutes east . . . er, I mean west."

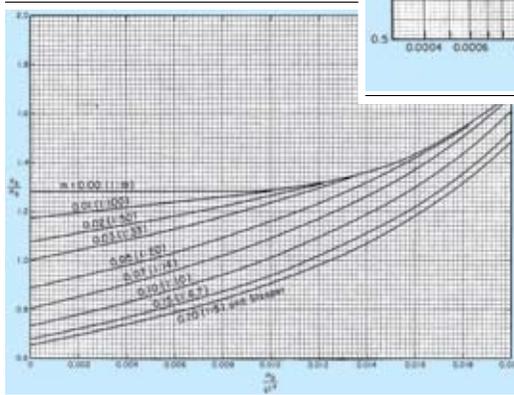
"Uh, Max, I think you better take over for a few minutes. I gotta check this."

That was a relief, because I knew I'd feel much better on the helm, and Lee could do much better at the chart table. I crawled back up to the cockpit, slid around behind the helm, being careful not to cross tethers, and Lee went below while I clipped the short part of my tether to the pad eye near the helm.

"First, let's get the real-time buoy report," shouted Lee. "I think we're still in cellphone range."

After less than a minute she had the data. "15.1 feet!" she exclaimed. They don't look that big from here, but the buoy is 20 miles off Pt. Reyes, so it probably indicates what the island is getting. And 15.4 seconds dominant period. Now all we need is the bottom slope and we can figure out what depth of water is going to make these puppies break."

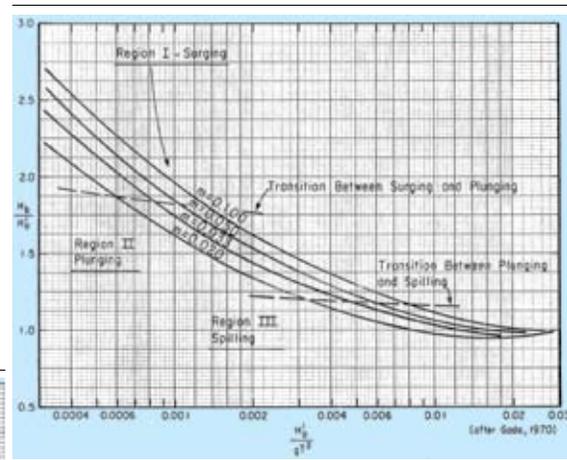
"Don't we need to know the wavelength too?" I asked, already feeling much more alert now that I was steering and had my eyes on the horizon, as well as having something resembling control of the boat. "Shallow water wave motion is determined by the ratio of water depth to wavelength, right?"



Lee's graph to determine the water depth (db) at which the wave breaks.

"Waves start to slow down and crest up as a function of depth to wavelength, but they break as a function of depth to wave height. And, like, for deep water, the wavelength is just g over two pi times wave period squared. Which works out to 5.121 times T squared if the units are feet and seconds."

"So that 15.4-second wavelength is



The graph to determine the height of a breaking wave (H_b), given the wave's height in deep water (H'_b), the wave period (T) and the bottom slope (m). Gravitational acceleration is g .

. . . ." I had to dodge a huge wave that hit us at the wrong angle and sent another blast of spray over the cockpit.

"One thousand, two hundred and fourteen feet," shouted Lee. "About a fifth of a mile from crest to crest. And these waves are moving at one wavelength every 15.4 seconds, so they're going . . . 78.8 feet per second or 47 knots."

"No wonder we're taking all that spray," I said.

"But the water in the wave doesn't move anywhere near that fast," Lee explained. "The wave form moves fast, but the water in the wave just goes around in a 15.1-ft diameter circle. That's 15.1



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Some days are better than others for getting in close to the Southeast Farallon Island.

feet, times pi, every 15.4 seconds, which is only three feet per second or 1.8 knots."

"Well then how come we're getting blasted by these mothers?" I yelled back.

"It's only the breaking crest that we care about," she answered. "Think of a breaking crest as having some water in it that's surfing down the wave at the waveform speed of 47 knots."

I didn't really have to think about it at all, because another couple of gallons was being flung at my face at exactly that speed.

"The '84 edition of the Army Corps of Engineers Shore Protection Manual has the best chart for working out breaking depth," Lee informed me. "I'll show you how it works in a minute."

She was back soon, with a notebook open to a graph and a page of calculations, each page inside a plastic sheet protector to keep the salt water out long enough for show and tell.

"First we work out the wave steepness, $H_o/g T^2$. H_o is just the deepwater wave height, g is gravitational acceleration, T is wave period. For $H_o=15.1$ feet and $T=15.4$ seconds, I get 0.0020. We also need to know the beach slope, which I can calculate from the detail chart inset

for the Southeast Farallon."

I could only look down for a few seconds at a time, because if my eyes went off the horizon for too long I would get to taste breakfast all over again.

"From the three-fathom line to the ten-fathom line is 11 minutes of arc, which is 1,113 feet, and a 7-fathom drop is 42 feet, so the bottom slope is 0.038. Then we go into this table, from the Shore Protection Manual, and get a value for H_b/H_o , the ratio of breaking wave height to deepwater wave height, of 1.48. So the wave is 1.48 times 15.1, or 22.3 feet high when it breaks."

"Well that's something to keep in mind," I said.

"How deep is the water under this breaking 22-ft wave?"

"Glad you asked," Lee continued, brushing a small puddle of cold seawater

off the page and turning to the next sheet of calculations. "Now we get the wave steepness based on H_b . $H_b/g T^2$ is 0.0030, and we go to the next chart in the Shore Protection Manual, and remembering that the bottom slope is 0.038, we come out with a ratio of water

depth to breaking wave height of 1.03. So the answer is: These waves break in 23 feet of water."

"So we're safe in four fathoms," I calculated, now that I was on the helm and my brain could do arithmetic again.

"*Au contraire, mon frère*," Lee cautioned. "That's just the wave height reported by that buoy. The significant height is the average of the highest one-third, and it's what a normal skilled observer will usually report as the wave height. But one wave out of 10 will be 1.27 times as high, one wave out of 100 will be 1.67 times as high, and one wave out of a thousand will be 1.86 times as high."

"And one wave out of a million?" I asked.

"One wave out of a thousand is generally taken as the maximum," Lee admitted, somewhat disappointed. "Wave height doesn't follow the theoretical distribution much beyond that."

"So let me get this straight. One out of a thousand waves will be 1.86 times 15.1 feet high?"

"For sure. And, like, we'll assume the period is still 15.4 seconds so, on the average, every 15,400 seconds, or about once every four hours, one of those one-in-a-thousand waves will come along. Feeling lucky today, Max?"

"No way. How deep does the water have to be for us to be outside of where that one big wave will break?"

Lee disappeared down in the cabin for another couple of minutes, then came up with a new result.

"For the one-in-a-thousand 28.1-ft wave in deep water, same period and same bottom slope, the Shore Protection Manual says it crests up to 37 feet and breaks in 40 feet of water."

"We'll have to stay out in at least seven fathoms," I mumbled.

"And that totally doesn't take into

account refraction or current. Think of the shoal that extends out to the northwest from the island, right through Middle and North Farallones and Noonday Rock.

The shallow water along that axis bends the waves inward, and probably makes the shoal a hot spot with even more wave energy than the open ocean."

"How much do you think we should add for that?" I asked.

"And the current. There's a strong

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1984 Army Corps of Engineers Shore Protection Manual
<http://archive.org/details/shoreprotectionm01unit>

The newer (but sometimes harder to use) Coastal Engineering Manual
<http://chl.erdc.usace.army.mil/cem>

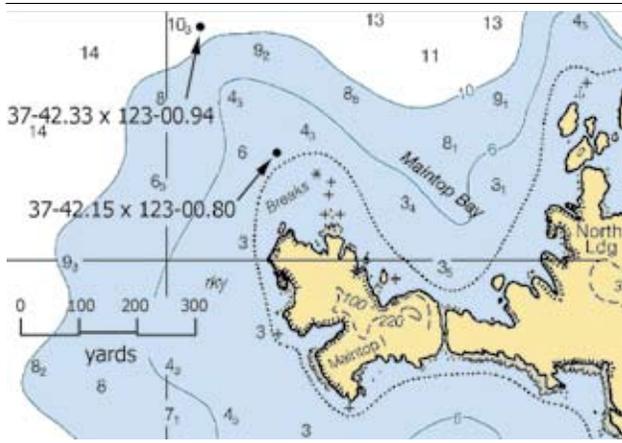
MAX EBB

wind-driven surface current running northwest to southeast. If that current is slowed by the island, the wave energy is compressed."

"Wait a minute. I thought when the current runs with the wind, the waves are flattened out, not piled up."

"It's not the current speed or direction, Max. It's the current gradient. If there's a very large area with a uniform current, the waves don't care which way the water is moving. It's just the relative speed of the wind over the water that makes the waves. But, like, as soon as the current changes, and waves move across the change, then the wave energy either gets compressed or spreads out. So if the southeasterly flow is stopped by something such as, for example, Maintop Bay, we're going to get some extra big awesome waves on top of the already extra big awesome waves."

"How much to we need to add for that?" I asked again. But Lee just shrugged, evidently not having a good way of calculating the refraction or the



How far off is safe? A good rule of thumb is to stay in water as deep as the deepwater wave height times three or four.

current effects on the fly.

"I think the 10-fathom line would be a good place to round the island today," she finally admitted.

"That far out," I said. "Who woulda thunk?"

"Anyone who pays attention to the wave buoy reports, looks at the chart, and, like, does the math," Lee answered.

"You mean, anyone with a cast iron

stomach who can actually do math out here," I noted.

"Or you could just multiply the deepwater wave height by three," Lee suggested. "That gets us to 45 feet, allowing a small margin on our calculated 40-ft depth for that one-in-a-thousand breaker. With the refraction and the current, maybe I'd multiply by four, to put us in 10 fathoms of water. Your call, Max."

I squinted through the spray to get another look at the island. It was much closer now, still right ahead, and the GPS still showed a slightly wider bearing to my waypoint just off the northwest corner. We held course until I could make out the giant plumes of spray bouncing off the rocks. The compass showed that we were lifted a couple more degrees — we could fetch with a little to spare, but it would be close.

There was only one thing to say: "Ready about!"

— max ebb

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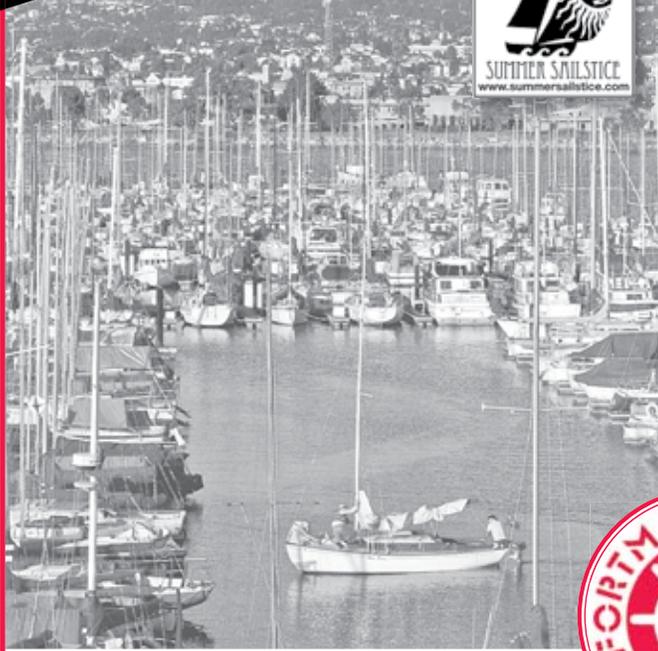
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– Elmore Leonard



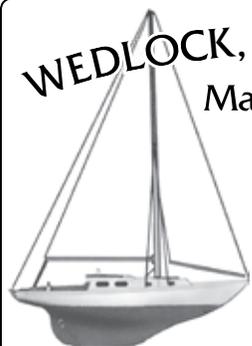
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THE RACING

Springtime racing got into full swing last month, starting with the sobering **Lexus Newport-to-Ensenada Race**. Thankfully that was the last tragedy to date, but the **OYRA Duxship** and SSS Singlehanded Farallones (changed to the **Stand Down Marathon**) required some reworking due to the ocean-racing stand-down. Bay races such as the **Elite Keel**, **WBRA**, and St. Francis YC's **Team Race** and **Phyllis Kleinman Swifture Regatta** (formerly known as the Stone Cup) weren't affected. Check out **Race Notes** for even more news from around the Bay and the world.

Lexus Newport to Ensenada Race

Post-race celebrating at the annual Lexus Newport to Ensenada Race was understandably subdued, as crew from the 160 finishers digested the tragic news that Theo Mavromatis' Hunter

376 *Aegean* had been shattered to pieces and all four racers on board were presumed to be dead — the first fatalities in the famous event's 65-year history.

The initial theory that *Aegean* was run down by a commercial vessel was discarded after the boat's SPOT transponder track (see *Sightings*) revealed that she ran directly into North Coronado Island at roughly 1:30 a.m.

April 28. The bodies of all four crew were eventually recovered. They were Mavromatis, 49, Kevin Eric Rudolph, 53, William Reed Johnson, Jr., 57, and Joseph Lester Stewart, 64. Mavromatis had won his cruising class in both '09 and '11.



Theo died pursuing his passion. This was his seventh Ensenada Race.

April 28. The bodies of all four crew were eventually recovered. They were Mavromatis, 49, Kevin Eric Rudolph, 53, William Reed Johnson, Jr., 57, and Joseph Lester Stewart, 64. Mavromatis had won his cruising class in both '09 and '11.

Andrews 63 *Medicine Man*. Not only will the boat's name be etched on the President of USA Trophy, but Lane got a two-year lease on a 2013 Lexus GS 350.

According to Press Officer Rich Roberts, "*Medicine Man* chased Tom Holthus' slightly faster but more heavily handicapped *Bad Pak* (of San Diego) across the line Saturday morning but appeared to have been beaten out by 10 minutes on corrected handicap time by David Lawson's Beneteau 373, *Endeavor*." Lawson retired after finishing, however, because he didn't feel right about his engine as allowed within his cruising class.

— latitude/andy

Complete results at www.nosa.org

Elite Keel Regatta

SFYC's Elite Keel Regatta, May 19-20, drew six fleets (Etchells, Express 27, IOD, Open 5.70, J/24 and Knarr) for this annual event.

Saturday's marine forecast of 5-10 knots of breeze and moderate ebb was just a little off the mark, as there were steady winds of 20 knots, gusting even higher, and a fairly strong ebb.

The new fleet on the block, the Open 5.70s were still getting used to sailing in the higher winds of the Central Bay,

but for the most part crews handled the conditions very well, with the exception of Jeff Smith's *Impulse*, which, while being doublehanded, suffered an MOB at the Golden Gate. Smith tried to douse the kite to regain control, but ended up shrimping it instead. Fortunately the J/24 *Rail to Rail*, skippered by Rich Jepsen, was able to recover *Impulse's* crewman. We salute Jepsen's spirit — he didn't even request redress.

On Sunday the winds continued, as did the ebb chop. With two races for the day, the Pearce brothers aboard *Fjaer* in the IOD class and Tom Baffico aboard *The Maker* in the Open 5.70 class had their work cut out for them in order to



continue their dominance in their respective fleets. Both boats pulled nothing but aces in every race for the regatta. Kudos to the *Rail to Rail* team though: had they not rescued an MOB they would have joined the nothing-but-aces club as well.

— jeff zarwell

SFYC ELITE KEEL (5/19-20; 5r)

ETCHELLS — 1) **USA 1404**, Jim Cunningham, 7 points; 2) **JR**, William Melbostad, 9; 3) **Lost in the Fog**, John Gilmour, 16. (6 boats)

EXPRESS 27 — 1) **El Raton**, Ray Lotto, 9 points; 2) **Peaches**, John Rivlin, 10; 3) **Wile E Coyote**, Dan Pruzan, 11. (7 boats)

IOD — 1) **Fjaer**, Richard & Mark Pearce, 5 points; 2) **Stark Terror**, Ashley Lyon, 13; 3) **La Paloma**, Jim Hennefer, 18. (5 boats)

J/24 — 1) **Rail to Rail**, Richard Jepsen, 6 points; 2) **Shut Up & Drive**, Val Lulevich, 13; 3) **Downtown Uproar**, Darren Cumming, 18. (5 boats)

KNARR — 1) **Gjendin**, Graham Green, 12 points; 2) **Sophia**, Tom Reed, 24; 3) **Benino**, Mark Dahm, 24. (15 boats)

OPEN 5.70 — 1) **The Maker**, Tom Baffico, 5 points; 2) **Frolic**, Marc Finot, 11; 3) **Whale Tale**, Barry Demak, 20. (10 boats)

Complete results at www.sfyf.org.

WBRA Knox Race

Three classes of classic woodies — Birds, Folkboats and Bear Boats — sailed two races in a flood current and 10-18 knots of breeze May 20.



"Can we borrow the car keys, Bob?" Lane's crew gives a victory cheer after crossing the Ensenada finish line.

After a silent prayer in remembrance of the fallen crew, awards presentations took place at the race's new headquarters, Hotel Coral and Marina. Top honors went to Bob Lane's Long Beach-based



JEFF ZARWELL

Classic woodies — such as these Knarrs racing in the Elite Keel Regatta — aren't for every sailor, but there's no denying their traditional beauty.

Racing was delayed for 20 minutes so the committee could finish setting the course. It was a small remake of some of the problems encountered at last year's event.

In the first race, the Birds all set up for a barging start, which caused a bit of calamity and a minor collision between Cissy Kirrane's Tiburon-based *Robin* and Bill Claussen's Richmond-based *Curlew*. But otherwise there was good clean racing in the fleets.

Among the Birds, *Curlew* was first while Dennis Brewer's *Grey Goose*, out of SFYC, and *Robin* took second and third respectively.

Folkboat champions Eric Kaiser and Peter Jeal traded bullets aboard *Josephine* and *Polperro* in a classic matchup between StFYC and the Bay View Boat Club, with Kaiser the winner on a tiebreaker. San Francisco's Richard Keldsen sailed to a third for the weekend aboard his *Nordic Star*.

The Bear fleet put six boats on the line. Stephen Robertson's *Smokey* won both races with ease while *Chance*, sailed by Ansel Wettersen and Glenn Treser out of the Aeolian Yacht Club, scored second in both races. The rest of the fleet mixed it up, but Tim and Daniel Mahoney

aboard *Magic* managed to hold the rest at bay for third on the day.

— dave wilhite

WBRA CUMULATIVE THROUGH 5/20

BEAR (6r, 3t) — 1) **Smokey**, Stephen Robertson, 3 points; 2) **Kodiak**, Peter Miller, 4; 3) **Chance**, Ansel Wettersen/Glenn Treser, 8. (8 boats)

BIRD (6r, 2t) — 1) **Curlew**, Bill Claussen, 4 points; 2) **Robin**, Cissy Kirrane, 7; 3) **Grey Goose**, W. Dennis Brewer, 11. (6 boats)

FOLKBOAT (6r, 2t) — 1) **Josephine**, Eric Kaiser, 5 points; 2) **Polperro**, Peter Jeal, 5; 3) **Little Svendle**, Bill DuMoulin, 12. (10 boats)

KNARR (4r, 2t) — 1) **Knoonan**, Mark Adams/Steve Taft, 3 points; 2) **Sophia**, Tom Reed, 4; 3) **Snaps III**, Knud Widbroe, 4. (20 boats)

Complete results at www.yra.org.

In-the-Bay Duxship

Plans for the annual Duxship Race, slated for April 28, stalled under a cloud of uncertainty as the Coast Guard withdrew permits for all ocean races pending investigation of the *Low Speed Chase* tragedy. The OYRA considered cancelling the race, but it was agreed that the crew of *Low Speed Chase* would have wanted the contest to go on. So it did.

The alternate "in-the-Bay" course took the fleet around the Bonita Channel Buoy — getting just a taste of the ocean — then back around a Central Bay buoy, and on to the finish at Encinal YC (very similar to the YRA 2nd Half Opener). Twenty-four boats ran the course, substantially fewer than the 40 or more that would be typical for an ocean race.

A light-air start left the fleet struggling to get out into the middle of the Bay to catch the ebb under the Gate. But as the fleet approached the bridge, the wind filled in nicely, quickly building to 10-14 knots. On the way back in from Bonita, the fleet fought a pretty strong ebb, with the smart money hugging the Marin Headlands. The wind continued to build to 14-16 knots on the track toward the Central Bay turning mark, YRA 8.

The race was won or lost based on how each crew rounded Treasure Island after rounding the Central Bay mark. Taking TI to starboard allowed you to keep the spinnaker up, broad reaching to and under the 'new' Bay Bridge. Taking TI to port meant hardening up almost to a beat. Conventional wisdom says take TI to port, to stay in the building westerly as long as possible, and avoid dead air east of TI. But not on this day.

The wind was light on both sides of TI, but the tide was changing with the boats

Phil Mumma's *Gibsea 42 'No Ka Oi'* smokes across the Bay to a second in its Duxship class.



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THE RACING



Clockwise from top left: St. Francis YC's J/22s team-raced May 12-13 on the Cityfront; visiting teams from Seattle YC, Newport Harbor YC, and San Diego YC enjoyed spectacular San Francisco scenery when the morning fog cleared; Shawn Bennett skippered one of the boats on the winning StFYC team; a run down from the bridge in a nice westerly; Nicole Breault skippered another of the winning boats; breeze on for an afternoon jibe.

on the east side of TI riding favorable current from the Central Bay into the South Bay, while the boats on the west side of TI found themselves fighting the ebb. As the fleet approached the Alameda Estuary, the divisions were all mixed up. Big fast boats that had mostly gone west of TI were mixed up with smaller boats that had gone east of TI. It was a typical beautiful close quarters jibing duel down the Estuary to the Encinal YC. (The YC had graciously agreed to host the finish just the day before.)

In PHRO2, Dan Benjamin's Wylie 30 *Whirlwind* took first in both division and fleet, finishing just seconds — in real time — behind the SC 50 *Emily Carr*. Brian Boschma's Olson 34 *Red Sky* took the gun in PHRO3, with Bob and Rob Barton's Andrews 56 *Cipango* first to fin-

ish, and winning the big boat division.

It's worth noting that on race day the Gulf of the Farallones, where the fleet was originally scheduled to go, was windy and bumpy with 30 knots+ and 10-ft seas. So the warm, gentle run to Encinal YC — and the keg of beer afterward — made for a much more relaxing day.

It's been the windiest spring for ocean racing in many, many years, with 25+ knots of wind and 10-ft seas in the Gulf of the Farallones for four out of five spring ocean races: Crewed Lightship, Doublehanded Farallones, Crewed Farallones, and Duxship (which we ducked). Only the Doublehanded Lightship saw light air.

— *jim quanci*

OYRA (NON)DUXSHIP RACE (4/28)

PHRO1 — 1) **Cipango**, Andrews 56, Bob & Rob Barton; 2) **Quiver**, N/M 36 Jeffrey McCord; 3) **Dark & Stormy**, 1D35, Jonathan Hunt. (8 boats)

PHRO2 — 1) **Whirlwind**, Wyliecat 30, Dan Benjamin; 2) **Split Water**, Beneteau First 10R, David Britt; 3) **Can O'Whoopass**, Cal 20, Richard Von Ehrenkrook. (7 boats)

PHRO3 — 1) **Red Sky**, Olson 34, Brian Boschma; 2) **Green Buffalo**, Cal 40, Jim Quanci; 3) **Seabiscuit**, Catalina 36, Mark Neumann. (6 boats)

SHS — 1) **Zsa Zsa**, 1D35, Stan Glaros; 2) **No Ka Oi**, Gibsea 42, Phil Mummah; 3) **Punk Dolphin**, Wylie 38, Jonathan Livingston. (3 boats)

Complete results at www.yra.org.

StFYC Team Race Invitational

May 12-13 the St. Francis YC hosted teams from the San Diego YC, Seattle YC, and Newport Harbor YC, and fielded



two home teams, St. Francis Red and St. Francis Blue. Each team sailed with three boats crewed by three to four sailors. Racing was held in club-owned J/22s on the Cityfront, in full view of the St. Francis Grill Room.

Of the two StFYC teams, Scott Sellers' Red had lost two skippers to scheduling conflicts, but found last-minute replacements in Nicole Breault and Shawn Bennett. Both had match racing skills, but little team racing practice.

Spectators on both Saturday and Sunday were treated to exciting action. There were dozens of tactical mark traps and high-low plays that kept the racing close. The teams were all challenged by the conditions, but there were no injuries, and the J/22s made it through with flying colors.

After three round robins, top-ranked Seattle YC was defeated by team San Diego YC, while the ragtag team of StFYC

Red edged StFYC Blue. "With so many All-American-caliber sailors on the race course, any of these teams could have won the event!" said Nicole Breault, "We couldn't believe our luck."

With a 1-1 tie against San Diego, the regatta win came down to the final leeward mark. San Diego's Brian Haines pulled off a mark-trap that forced StFYC Red to wheel around the outside and relegated them to fourth, fifth, and sixth while SDYC then held the top three places in a short beat to the finish!

Luckily for Red, a strong flood extended the final leg, and, with the wind both puffy and shifty, there was still plenty of opportunity. Shawn Bennett chose to head left into relief up the shore while Scott Sellers and Nicole Breault headed right into the flood and unbelievably hitched into solid right pressure at the top of the beat. With SDYC stuck in the middle trying to cover both sides, they

lost their advantage and all six boats converged across the finish line within seconds of one another. Breault finished first, Bennett shot the opposite end to take second, while Sellers followed Breault to take fourth to seal victory for StFYC Red team.

— *dave wilhite*

StFYC TEAM RACE INTERNATIONAL (5/12&13)

Standings after 3 Round Robins — 1) **Seattle YC**; 2) **StFYC Blue**; 3) **StFYC Red**. (5 teams)

Final Standings — 1) **StFYC Red**; 2) **San Diego YC**; 3) **Seattle YC**; 4) **StFYC Blue**; 5) **Newport Harbor YC**.

Complete results at www.stfyc.com.

Phyllis Kleinman Swiftsure Regatta

An assortment of IRC boats and 19 J/105s came out to play on the Cityfront May 19-20 for the Phyllis Kleinman Swiftsure Regatta (formerly the Stone Cup) hosted by St. Francis Yacht

THE RACING

Club. The weather decided to smile on the fleet, dishing up sunny skies, warm air and a fair breeze on Saturday, along with a moderate flood that kept boats short-tacking up the Cityfront looking for some relief from the current.

Bow crews were put through their paces on Saturday with the Race Committee dishing out a pair of three-times-around windward/leeward courses, with a bit of a break on the third race that took the fleet up to a temporary windward mark and offset, then down to Blossom, around the top again and down to finish.

Sunday saw a light westerly in the morning that built to steady 20s with gusts above 30 whipping down the Slot. The strong breeze contributed to difficulties suffered by boats in the IRC division, most notably Sy Kleinman's *Swiftsure II*, which suffered a rudder bearing failure



J/Boats promenade past Alcatraz during last month's Phyllis Kleinman Swiftsure Regatta.

that left the boat taking on water and unable to steer. Diego Gomez and his crew responded with three boats, and safely towed her back to the dock where pumps were already standing by.

Aboard Brad Cooper's Tripp 43 *TNT* the wind tore the masthead crane off the mast. Meanwhile, Daniel Thielman's R/P 44 *Tai Kuai* retired from the last race after wrapping a sheet around the prop. Daniel Woolery's King 40 *Soozal* scored a pair of bullets and a second on Satur-

day, and straight firsts on Sunday to take the top spot on the podium in the IRC fleet of eight boats. Scooter Simmons' *Blackhawk* took top honors by a margin of only one point in the J/105 fleet.

At the awards ceremony, Sy Kleinman was on hand to give out the prizes, noting that, "The Phyllis Kleinman Swiftsure Regatta will never be too big or too small."

—jay hickman

STFYC PHYLLIS KLEINMAN SWIFTSURE REGATTA (5/19-20; 6r)

IRC — 1) **Soozal**, King 40, Daniel Woolery 7 points; 2) **TNT**, Tripp 43, Brad Copper, 19; 3) **Swiftsure II**, Schumacher 52, Sy Kleinman, 22. (7 boats)

J/105 — 1) **Blackhawk**, Scooter Simmons, 25 points; 2) **Arbitrage**, Bruce Stone, 26; 3) **Risk**, Jason Woodley/Scott Whitney, 29. (19 boats)

Complete results at www.stfyc.com.

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SSS Stand Down Marathon

When the Singlehanded Sailing Society heard about the Coast Guard standing down all ocean races, including their Singlehanded Farallones Race on May 12, the board quickly came up with an in-the-Bay replacement. Officially called the Stand Down Marathon, the 44-nm course was thought up by long-time SSS member Christian Lewis, owner of the Catalina 42 *Carmelita*, and consisted of a simple loop from the start at the Golden Gate YC, around Pt. Bonita buoy, to a buoy at the San Mateo Bridge, and back to GGYC for the finish. At the start, all the racers enjoyed a nice ebb, and good breeze pushed them quickly out the Gate into a small swell and light winds at Bonita. Those who looked over at the Farallones couldn't help noticing that, although foggy, it was a nice day out on the ocean.

Turning back through the Gate, racers fought the ebb, then had a nice kite run down the Cityfront and on down to the South Bay, where the winds softened and the fog cleared. By the time everyone made it around the San Mateo Bridge

mark, the tide had changed and a flood was building. What had been a long drag race against the ebb turned into an even longer, more tactical race against the flood on a beat back to the finish. By then the late afternoon winds had picked up.

In the final moments of racing, a lot of time was gained or lost with either 2 knots of breeze or 30 depending on where you were. Greg Nelsen on the *Azzura 310 Outsider* was first to finish after 9 hours and 20 minutes. "I had a great first leg to Pt. Bonita, rolling most of the fleet before I rounded. I passed all but two boats before sailing back under the Golden Gate Bridge. I was in the lead before passing GGYC with a 12-13-knot average run bridge to bridge," said Greg. But then it fell apart on the last leg. "I had a horrible transition at the Bay Bridge and sat for nearly 10 minutes going sideways or nowhere," said Greg. "My old working jib finally gave up; the entire top section blew out. I was near Alcatraz, so I just sailed the last miles to the finish with the tattered remains flapping violently." He corrected out to last place in his division.



WWW.PRESSURE-DROP.US

Todd Olsen's Express 27 'Thumper' blasts down the South Bay during the SSS Marathon.

The last boat to finish was Matt Beall's Wilderness 21 *Tinker* at 21:18.

No one forgot that this race was supposed to go to the Farallones, and although the Stand Down stood in nicely, it wasn't the real thing. The real thing is now scheduled for August 4.

- ncs

SSS STAND DOWN MARATHON (5/12)

SPINNAKER ≤108 – 1) **Red Sky**, Olson 34, Brian Boschma; 2) **Carmelita**, Catalina 42, Chris-



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THE RACING

tian Lewis; 3) **Flight Risk**, Quest 30, John Lubimir. (5 boats)

SPINNAKER PHRF 111-150 — 1) **Whirlwind**, Wyliecat 30, Dan Benjamin; 2) **Moonshadow**, Wylie 31, David Morris; 3) **Bandicoot**, Wyliecat 30, Al Germain. (5 boats)

SPINNAKER ≥153 — 1) **Summertime Dream**, Schumacher 1/4-tonner, Scott Owens; 2) **Egret**, Tartan 30, Tom Boussie; 3) **Tinker**, Wilderness 21, Matthew Beall. (8 boats)

NON-SPINNAKER PHRF or OD — 1) **Meritime**, C&C 30 MKI, Gary Proctor; 2) **Sea Star**, Cal 39, Bob Walden; 3) **Bosporus II**, Columbia 36, Rick Wallace. (5 boats)

EXPRESS 27 — 1) **Archimedes**, Joe Balderama; 2) **Thumper**, Todd Olsen. (3 boats)

SPORTBOAT — 1) **Sunshine**, Moore 24, Stanley Martin; 2) **Warpath**, Olson 30, Andrew Zimmerman; 3) **Yellow Jack**, Santa Cruz 27, Mike Farrell. (6 boats)

Complete results at www.sfbaysss.org.

Race Notes

Former Bay sailor Rick Wesslund and his crew had an amazing run during this year's Caribbean racing season aboard the J/120 **El Ocaso**, which was home-



Former Bay Area racer 'El Ocaso' had a smokin' season in the Carib. She's seen here at Antigua.

ported at Tiburon until 2007. Not only did Wesslund's team win their class in the British Virgin Islands Spring Regatta with six bullets in nine races, but they went on to win both their class at St. Maarten's Heineken Regatta — now the biggest event on the Caribbean calendar — and the prestigious award for best overall performance (1,3,1). At Antigua Sailing Week, April 29-May 4, *El Ocaso* scored first in class in each of seven

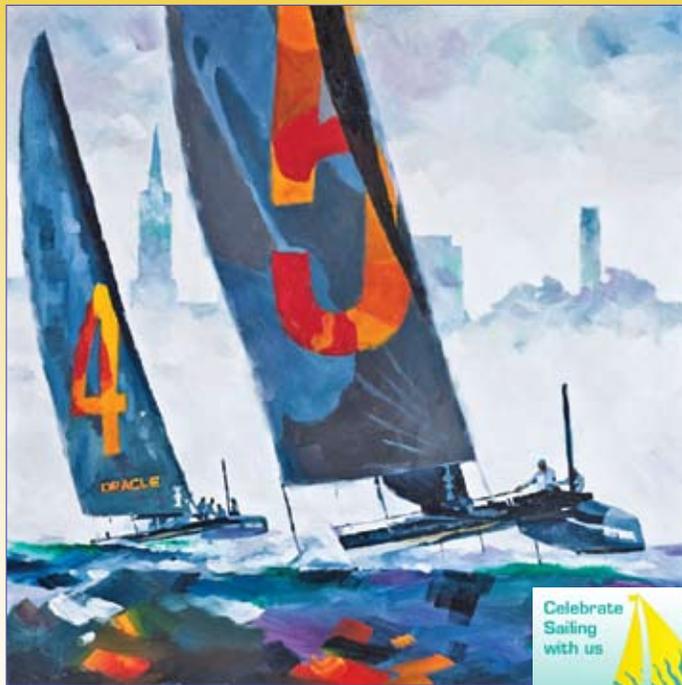
regatta races, some by mere seconds. That stunning performance led to the boat's name being etched onto the coveted Lord Nelson Trophy for best overall performance, in the company of legendary previous winners such as *Sayonara*, *Pyewacket*, *Morning Glory* and *Titan*.

"At the end of the day it was all about the team," explained Wesslund modestly. "Six of the 10 crew did all three regattas, and we all had spent lots of time sailing together over the years. We've gotten our teamwork down so that crew members often communicate efficiently with just a look or a few words."

Wesslund is thinking of participating in a potential 40-ft Caribbean one design class in the future, so he's put *El Ocaso* up for sale. In the meantime, she's based at St. Martin's Anse Marcel where she weathered a 140-knot blow in '10 during nasty ol' Hurricane *Earl*. For our own selfish reasons, we wish we could still claim Wesslund as a West Coaster,

Great news! Jim has been invited to participate in this year's Sausalito Art Festival on Labor Day Weekend. Jim will be showing all his latest artwork along with his America's Cup work.

America's Cup World Series: August 22-26
Sausalito Art Festival: September 1-3
America's Cup World Series: October 4-7



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but our hats are off to him and his crew nonetheless.

— *latitude/andy*

Philippe Kahn's *Pegasus MotionX* won the eight-race **Moore 24 PCCs**, hosted by Santa Cruz YC May 4-6. He beat the current leader of the Roadmaster Series, John Kernot's *Banditos*, by five points. Kernot has shown up for every event so far – placing first or second – whereas the PCCs was the first that Kahn attended. June 2's Delta Ditch Run is the next race in their series.

On May 16, the International Sailing Federation (ISAF) announced that, "After seven months on top of the ISAF **Women's Match Racing Rankings** Anna Tunnicliffe (USA) has been knocked off the top by Lucy Macgregor (GBR)." Oops, not so fast ISAF. On May 17, they published a retraction. "The ISAF Women's Match Race Rankings have been re-released following an administrative error," they told the press. "Anna Tunnicliffe (USA) retains top spot in the Women's Rankings following her victory

at the ISAF Grade 1 *Semaine Olympique Française* in Hyères, France. The American has dominated the rankings since 7 September 2011, and, with Olympic qualification also assured, she will be the one to beat at the London 2012 Olympic sailing competition." Crewing for Tunnicliffe are Molly Vandemoer (of Redwood City) and Debbie Capozzi.

Michael Andrews, vice commodore of the Encinal YC, challenges our readers to race down the coast in this year's **Coastal Cup**. "This modern classic, ISAF Category 2 coastal ocean race from San Francisco to Southern California, returns to Santa Barbara this year, in its 21st consecutive running. Starts off the St. Francis Yacht Club race deck are scheduled for June 13 and 14." Short-handed entries are welcome. "The Race will be contested by some of the Bay's most successfully campaigned boats including EYC's own Cal 40s, Steve Waterloo's *Shaman* and Rodney Pimentel's *Azure*."

Although they had only two entries this time, **Tahiti Race** organizers



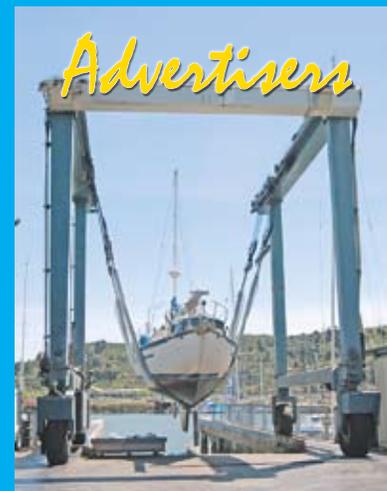
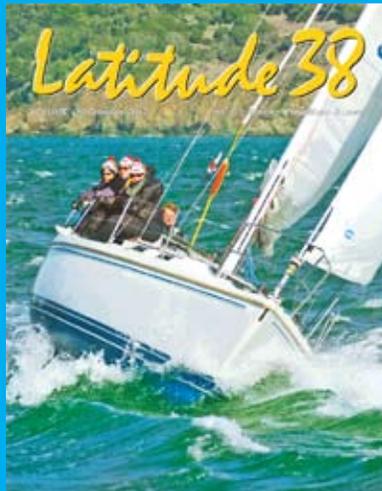
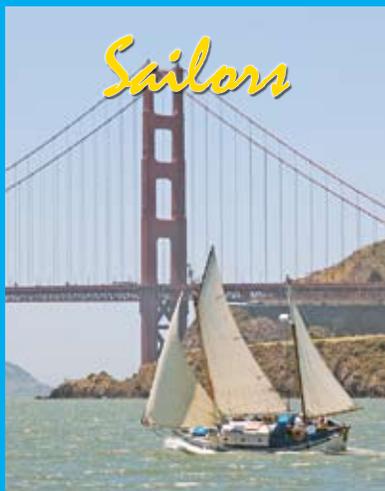
DAVE COFT / TRANSPAC YC

Hong Kong-based 'Beau Geste' didn't set a record but took line honors by two days.

Transpac YC and Tahiti YC feel they're "building momentum" for future races. Steve Rander's Wylie 70 *Rage* won the 3,700-mile race on corrected time despite hitting a whale on the last night and sustaining damage to the boat's bow and forward keelbolt. Karl Kwok's Farr 80 *Beau Geste* took line honors, however, finishing two days ahead of *Rage* on May 4, two weeks after departing Los Angeles on April 20. The next Tahiti Race is already in the planning stages for 2016.

— *latitude/chris*

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WORLD

With reports this month on **A Strategy For Getting Potential Charter Mates to Commit**, a frequent charterer's memories of a **Down-Island Cruise**, and miscellaneous **Charter Notes**.

Collect the Checks and Make it Happen

We often hear from frustrated sailors who'd love to take a sailing vacation, but can never seem to seal the deal with friends and family. We feel their pain.

As we often remind readers, one way to solve this dilemma is to book a berth on a flotilla charter with one of the Bay Area's many sailing clubs that offer overseas travel, or sign up with one of the big bareboat operators that offers book-by-the-berth or book-by-the-cabin trips.

But if you like the idea of a customized bareboat trip with your own carefully selected relatives or sailing buddies, we'll share a time-tested strategy. Consider this: It's a fact of human nature that most people will procrastinate on making big decisions for as long as they're allowed to. We all have friends who say, "Count me in for Friday night," then don't show up for whatever it was that you'd planned. You can't get too mad at them because, let's face it, life in the mainstream is hectic, and most of us are seriously over-extended. But had you said to the same friend, "If you want to go to that ballgame (or whatever), I'll need \$30 now for the ticket," having shelled out the cash, they'd build their schedule around the event, and would likely show up.

The same is true with a vacation plan. Our advice is to carefully consider which friends or family members would not only be fun to have along as shipmates,

"What can I sell you, mon?" One reason Art is such a diehard charterer is that such trips allow him to meet extremely colorful characters.

but would willingly share in the planning, provisioning and boat chores. Do your homework on a destination or two where you'd like to sail, get pricing for various sizes of boats, check flight costs, then gather your potential boatmates together for a powwow. If they seem genuinely excited and say they're in, don't let them leave without getting a check for their share of the booking deposit. Trust us, once you have their check, you have their commitment. And just like planning a night out at the ballpark, they will plan the rest of their life around those charter dates.

With everyone sharing in the deposit, you'll eliminate worries about who might flake out on you, and you can spend your time instead reading up on the area and pipedreaming about turquoise blue water, white sand beaches, and frosty tropical cocktails.

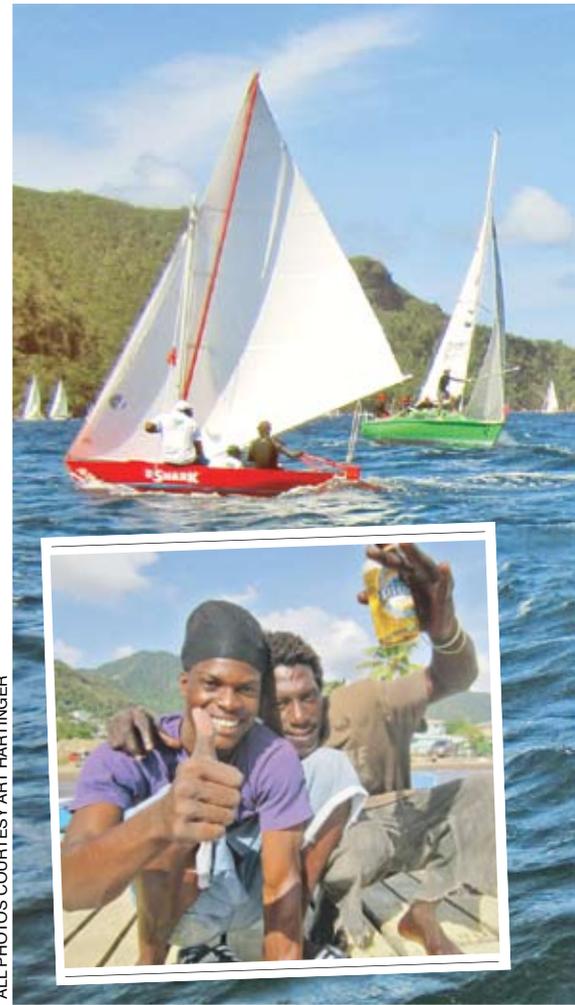
Take it from us, because we've had lifelong friends flake on us — but that was before we learned to say, "Check please." Sadly, money talks.

— *latitude/andy*

A Shorthanded Cruise from St. Lucia to Grenada

We often take sailing vacations, and our chartering gang typically numbers around eight, and sometimes more. But this trip was intentionally designed to be short-handed. Three of us would take a 40-ft sloop, *Kea*, from The Moorings' base at St. Lucia one way to Grenada. The plan was to bypass St. Vincent and sail directly to Bequia, where we could join our friend Brooke Robertson, a delivery and charter skipper who lives at Admiralty Bay. We also wanted to experience the Bequia Easter Regatta, which was coincidentally taking place at the same time.

I was technically the skipper, although my friends Marco Salvalaggio (from London) and Donna Williamson (from San Francisco) are also accom-



ALL PHOTOS COURTESY ART HARTINGER

plished sailors.

Sadly, I got hung up with work, and couldn't get away until a day after my friends. I took the American Airlines red-eye from SFO to Miami, then a nonstop from Miami to St. Lucia. By the time I arrived Marco and Donna were on the boat, waiting for me at the Soufrière anchorage.

The Moorings had no problem letting Marco and Donna check out the boat and sail off, even though I was listed as skipper. We cleared customs and immigration at the Soufrière police station, and we were on our way south.

The Pitons anchorage was beautiful. We had been warned by The Moorings' staff that someone would come by to collect a bogus "marine park" fee (which we had already paid at customs and immigration), and sure enough, two guys arrived with official-looking shirts demanding payment. We held our ground, and after a spirited argument, they eventually went away.

In this part of the Caribbean, you are regularly approached by so-called boat boys offering to sell you T-shirts, water, ice, fruit, souvenirs — virtually anything.



OF CHARTERING



Spread: With the Bequia Easter Regatta going on, it was hard to leave. Insets: The hot sauce is hot, hot, hot, and the people are friendly.

But other than our first encounter with the bogus 'rangers' at Soufrière, we had no problems with any local entrepreneurs. All were friendly and helpful, and no one was nasty when we said we didn't need anything.

We chose to take the windward side of St. Vincent on the 60-mile sail to Bequia. However, we were later told this was a dumb decision, as everyone goes on the leeward side. Live and learn. Luckily, our passage was uneventful. The Admiralty Bay anchorage was crowded, so we decided to take a ball (\$20 U.S.) closer to the dinghy dock. A boat boy led us through the mooring field and hooked us up. We dinghied in and met Brooke at the Whaleboner Bar.

The entire area was lively, as the annual regatta — run by the Bequia Sailing Club — was underway, and there were lots of sailors around. We dinghied over to the Devil's Table for dinner at a really good restaurant called Coco's.

I have had lots of overpriced and crummy food in the Caribbean, but this

trip was different. When we ate out, the food was truly excellent. Coco's is really good, and the pizza at Mac's Pizzeria was tops — and we are food snobs from the Bay Area.

Our Bequia experience was the start of a Zen cruising theme. Bequia was supposed to be two nights, then it was three, then four nights, all just staying in Admiralty Bay.

Donna was invited out to race on Johnny Pollis' boat, a Hinckley Bermuda 40 called *Concinnity* that was skippered by the irascible Kirsty Morrison. *Concinnity* eventually placed third in its class overall. I decompressed from my trial, and walked around town with Marco, did a little swimming, and tested rum punches at the Aqua Bar, the Whaleboner, Beige, the Frangi, and elsewhere.

Anna Hudson, one of the crew on *Concinnity*,

invited us up to her house for a pool party. What a gorgeous house up on the hill, with an infinity pool and commanding view of the anchorage. We were seriously goofing off, and loving every minute. It was unclear whether we could muster the energy or desire ever to leave Bequia.

After several days we'd finally gotten around to provisioning, and were ready to set sail for the Tobago Cays. Did I forget to mention that the wind was always about 12-20 knots from the east during our trip? We love the consistency of the trade winds in the Eastern Caribbean, at least at this time of year.

Tobago Cays is a popular and crowded anchorage. We dropped anchor, and settled in for the evening. The venerable boat guys, Sydney and Walter, came by to sell us T-shirts, and we also bought three lobsters to barbecue for dinner. In the morning, we snorkeled in the marine park, and saw about a dozen sea turtles grazing on sea grass.

The next day we had a short sail over to Union Island. We thought of anchoring at Chatham Bay for the evening, but ended up loving the vibe at Clifton, the town and harbor near the Union Island airport, where we cleared out of St. Vincent and the Grenadines, so we could head to Carriacou (part of Grenada) the next day.

We stayed on a ball in the harbor (\$20 U.S.), and checked out the town. I ended up getting a haircut for \$6 EC (\$2.25 U.S.) up the hill. I don't think Mack the barber was used to cutting the hair of white tourists, but he pulled it off, and

We've gotta believe that Art, an attorney by trade, doesn't get this much spontaneous lovin' during a typical workday.



WORLD

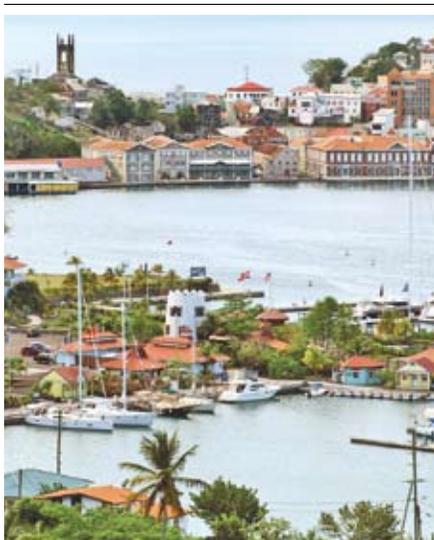
we were all laughing as his seven dogs barked and circled around us.

The next day, we shoved off for Carriacou, where you have to clear in at Hillsborough. The process there is immigration, then customs, then the port authority. We just missed the closing time for immigration, so we walked around town — another peaceful place with a very cool Caribbean vibe.

We cruised about a mile over to Sandy Island, a small sand spit with free mooring balls and a beautiful beach. We had another great evening swim and a nice home-cooked meal aboard. In the morning we went to the beach for a quick walk and a tour of an interesting beach sculpture garden on the north side of the islet.

The following day we set sail for Grenada. The 35-mile sail was a wonderful broad reach in a solid 15 knots of wind. We put in near St. Georges, anchoring near the Grand Anse beach.

St. Georges is a bustling seaport, and a truly charming Caribbean town. We loved walking around the carenage, and through the market on Saturday.



ROB HOWE

Although it sees far fewer travelers than many of its sister isles, Grenada is lush and picturesque. Seen here is St. Georges Harbor.

We found another great restaurant, BBs, which I have to recommend for their Calaloo soup. It's an old Caribbean favorite made with spinach and okra, and this particular batch was some of the best soup I have ever eaten, truly. BB is quite a character, who loves to laugh and chat

with his customers.

Checking in with The Moorings in Grenada was painless. They sent staff out to pilot the boat in and moor her. Our charter was over, but we had one more day in the islands.

We stayed at the True Blue resort, which was recommended by Brooke. This is the base for Horizon Yacht Charters, as well as a diving company, so there is a fair amount of boating activity.

There, we befriended the bartender, Akim, who invited us to his house for an "oildown." Not knowing what he meant, we looked it up. It's the national dish of Grenada. Oh my God! It turned into an eight-hour lunch, starting with a very meticulous preparation, and "packing the pot" with layers of things like breadfruit, meats, vegetables, and salt fish, then simmering this concoction for a long time in coconut milk. Experiencing the oildown, and hanging out with Akim's kids was one of the highlights of the trip.

Although we're back to the grind now, we're left with happy memories. Our next charter will be in July, with Marco, his

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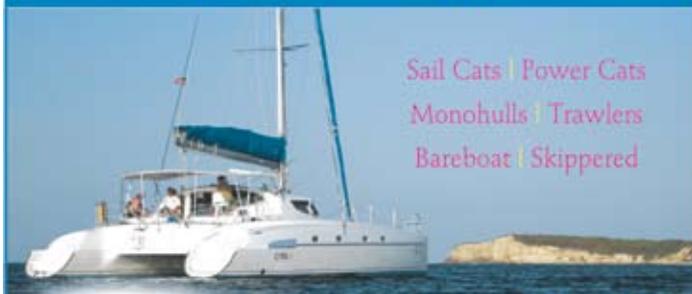
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OF CHARTERING

kids, me, my kids, and more teenagers on a 50-footer out of Palma, Mallorca, Spain. I can hardly wait to get back out there.

— art hartinger

Art, many thanks for your report. Makes us want to escape to the tropics and renew our bonds with the wonderful Eastern Caribbean.

Readers, please remember that we're always thrilled to receive first-hand chartering reports from wherever your sailing vacations take you. In exchange we'll send you some official Latitude 38 swag. Just ask Art. As a frequent World of Chartering contributor, he's got a whole closet full of it!

Charter Notes

Unless you've been hibernating under an overturned dory you know that one of the most thrilling sailing events on the planet is headed our way **August 21-26: the America's Cup World Series**. This combo of fleet and match racing will be contested by international teams in purpose-built **AC45s** — arguably

some of the sexiest vessels ever to smoke across the Bay.

We mention all this, of course, because if you don't have your own boat from which to observe the 30-knot action, you'd better make reservations with a **crewed or bareboat operator** pronto.

Bear in mind also, that while course marshalls may keep spectators well clear of the action during the main events, lots of practicing will go on in the days prior, when you're likely to get a closer look.

Before arriving here, the AC45s will be racing in **Newport, RI**, just up the coast from the magnificent **Chesapeake Bay**. Along its western shoreline lies Annapolis, which is home to a brand new **Moorings charter base**. That's good



LATITUDE / ANDY

Along the Chesapeake, nautical heritage is genuinely revered. Sailing tends to be best in early or late summer.

news for bareboat fans because the waters of this vast estuary have much to offer — especially on the so-called Eastern Shore (Maryland). There you'll find picture-perfect colonial villages that date back to the **mid-1600s**. If you're a sailing history buffs and/or lover of fresh crab, this region should be high on your must-sail list.



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CHANGES

With reports this month from **Gallivanter** in Australia; from **Medusa** on a young woman cruising alone; an interview with **Fatty Goodlander**; on youthful liveaboard **Alana Marie-Greenfield**; from **Slapdash** on circumnavigating with a small cat; and **Cruise Notes**.

Gallivanter — Hylas 47 **Capt. Kirk McGeorge** **Transit of Venus** **(Brisbane, Australia)**

We're about halfway through our three-year grace period of not having to import *Gallivanter* into Australia. Cath loves being home for a change, and has renewed her star status by hosting a breakfast radio show and doing some television work on the Queensland coast. Arrrrr Boy — Stuart — has completed a full year in public school, while I've stayed busy doing deliveries up and down the east coast of Australia and around the Western Pacific.



Kirk McGeorge

Readers may remember that back in '95 I bought Carol Post's Islander 37 pilothouse *Beche de Mer* in Honolulu, then headed north to Guam in '97 before sailing all the way around to the U.S. Virgins. It was there that we bought our current boat. In any event, I've recently run into lots of old friends from the Pacific, and have made heaps of new ones. However, I'd forgotten how stinking expensive it is here in Australia! And costs have nearly doubled during my 15-year absence. But we're making ends meet while enjoying the great cruising and hospitality.

A beautiful shot of relatively tiny Venus transiting between the sun and earth, something that helps astronomers discover new planets.

One of the highlights was sailing into Sydney in time to witness the start of the Sydney Hobart Race, the New Year's fireworks, the free Emmylou Harris and Los Lobos concerts, and topping it all off, a Jimmy Buffett concert at the Opera House. At this moment, we're anchored at Fraser Island, inside the Great Sandy Straits, and will be headed for Brisbane and the Gold Coast in a few days. So, yes, there are reasons that life is good.

But my primary reason for writing is to remind *Latitude* readers to keep an eye on the sky in early June, when the second half of the Transit of Venus will occur. That is when Venus passes between the sun and the earth. I believe it will be visible in the morning hours on the west coast of the Americas, and throughout the day across the Pacific.

This celestial event has only been witnessed a few times since its discovery in the 1600s, because it only occurs at 100+ year intervals. The Transit of Venus was the reason for Cook's second voyage to Tahiti in 1769, and if you were paying attention and in the right place in June of '04, you would have seen the first glimpse of it since 1882.

Why study the transit? Astronomers say dips in a star's brightness help scientists discover unknown or alien planets. Thousands of them.

I became interested in the Transit of Venus during our stay in St. Thomas while I was employed as a private skipper by a very nice California family. They owned a villa overlooking Charlotte Amalie, and there was an obelisk in their backyard that had been erected by a group of Brazilian astronomers commissioned to witness a transit there in December of 1882.

I later made a point of anchoring *Gallivanter* at Matavai Bay in the lee of Point Venus, Tahiti (the day before the kick-off of the 2009 Tahiti - Moorea Sailing Rendezvous) in order to walk upon the hallowed ground where Cook had anchored and set up shop to record the transit in 1770. There is a small monument there to honor the occasion — with several



other noteworthy plaques relating to the *Bounty* and to the lighthouse built by Robert Louis Stevenson's dad in 1850.

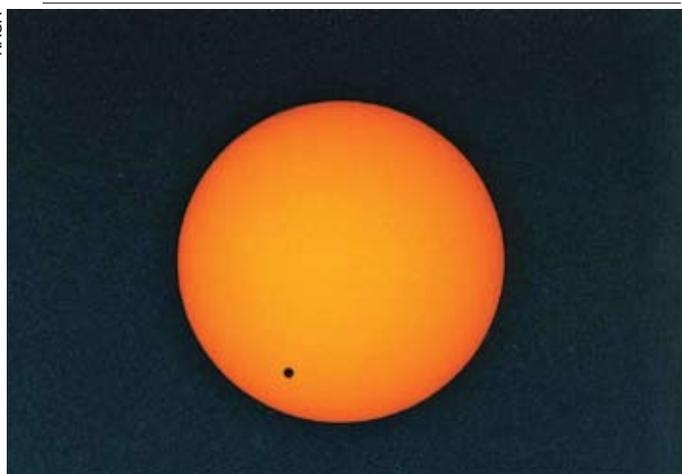
Anyway, heads up, as the next chance won't be until 2117.

— kirk 05/15/12

Medusa — Columbia T23 **Naomi Crum** **Simple Small Boat Cruising** **(Santa Barbara)**

I've been so busy enjoying cruising in the Sea of Cortez the last five months, and more recently mainland Mexico and Central America, that I haven't had time to write. I think what makes my story unusual is not that I'm young and a woman who often sails alone, but how simply I'm cruising. Specifically, I'm cruising on a 23-ft boat that has no autopilot, no chartplotter, no radar, no fridge, no shower, no roller-furling, no washing machine or any of that other stuff. Looking around in the anchorage

NASA



IN LATITUDES



BOTH PHOTOS COURTESY MEDUSA

Spread: The happily adventurous Naomi. She was eight when her family did the Ha-Ha in '96. **Inset:** Naomi riding a mushburger in Mexico.

here in El Salvador, I don't see any other boats like mine.

But I am glad to report that I haven't had any problems because of my age or gender. Sure, men have wolf-whistled at me and all that, but I've never felt afraid or threatened, even when alone. Most men have been super surprised, and then curious, about what I'm doing, especially if they meet me when I'm cruising alone. "Tu llevas las pantalones," the Mexicans say, which means "You wear the pants." If I have male crew with me, everyone always assumes that the male is the captain. So when my crew has pointed at me and said, "Ella es la capitana," it's been pretty funny to see the looks on the faces of the officials and/or locals.

As I was unable to find anyone 1) irresponsible enough to take off with me for

nine months on such a small boat, and 2) who could put up with me for more than a month, I've had lots of different crew. My dad, who stayed with me for a month, was first. I launched my boat with him in San Felipe, which is way up in the north of the Sea. As I cruised down to La Paz, I learned firsthand that the Sea is as unique as it is isolated.

After my dad left, I was joined by Mikey from Colorado, and later was joined by my brother Malcolm in La Paz.

I'm not rich, so I was pleased to discover that I was able to cruise economically in the Sea. I spent an average of \$300 a month. I would later discover that cruising on the mainland and down in Central America was more expensive, as in \$400 to \$500 a month. Why was the Sea less ex-

pensive? I had many fewer opportunities to buy cold beer, ice cream and candy.

We had a fast and fun crossing of the Sea from Muertos to Isla Isabela. Actually, our second attempt was fast and fun. Our first attempt had to be aborted in order to reattach the rudder to the transom.

Once on the mainland, we made our way south. What an amazing coastline! We enjoyed beautiful sailing and found wonderful anchorages. I personally found the mainland to be much better than the



The Sea, as unique as it is isolated.

Sea in two respects. First, there was a constant supply of fresh fruit and vegetables, something you appreciate when your boat doesn't have refrigeration. Second, and perhaps the better thing, was the surf. There's lots of it on the mainland, and it's often not very crowded.

Since I'm a goofy-foot, the left point break at Rio Nexpa was a favorite. So there were a couple of weeks where I would anchor at Caleta de Campos every night, but would sail to Río Nexpa every day to hit that left.

When we got to Zihua, I would take my longboard on the bus to the left point break of Saladita. While there, I met a couple of fellow surfers who helped me sail down to Oaxaca in search of more waves. Our first attempt at making it to Acapulco was foiled after a few miles by the outboard's crapping out, forcing us to sail back to shore in light air. After much disassembling and reassembling by my crew and me, we finally took

Naomi prefers the mainland to the Sea of Cortez for two reasons: 1) Fresh fruits and veggies, and 2) Lots of uncrowded green things like this.

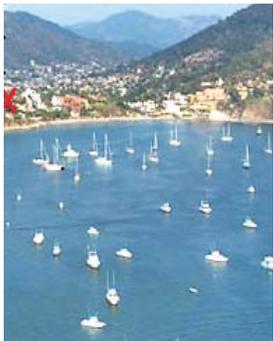


LATTITUDE/RICHARD

LATTITUDE/RICHARD

CHANGES

the outboard to the local mechanic. He didn't have any trouble figuring out what was wrong. We were trying to run a gas outboard with diesel fuel! After sorting that out — and enjoying another dose of cold ice cream and cold beer — we took off down the coast again.



Naomi bused to the surf from Zihua.

I spent almost two months in Oaxaca, and it was during this time that I discovered how nice it is to have such a simple — and therefore low-maintenance — boat. I spent so much time surfing that it was easy to put off the few maintenance jobs that did crop up until *mañana*. Those who have been to Mexico know, of course, that *mañana* doesn't mean 'tomorrow', but rather 'later if ever'.

My crew and I surfed ourselves silly till Salina Cruz, after which we had a mellow — i.e., very long and fortunately boring — crossing of the sometimes dangerous Gulf of Tehuantepec to Chiapas. We then made another jump down to Bahia del Sol, El Salvador.

With all the board surfing we'd been doing, I never expected to be surfing my boat. But that's exactly what we did to enter the lagoon at Bahia del Sol. And it was fantastic! In fact, it was far more exhilarating — meaning terrifying — than surfing a board.

Of course, a little outboard does a much better job of catching waves for the boat than it does driving a boat out through the surf. That's why I'm still here, waiting for a calm day to cross the bar. Fortunately, Bahia del Sol is a cruiser haven, where I've been able to take advantage of the calm lagoon an-

Naomi, a fellow crewmember, and 'Medusa' catch their best wave of the season surfing into Bahia del Sol, El Salvador.

chorage to come down with a cold, catch up on all the boat jobs, and travel to all the surf spots we sailed past during the night on our way here.

At the moment, I'm in the small surfing town of El Tunco, stoking on the waves and eating as many *pupusas* as I can. As much as I loved the Mexican coastline, it's exciting to be on the somewhat less frequented Central American coast, where I get to try more foreign foods and indulge in my ever-present urge to press on south to new anchorages and surf breaks.

To cover all bases with respect to crew, my friend Brad from New Zealand was along with Malcolm for the crossing to the mainland. Both left right after New Year's, so I was by myself from Chamela to Barra de Navidad. There, in the surf, I met Berenice, who helped me sail *Medusa* to Caleta de Campos. Since she had to return to work, Ian, another surfer, helped me sail from Caleta to Ixtapa. There I met two more surfers. Jes and Ellen, who helped me get to Chacahua, where I was again joined by Mike of Colorado. He hitched a ride with me down to Puerto Escondido, where I cruised alone to Huatulco, where Jes rejoined me for the trip to El Salvador.

My point is that I haven't had trouble meeting other travellers who were keen for an unexpected sailing experience. I've been so lucky to have met such fantastic people along the way, considering that much of the time there have been three of us on my 23-ft boat.

— naomi 05/01/12

Wild Card — Hughes 38 Fatty Goodlander Drive by Interview (St. Barth)

38: You and your "trophy wife" Carolyn have circumnavigated twice and are about to start a third trip around aboard

...
Fatty: *Wild Card*, a 1979 Hughes 38, which is a pretty crappily built boat. We

thought we had a deal on a larger boat, but the owner suddenly raised the price on us. But yes, it's been Carolyn and I around twice.

Carolyn: We've been married for . . .

Fatty: She was 16 when she first came aboard my boat, and that was to sew up my curtains. She wanted to get paid, so I said, "What about doing the bimini, too?"



Then what about a dodger?" And on and on. She'll get paid as soon as she's finished with all the jobs I can come up with for her.

Carolyn: [Hearty laughter.]

Fatty: We lived aboard and did a lot of sailing before we took off on the first time around, which was in '00. That was after our daughter had won a Presidential Merit Scholarship to Brandeis.

38: How is she doing?

Fatty: She got her masters and is now studying at the University of Amsterdam.

Carolyn: She got her masters in non-profit management. [Laughter.]

Fatty: She got the non-profit part from me. Carolyn and I started our first circumnavigation with \$5,000 and returned five years later with nothing. *Wild Card* was more together for the second time around, and we were more together with our thrift habits. So while we started with \$4,000 — which I worried might not be enough because of inflation — we came





LATITUDE/RICHARD

A notorious cheapskate, Fatty uses his thumb and index finger to show the size of the Wal-Mart compass he used to circumnavigate.

back with \$47,000. Part of the reason we came back with so much money is that I could send my trophy wife out with \$5, and she'd come back with a six-pack of beer, food for a month, and some good stuff from the dumpster.

Actually, while in Yap or someplace like that, Carolyn discovered a free broadband Wi-Fi connection, and through that, Kindle. I'm the creative half of our partnership and she's the practical end, so she sent all seven of my books off to be sold on Kindle. The next thing I knew, we were in Australia or somewhere, and I was having to call my bank and complain there was too much money in my account! Money that couldn't possibly belong to me. I yelled at them, not realizing it was royalties from books sold on Kindle. Since then, we haven't been able to count all the money that's poured in. [Laughter.]

Carolyn: We actually have barely any money at all.

Fatty: We're making almost as much as a fry cook at McDonald's. But as long as I keep this woman in the Chagos Archipelago, or at Beveridge Reef, or Minerva Reef — places where there are no stores — I can give her all the money she needs to buy things.

Thanks to Kindle I now sell more books in a month than I used to in a year. My latest one, *Buy, Outfit and Sail*, is my first 'how to' book. Previously, I'd always thought that I should just write books that only I could write. I thought Lin Pardey and Beth Leonard were doing all right in that other category. But then I read a story called *How To Manage Your Haulout*. I haul out all the time, so I thought it would be useful. Well, the guy explained how he'd spent \$72,000 on a haulout. I couldn't figure out how it had

anything to do with my life, as I've never paid a penny to anyone to do anything on any of the boats I've owned. Even the one I built from scratch. It hadn't been an article on how to manage your haulout, it had been about how to balance your checkbook — assuming that you had one fat enough to pay a yard bill like that.

So I freaked out and wrote my new book, which is basically how to sail around the world on the pennies Scotsmen throw away. And it's been much more successful than I thought. Perhaps because it's a totally radical book that's not about how



Pennies, what Fatty circumnavigates on.

to save 10% at Budget Marine, but how to sail around the world on the 10% you would have saved — while being safer than the guy in the boat next to you. Safety and economy are related, because without safety there is no economy, just suicide.

38: Perhaps you can explain how easy it is to be a writer.

Fatty: I've written four hours a day, seven days a week, for 35 years. Occasionally I'll take 15 minutes off if Carolyn is in desperate need of sex or something.

Carolyn: More like seven minutes.

Fatty: I'm corrected. [Laughter.]

38: How many magazines do you write for?

Fatty: Over the years I've written for just about all of them, but now I have exclusivity agreements, which is the only way to get your pay up. So as long my stuff never appears in *Latitude*, I'm golden. One of the advantages of being

David Wegman of 'Afriggin Queen', left, with Carolyn and Fatty Goodlander, three of the world's most frugal circumnavigators.



LATITUDE/RICHARD

CHANGES

a writer and working for yourself is that you earn the right to work 24 hours a day and not get any overtime.

38: Tell us about your cruising budget.

Fatty: People are funny. We have some dear friends in San Francisco who have a



One flush year Carolyn splurged on a bottle of ice cold Coke.

beautiful boat, and they've constantly been telling us that they are "leaving next year". Meanwhile, they spend more for people to work on their boat than people spend actually doing a circumnavigation. They just wrote us and told us they're going to have to

postpone their trip again because they can't sell their house — which would only leave them with about \$15 million — and therefore can't afford to go cruising. Carolyn and I have gone around on \$15,000 a year, although if you want to keep your boat in good shape, it's better if you have \$24,000 a year. One year we did spend \$24,000.

Carolyn: I remember. That was the year that I decided if I wanted a cup of coffee, I could just buy one.

Fatty: I still remember the time — I think we were in New Zealand — and it was really hot, and Carolyn wanted an ice cold Coke. So she just walked right into a store and bought one!

Carolyn: I didn't even think twice about it. Then I strutted around, showing it off to all of my girlfriends.

Fatty: And when she saw me, she squealed, "Sugar Daddy, Sugar Daddy!"

If you have over \$25,000 a year, you can circumnavigate like a king. At least

Fatty loves the Chagos because he can make money there via Kindle, yet there is no place for Carolyn to spend any money.

if you hang out in places like Thailand and Malaysia, and not St. Barth.

The Chagos was probably the best because I was making money from Kindle and there was nowhere to spend money. All income and no expenditures. We spent nearly five months there, and had the time of our lives, as it was a Robinson Crusoe fantasy, with no cops, no creeps, just nature and friends.

But there was just one problem. My trophy wife was losing her Italian butt and started to get a little French woman's butt. I panicked. "My God," I thought to myself, "she must have cancer." So we rushed our yacht 2,000 miles to civilization, and immediately called an ambulance. They told us to wait for them by the bakery. While waiting for ambulance Carolyn decided she might as well have a croissant or two. Before the ambulance even got there, her Italian butt was coming back. She was cured!

Carolyn: The most expensive places aren't the best places to cruise anyway. During our last trip around, we cruised the northwestern part of Thailand, almost to the border of Burma. It was the best trip, as we didn't see another yacht. If you look on the charts, you see these inlet openings that seem really small, but each one was about the size of the Chesapeake.

Fatty: We stopped at one place where they hadn't seen a sailboat in seven years, and there was an old guy there who had a lot of presence. He called over some kids, gave them some money, and they took off. When they came back a few minutes later — and this is in the middle of nowhere — they had a bottle of Chivas Regal! We had a drink with the old man.

Carolyn: And then some local ladies showed up with a bunch of food. It was wonderful. We love that part of the world. Unfortunately, there is the big pirate problem in some parts of the Indian Ocean.

38: Last spring you made the trip up Pirate Alley toward the Red Sea. Would you do it again?

Fatty: No, we would not. When we did it last year, I thought it was doable. We started off with a two-boat convoy that grew to 27 boats. And we made it. But others — specifically our friends on the Marina del Rey-based Davidson 58 *Quest*, and



their two Seattle crew — were captured and killed. So no, we would not make that trip again. Fortunately, there are still many great and safe places to go, even in the Indian Ocean. And even if you have to cruise on a writer's budget.

— *latitude/rs 04/20/12*

Born Aboard Alana Marie-Greenfield (The World)

We're running the accompanying photo of model Alana Marie-Greenfield for her dad, Randall. "He'd rather see a photo of me in *Latitude 38* than in *Vogue*," Alana told us with a laugh.

We would later find out that Randall attended UCSB in the late '60s when we did, and did a bit of sailing there, as did we. But it wasn't until he transferred to USC that he really got into it. By the '90s, he was the 'G' in G, D & L Yachts in Marina del Rey, which was the dealer for J/Boats, Hunter, S2 and some other lines. He and some partners also got



IN LATITUDES



LATITUDE/RICHARD

Spread; Alana Marie-Greenfield relaxing in real life at Le Select. Inset; Alana cooling off in the overheated world of international fashion.

into new yacht construction, but sort of through the back door. They bought the rights and molds to the Kaufman & Ladd-designed Skye 51, and created the Finya 51. Five of them were built.

After Alana's mother Judith gave birth, her daughter was brought back to her first home, the family's Finya 51 in Marina del Rey. Alana remembers the boat as being named *Mustique* like the island in the Caribbean, supposedly because her parents had fallen in love with it during a sailing trip there. We hate to shatter her pleasant memory, but Randall says the boat was actually named *Mystique*.

Alana turned out to be such a physical and active child that it scared her parents to have her aboard. "She was like a little monkey from the youngest age, climbing all over, as well as up the companionway," remembers Randall. "Judith

and I decided that a boat wasn't a good place to raise a girl like Alana, nor was Marina del Rey a good place to raise any child." So they moved to Sacramento, which Randall says turned out to be a good choice.

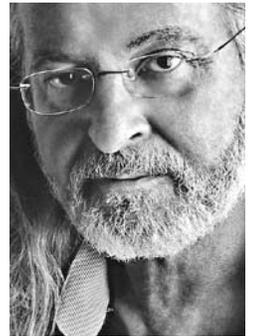
Alana continued to thrive on the physical life. For one thing, her dad had always been an athlete, and thus enjoyed playing vigorously with his daughter. "She was my son," he laughs, fondly remembering tossing her from one hand to the other. Alana also followed in her mother's footsteps, studying ballet for more than 15 years. The combination resulted in a tall, striking blonde with a toned physique.

The family would later move to Florida, having sold *Mystique* through Ardell Yachts in Newport Beach. In a roundabout way, the boat transac-

tion led to Randall's job of the last six years, which is selling large motor yachts for the Ardell office in Fort Lauderdale.

"But my parents are both really hippies," says Alana, "who would like nothing more than to go cruising on a sailboat."

Now 23, Alana is all grown up. We met her in the patio of Le Select Bar in St. Barth, where she was in the company of photographer/artist Marco Glaviano. From the '70s until about 10 years ago, Glaviano, now 69



Marco Glaviano.

was 'the' photographer in the world. He was under contract to *Vogue* magazine, and would ultimately shoot over 500 covers for major fashion magazines. He's worked with every major fashion model in the world numerous times, and shot for many top Italian men's clothing lines and major corporations.

"I was the one who ruined St. Barth," Marco, who was dressed in layers of white, a stark counterpoint to Alana's all black, confessed to us. "This was such a lovely, quiet island until I started the world's top models here 30 years ago, causing all this," he said, waving his arms around. "But what can I say, a beautiful young women sitting in the Le Select, it's the soul of the island."

A native of Sicily who graduated with a degree in architecture, Glaviano got out of the fashion business 10 years ago, and turned to artistic photography. To a large extent this means sensitive nudes. Before you snigger, check out his work and the prices. It's not *Penthouse* or *Playboy*, and larger size nudes such **Supermodel Stefanie Seymour posed before a phallic Eiffel Tower in one of Glaviano's better known photographs for 'Vogue'.**



CHANGES

as Cindy Crawford sell for as much as \$20,000 in galleries around the world. Marco has also specialized in portraits of African-American blues and R&B singers. Fantastic stuff.

It was in New York's celebrated Cipriani restaurant that Glaviano tapped Alana on the shoulder and asked if she would model for him. Alana had already been doing "edgy editorial and makeup modeling" in Europe and other parts of the world. After assuring herself that Marco wasn't a creep, and having Marco meet her parents — "Randall's a really cool guy!" says Marco — she joined him for the trip to St. Barth.



Cindy Crawford hired Glaviano to do all four of her calendars.

We saw the results of their shoot at a local gallery. Thanks to a combination of Glaviano's sense of composition and technical skill, and Alana's fabulous form and ballet-based flexibility, the results were spectacular. Even the women in our group agreed. The only photo that had a hint of cheese was the one where Alana posed, topless, in the bumper sticker-lined ordering window of Le Select Bar late one afternoon. Nonetheless, that image was the top seller of opening night, with three 8x10 copies selling for nearly \$5,000 each.

The funny thing is that both Marco and Alana say their work was very quick and easy. "Marco gives me excellent direction, often without words, so I know exactly what he wants," says Alana. "She is so good," Mario says, "that we're almost done before we start."

The astonishingly fit and flexible Alana, as captured by Marco during their recent shoot. "It didn't take long," Marco said with a shrug.

Their initial plan was to drive a camper to Costa Rica, which became sailing a boat to Costa Rica, to why not sail the boat all the way around the world? The poop-or-get-off-the-pot moment came in '07 when Seth was offered a once-in-10-years job opportunity. Then in January of '07, Seth had the mother of a job opportunity. It was take the job or take the plunge into cruising. "We took the

The qualities we like most about Alana are her confidence and poise, and that unlike most globe-girdling models who come to St. Barth, she was down-to-earth and smiled a lot. So here's to you, dad, a Father's Day present from us for raising a truly charming and accomplished daughter.

— *latitude* 05/20/12

Slapdash — Gemini 34 Seth Lennea and Jaime Bayntun Big World On A Small Cat (Vancouver, B.C.)

Not many people would consider cruising around the world in a 34-ft catamaran, particularly one that only carries 60 gallons of water and 36 gallons of fuel. But Seth and Jaime had two big advantages. First, they were young when they started, 29 and 28 respectively. Second, they didn't know any better. Or as they put it:

"No boat. No sailing experience. No problem. Our 'slapdash' plan to circumnavigate the globe commenced in '07 when we left Vancouver with little more than these three things. We found a little catamaran in South Carolina, and she's been our home ever since. So far we've been successful in keeping her afloat. The superficial bumps and bruises are a product of an entertaining travel adventure story. Our comedy of errors."

As you can probably deduce, Seth and Jaime aren't your rigid, button-down types. At least not any longer. When they met in Calgary nine years ago, they agreed on some important things. First, they needed to take their traveling to a new level to see even more of the world. Second, despite their best attempts, adventure was never designed to fit into just weekends. Finally, full-time work was for people who didn't agree with the first two statements.

plunge, starting with getting rid of our homes and all the stuff in them, and seriously searching for a boat."

It's now five years and nearly a circumnavigation later, so we hit the couple up with some questions:

Have you been in conditions where you had doubts about your cat, which you might not have had about a larger cat or monohull?

"Every time we encounter conditions we haven't seen before, we can't help but wonder about that. But having had our fair share of bad weather in the last five years, we never felt unsafe. As *Slapdash* is the only boat we've ever owned, we can't intelligently compare her to a larger cat or monohull."

Does she pound much?

"The Gemini's stability is increased because of her lower center of gravity, but that means she has a lower bridge-deck clearance and pounds more. We've overcome this potential obstacle by employing the age-old strategy known to all civilized sailors: we sail downwind!"



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IN LATITUDES



LATTITUDE/RICHARD

Having gone around on a small cat and their own nickel, Seth and Jaime want to do it again on a big boat — and someone else's nickel.

How have your passage times been compared to other boats?

"Slapdash has legs. Designer Tony Smith has a racing background, so he took a keen interest in making sure that his boats sail well. *Slapdash* is slippery and fast under sail. Like most cats, she doesn't power as fast as monohulls. She has a single 27-hp Westerbeke diesel that drives a steerable outdrive that comes out of the water when sailing."

What's the cat's highest speed to date?

"We hit 18.6 knots surfing down the face of a rather large wave in the Solomon Sea on our way to the Torres Strait. We haven't reset the top speed indicator on our plotter since then to prove it to doubters. That said, such a speed is not typical. But it's not uncommon for us to hit low double digits when on a beam reach in 20 knots of wind."

Is it hard to reef your cat when sailing

off the wind?

"When we need to reef the main, we sail *Slapdash* 60 degrees off the wind, push the boom out all the way, drop the main halyard, and suck in the reef lines. Jaime would like to run the lines to the cockpit to make this even easier, but so far we've never had any real problems reefing."

Your cat has propane refrigeration, which isn't common in the States. How has it worked?

"Very well, as it's reduced our power consumption to the point that we can meet our power demands using only one regular-sized solar panel. This allows us to reduce our house bank storage capacity accordingly. Propane is also very efficient and allows us to meet our happy hour cocktail ice requirements. Newer propane refrigeration

models have the option to switch to a DC compressor, which in our opinion would be much more useful than our current AC option. We don't spend much time in marinas, and in places where propane is hard to come by, the DC option would be useful."

Your website has a feature that allows people to donate money. Have you gotten any money?

"Yes, but it's not been a substantial source of revenue. We added the PayPal link two years ago after receiving multiple requests from *Slapdash* followers. We've never pushed it or tried to generate any kind of ad revenue.

We've found that people don't mind donating for quality content in line with the cost of other sources of media typically spent on their cable TV, magazine subscriptions, newspapers, paperbacks, etc."

Are you getting another boat? If so, do we understand that she will just be the largest you can afford, monohull or multihull?

"Yes. The *Slapdash* is for sale, and we're having serious second thoughts about the impending return to *terra firma*. We're still working on a method of enjoying this incredible lifestyle of adventurous travel on somebody else's dime though. We're tired of spending our own money, and believe that there must be a way to avoid land life without

Seth taking a flying leap into the blue — just the way he and Jaime started their slapdash circumnavigation.



Propane to make ice? It seems strange, but it's true.



SLAPDASH

CHANGES

completely depleting our savings. Such as running someone else's boat.

If you get another boat, where would you head next?

"Somewhere within 25 degrees of the equator."

— latitude 05/04/12

Cruise Notes:

There was a **narco gang execution in La Paz** on Mother's Day, which in Mexico is on May 10. Michael and Tiki Kehir of the Moss Landing-based Yorktown 35 **Merilon** report they had gone to Bismarcito's on the *malécon* to get some fish tacos, but the place was packed with Mexican families, so they returned twice before opting for another nearby eatery. Ten minutes after they'd left Bismarcito's, 10 shots were fired. According to a carpenter who had done work on their boat, three men had come into the restaurant right where the Kehirs had been standing, and one fired a single shot into the air. All the patrons ducked except for one man who tried to flee. He was tackled and held down by the gunman's two associates. The gunman then fired nine bullets into his head — in front of his mother, wife and daughter. According to the papers the next day, the victim was a nephew of **Joaquin 'Shorty' Guzman**, head of the Sinaloa Cartel, widely considered to be the biggest and most powerful drug gang in the world. Nobody else was hurt.

This incident follows the April 27 murder of well-known Canadian drug smuggler **Tom Gisby**, who was executed in a precise attack — one bullet to the head, one to the heart — at the Starbucks coffee shop just 100 or so yards from Paradise Marina in Nuevo Vallarta. Gisby had been the target of several attempts on his life in Canada and Mexico, following the assassination of some drug

La Paz — 'the Peace' — has a well-earned reputation as being the gateway to the Sea of Cortez, not as a scene of narco violence.

rivals at luxury hotels in Vancouver. According to Canadian authorities, Gisby was the sixth Canadian drug figure to be gunned down in Mexico in the last couple of years.

As we understand it, the current narco situation in Mexico is that two major forces, the Sinaloa Cartel and the Zetas Cartel, the latter taken over by former Mexican Army commandos, are ruthlessly battling it out for dominance. While the Zetas aren't as big as the Sinaloa Cartel, the U.S. considers them more sophisticated and dangerous.

While no tourists were targeted or hit in the incidents at Nuevo Vallarta and La Paz, it's nonetheless disturbing that the violence occurred in tourist areas that had previously been immune to such violence. We're told that life has quickly returned to normal in both places, but if there are additional incidents in these popular tourist areas, it would not be good for Mexico or its critical tourism industry. Personally speaking, we're still OK with the situation in Mexico, particularly in the cruiser areas. After all, statistically it's no worse than many places in the U.S. Regardless, we're keeping a close eye on the situation, and will keep you apprised of any further incidents.

Mexico will elect a **new president** in July, who will take office later in the year. Many hope that his/her approach to the narco gangs — even if it's semi-cooperation — will reduce the violence. While it seems as if there is no reason to expect a drop in narco violence in Mexico, based on what's happened in Los Angeles and much of the rest of the United States, you never can tell. In '93, the homicide rate in the City of Angels was a staggering 30.5 per 100,000. Now — with economic and other conditions certainly no better — the murder rate has plummeted to just 5.5 per 100,000, or about one-sixth of what it used to be.

Indeed, across the United States the murder rate has dropped by nearly half since the early '90s. Nobody seems to know why, but let's hope the same thing happens in Mexico.

To keep things in perspective, here are some interesting facts from the **Baja Insider**: In 2010, more than two-thirds of the cities in the United States had higher murder rates than Tijuana, which had the highest murder rate in



Baja. Indeed, **New Orleans, Baltimore, Detroit and Washington, D.C.** all had murder rates that were at least *double* that of Tijuana. In 2010, the murder rate in all of Mexico was 13.2 per 100,000. If you deduct direct combatants in the drug wars, it was 5.8 per 100,000 — or about the same as the United States. Compare that with **Honduras**, which has a murder rate of 72.3 murders per 100,000, and **El Salvador, Nicaragua and Guatemala**, each of which had more than 60 murders per 100,000. In other words, the murder rate in Mexico, even when you include victims of the drug war, is but a small fraction of that in Central American countries. How many of you were aware of that? Anyway, we'll try to provide you with the best factual information we can, and let you decide what to make of it.

June 1 was the start of **hurricane season** in Mexico, so cruisers have been making plans to either be prepared to hunker down, or head north or south.



LATITUDE/RICHARD



Spread; Yard Manager Bruce Berry throws up his arms to welcome 'La Gamelle' to her off-season home on the hard at St. Kitts Marine Works. Top inset; Boat keels are set in holes and cushioned with tires. Bottom inset; The very basic yard is located directly below massive Fort Brimstone.

The guy with the coolest plan we've heard so far is Ed Skeels of Alameda, who will be making the second trip in two years back to San Francisco Bay with the "cheaply built O'Day 26" **Dos Gatos** that he beefed up and rebuilt. "I'm leaving the La Paz for San Francisco, but will be sailing — not motoring — offshore. Depending on the weather, I expect my first landfall to be either Hilo or San Francisco."

We love your style, Ed! When you get back, we'd like to debrief you — and lay some *Latitude* swag on you.

Speaking of **tropical storms**, Mexico had three between May 14 and May 22, which is a lot so early in the season. And one of them, *Bud*, was expected to reach minimum hurricane force. But all started way down south by the border with Guatemala and weren't expected to cause any damage ashore. The East

Coast saw tropical storm *Alberto* form on May 19, which is really early in the season for that area. It was not only a mild one, but it first headed west, then did a 180 to head northeast several hundred miles offshore on its way to oblivion.

Where are we taking the Olson 30 **La Gamelle** for hurricane season in the Caribbean? To **St. Kitts Marine Works**, just 28 miles from St. Barth. It's the ultimate in bare-bones boatyards, as they just haul your boat out and put the keel in a tire-lined hole. You want sandpaper, paint, masking tape, or fasteners? You better bring them with you, because this yard is for storage only. It's \$8/ft/month.

"I arrived in Tonga yesterday aboard the Beneteau 50 **Irene** with my daughter Rachael and her boyfriend Jeremy Porter, and we're all glad to be off the boat," writes Caren Edwards

of the Peninsula. "We knew this was going to be a delivery, but perhaps we didn't realize how different it would be from 10 years ago when my family and I spent five years leisurely cruising the South Pacific aboard our Marquesas 53 catamaran **Rhapsodie**. You know it's a delivery when you go through French Polynesia and don't even stop as you pass Moorea, Bora Bora and other famous spots. At least we all got some good sea time in. But I have some **bad news about Tonga and the Cooks** for cruisers who will be coming through soon, as it feels as if just about everyone is on the take.



Rachael and fresh banana bread.

"**Palmerston Island** is an absolutely beautiful island in the Cooks," continues Edwards, "and for many years had a welcoming tradition toward yachts. We brought pictures from our visit 10 years before, and the locals remembered our family, and Rachael renewed old friendships. Rachael had made a best friend at Palmerston when she was 9 years old, and the Island family begged her to stay with them for a year. She cried when we told her 'no', she would have to come with us. Her friend is now 23 also — and has four children!

"Anyway," Edwards continues, "Palmerston is no longer the deal it was 10 years ago when we stayed a week. By the new policy, you must pay \$130 U.S., and you can only stay for three days! We had to pay that same amount even though we only stayed 10 hours, and just because I wanted a little shore time for my birthday. During our last visit, Palmerston had a yacht club and a place for cruisers to hang out. This is now closed "because

Cruisers have to pay \$130 U.S. to stop at Palmerston in the Cooks. That's a lot of money for a max of three days at such a small island.

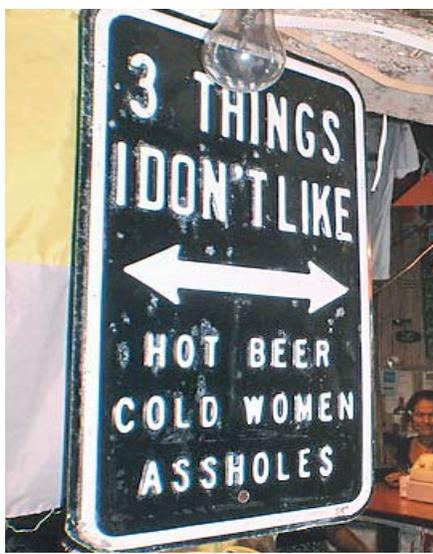


NASA

CHANGES

it was too close to the church." Our Kiwi skipper was furious with the charges, since the Cook Islands is subsidized by New Zealand taxes. The bottom line is that it will likely be costly to stop at any of the Cook Islands, however briefly. So be sure it's worth the time you intend to spend, and ask if there is a time limit before you go ashore, because once ashore, you have to pay. No wonder they try to get you to come ashore before they tell you what the fee is. In fact, they even quoted us one price at our boat, then a higher once ashore.

"As for Tonga," Edwards continues, "they now charge \$130 U.S. per person if anyone gets off the boat to fly out of the country. There may be some 'on the take' action on this, as there was a catamaran rally when we were there, and the crews of those boats could leave without having to pay anything. But there is good news, too. We all want to give thanks to *Latitude's* **Andy 'Mr. Puddle Jump' Turpin**, and especially **Maryline Gautherot**, the yacht agent in Papeete whom Andy arranged to work with Puddle Jumpers. They made our entry into French Poly-



VAVA'U YACHT CLUB

Given the new crew departure fee in Tonga, the sign at the Vava'u Yacht Club needs to be changed to four things not liked.

nesia a breeze. What a difference, given all the paperwork hassles and bonds the French throw at other cruisers! Maryline was worth every penny."

We're also hearing reports that boats

leaving the **Galapagos** are being charged wildly differing amounts of money — sometimes including a "lighthouse fee" — to get the *zarpe* necessary to leave the country.

"We're sneaking out of town on the ebb May 29 bound for Tonga," reports Harley Earl of the Tiburon-based Deer-foot 62 **Kailani**. "Tom Prior, *Kailani's* first mate, and three crew will join me on the 4,600-mile passage that we expect will take about 25 days. My wife Jennifer and daughter Sophia will fly down in June, and the family will cruise the islands until we depart with another crew for New Zealand in late October. We are in the final throes of preparation and provisioning at the Sausalito Fish Dock, which means long days and nights. But we've done this before, and know that the key is to set the date to leave, and whatever gets done is done, and whatever doesn't get done — well, it will have to wait."

When Harley says he's "done this before", he's referring to the fact that he and Jennifer did a circumnavigation in '04-'06 with their Hans Christian 41

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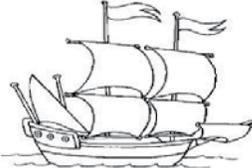
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Manu Kai, and more recently, after purchasing **Kailani** — in Marmaris, Turkey, of all places — delivered her 9,000 miles back to Northern California.

"Last night there was a happy-hour gathering of cruisers on the beach at Isla Coronado, just off Loreto in the Sea of Cortez," report Marlene and Roy Verdery of the Sausalito-based Manta 42 **Damiana**. "Several people asked how long we'd been cruising in the Sea, realizing that they hadn't seen **Damiana** before. We mentioned that we'd been on the '04 Ha-Ha, and stayed in Mexico until '07 aboard our Pearson 36 **Jellybean**. And that we'd then gone to Florida to buy **Damiana**, hoping to be back in Mexico long before the five years that it took us. A few people came up to say they remembered us from **Jellybean**, and the folks on **Stella Blue** said that they'd been on the '04 Ha-Ha, too. They introduced themselves as Lori and Wally, and said they had been on **Wild Rose**. When I mentioned that Roy, and our friend and crew, George, also a physician, went up to **Wild Rose** at Cedros to take care of their

crewmember who had fallen ill, it was like old home week. After much catching up, they told us that Phil Hendrix, their friend who had taken ill, been transported to Turtle Bay, then airlifted back to California, is doing well — and still sailing in the Delta. Another couple that we reconnected with are Gordon and Vlasta Hanson on **Far Country**, vets of the '05 Ha-Ha whom we met in Barra in '06. It's a small cruising world."

One of the main reasons we love St. Barth is that the island is a powerful magnet for all types of great sailing yachts, from the latest and greatest, such as the 218-ft Dykstra/R/P/Baltic **Hetairos II**, to historic ones such as the 50-ft Manuel Campos-designed **Gaucho**. For those not familiar with *Gaucho*, she



One of the first great cruising boats, 'Gaucho' still looks sweet after nearly 70 years and well over 100,000 miles.

was commissioned by Ernesto Uriburu, an Argentine diplomat stationed at the embassy in Washington, D.C. during World War II. It's hard to believe that anybody was dreaming about building a cruising boat in '42, which we'll remind younger folks was at some of the darkest hours of World War II. Nonetheless, Uriburu's ketch was launched from the Parodi Boatyard in Tigre, Argentina, in '43. The diplomat's first voyage started in '46, when he sailed across the Atlantic

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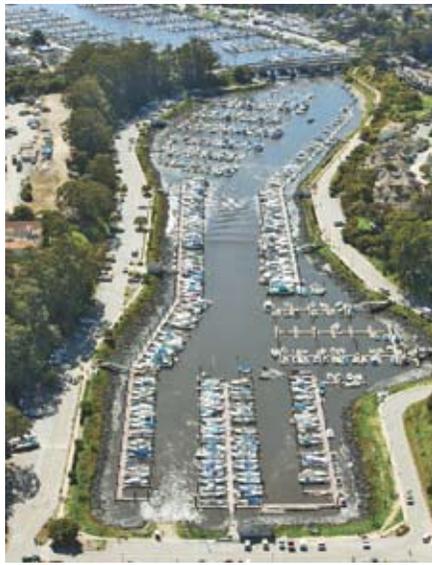


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in order to retrace Columbus' Voyage of Discovery from Spain to San Salvador. Urriburu would eventually sail *Gaucha* a total of 67,000 miles, including across the Atlantic again to the Suez Canal and then back across the Med and Atlantic yet again to New York. The Cruising Club of America awarded Urriburu their coveted Blue Water Medal in '47 for his exploits. For the last 23 years, *Gaucha* has been owned and lived aboard by John and Roni Everton of Deltaville, Virginia. This winter they sailed south to St. Barth for the fourth and perhaps final time. The explanation is that they want to downsize, and are hoping to sell the ketch to an Argentine sailor with a sense of history and national pride. We didn't give *Gaucha* a close inspection, but from 150 feet it appeared as though the Evertons have taken excellent care of her. A short time later, she won her class at the Antigua Classic Regatta.

Santa Cruz Harbormaster Chuck Izenstark tells *Latitude* that the tsunami that originated in Japan is still having repercussions in **Santa Cruz Yacht Harbor**, and will through about October of '13. The problem is that every dock in the



Last year's March 11 earthquake in Japan caused extensive damage in the South Harbor of Santa Cruz Yacht Harbor.

South Harbor — there are 13 of them, each with 20 to 30 slips — is having to be rebuilt. It's a huge project, requiring boats to be moved around a lot. So while Santa Cruz Harbor likes to be as accom-

modating as possible to transient boats, until the construction is done, stays are going to have to be limited to one night. Naturally exceptions will be made if your mast fell down or it's blowing 100 knots out in Monterey Bay, but you get the idea. The nearest alternatives are anchoring off the Wharf or at the nearby Capitola anchorage. If you want a berth, 14-mile distant Moss Landing, which has picked up a lot of business, will be able to accommodate you. If you're looking for a more cosmopolitan facility, 22-mile distant Monterey Yacht Harbor usually has open slips and always has room in the anchorage.

Scott Stolnitz of the Marina del Rey-based Switch 51 **Beach House** reports that he completed the crossing of the Pacific Ocean to Australia last October that he and his wife Cindy had begun four years before. Tragically, Cindy, a victim of depression, wasn't there in person to complete the trip. "But she was here in spirit and always will be," Scott wrote. When *Beach House* left New Caledonia for Oz last October, it was unusual in that she just happened to be

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in company with four other catamarans. One of them was the San Rafael-based Venezia 42 **Dream Caper**, owned by Steve Stecher and Portia Ignarashi. The couple left San Francisco Bay nine years ago, did Mexico for two years, spent a year in Central America and the Pacific side of the Panama, then transited the Canal to spend two years in Panama's beautiful San Blas Islands. In '08 they re-transited the Canal and sailed down to Ecuador. Since then, they've sailed to the Galapagos, and all the way across the Pacific to Australia. At last word, they were sailing up the Queensland Coast, enjoying some magnificent diving.

When Stolntiz arrived in Oz, Scott put *Beach House* on the hard for the five months of the Austral cyclone season, and flew back to California. He's now returned to Oz, where he and crew Nicola Woodrow have ambitious plans for the upcoming year. They include the 2,500 miles north and west to Darwin, the Sail Indonesia Rally to Bali, then crossing the Indian Ocean to the Chagos, Madagascar, and South Africa. Ten thousand miles in all.

Speaking of New Caledonia, as we did a couple of paragraphs ago, the first ever **New Caledonia Great Lagoon Regatta** was to have taken place May 25 to 28. We haven't gotten a report yet, but the lagoon is the largest coral reef lagoon in the world, and the scenery is stunning. The event is too early in the season for most Puddle Jumpers, so it will no doubt mainly appeal to Aussies, Kiwis, and North American cruisers who are already back in the South Pacific for a second season.

With his only goal being to complete his circumnavigation before age 80 — something he easily could have done long ago with his Gig Harbor-based **Naja 30 Fleetwood** — Jack van Ommen still has years and options before him. For the last two years, he was hoping to make it across the Atlantic to Cartagena, from



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where he would begin his explorations of South America. But the lure of Western and then Eastern Europe proved too strong. After a trailblazing sailboat journey from Amsterdam to Istanbul via various canals, the Danube River and the Black Sea, van Ommen arrived in Istanbul fully expecting to cross to South America this coming winter. But no, there will be yet another delay.

"I now plan to spend another winter



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CHANGES

in Amsterdam," he writes. "I'll most likely get there by way of the Rhone, Moselle and Rhine rivers. Although if I make good progress from Crete, where I am now, I might go back to Holland via the Atlantic and the English Channel. And there are still a few places on the North Sea and the Baltic I'd like to visit in the summer of '13 before I head back for the Americas."

We've said it before: when it comes to great cruising adventures carried out by senior citizens on small boats with tiny budgets, Jack van Ommen is right up there with the best of them.

One of our favorite quips comes from boxer/human train wreck Mike Tyson, who once said, "Everybody has a plan [meaning a strategy to beat him in the ring], until they get hit in the mouth." And in his prime, Tyson could hit people in the mouth harder than anyone. Anyway, the 'theory is one thing and reality another' came to mind when we got the following email from the Doolittle family — Ben, Molly, Mickey and J.P. — of the Sacramento-based Catalina 38 **Knee Deep**:

"We've had an awesome winter of cruising, starting with the Ha-Ha and most recently surfing across the bar to get to Bahia del Sol, El Salvador. But as it's getting really frigging hot here in El Salvador, and the many lightning storms are not fun, we've decided to take a break from cruising this summer and return to our boat in the fall. Our plan is to float between San Mateo, Petaluma and Sacramento, and we will probably both couch surf and use Molly's dad's RV. We have a few options when it comes to work, but if anyone has opportunities in sales, sailing, construction, teaching/training, marketing, waiting tables/bartending/cooking, housesitting — you name it; we're for hire."

A lot of cruisers assume they can **take the heat** of places such as the Sea of Cortez, and the heat, rain and lightning of a coastal Central America summer — until they actually experience it. Not everyone can. And if you can't, what's the big deal? The reality is that after

six or eight months of cruising, taking a break, either in the 'eternal spring' weather conditions of inland Mexico or Costa Rica, or back home in the States with family and friends, is not a bad idea at all. It not only puts variety in your life, but will soon have you lusting to get back aboard.

Over the spring we became pretty good friends with fellow St. Barth anchor-out Doogie Knox, an Aussie who lives aboard his small catamaran **Tortilla Flat**. A terrific sailor, Doogie had good rides for all the big races, and was therefore called on to help deliver the great 143-ft **Mari-Cha III** from the Caribbean to Valencia, Spain. Northern California sailors may remember *Mari-Cha III* from the '02 Pacific Cup race to Hawaii. Anyway, the big yacht made it to Gibraltar in 14 days and Valencia in 14 days. Smokin! But then *Mari-Cha III* — to our eye one of the most beautiful yachts ever — is a speedster. In '05 she crushed the 100-year-old transatlantic record by nearly 20%. During the delivery, Doogie says the ketch hit a top speed of 24 knots, but regularly hit 20 knots with ease. That's cruisin'!



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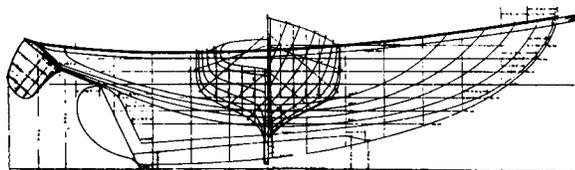
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18-FT AEOLUS BANK DORY. Oakland, CA. \$2,000/obo. 18' 6". Includes trailer and two sets of oars. Made by Jeremy Fisher Smith in mid-80's at Davenport shop. Rows beautifully and also has motor well for 5 or 10hp motor. (510) 337-4567/eves.

10-FT ACHILLES. San Francisco. \$1,200. Achilles inflatable (10'-4") W/8hp Evinrude outboard. Both in excellent condition, used in freshwater only. (415) 564-5209 or bswanson1@sbcglobal.net.

10-FT WALKER BAY, 2010. Woodland. \$1,800. With sail kit. Newer condition-used very little, stored inside. Will sell sail kit without the boat, but not the boat without sail kit. Boat \$1,000/Sail kit \$800. www.walkerbay.com/dinghies-sailkits/rigid-dinghy/walkerbay10. (530) 681-0929 or reddoch@hotmail.com.



10-FT WEST MARINE INFLATABLE. 2007. Alameda. \$1,950. Near new condition. 1980 Johnson 7.5hp with engine manual. Mostly used fresh water. Galvanized Calkins trailer. Extra gas tank. (209) 988-6107 or bill911s@yahoo.com.

9-FT ARTIGIANA BATELLI, 2000. Half Moon Bay. \$1,899. 290VS rib bottom with 8 HP Honda outboard BF8A 4 cycle. Raft 9'6" L 5'5" W max 4 persons. http://westcoastinflatables.tripod.com/AB/Nav2.90vs.htm. (510) 557-1155 or bobellis@strategic-intent.com.

24 FEET & UNDER



22-FT CATALINA, 1970. Chico, CA. \$2,500. On the hard in Chico. Classic trailer/sailer enshrined in Sailboat Hall of Fame. Hull #202. Clean. Very good condition. She tasted only fresh water in Lake Almanor. Health forces sale. (530) 893-4800 or FThorne@digitalpath.net.



24-FT FLICKA, 1983. Alameda Marina. \$30,000. Yanmar 1GM, bronze ports, brown hull, barrier coat, teak ceilings, Hogan main and 80%, storm jib, trysail, drifter, cruising spinnaker, 120%, 140%, small dodger, Bruce 22#, all lighting LED, 2 AGM batteries, winter and summer boom tents. Contact (510) 703-7050 or flickasf@aol.com.

23-FT COLUMBIA "T", 1973. \$4,000. Shoal draft, rolling furling, well maintained. Cockpit and interior cushions. Bilge pump, air vent fan, bottom sanded, paint ready. Exterior woodwork recently refinished. Excess gear removed. Clean inside and out. Request photos. (707) 499-9396 or alpsail@gmail.com.



24-FT CAL, 1983. Redwood City Marina. \$4,000. Main, jib, 130% genoa, 5hp OB, all safety equipment. Ready to sail. In great condition. Call Rich. (650) 363-1390 or rich@spinnakersailing.com.



23-FT DUTCH-BUILT FIBERGLASS. sloop, 1969. Brisbane Marina, CA. \$3,000. Very nice condition. Ready to sail, low maintenance. 4hp, 4-stroke OB, nice North furler. Carl Alberg design, full keel, like South Coast 23, single-handler, day-sailer or overnighter. (415) 468-0854.

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20-FT CAL, 1962. San Jose. \$2,000. 20-ft sailboat on reconditioned galvanized trailer. Upgraded new rigging. Heavy weather equipped. Twin head stays. Emergency rudder. 2-radio antenna. Anchor pulpit. New lifeline system. All lines led aft. 7 sails. Jiffy reefing. 2hp Honda, 10 hours more or less. (650) 218-5090.



15-FT BONGO SPORTBOAT FOR ONE. 2005. Novato, CA. \$6,500. Fun 1- or 2-person sportboat. Boat is like new, sailed only a few times. Stored inside. North sails, trailer, cover, carbon mast, jib, main, spinnaker and all the gear. In perfect shape. 2005 built, some gear still in the plastic. Check it out at website. www.sailabongo.com. (443) 955-8463 or deesmith@deesail.com.

22-FT WD SCHOCK SANTANA, 2005. Alameda, CA. \$14,500. 4hp 4-stroke Yamaha outboard. Micron paint 2011. Dacron Pineapple sails. 12-volt system with interior and navigation lights. Emergency equipment. Anchor. Lifting cable. Zieman trailer with braking system. (209) 988-8401 or dtj.sailor@gmail.com.



23-FT BEAR, 1947. SF Marina. \$7,000/obo. Own a part of Bay history! Beautiful wooden sloop #32, *Little Dipper*. Built Sausalito by Nunes Brothers. Outstanding condition, repainted topsides, bottom, mast 2010. Race ready 2 mains, 2 jibs, 2 spinnakers. Call Joe. (415) 922-5937.

25 TO 28 FEET

26-FT CONTESSA, 1978. Santa Cruz, CA. \$14,000. Small sailboat that'll take you anywhere. Tabernacled mast. Good-new main, 4 jibs, spinnaker, non-installed Harken furler. Yanmar 2GM diesel. Tiller autopilot. 2 Bruce anchors. Fresh bottom paint over barrier coat. (831) 566-0442.



25-FT CATALINA, 1980. Sausalito. \$5,000/obo. Main, roller furling jib (both in very good condition), Honda 9.9 long shaft, autopilot, 2 anchors, and more. V-berth, head, dining table, galley, quarter berth fits tall person (6'6"). Ideal for singlehanded, couple, small family, or sharing with a partner for very low cost to sail the world's greatest place! Sausalito berth at Clipper Yacht Harbor available. See pictures at: <http://flic.kr/ps/2bK5mU>. Contact (650) 324-9653 or rick.wolff@me.com.



25-FT VANCOUVER SLOOP, 1985. Brookings, Oregon. \$14,900. Double-ended strong long distance cruiser, Yanmar diesel 10, roller furling, macerating head, CQR anchor, teak cabin, self mast raiser, trailer, solar, stainless steel portholes and cowlings, much more. 600 mile delivery included. (541) 469-9379 or sandsations@nwtec.com.



27-FT CHEOY LEE OFFSHORE, 1965. Alameda. \$14,000. No TLC required. Teak deck, cabin and interior, fiberglass hull, Yanmar diesel, new bottom paint June 2011, 2+ sets of sails, pressure and pump water, stove, head, new upholstery, boat cover. In great shape. (408) 267-9262 or cptnjoh@pacbell.net.



25-FT U.S. YACHTS BUCCANEER, 1982. Emeryville. \$3,495. New Nissan outboard with alternator and battery 2010. New mainsail (Pineapple) with single reef. Three good headsails. Sail covers 2009. Raymarine ST1000 tiller pilot 2010. New control panel. New Plastimo compass. Tabernacle mast. Swing keel. Good all-round condition. Cheap transferable slip. pbbtney1@yahoo.com.



25-FT PACIFIC SEACRAFT, 1976. DeSabra. \$35,000 w/EZ Loader trailer. A beautiful loaded Pacific Seacraft 25 and like-new EZ Loader trailer for sale. Boat is cruise equipped. No expense spared on this beauty. Must see! (530) 354-4885 or vjohannesr@gmail.com.

29 TO 31 FEET

30-FT TARTAN, 1972. Brickyard Cove Marina. \$14,500/price reduced. True plastic classic S&S design, very good condition. Bottom job, two coats Trinidad, 8/11. Upgrades: dodger, North main, jib, Harken furler, SS stem fitting, BBQ, depth, wind meter, Fortress anchor. Strong A4, electric fuel pump, ignition, SS muffler, new water pump, 55A alternator, cockpit, cockpit cushions, foam toppers. Sym, asym spin, dinghy, extra main and jib, VHF, stereo. Great teak. Send for photo package. (510) 544-9611 or friedman33@comcast.net.



30-FT S-29.2C, 1982. Alameda. \$27,500. Built in Holland Michigan by Slicker Yachts, 1982, bought new 1983. 9.2 meters (29'10"); 11-ft beam, 10,000 lb. displacement. 4-ft > draft (fin shoal keel). Yanmar 2GM engine, sea water cooled. Center cockpit, aft cabin. 6'2" headroom in salon. Forward double berth, aft double berth. Full head with sit-down shower/tub. Galley: 2-burner CNG stove with oven, ice box. Storage. Original owner. In SF Bay since purchase. All purchase and repair and maintenance records. Photos and more info at: <http://tinyurl.com/s2waterwitch>. (925) 837-9408 or (510) 521-6477. esterdotter@inbox.com.

30-FT PEARSON SLOOP, 1973. Delta. \$7,500. World class sloop. Upgraded to Volvo twin diesel, cost 10k. New bottom paint, zincs, etc. Force 10 heater. Surveyed last year at \$12,300. FIRST lucky sailor with \$7,500... (916) 217-6908 or chardonnaymoon@att.net.



29-FT ERICSON, 1970. Berthed Loch Lomond. \$12,500. Well-maintained boat, same owner 20 years, rigged and repainted. Roller foresail, good main w/ lazyjacks. Reef, furl and hoist sail from cockpit. Yanmar GM20F, 1100hrs, serviced regularly. New water and fuel tanks. Bruce and Danforth anchors. Tiller with autopilot, depth, speed, GPS. Horseshoe lifebuoy, two-man inflatable dinghy. Dry boat, sleeps five, new carpet cushions and head. Galley, power water. Electric bilge pump. VHF radio, stereo audio. Selling due to health. (415) 381-1519 or HalLien3@msn.com.

30-FT HUNTER, 2002. Hidden Harbor. \$43,000. Beautiful boat. Professionally maintained and ready to go. Yanmar diesel. Roller furling. All lines led aft. Comfortable cabin. VHF. CD stereo. Propane galley. Fun to sail. Email for pictures. Contact (530) 389-8387, (530) 346-2266 or calvertvet@exwire.com.

29-FT PEARSON TRITON, 1963. Sausalito. \$4,900. #393 is a great family boat for day sailing on the Bay and beer can races. Newish Doyle main and jib. Harken furler/traveler. (415) 823-0300.

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30-FT OLSON, 1984. Bainbridge Island, WA. \$13,000. Very fast in light wind, very fast in heavy weather. Great family boat and racer. Easy to sail short handed. Hull #246, full complement of sails, excellent condition. (206) 201-3363 or (425) 301-6101 or rocketest@comcast.net.



30-FT CUSTOM SCHUMACHER, 1981. Seattle, WA. \$30,000. Total professional restoration, and upgrades. 8 coats Awlgrip, and much more. Ready to race, weekend cruising, or day sailing. One of 5 built by Dennis Choate. Sister to *Shameless*. Contact for complete specs and pictures. Serious inquiries only. (206) 201-3701 or ISS87@Comcast.net.



31-FT POCKET CRUISER, 1954. Alameda, CA. \$12,000. 31 feet overall, oversized rigging, new diesel engine, hardly used, bronze fastenings, lead keel. Well maintained, newly surveyed, 40 years same owner. Serious inquiries only!! Contact (925) 933-4252 or (510) 506-8578 or sandrabackovich@sbcglobal.net.

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 (925) 935-4413 or sqsailors@hotmail.com.



CATALINA 34 MK II, 2003. Santa Cruz. \$95,900. Ready to cruise the California coast and beyond. Autopilot, GPS chart plotter, radar, windlass, dodger, roller furling jib, in-mast furling main, asymmetrical spinnaker, heated cabin, Universal 35M diesel. www.2003catalina34.com. Contact (831) 419-0573 or (831) 251-9125 or catalinamike@gmail.com.

29-FT CAL, 1974. Belvedere, SFYC. \$10,500. Yanmar diesel 2GM20F low hours. Sails include two spinnakers. Bottom coats MIC66. Sleeps 4-6. Many upgrades totaling over \$16,500 including new engine and fuel tank. Move forces sale. (831) 626-3961 or (415) 786-2829 or fredjsiegel@aol.com.



30-FT ALLMAND SAIL 31, 1982. Alameda. \$7,500/firm. Diesel engine has only 179 hours. Contact (916) 267-7941 or alamedafrances@gmail.com.

32 TO 35 FEET

35-FT ERICSON 35+, 1983. Emeryville. \$39,000/obo. In great sailing shape. Perfect Bay single-hander too. All recent sails, instruments, Autohelm 6000 and hatches. Lotsa spares. Call, email Phil for more info/pix. See @ Emery Cove B-60. (925) 642-7600 or (925) 754-4560 or pmchin47@hotmail.com.

32-FT RHODES TRAVELLER, 1976. San Diego. \$9,000. Double-ended cruising boat: solid thick fiberglass, but not overly heavy displacement. Cutter-rigged, single diesel. Many cruising attributes including - radar, Monitor self-steering, wood-burning heater, and offshore liferaft. Nice interior. New standing rigging in 2009. Nice, simple cruising boat that sails well, but needs a few projects completed to be cruise-ready. (310) 430-2919 or (831) 521-9082 or rollingapple702@sbcglobal.net.



28-FT S-2, 1982. Sausalito Clipper Yacht Harbor. \$22,500. Third owner. Hood Vector sails. Yanmar diesel. Two anchors. Cockpit cushions. Well maintained. Solid sound boat. Strong Bay sailer. (707) 280-7498 or lounibos@sonic.net.



30-FT CATALINA, 1985. Tiburon. \$26,500. Diesel, wheel. Excellent condition. Many upgrades. Engine is perfectly maintained by professional mechanic. Sails like new. Dutchman system on main. Self-tailing winches. Newer standard rigging, lifelines and line clutches. Dodger. Full boat cover. (415) 435-9469.



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, lower deck, cushions, head, ice box and stove. Contact (415) 929-0789, (415) 990-1565 or grantsett@yahoo.com.

32-FT ERICSON, 1971. Bruno's Yacht Harbor, Isleton. \$17,000. Not a project boat, ready to go. Classic 70s boat. Interior and exterior very well maintained. Great Bay and Delta boat. Yanmar 2GF diesel 700 hours' service. New batteries, charger, mid-hatch and companion canvas. Restored deck, refinished teak, recent bottom paint. Suite of sails, lines led back, self-tailing winches, LectraSan sanitation, documented. Boat is currently at Bruno's Island, Isleton. Detailed equipment list available. (510) 207-0111 or (510) 525-3572 or don@dondommer.com.



35-FT CHEOY LEE ALDEN 32, 1971. Pelican Harbor, Sausalito, CA. \$25,000. Pilothouse ketch. Long range coastal cruiser. Heated cabin. Heavy Lloyds A-1 glass hull. Lovely husky lines. Solid boat priced to sell. Perfect for San Francisco Bay and anchorages and outer coast. Needs some interior repair. Pelican Harbor slip 67, Sausalito. See details and video at website: <http://boatvideosales.com>, click on sailboats, then *Euxine*. (415) 465-1656.



30-FT BRISTOL CHANNEL CUTTER. 1997. \$125,000/obo. 30-ft Lyle Hess Bristol Channel Cutter, *Tigress*, 1997, sistership to the Pardey's famous *Taliesin*. Extraordinary craftsmanship. Mahogany on oak. Teak cabin and decks. Hull so fair many think it's fiberglass. Amazing teak and birds-eye maple interior. 27hp Yanmar. Well equipped: roller-furling, storm trysail, spinnaker, sea anchor, radar, chartplotter, autopilot, windvane, refrigeration, VHF, 110V electrical, inverter, Force10 heater, Force10 stove/oven, windlass, 9-ft Fatty Knees dinghy with sailing kit, much more. Pristine like-new condition. More at www.tigress-bcc.com. (650) 868-0348.



30-FT HUNTER 306, 2002. Alameda, CA. \$52,000 or reasonable offer. Owner relocating but heartbroken -- boat is fast, "fully loaded", beautifully maintained, and ready to go. Easy to sail, too -- all lines led aft. Contact seller for more information and pictures. frances@netbox.com.

34-FT CATALINA, 1987. Ventura, CA. \$37,000/asking. Two private staterooms, diesel, hot water, refrigerator, power windlass, autopilot, radar, VHF, dinghy, outboard, much more. Good condition and ready to go. Lying Ventura, CA. (805) 901-4227 or glcowen@sbcglobal.net.

33-FT RANGER, ALAMEDA. \$12,500. 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. Email for photos. www.latitude38.com/features/bomRanger33.htm. Contact sailorkh@sbcglobal.net or (510) 507-0200.



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SOVEREL 33 GRAND TOURING MODEL. 1986. Monterey, CA. \$29,900. Elliptical rudder, Yanmar diesel, racing and everyday sails, carbon fiber stiffening improvements, autopilot, folding prop, recent nonskid, rudder bearings, bottom job, survey. Ready to race or daysail. Visit: <http://Soverel33.com>. (831) 238-6961 or fitboat@aol.com.



32-Ft FUJI KETCH, 1976. Stockton. \$27,900. Beautiful and ready to sail. Strong and seaworthy. Fresh brightwork. New diesel. Fresh sails. Well equipped and nice in and out. Moving. Reluctantly selling. Photos here: <http://img689.imageshack.us/slideshow/webplayer.php?id=img09181.jpg>. Contact (916) 662-2604 or hal_mintun@yahoo.com.

33-Ft CHEOY LEE CLIPPER KETCH. 1975. Martinez, CA. \$25,000. Joaquina. Luders design, Volvo MD2030 25hp diesel, new rigging 2006, sails fair condition (main, mizzen, 2 jibs, genoa), exterior wood finished with honey teak, propane stove/range, fiberglass deck. (707) 315-1884 or pelican.freedom@yahoo.com.



35-Ft WAUQUIEZ PRETORIEN, 1983. Tiburon. \$84,500. The Pretorien is well known for strength and offshore capability. Well maintained and constantly updated, *Bravo* will take you anywhere. Race her to Hawaii again or head off cruising - she's ready to go! (415) 902-3657 or bravosails@gmail.com.



35-Ft BRISTOL 35.5, 1978. Berkeley. \$39,500. Solid, beautiful, well-equipped, documented. Andersen two-speed self-tailing winches, radar, electric windlass, Force 10 stove, SSB, VHF, EPIRB, GPS, Yanmar 2QM20, 8' inflatable, 3hp outboard. Cruised Mexico. Break my heart. Buy my boat. (510) 524-9976 or (510) 847-8375.

32-Ft WESTSAIL. Pillar Point Harbor, Half Moon Bay. \$34,500/obo. 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.

36 TO 39 FEET

38-Ft CATALINA, 1983. Sausalito. \$46,000. M30 Universal diesel, Dutchman, new 130 Hood jib, refrigeration, radar, GPS, new tranny and fuel tank, 2 new batteries and Xantrex charger. Professionally maintained. Teak interior. Clean, fast and FUN Bay/coastal boat. Excellent condition. <http://sfbay.craigslist.org/nby/boa/3022523489.html>. (209) 304-1555 or chagen22@yahoo.com.



36-Ft J/109, 2004. Berkeley. \$169,000. Great racer/cruiser with North 3-DL racing main and jibs, 3 asyms, charter main and jib, Autohelm, B&G electronics, dodger, diesel engine, refrigeration. Excellent comfortable interior. Proven racer and great cruiser. Currently in OCSC fleet. (209) 639-5955 or notmanre@aol.com.

39-Ft FREYA IN STEEL, 1974. Oxnard, CA. \$25,000/obo. Freya Halvorsen 39 steel sloop. Insulated, rebuilt 85hp Ford diesel. Autopilot, radar, GPS, fridge, shower, hot water. Hood roller furling, hydraulic windlass, sounder, dodger, refurbished aluminum mast/boom. Will trade. Contact (805) 200-6089 or traim69@hotmail.com.

36-Ft ISLANDER, 1977. Sausalito. \$49,500. 2009 Baja vet, ready to go south again. Must see many recent upgrades. New sails, rigging, roller furling, solar panel, liferaft, EPIRB, Monitor windvane, dinghy, outboard, teak and holly floor, headliner, interior, ports and forward hatch. Yanmar diesel, Furuno radar, spinnaker pole, pressure hot water, refrigeration, depth and knot meters. See website: www.hurulu.blogspot.com. Call (415) 497-9078.

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/February15201202?authuser=0&authkey=Gv1sRgCJea34-Hsdz7cQ&feat=directlink>. Contact dcd987@gmail.com or (831) 234-4892.



36-Ft CATALINA, 1989. Emeryville. \$56,500. Full batten main with Dutchman flaking, roller furling jib, asymmetrical spinnaker, boom vang, Gyb'Easy preventer. Rigged for singlehanded sailing. Radar, VHF, autopilot, Honda outboard, Achilles dinghy, dodger, microwave, Force 10 cabin heater, HDTV, Lifesling. (925) 200-0083.

37-Ft ENDEAVOUR A-PLAN, 1979. \$29,500/obo. Strong, safe cruiser, roomy liveaboard, Caribbean/Mexico vet. Extensive re-fit 2008, fully cruise equipped. Kyocera 125 solar panels, air marine wind generator, Avon 10'2" RIB, Yamaha 15, full cockpit enclosure, many extras. (831) 600-7232 or nettiemont@hotmail.com.



38-Ft AERODYNE, 2003. Tiburon. \$179,000. Ultimate performance cruising boat. Leisure Furl, electric halyard winch, seven Andersen SS winches, radar, TV/DVD, dodger, BBQ, sprit, two spinnakers, Yanmar, SSB, Pactor, diesel heat, watermaker, new Awlgrip, windlass, liferaft. Ready for Mexico. (415) 385-3600 or hspotter@aol.com.

36-Ft ISLANDER FREEPORT. Model B, 1978. Morro Bay. \$53,500. Roller furling, Bruce, 2 Fortress, windlass, radar, 2 VHF, remote mic, chart plotter, Autohelm, depth, wind gauge, refrigerator, CNG stove/oven, 1000 watt inverter, dual bank charger, fireplace, Perkins 4-108. (559) 707-7344 or bobjenkizziar@sbcglobal.net.

37-Ft ERICSON SLOOP, 1974. Alameda Marina Village. Best offer subject to acceptance. Many upgrades. Yanmar diesel. Less than 300 hours. Regularly serviced. Restepped mast. Bottom plate replaced by Svendsen's with space age materials. Standing and running rigging replaced. New roller furling. Life lines replaced. Wheel, wind knot meter and depth meter. All records of purchase and service. Upwind berth. Boat has been sailed as a day sailer. Photos available. Contact (408) 354-6960 or (408) 981-3779 or caparella2345@comcast.net.

36-Ft ISLANDER I-36, 1974. Berkeley. \$27,500. Exterior brightwork - April 2012, bottom paint, cutlass bearing - May 2011. New full cockpit enclosure and bronze tint windows, 2 upgraded headsails, 2 Harken #46, 2-speed self-tailing winches. Farymann R30 diesel engine, radar, GPS. (503) 481-9769 or cahhiway@aol.com.



38-Ft CUSTOM STEEL KETCH, 1963. Santa Barbara. \$110,000. Custom one-off classic gaff-rigged w/topsail steel ketch. Exceptional yacht built to exacting standards of Van De Voorde shipyard in Belgium. Same owner since 1976 and in perfect condition. Super dependable British Lister air-cooled diesel engine eliminates all water cooling maintenance issues. 10 mm thick keel. Safest cruising yacht possible or great liveaboard in Santa Barbara w/slip. <http://picasaweb.google.com/alexofsb/2012MenbhanAlbum?authkey=Gv1sRgCJmG6vMwPGCzgE>. Contact (805) 709-1399 or alexofsb@gmail.com.



CAPE DORY 36 MK II CUTTER. 1985. San Diego, CA. \$63,900. *Timeless I.* Impeccable shape. \$40K recently spent on upgrades, great layout, asymmetrical, RIB on custom SS davits, new throughout, 4-108. Fresh interior, fresh bottom, P-shaft and cutlass. Norseman's, new non-skid deck, new Harken furling. Speak to Lyle. Contact (619) 602-0455 or unitvest@unitvestinc.com.



36-Ft CAL, 1966. Richmond YC \$27,900. *Holiday.* Beautiful, strong, comfortable. Major refit including complete electrical wire. Refrigerator, propane stove, cabin heater, roller furling, autopilot, radar, Westerbeke diesel, electric windlass, 2011 bottom paint, too much to list. Detailed specs photos: (916) 705-3200 or mikesrobinson@hotmail.com.

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36-FT ISLANDER, 1974. Alameda. \$27,000. Diesel, roller furling, Autohelm, propane stove/oven, hot/cold pressurized water. Solid boat, motivated seller. (714) 710-9008.



37-FT JEANNEAU SUN ODYSSEY. 2001. Ventura, CA. \$94,900. Loaded performance cruiser with Fisher-Panda generator, air conditioning, Yanmar, dodger, bimini, spinnaker, furling, chart-plotter, 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.

40 TO 50 FEET



41-FT MORGAN OUT ISLAND, 1981. Glen Cove, Benicia. \$49,000/obo. Asking. Center cockpit, 416 ketch rig. Great coastal/ocean cruiser. Shoal draft boat designed for chartering in Caribbean. Spacious layout down-below, separate forward cabin w/head/shower and hanging locker. Ultrasuede cushions, updated lighting, Dickinson diesel heater. Refrigeration/freezer, three-burner propane stove/oven, microwave. Full walk-thru to master stateroom w/head/shower and separate cockpit entrance. Surprising amount of storage/stowage for a 41-ft vessel. Newer sailcovers and dodger. Rigid boomvang. Great Perkins 4-154 engine. Dinghy davits off transom. Amazing cruising yacht, in great condition at a bargain price. Our plans have changed, so add your custom electronics and go on the next Ha-Ha!! Call Ken. (415) 269-2971.

48-FT TAYANA CENTER COCKPIT. Cutter rigged, 1998. Mazatlan, Mexico. \$299,000. In prime condition. Ready to go. Lots of upgrades. Must see to appreciate. Located at Mazatlan Marina, Mazatlan, Mexico. Go to YachtWorld.com for specs. Call or email for more information. <http://YachtWorld.com>. (415) 332-1790 or fhplsdw@aol.com.

40-FT HUNTER, 1986. South Beach, SF. \$65,000. Comfortable, fast and fun. Great liveaboard - Queen centerline berth. Yanmar diesel. 6 sails. New in 2012: Instruments, running rigging, charger/inverter, canvas covers, cockpit cushions, haulout/bottom job, teak refinished, much more. <http://h40.techuilty.com>. (650) 534-4795 or tcsmith00@gmail.com.



43-FT NAUTOR'S SWAN, 1986. Sausalito, CA, 94965, US. \$175,000. *Infinity*, Ron Holland "Grand Touring" design. Centerline queen berth, "The Ideal Two Couple Cruiser". Volvo w/890 hrs, Max-Prop, cruising inventory, liferaft, MOM module, heart inverter, new cushions. Serious only (no brokers). (415) 720-7016 or wolffjames76@yahoo.com.



41-FT ISLANDER FREEPORT, 1978. Oyster Point Marina, South San Francisco. \$55,000. Spacious and comfortable cruiser. Live-aboard option. Close to mass transit. Solar panels. Honda 2000 generator. Many extras. (408) 674-5533.

42-FT TEAK GARDEN PORPOISE. Ketch, 1967. Northwest Coast. \$60,000. Strong, beautiful, classic construction, Hong Kong 1967. Hull deck inside teak on Ipe. Silicon-bronzed fasteners. Good condition, no rot. Fully equipped for singlehand, back from Hawaii, sold complete. <http://svdiogenes.com>. (360) 758-4299 or patrickguyot@hotmail.fr.



50-FT FD-12, 1981. Sea of Cortez. Unsinkable fully equipped blue water cruiser, AK/Mex/SoPac vet. Superb galley in pilothouse. 2 staterooms fwd and master stateroom aft w/berths for 5-6 and great fore/aft privacy. Reduced price. See website for details: www.svdaydreamer.com.

40-FT CONCORDIA YAWL, 1956. Lopez Island, WA. \$115,000. Built in Germany. Continually upgraded yet retaining her original timeless design. Professionally maintained to the highest order by the same owner for the past 31 years. (360) 468-4222 or 46Kodama@gmail.com.



43-FT TASWELL, 1988. Alameda, CA. \$239,000. Bluewater cruiser. *Psyche* is seeking new adventurers. Interviews now being scheduled! Major refit 2007, then cruise perfected. Endless list of recent improvements. Ex: Awlgrip (2011), Trinidad SR bottom (2012), all hatch Plexiglas (2010), dual Raymarine E80s, full instrumentation, S2 autopilot. She has a Pur80 watermaker, Grunert frig/freezer, dual 2x5 solar panels and wind generator. Full cruising gear, systems briefings and complete documentation available. Contact Steve at: (530) 748-8010 or lotus48@att.net.



46-FT 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/tmsser/Morgan%20462%20Cruising%20Sailboat/?albumview=slideshow&t>. (707) 334-3670 or baryb@aol.com.



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. Contact for photos. www.yachtworld.com/boats/1961/F.-S.-Ford-Custom-wood-Cold-Molded-2440465/Mazatlan/Mexico. Contact (530) 656-2157 or kd6pgz@aol.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. Use link for current photos, complete equipment list: <http://sailboatvagari.blogspot.com>. (520) 825-7551 or stanstreb@gmail.com.



40-FT CALIBER LRC, 1998. Marina Bay. \$177,000. Beautiful, safe, fun, comfortable and capable Bay, Delta, and world long-distance cruiser now available in San Francisco. Replacement value \$300,000+. michael.mcnamer@gmail.com.



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, new LP and bottom paint, numerous other options/upgrades. See test sail at: www.youtube.com/watch?v=ckZHXeAMec. Contact amjohn@sbcglobal.net or (530) 318-0730.



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.

40-FT CUTTER, 1990. Bay Point. \$15,000/obo. Steel cutter. 40' L. 13' beam, full keel (cutaway forefoot). Sails OK. 38hp Perkins. 6' headroom. Needs paint job. Contact (650) 704-3631 or hans@pearlonthebay.com.



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45-FT ISLAND PACKET IP440, 2007. Marina Village, Alameda. \$370,000. Reduced.. "Like new". Original owner. 45'9" LOA, cutter rigged. 75hp Yanmar with 335 hours, 260 water, 160 fuel. Furuno NavNet 3D multifunction display at helm and nav station. Sirius weather. Simrad autopilot at helm with remote. Icom 604 VHF at nav station, Icom at helm with hailer. Muir Cheetah windlass controls at helm and bow, Delta on 400' chain rode. Radar arch with dinghy lift. Outboard engine hoist. Stainless stern rails gate to gate. Lewmar electric winches. K/VH TracVision satellite TV, satellite stereo. CD/DVD, flat screens in main salon/forward berth. Many more features, options. All records, documents. Easy to singlehand. You will not be disappointed. (602) 509-3728 or (602) 885-1326 or lsmith@khov.com.



41-FT NEWPORT, 1984. Bruno's Island Marina. \$49,000. Price reduced. Mexico vet, radar, GPS, autopilot, 40hp Universal diesel, solid rod rigging, 38 gal. fuel, 60 gal. water, sleeps 6, 8-ft dinghy with 9.9hp Nissan. Contact (707) 688-0814 or (707) 290-9535 or raaddink@yahoo.com. 1200 Brannan Island Rd.



50-FT HOLLMAN, 1989/03. Marina Bay YH. \$169,500. Fast cruising cutter with all sails furled from cockpit for easy solo or couple. All ST winches, large galley with reefer and freezer, full width and master stateroom, guest stateroom, 2 heads, nav station, autopilot, SSB, VHF, inv/chgr, (2) charting GPS, (2) radar, wind gen, 280 wtr, 100 diesel, (2) 20# propane. Yanmar with 3-blade MaxProp, 300' 3/8" chain on electric windlass with washdown. New bottom job May '12. Great slip w/ possible liveaboard. (520) 906-4351 or franke2u@aol.com.

48-FT BENETEAU 47.7, 2003. Sausalito, CA. \$275,000. Bruce Farr design with tall mast and deep keel performance hull. 3 staterooms 2 heads, 1 electric. 75hp turbo Yanmar with 230 hrs. 3-blade feathering prop. Bow thruster. Electric mainsail winch. Dutchman mainsail furling and Furlex headsail furling. Furuno radar on self-leveling Questus mount. B&G instruments including autopilot with remote at helm. Icom 502 VHF with remote and Icom 802 SSB. Espar heat. Xantrex 2500 watt inverter with Prosine Advanced Digital Control. ProMariner galvanic isolator. Original owner. Maintained as new. (916) 969-8077 or curtis@surewest.net.



47-FT CUSTOM FIBERGLASS CUTTER. 2004. Coos Bay, OR. \$499,900. Blue water high latitude cruising sailboat, two helms, one enclosed, sleeps six, premium equipment, electronics, 85hp diesel, 4.2KW generator, workshop, 200+ fuel and water, refrigeration, washing machine, insulated. www.hyssop.com/boat. Call (541) 888-5688.



44-FT FARR, 2007. Newport Beach. \$315,000. Rare Opportunity! *Tabu* is for sale. Cold molded beauty, ready for Tahiti or Pacific Cup. All the stick shakin' stuff needed for relaxing or racing. Explore our website for pictures and info. www.tabu44.webs.com. (949) 307-7182 or 44tabu@gmail.com.



43-FT ROBERTS KETCH, 1989. Morro Bay. \$70,000. Strong, center cockpit, cruising ketch. En suite aft cabin head, shower and vanity. In-mast roller furling, A/P, radar, Yanmar diesel genset, water-maker, refrig/freezer, A/C and washer/dryer. (805) 461-3130 or (805) 674-0678. captjij@charter.net.



40-FT LADY HELMSMAN, 1979. Berkeley. \$35,000. Sleek, fast, comfortable yacht. Large cockpit, V-berth, quarterberths, Volvo diesel, standing rigging 2006, sails 2010: Dutchman flaking, 3 reefs; roller-furling genoa (Schaefer), spinaker. Stove with oven, marine head, VHF, chartplotter, tiller/pilot, more. (510) 816 0605 or petervanderloo@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.

51 FEET & OVER



73-FT AMERICA'S CUP SLOOP, 1992. Sausalito. \$318,000. Carbon composite hull, rigged for cruising, galley, 100hp Volvo diesel, Harken mainsail track, furler, aluminum spar, radar, VHF, solar, wind turbine, inverter, 2 jibs, 2 used mainsails, built by USSR. Fast and unique. Sale or lease. (206) 715-8423 or (707) 895-3276 or tyone@rocketmail.com.



51-FT ALEUTIAN, 1977. Ventura, CA. \$129,000. Center cockpit pilothouse ketch, featuring an aft cockpit with transom door and teak swimstep. Stan Huntingford design, eleven built. Three staterooms, wet bar. Stand up engine room/shop. Will consider partial trade. (707) 815-5111 or jghague@yahoo.com.



52-FT IRWIN, 1984. Puerto Vallarta, Mexico. 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.

CLASSIC BOATS



42-FT MURRAY PETERSON. Coaster 3 Schooner, 1978. Berkeley. \$20,000/offers and trades welcome. Need a starter schooner?? *Bright Star* is a 42-ft gaff rigged beauty that turns heads on the Bay. Classic Murray Peterson Coaster 3 design, 1" x 1" Port Orford cedar hull planks, crown and curve, Monel fasteners, fiberglass sheath, all mahogany interior, Furuno radar, 25hp Universal diesel, Pineapple sails, much more. She is overbuilt and would easily take you cruising offshore or along the coast. schoonerbrightstar@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. Contact jmcnish@earthlink.net or (510) 846-4178.



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41-FT ROUGHWATER, 1982. San Diego. \$75,000. All fiberglass pilothouse trawler, beautiful wood interior. 250-watt solar panels, portable generator, 250 gallons diesel, 150 gallons water, 8 knot cruise at 3 gph. 8-ft inflatable dinghy. Traditional sturdy Ed Monk-designed cruiser. jdjarle@hotmail.com.

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ADVERTISERS' INDEX

AB Marine..... 50	BoatU.S. Insurance..... 98	e Marine Systems..... 136	Heritage Yacht Sales..... 153	Makela Boatworks..... 138
Aeolian Yacht Club..... 51	Boat Yard at Grand Marina, The..... 8	Easom Rigging..... 57	Hirschfeld Yachts..... 22	Marchal Sailmakers..... 148
Almar Marinas..... 41	Boome, Chris, Insurance... 56	Emery Cove Yacht Harbor..... 45	Hogin Sails..... 10	Marina Bay Yacht Harbor..... 33
Alpenglow Marine Lights..... 137	BottomSiders..... 109	Emeryville Marina..... 105	Hood Sails..... 15	Marina de La Paz..... 136
American Battery..... 148	Brisbane Marina..... 47	Encinal Yacht Club..... 31	Hotwire Enterprises..... 146	Marina El Cid..... 134
Aqua Marine..... 45	BVI Yacht Charters..... 121	Equipment Parts Sales.... 109	Hydrovane..... 53	Marina Village..... 42
Bacon Sails & Marine Supplies..... 45	California Professional Divers Association..... 146	Essex Credit Corp..... 24	Iverson's Design..... 59	Marine Lube..... 134
Baja Ha-Ha Sponsors..... 87, 88, 89	Catamaran Access..... 149	Farallone Yacht Sales..... 9	JK3 Nautical Enterprises..... 37	Marine Outboard Company..... 26
Ballenger Spars..... 99	City Yachts..... 11	Flying Cloud Yachts..... 151	Kissinger Canvas..... 139	Mariner's General Insurance..... 85
Barz Optics..... 61	Clipper Yacht Harbor..... 6	Fortman Marina..... 109	KKMI - Brokerage..... 153	Maritime Institute..... 47
Bay Marine Boatworks..... 39	Club Nautique..... 28	Gentry's Kona Marina... 114	KKMI - Boatyard..... 156	Marrotta Yachts..... 154
Bay Marine Diesel..... 138	Cover Craft..... 55	Gianola Canvas Products..... 152	Kona Kai Marina..... 84	Mast Mate..... 134
Berkeley Marina..... 99	Coyote Point Marina..... 55	gotzinc.com..... 148	Landfall Navigation..... 104	Mathiesen Marine..... 146
Berkeley Marine Center.... 27	Cruising Yachts..... 7	Grand Marina..... 2	Larry R. Mayne Yacht & Ship Broker..... 48	Mazatlan Marine Center/ La Paz Yachts..... 49
Beta Marine West..... 22	CYOA Yacht Charters.... 120	Hansen Rigging..... 81	Lee Sails..... 122	McDermott Costa Insurance..... 61
Blue Pelican..... 146	Defender Industries..... 55	Harbor Island West Marina..... 86	Leopard Catamarans..... 17	McGinnis Insurance..... 105
Blue Water Yacht Insurance..... 52	Department of Boating & Waterways..... 29	Helmut's Marine Service..... 122	Lewmar Marine..... 46	Melges Boat Works..... 43
BoatU.S..... 81	DeWitt Studio..... 116	Heritage Marine Insurance..... 115	Lifeline Batteries..... 60	
	Downwind Marine..... 84		List Marine Enterprises..... 60	
			Loch Lomond Marina..... 94	

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ADVERTISERS' INDEX – cont'd

Minney's Yacht Surplus ... 138	Pacific Rigging 99	Scandia Marine 44	Twin Rivers Marine Insurance 108	West Marine 14, 16, 18
Modern Sailing School & Club 25	Park Presidio Marine 139	Schoonmaker Point Marina 34	Uli Boards 138	West Marine - Rigging 58
Multihull Company, The .. 152	Passage Yachts 5	Seashine 61	Vallejo Marina 53	Westwind Precision Details 35
Napa Valley Marina 108	Pettit Paint 19	Seatech 139	Ventura Harbor Boatyard 81	Whale Point Marine Supply 32
New England Ropes 54	Pineapple Sails 3	Second Wind Sales 57	Washkowitz, Jared A., Maritime Law Offices ... 134	White, Chris Designs 122
New Era Yachts 149	Punta Mita Beachfront Condos 122	South Beach Harbor 38	weatherguy.com 122	Wichard, Inc. 36
Norpac Yachts 155	Quickline 59	South Beach Riggers 35	Wedlock, Ramsay & Whiting Marine Surveyors 109	Wiest, Michael, Yacht Sales 152
North Beach Marine Canvas 35	Raiatea Carenage Services 135	Southbound Solar 57	West Coast Multihulls 151	Windtoys 117
North Direct Sails 51	Ramp, The 136	Spectra Watermakers 139		Yachtfinders/Windseekers 49, 151
North Sails 23	Richardson Bay Marina 95	Starbuck Canvas 109		
Oakland Yacht Club 47	Ronstan Marine, Inc. 20	Start Line Strategies 114		
Opequimar Marine Center 137	Ryan's Marine 137	Stem to Stern 114		
Orange Coast College 53	Sail California 12, 13	Sterling Associates 115		
Outboard Motor Shop 105	Sail Warehouse, The 95	Sunsail Charters 123		
Owl Harbor Marina 80	Sailrite Kits 30	Svendsen's Boat Works 21		
Oyster Cove Marina 59	Sal's Inflatable Services 49	Swedish Marine 95		
Pacific Crest Canvas 40	San Francisco Boat Works 51	Swi-Tec America 136		
Pacific Offshore Rigging 139	San Juan Sailing 120	'Tabu' For Sale 150		
		TMM Yacht Charters 121		
		Trident Funding 4		

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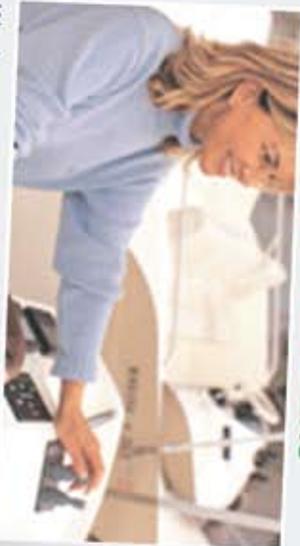
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