

Latitude 38

# Latitude 38

VOLUME 427 January 2013

WE GO WHERE THE WIND BLOWS

JANUARY 2013

VOLUME 427





# 2012 — THE YEAR

COURTESY LESLIE RICHTER



Former 'Latitude' Racing Editor Rob Moore passed away.

COURTESY X



David Addleman dove with the rays in Palau.

LATITUDE / RICHARD



Carnival in St. Barth is refreshing and delicious.

WWW.ALEXTHOMSONRACING.COM



The dapper Alex Thomson keel-walked his IMOCA 60 'Hugo Boss'.

CARL BUNN



Cruisers helped rescue several whales caught in fishing nets in the Sea of Cortez.

onEDITION / ABNER KINGMAN



COURTESY GUPPY



At 16, Laura Dekker became the youngest person to solo circumnavigate.

TIM WRIGHT



San Francisco's Matt Brooks took his division in the St. Maarten Heineken Regatta aboard 'Dorado'.

In case you missed any of the triumph and tragedy of 2012, here's a recap of the year's top sailing stories and the issues in which they appeared. **January:** After four years, the E-conea bottom paint study came to a close, and we're no nearer to being able to buy our favorite water-based test paint. We interviewed Mini sailor Emma Creighton. Small-boat cruisers shared their secret: Go small, go now. Readers sounded off on the forced rescue of legally blind sailor Dennis Howard. We met the final set of Season Champs.

**February:** Loïck Peyron and crew won the Jules Verne Trophy aboard the 131-ft tri *Banque Populaire*. Dutch sailor Laura Dekker, at 16, became the youngest person to solo circumnavigate. After circumnavigating the Americas, *Ocean Watch* got a new home — San Francisco Bay — and a new name — *Spirit of the Sea*. Cruisers went to the rescue of four net-entangled whales in the Sea of Cortez. And we said goodbye to former longtime *Latitude* Racing Editor Rob Moore after a valiant battle with cancer.

**March:** Alan Olson shared plans to build San Francisco Bay's official tallship in Sausalito while Heather Richard worked to create a community sailing center at Sausalito's defunct Cass' Marina. The SSS Three Bridge Fiasco lived up to its name. Young circumnavigator Kara Dober shared some insight into cruising with kids, while Glenys Henry shared her tips for cruising the world on a budget. The merits of navigating with iPads was a hot topic.

**April:** We announced the inaugural SoCal Ta-Ta Rally. *Dorado*, under the stewardship of San Francisco's Matt Brooks, won



# IN REVIEW



MARCO GLAVIANO

Beautiful models, such as Alana Marie-Greenfield, and talented photographers, such as Marco Glaviano — as well as crusty publishers — hang out in St. Barth.

'Low Speed Chase' was lost — and five of her eight crew killed — during the Full Crew Farallones Race.



DENISE PATTERSON



JENNY HALDIMAN

Randy Ramirez enjoyed the culinary delights of the South Pacific.



COURTESY KURT ROLL

Kurt Roll reeled in a 25-lb Mexican 'bale fish' (aka, a big bag of pot).



MICHAEL LAWLER

'Aegean' and her crew of four perished when she ran into North Coronado Island.

her class at the St. Maarten Heineken Regatta. Debris from the Tohoku tsunami started coming ashore on the West Coast. The Big Daddy Regatta was, as usual, big fun. With 185 participants, the Havasu Pocket Cruisers Convention is one of the fastest-growing — and largest — sailing events in the country. We interviewed Mark Denebeim, who spends time in the Bay and Caribbean. Kurt Roll made a surprising catch of a bale of pot off the California coast.

**May:** Five lives were lost when *Low Speed Chase* was swept ashore during the Full Crew Farallones Race, prompting a temporary USCG cancellation of ocean racing. *Aegean* and her four crew were lost two weeks later when that boat plowed into North Coronado Island during the Newport-Ensenada Race. The Clipper Round the World fleet sailed into the Bay after a harrowing 6,000-mile passage from Qingdao, China. *Dorado* continued her winning ways at the Antigua Classic Regatta. Matt Rutherford finished a grueling nonstop solo circumnavigation of the Americas. The Wanderer delivered his Zen-sailing Olson 30 *La Gamelle* to the Caribbean.

**June:** Talk on the docks centered on the dual sailing tragedies, from the government's role in our lives to the basics of calculating a wave's breaking point. Bird Boats celebrated 90 years of sailing on the Bay. The 199 entries in the Great Vallejo Race thought they were in for a beat but got to run instead. We introduced the 2012 Singlehanded TransPac fleet. The ocean racers made do with in-the-Bay races until the USCG closure was lifted.



# 2012 — THE YEAR

SAM DAVIES / SAVEOL



Sam Davies was just one of seven skippers to drop out of the Vendée Globe shortly after the start.

JIM ZORN



Crews in the Plastic Classic Regatta were greeted in the usual manner at the T-mark.

JAN ANDERSON



Seattle sailors did their part to 'save the ta-tas' in the Pink Boat Regatta.

ZIGGY MARLEY



The Poobah and crew reggaed pon da ocean in the inaugural SoCal Ta-Ta.

ROLEX / DANIEL FORSTER



The J/105 fleet took it to the max in the Rolex Big Boat Series.

COURTESY PURA VIDA



Kurt Roll takes a stand...on the bottom of 'Pura Vida'.

USGC / BRANDYN HILL



'Bounty', the replica of the original, sank during Hurricane Sandy, taking the lives of two crewmembers with her.



**July:** The Master Mariners strutted their stuff on the Bay. We featured three young sailors and the paths they took to live their passion. The Delta Ditch Run got back to normal with gorgeous downwind conditions. The Pacific Cup fleet was introduced. We recommended ways to take a great Baycation. Cruisers in La Paz helped some stranded pygmy sperm whales on El Mogote.

**August:** More tsunami debris, including a school bus, was spotted off the coast, just in time for the Hawaii races. The Single-handed TransPac saw serious drama: Alex Mehran broke the overall monohull record; Derk Wolmuth had to be rescued due to a potentially deadly infection, leaving his boat *Bela Bartok* to sail to Hawaii on her own; and his competitors banded together to save her. Emirates Team New Zealand launched the first AC72. Puddle Jumpers enjoyed Polynesian hospitality at the Tahiti-Moorea Sailing Rendezvous. The Great San Francisco Schooner Race offered lots of photo ops for sailors.

**September:** The America's Cup World Series was a smash hit on San Francisco Bay, with readers writing in to effuse all over the event. Around the same time, the Oracle AC72 was launched. Alain Thébault and crew crashed the ACWS party by bringing their 60-ft foiling cat up from L.A. to break the Bay's speed record. China Camp, a favorite destination for Bay Area sailors, was saved from the state park chopping block after its operation was transferred to the Friends of China Camp. The Pac Cup fleet fought squalls the whole way across the Pacific. US Sailing determined the loss of *Low Speed Chase* was a "failure of seamanship." The Delta Doo Dah fleet got hot and bothered up-Delta. The Pacific Puddle Jump fleet recapped their journeys to the South Pacific.





COURTESY MOONTIDE

*Synchronized swimming in the Ha-Ha.*

*'Hydroptère' stole the show when she graced the Bay with her lovely lines.*



COURTESY FINAL ESCAPE

*Cruisers helped mother and baby pygmy sperm whales into deep water outside La Paz.*



RONNIE SIMPSON

*'Bela Bartok' sailed to Hawaii by herself after Singlehanded TransPac skipper Derk Wolmuth had to abandon her.*



DAREN HELDSTAB

*'USA 17', Oracle's 72-ft cat, capsized and demolished her massive wing sail.*



COURTESY MIGRATION

*The 'Migration' crew got hot and bothered at the crater of Mt. Yasur.*



GUILAIN GRENIER / ORACLE TEAM USA

*Liz Clark broke her neck surfing in San Diego, of all places.*



COURTESY LIZ CLARK

**October:** The Seattle Pink Boat Regatta raised \$36,000 for breast cancer research while having tons of pink fun. Chuck Hooper and Roger Ruud became the Kings of *Latitude 38's* Beer Can Challenge by sailing in a beer can race every day of the week. Jessica Lockfield shared tips on how to make a cruise more pleasant. Serge Testa celebrated the 25th anniversary of his circumnavigation on the 12-ft *Acrohc Australia*. Hank Easom's 8 Meter *Yucca* celebrated her 75th birthday. The Rolex Big Boat Series welcomed multihulls for the first time. The first-ever SoCal Ta-Ta reggaed pon da ocean.

**November:** The second AC World Series event on the Bay wowed crowds as the Blue Angels did their thing overhead during Fleet Week. Energy Team's AC45 was pulled off the rocks at T.I. and then a salvage claim was made by her rescuer. Testing of Oracle Racing's AC72 went horribly wrong when she pitchpoled on the Bay, obliterating her massive wing sail as she was swept under the Gate by a strong ebb. The Leukemia Cup Regatta raised more than \$850,000. The Wanderer shared breakfast with Commodore Tompkins. Jeanne Socrates set off on her third attempt at a nonstop solo circumnavigation.

**December:** The Vendée Globe started and seven skippers dropped out shortly thereafter. The *Bounty* sank off the East Coast in Hurricane *Sandy*, killing two crewmembers. The 19th Baja Ha-Ha saw little drama and lots of fun. We interviewed multi-solo-circumnavigator Webb Chiles. We met the first batch of Season Champs. Kristen Soetebier became the *Latitude 38* Queen of the Women's Circuit. Liz Clark broke her neck surfing at mellow Torrey Pines, but she'll be just fine. And we said *adios* to 2012.



# REGATTAPRO WINTER

ALL PHOTOS TIM SELL

Ten years ago, a one-man band — who was once photographed in an open RIB somehow displaying three handheld flags simultaneously for the once-powerful Farr 40 fleet — created a race series that has become a midwinter staple. “Bungee cord was my friend back then,” says Jeff Zarwell, creator, owner and principal race officer of RegattaPRO.

“The original idea was to give the Farr 40 teams winter practice sessions so the teams could keep their skills sharp and develop their crews,” notes Zarwell. “Today the whole thing has grown so that now we support J/24s, 105s, 120s, Melges 24s and Antrim 27s, along with eight volunteers from three different clubs that include the St. Francis, San Francisco and Sausalito YCs. Not only that, but for the last two years the Sausalito YC has partnered with us and provided their committee boat *Mercury* and equipment to run these one design races.”

The latest RegattaPRO race was held on December 8 about a half-mile north of the Berkeley Circle, a relatively cur-

**Spread:** Spinnakers just barely filled during the December 8 RegattaPRO Winter One Design Series. Here 'Snowjob' leads the J/24 fleet to the finish. **Insets:** The ladies ruled the foredeck on the Antrim 27 'Arch Angel' (left) and the J/120 'Mister Magoo' (right).





ONE DESIGN SERIES





# REGATTAPRO MIDS

rent-free, shallow shelf on the east side of the Central Bay. Sailors basked in the tail end of a building high that stabilized as the day wore on. It was a cool, sunny day with what started out as a 17-knot northerly that slowly eased to the forecast six knots.

Conditions were good enough that PRO-for-the-day David Wiard easily managed to knock out two races. "David needed to run a race on this course for his certification so he ran the day's races," reports Zarwell, who kept a watchful eye from one of the course boats. "I think he and the rest of the volunteers did a very good job."

Sailors appreciate San Francisco Bay's consistent summer conditions, but one of the things that makes this place so special is that we can sail here all year long. Although the photos here



*The crew on the J/105 'Walloping Swede' hone their skills during midwinter races so they can really kill it during summer counter races.*

look rather tranquil, don't assume the weather is always this nice for midwinter racing. Winter can and does offer a full gamut of wind conditions in which teams can practice. And with the midwinter season still in full swing, there's plenty of time to participate.

Check out RegattaPRO's website

at [www.regattapro.com](http://www.regattapro.com) for details on Zarwell's Winter One Design Series, or check out the 2013 Northern California Sailing Calendar and YRA Master Schedule (released this month) for the full lineup of Bay Area midwinters.

— dave wilhite

## REGATTAPRO WINTER ONE DESIGN SERIES STANDINGS (4r, 0t)

J/120 — 1) **Desdemona**, John Wimer, 7 points; 2) **Grace Dances**, Dick Swanson, 7; 3) **Mr. Magoo**, Steve Madeira, 14. (4 boats)

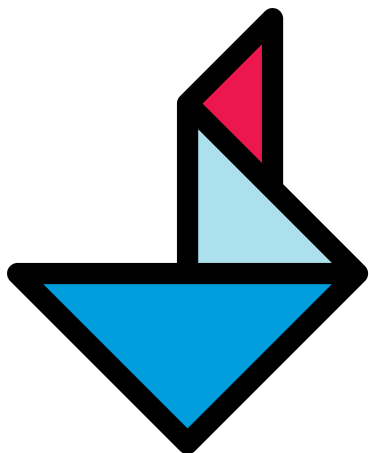
J/105 — 1) **Jam Session**, Adam Spiegel, 9 points; 2) **Godot**, Phillip Laby, 13; 3) **Wonder**, Tom Kennelly, 19. (17 boats)

J/24 — 1) **Snowjob**, Brian Goepfrich, 9 points; 2) **Downtown Uproar**, Darren Cumming, 9; 3) **Frog Lips**, Richard Stockdale, 11. (6 boats)

Melges 24 — 1) **Personal Puff**, Dan Hauserman, 6 points; 2) **Wilco**, Doug Wilhem, 11; 3) **Nothing Ventured**, Duane Yoslov, 12. (8 boats)

Antrim 27 — 1) **Arch Angel**, Bryce Griffith, 7 points; 2) **Always Friday**, John Liebenberg, 7; 3) **E.T.**, Consortium, 15. (4 boats)

Full results at [www.regattapro.com](http://www.regattapro.com)



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# THE HOULIHAN NAVY —

In many families, as siblings grow up and venture out into the wider world, their careers and recreational pursuits diverge, leaving them with little in common. But that's not the case with Maureen, Bill and Chuck Houlihan of San Diego. Although sailing wasn't an activity they shared as kids, as adults they each



In recent years, Maureen and Buzz have done most of their cruising in the waters of Panama and Ecuador.

evolved a passion for messing about in sailboats and exploring the world from a waterborne perspective. Even though they normally travel independently of one another, their sailing adventures over the years have been reciprocally inspiring.

For the past few years Maureen — 'Mo' — and her husband Buzz Hathaway have been cruising the waters of Panama and Ecuador aboard their Catalina 34 *Encore*. When we caught up with them at the Balboa YC last winter we realized that we knew Mo's 'baby' brother Chuck. Based at La Paz aboard his Allied 39 sloop *Jacaranda*, he and his partner Linda Edeiken are well known in the Mexican cruising community, partly because they serve as moderators for the popular Southbound and Pacific Puddle Jump cruiser groups at [Yahoo.com](http://Yahoo.com).

"Well, you probably know my other brother, Bill, too," said Mo. "He's done the Baja Ha-Ha Rally twice aboard his Lagoon 410 *Sun Baby*." *Sun Baby*? Sure, we knew *Sun Baby*. In fact, we'd just crossed paths with Bill and his wife Sue a few months earlier in Banderas Bay.

That conversation inspired us to dig a little deeper into the experiences of this California cruising clan in hopes that their insights and advice might kick-start your own cruising adventures.

These days all three siblings are members of yacht clubs in San Diego

(Mo's with Southwestern YC, Bill's with San Diego YC, and Chuck's with Silvergate YC). But none of them grew up around yc junior programs, nor did they have structured sailing lessons of any kind. They each just discovered their shared passion by happenstance.

For Mo, who's now 72, the inspiration to give sailing a try didn't come until adulthood. While living in Hawaii, she became intrigued by the sailboats she'd see plying coastal waters, and one day someone offered her a ride. Later, back in San Diego she took a few lessons, then tagged along on some Wednesday night beer can races. One of the friends she met racing was setting up a 55-footer to take down to the Virgin Islands as a charterboat. "He asked if I'd be interested in coming along as cook," she recalls. "I laughed and said no, but a few nights later I woke in the night and thought 'Why couldn't I do that?'" As you've probably already guessed, that chance offer totally changed her life.

The year was 1972, and crewed charter yachts ruled the roost in the Virgin Islands, as the bareboat charter concept was only in its infancy. In fact, the whole V.I. fleet was miniscule compared to the scene there today, so all the charter crews got to know each other quickly.

It was at the now-famous thatched-roofed hut called Foxy's Tamarind Bar on Jost Van Dike that Mo met Buzz, who was the charter captain of an 80-ft Rhodes motorsailer named *Kanaloa*. Turned out he was also from San Diego. As every Caribbean sailing veteran knows, this wasn't the only romance kindled at that fabulously funky watering hole. At the

*"I eventually became crew on my friend's brother's 'big boat', a Cal 24."*

end of that season Mo and Buzz sailed *Kanaloa* up to New York via Bermuda, thus beginning 40 years of adventuring together.

Unlike Maureen, Buzz started sailing as a kid, first aboard a Sabot at a Sea Scout summer camp, then later aboard rented Lido 14s on Mission Bay. "I eventually became crew on my friend's brother's *big boat*, a Cal 24. I raced out of Oceanside and did several big and little Ensenada Races when I was young." Later, he raced for several years with Bob

Oldham, aboard the Ericson 41 *Valerie*, including doing two TransPacs.

By profession, Buzz, now 69, was a computer programmer for the aerospace industry, but he fell into delivering boats in the early '70s, and we suspect he found that to be a lot more fun. "My first delivery was from Tahiti to Hawaii to San Diego aboard a 50-ft ketch, built in the 1920s, that had no radio. I navigated by sextant and we hand-steered." She nearly sank on the way home, necessitating a stop in Honolulu, but they eventually arrived on the mainland, just four days before the start of the '71 TransPac. "That was hardly enough time to do the laundry before hopping on *Valerie* and racing back to Honolulu." Afterward, he delivered the same boat back to San Diego, which was the first of many offshore deliveries. "Once, (Maureen's brother) Bill joined me on a too-late-in-the-season trip from Hawaii on a Cal 48; it was cold and wet, but fast." Several deliveries on the East Coast led to his gig on the big Rhodes, when he met Maureen.

Bill, the middle Houlihan, a year younger than Mo, told us his first day of sailing — 57 years ago — was a classic San Francisco Bay experience: A friend from school invited him along for a sail aboard the family Bear Boat, *Threadbear*. Later, the same family invited him out on the 35-ft cutter *Lana Kila*. "Both of these wonderful daysails captured my imagination and thrilled me," he recalls.

But for Bill 'life' intervened, and it wasn't until many years later that he and his wife Sue bought their first boat (of many), an old wooden Snipe that had been built in Sausalito in the late '40s. "After some initial struggles understanding sailing with a centerboard, and the employment of some colorful language on my part, we had a





# TIPS & TALES FROM SAILING SIBLINGS



**Linda and Chuck show their appreciation for the wonderful life they've lived while cruising by volunteering as net controllers and more.**

wonderful time sailing it in San Diego and Mission bays." It was many years later, though, that he and Sue finally got their chance to cruise south.

By contrast, Chuck, who is 13 years younger than Bill, had the good fortune of growing up in a Mission Bay neighborhood where he had easy access to watersports. "In 1965, when I was 12, my family moved to San Diego's Mission Bay and we lived within a block of the water. Maureen and Bill were out of the house by then." A neighborhood friend

**Bill and Sue don't have as many blue water miles under their belts as the others do, but they traveled on a fancier boat: 'Sun Baby' (below).**



named Jim Tank had a (12-ft) Penguin that the two pals sailed all over Mission Bay. "It was a great time and a good learning experience," he recalls. And we'd bet those carefree days helped fuel his future wanderlust.

After finishing high school, Chuck, now 58, traveled the world for several years — starting in '75 — living and working in Norway, Denmark, Italy, American Samoa, New Zealand and Australia. "It was in New Zealand that I gained much of my sailing and racing experience, which I built on when I returned to San Diego."

In Auckland, three years into his travels, he met a paraplegic sailor named Robbie Coleman who became his mentor. Robbie had an old sloop named *Mavis* that he'd sailed out from England; a classic woodie built in 1897!

"Robbie sailed the heck out of that boat. He was a fine yachtsman who was very involved with racing, and was also a surveyor. He took me under his wing and taught me how to sail, race and navigate," Chuck recalls. They were sometimes on the water 4-5 days a week and did short stints of cruising during the summer months. "He told me, 'When you're in a dicey situation imagine you're in a pub with a friend. He is telling you

— such as when clearing out of an anchorage at night when we are on a lee shore with the wind building."

In 1978, while Chuck was still vagabonding around New Zealand and Australia, Mo and Buzz took off on their first big cruise to Mexico and the South Pacific aboard *Gambit*, a Lapworth 36 that Buzz had bought in '68. She'd been built in 1959 of strip-planked mahogany as a fast racer. The plan was to spend two

*"Then came the hardest thing we ever did: re-entry!"*

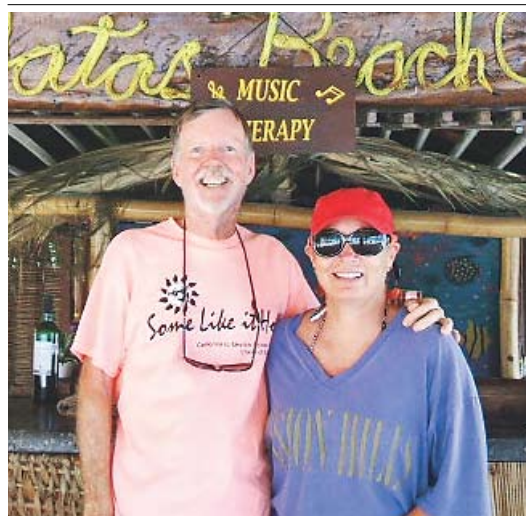
or three years in the South Pacific, then return home. But as is typical of world cruisers, their two-year plan extended to nine.

"We explored one island at a time until we got to Australia," remembers Mo, "and there we decided it was easier to keep heading west. Each year we decided where we would spend the next cyclone season. After five years in the South Pacific, we crossed the Indian Ocean, and spent a couple of years in the Mediterranean (via the Red Sea). We continued west via Gibraltar and the Eastern Caribbean, where we returned to the scene of the crime: Foxy's.

"We sailed down the islands to Venezuela and through Panama, then spent a year getting up the West Coast to San Diego ('87). Then came the hardest thing we ever did: re-entry!" One thing that made being back in the rat race tolerable was that they set a 10-year target for going cruising again. It took 20, though. But finally, in 2007, having both retired, they headed south again, this time on their 1988 Catalina 34 *Encore*.

Mo and Buzz were a couple of years into their first trip when Chuck flew to Fiji to join *Gambit* and sample full-immersion cruising. (He was living in Australia at the time.) Chuck made several long crossings with his sister and Buzz and lived aboard *Gambit* for six months in American Samoa while they went home to work.

After finally returning to San Diego, Chuck bought *Jacaranda* in 1986 and began cruising and racing her locally. Seven years later he set off on his own



the exact story (of your current situation). What advice would you give your friend? I have used this many times in my mind to put a situation in perspective



# THE HOULIHAN NAVY —



**Having owned 'Jacaranda' for 26 years Chuck knows her intimately from stem to stern. He and Linda now keep her in Mexico all year.**

extended cruise, which took him on a circuit of the South Pacific. "I was cruising on a very limited budget, averaging about \$450 a month."

In '98 he and Linda began cruising together, primarily in Southern California, until they departed for Mexico in '05. Looking back, Linda credits a family bareboat charter in the British Virgin Islands in '72 with first igniting her passion for sailing and cruising. And she sees her dad, Stan, as her role model for her current liveaboard lifestyle. After his youngest child went off to college, "he followed his dream, sold his medical practice, bought a sailboat and went cruising in the Caribbean with Mom for two years."

**B**y 2008 all three Houlihans and their mates were out cruising — although rarely, if ever, together. We asked each of them to draw on their substantial experience and share some insights:

## What were some highlights?

*Mo & Buzz:* "We especially liked the Western Pacific islands — Vanuatu, the Solomons, and Papua New Guinea — mostly because of good diving and very interesting cultures. We loved Turkey, where we stayed a year enjoying the very nice cruising and wonderful people. We liked places where a boat is useful rather than an inconvenience. Mexico and Turkey were among our favorites in that regard.

"Other fond memories: the people of the Marquesas, and the stunning beauty of all of French Polynesia, where Bill and Sue visited us; the Cook Islands, where we saw the fastest dancers in the South Pacific; the incredible singing in Tonga; Vanuatu, where we attended a

pig-killing ceremony, and drank kava in the men's hut; the hospitality of the Australians; the peaceful atmosphere of Bali; snorkeling and bargaining in the Red Sea; Egypt's pyramids and the Valley of the Kings at Luxor; the North African coast; and never having to change sails on the Atlantic crossing."

*Chuck:* "Our four summers in the Sea of Cortez were hot, but the wildlife,

scenery and fishing made it really special. Visiting the Revillagigedos Islands, 250 miles off the coast of southern Baja, has been the highlight of Mexico so far. Being able to swim with — and ride — the giant manta rays and experience the marine wilderness was incredible. We spent two-and-a-half months there over two winters. (Ed. note: See Chuck's *Revillagigedos Second Time Cruiser Guide* in the Yahoo Southbound group Files section.)

"In the South Pacific, highlights were Tikopia (Solomons), Tuvalu and Kiribati. In Kiribati we obtained permission to visit the southern islands after checking out. A supply vessel captain gave me his charts to trace and spent some time with me talking about the various entrances to the southern island group. I think I was only the fifth boat to pass through that season.

"The famous Queen's Birthday Storm in '94 will always be remembered. *Jacaranda* came through like a champ, but at times we needed snorkels, and it felt like we were in a submarine!

"During the time Linda and I have cruised together, the highlight has been the people we meet along the way that mean the most to us — both the locals and other cruisers."

*Bill:* "Our favorite places are anchorages, with or without friends, in the Sea of Cortez. One of the significant things about the Sea is the solitary situations we found ourselves in. Often we were the only boat in the anchorage and the silence was beautiful. I was swimming early one morning in El Cardonal on Isla Partida and about 100 yards from the boat I stopped and just looked around. I was startled by the silence. There was no sound whatsoever. It was stunning to me at the time, and it stayed with me when I returned to the States and the incredibly noisy environment we live in.

"Other favorites are: La Paz, La Cruz,

and Zihautanejo. Our preference was to stay at a place for a few weeks to get to know the neighborhood and some of the people. In that regard, the above towns topped our list."

## What changes have you observed in the cruising community?

*Mo & Buzz:* "A big change we notice is how many more boats are cruising these days. About fifteen boats were in all of the Marquesas Islands when we were there in 1978. Also, the cruisers have grown noticeably older.

"The boats are much bigger. But with all the new sail-handling equipment, they can be safely crewed with fewer, less agile, and graying people, up to a limit. The population of kid boats is much larger too.

"Navigation and electronics are light years ahead. We had a sextant for our first five years. Self-steering wind vanes are fewer; before they were essential. If you're crossing an ocean without a vane you should have a large crew or two adequate autopilots.

"Years ago almost all cruisers had Ham radios with manual antenna tuners. It required proficiency in Morse Code and radio theory. Our Ham radio was wonderful for keeping contact with other cruisers, and getting telephone patches with stateside Hams to call our families. Today the FCC has relaxed the requirements for a license. Some of today's radios are FCC approved for both SSB and Ham.

"Charging systems are astronomically bigger. We cruised for nine years with a 35-amp alternator and two 12-volt car batteries (for house and starting). Today, high-output alternators, solar panels and wind generators are charging large banks of deep-cycle, new-technology batteries.

"Back then we were quite typical with a manual windlass for our 300 feet of chain, non-self-tailing winches, seven hank-on head sails, symmetrical spinnaker without a sock,





# TIPS & TALES FROM SAILING SIBLINGS

and engine-driven freezer which required daily engine running. And, of course, no computer."

**Chuck:** "The boats have sure gotten bigger and carry more toys since cruising with *Gambit* in the '70s. Plus, so many more folks are out cruising now. Weather forecasting is much better and on-board communication has leaped ahead with on-board email."

## What's your cruising philosophy?

**Mo & Buzz:** "It's the same as our philosophy ashore: Treat others as you would like to be treated, and remember you're a guest in their country. We have all arrived someplace where a preceding boat has left a bad impression. Don't let it be us."

"We follow the 20-20 rule. We stay between 20° north and 20° south unless a continent gets in our way — and we'll keep going as long as we're having fun."

**Bill & Sue:** "Our cruising philosophy is quite simple. Do no harm; treat the Mexican people well; spend pesos where we can and when we can afford to; make numerous new friends (the easiest thing

*The marine railway at the Balboa YC may be funky, but it's functional and convenient. 'Encore' awaits a fresh coat of bottom paint.*

in the world in Mexico); and love the life we're living."

**Chuck & Linda:** "We are strong believers in leaving a clean wake. Think of the people coming behind you and how your actions might influence their stay. We try really hard to follow the rules and respect the customs of the host country."

"We like to get off the beaten path. In the South Pacific I was able to visit islands that had not had a cruising boat stop there as long as the people could remember."

"Both of us feel very strongly about paying back to the cruising community that has treated us so well for all these years. One of the ways we do that is by doing various net control responsibilities — Pacific Seafarers Net, Sonrisa Net, Amigo Net, Southbound Net — and working as moderators on both the Yahoo Puddle Jump Group and the Yahoo Southbound Group. We've also given a number of seminars for the Puddle Jump group in Puerto Vallarta."

## Advice for future cruisers?

**Mo and Buzz:** "Don't be embarrassed. Everyone was new (to cruising) at some point. You don't have to have a lot of cruising experience to leave, but you do need to know your boat — how to sail her



**Scuba diving is a fun hobby that also has practical applications. Buzz holds a clump of fishing net that had been fouling 'Encore's prop.**

— and have your sails and mechanical systems in order.

"If you are jumping now, know how to do the basic maintenance. Don't skimp on spares or tools. If you don't know how to repair something, bring along the spares and special tools. You probably won't have everything perfect or even installed; that's not necessary. If your schedule permits, as it should, there will be time later. As has been said, 'Cruising is working on your boat in exotic places.' An infinite amount of learning material is available. Lots of manufacturers and suppliers have websites and forums to share ideas and information."

"Never rely on one person's opinion. Better-prepared people have less chance of having broken dreams."

**Chuck & Linda:** "You don't need all the bells and whistles to cruise. We meet people who are virtually traveling marine stores, loaded down with lots of items they don't use."

"Mexico is the best for gaining experience. It's very easy cruising. Mostly sand or mud anchorages, and wonderful for getting your confidence level up. Cruise the boat for a year in Mexico without putting a lot of gear on it, then head back to the States and outfit her for long-distance sailing. By then you will know what works and what doesn't work."

"Buy the biggest ground tackle you can afford — oversized! We are constantly amazed at the light ground tackle we see on so many first-time cruising boats."

"This sounds nutty but it's very helpful to know how to sail. Don't laugh, we meet people all the time who have just gone out and turned left! Our suggestion is to race. Join a race boat as crew. Walk the docks on race day asking people if they need crew. Bring a smile and a willingness to jump in and help, and be honest with your experience level. Then after you've gained some experience,





# THE HOULIHAN NAVY

start racing your boat. It will make you a much better sailor, and having an understanding of what it takes to make the boat go is so helpful when you're cruising.

"It always amazes us how many people we know who motor most of the time in Mexico. Those who say, 'We motor a lot because there is no wind,' should talk to us! Especially in the Sea of Cortez we found the sailing fantastic. For example: Get up at 4 a.m. and ride the Coromuel from La Paz to Isla San Francisco. We have done that at least five times and it has worked great. Boats that leave at 10 a.m. end up motoring all the way."

**Bill & Sue:** "Our advice for wannabes is the same that *Latitude 38* has been giving all along: 'Go, and go now.' And although the boat must be prepared as with any offshore trip, you can go for a short time. We had an acquaintance who had about six weeks off, so he and his wife headed south, did some surfing, saw some of the Sea, and headed back home. It doesn't need to be a full-time commitment. And it can be as inexpensive as one wants."

"We have seen families and wished we had made one of these trips when our kids were young. All the kids seemed to be having a great time and they conversed easily with adults, often sitting in the cockpit while the adults were talking."

*"Our advice for wannabes is the same that 'Latitude 38' has been giving all along: 'Go, and go now.'"*

It would be the most significant thing one could do with their kids. It will affect them for life. Cruising parents and kids seem closer than we generally see in the U.S."

#### Final thoughts?

**Mo & Buzz:** "Some sayings make sense when not taken to the extreme, such as 'Go simple, go now,' and 'There are those who leave unprepared, and those who never leave.'"

**Bill & Sue:** "One thing that I really

didn't like about Mexico was 'ugly Americans'; cruisers who work the system by filling up with marina water without paying for it or sneaking into marina showers without paying the required fee."

**Chuck:** "I must say that I learned a heck of a lot from Mo and Buzz over the years. Buzz has spent so many years sailing and working as a charter captain that I really pay attention when he starts talking. The worse the conditions, the calmer he becomes, until there's a point you have to say, 'For God's sake Buzz, will you speak up?'"

We're not surprised. Aboard sailboats, it's often the most capable and confident sailors who are the calmest. Think of the *screamers* you've encountered out cruising or on a race course and you'll realize that the opposite is also true!

Having gotten to know this family a bit, we'd have a hard time imagining any of them hollering in a panic or coveting the spotlight. Instead, they've quietly lived adventures lifestyles that we hope some readers can emulate.

— **latitude/andy**

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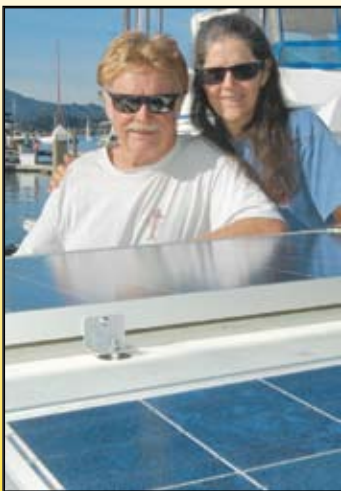


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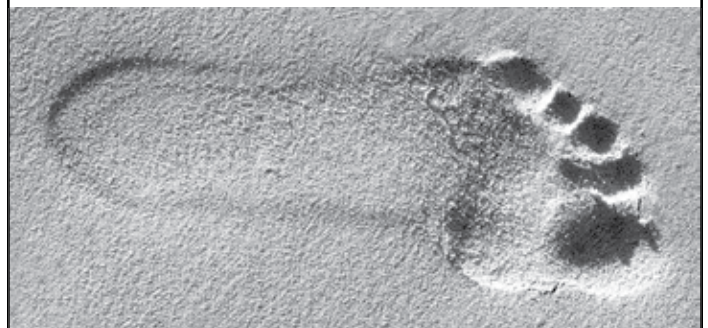
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# SEASON CHAMPIONS, PART II —

Welcome back to the winner's circle of Bay Area racing. We'll pick up where we left off last month with additional profiles of the region's top sailors — this time, the season champs of many one design divisions.

Several years ago an informal poll of Bay Area sailors revealed that among the thousands who love to play on Bay waters, fewer than 10% are regularly involved with racing. By that measure we give competitive sailing a disproportionately large amount of coverage in these pages. Here's why: First, racers — like those you'll meet here — are deeply passionate about their sport, often making substantial sacrifices of time, energy and greenbacks to fulfill their season-long commitments. Second, their intensely focused concentration on sail trim, course tactics, weather changes, and the influence of Bay currents sets a standard of seamanship that non-racing observers can learn from. Third, many of the region's top sailors serve as mentors to the next generation of up-and-coming competitors — either by directly sharing their expertise or simply via the inspiration they impart. And fourth, because racing is where the heart-pounding action is that results in the many great photos you've enjoyed in *Latitude* over the years.

With those thoughts, we'll tip our hats to another boatload of one design wonders, all of whom deserve a toast of congratulations and a large measure of respect.

*(Look for our final installment of champs next month, featuring mixed fleets with handicap ratings.)*

## J/120 — *Chance* Barry Lewis

**Crew:** Doug Nugent, Seamus Wilmot, Scott Kozinchik, Michael Redmond, Christian DiCarlo, Amy Guarneri, Aaron Elder, Sean Ross, Bryan Murdock, David Krausz, Jamal Berkeley & Anne Alward

This is the 11th year of one design racing in San Francisco for *Chance*. According to owner/skipper Barry Lewis, winning the season championship this

year makes it the fifth win in the last seven years. But it's not as easy as it sounds.

"Competition in the J/120 fleet has always been intense, with at least three boats vying to win, and separated by just a few points after a long season," Lewis explained.

Most rewarding for Lewis is the high level of competition in the J/120 fleet combined with the Corinthian spirit that

*"The key to winning overall is being consistent, and minimizing mistakes."*

fleet members exhibit.

"This year was no different, with the entire fleet typically converging all at the same time at the first windward mark, frequent position changes in every race, and wins spread throughout the fleet members," Lewis said.

"The J/120 is the only boat on the Bay of 40 feet or longer that offers one design racing, and is an excellent boat for Bay conditions," he adds. "It's tough and sea-

worthy in 30 knots with lots of gears for all other conditions, but mostly it's one design racing at its best with a big, fast, and fun boat."

His winning formula? A well-



Barry Lewis

prepared boat and talented crew with strong contributors in every position, and great teamwork. "Most *Chance* crewmembers have been on board all of our 11 years racing, and consequently, we have had almost no turnover," Lewis said.

2) **Mr. Magoo**, Steve Madeira; 3) **Desdemona**, John Wimer (7 boats).

## J/105 — *Blackhawk* Scooter Simmons

**Regular crew:** Ryan Simmons, Kristin Maberry, Brent Drany, Will Lowe & Katie Malone

Scooter Simmons is a familiar face at the awards podium in the J/105 fleet,



having enjoyed seven successful seasons on *Blackhawk*, and winning the season champion title in 2009 and 2010. He makes no bones about what it is he loves about racing his boat: "Winning!" But he works at it.

"It's taken us a number of years



Scooter Simmons

to work our way up to the top levels in our fleet," Simmons said. "We do win races, but don't win all the time. The fleet is very competitive right now with five or six boats

that can win any regatta anytime. And then there are 10 or so boats that win races sometimes. The key to winning overall is being consistent, and minimizing mistakes."

This season Simmons said they've worked to eliminate their bad habit of being over the start line early. They've

### BAY RACING ALPHABET SOUP

HDA = Handicap Divisions Association (Bay racing using the PHRF handicapping system); ODCA = One Design Class Association (Bay racing for one design fleets); OYRA = Offshore Yacht Racing Association (ocean racing using displacement/waterline divisions sailing under PHRF); WBRA = Wooden Boat Racing Association (Bay racing for specific wooden one design fleets). Additional fleets are one design or otherwise independently administered.





DANIEL FORSTER / ROLEX

**Intense concentration and tight crew work took Barry Lewis to the J/120 winner's circle — again. Seen here, 'Chance' roars downwind during the 2012 Rolex Big Boat Series.**

made a consistent effort to minimize the problem, which is key in this very competitive fleet that includes boats such as *Arbitrage*, *Donkey Jack*, *Risk*, *Jam Session*, *Mojo*, and, when they sail, *Good Timing* and *Masquerade*.

While the fleet has declined some over the past few years, there's often more than 20 boats at the starting line. "I believe we are the largest big boat one design fleet on the Bay, and I'm hopeful with the economy improving that maybe we can start growing our fleet again — or at least not lose any more boats."

2) **Arbitrage**, Bruce Stone; 3) **Risk**, Jason Woodley (24 boats).

### Islander 36 — *Windwalker* Richard & Tom Shoenhair

**Regular crew:** Randy Hines, Myke Smith, Philippe Lamy, Scott Hauser, Donna Domino, John Poppelwell, Curt Theisen & Steve Crawford

Even though the Islander 36 *Windwalker* spent some time in the yard this year, forcing her to miss a few races,

consistent crew work was the order of the day for season champions Richard Shoenhair and his son Tom. They competed in the ODCA races, the Party Circuit races, and the I-36 nationals.

"Probably our best moment all year



LATITUDE / CHRIS

**Tom (left) and Richard Shoenhair**

was coming from way behind during the first race of the season in the Vallejo channel to place first — that was great," Richard said. "We have a crew that works together smoothly, and we never give up because the wind gods can come to our rescue."

Richard also gives son Tom credit for doing good by *Windwalker* when Dad is unable to sail: "He probably did better!"

Richard's been campaigning *Windwalker* since 1985, winning the season champion title in 2011, as well as another time years ago. "The Islander 36 is a great boat and the fleet has a great tradition with a fun group of sailors who are all very competitive. I've had to come from behind many times this year, so keeping the boat moving fast is key!"

The Schoenhairs are sailing the Sausalito Midwinters this year, where five I-36s are entered. "Fortunately we were able to place first in the first race of the series," Richard said. "There is always more room for other I-36s to join us for this very casual series. Spinnaker and non-spinnaker boats all start together."

2) **Luna Sea**, Dan Knox & Myphi Alloy; 3) **Freedom Won**, John & Nanci Melton. (12 boats).

### Melges 24 — *Wilco* Doug Wilhelm

**Regular crew:** Orlando Montalvan, Will Mitchell, Tyler Baeder & Seadon Wijsen

The year 2012 was an exciting one for the Melges 24 fleet, with plenty on the line in light of the Melges 24 Worlds being held in San Francisco in 2013. This year's season champion, Doug Wilhelm, has been campaigning *Wilco* just three years and

says time spent at national events learning from the top competitors in the nation has been invaluable on his road to success. He also credits his father Dan's longtime efforts in helping to develop his skills.



**Doug Wilhelm**

"Racing the Melges is all about shifting gears," Wilhelm said. "I had an 'Aha!' moment when I realized the top boats are at the top consistently because they are constantly shifting gears throughout each race, optimizing boat speed and sailing angle. Up the breeze in certain situations it's ideal to sail in a fast and low mode, pressing into the jib to get the bow out, to clear your air, or just to get the boat up to speed. Same goes for down the breeze; in certain cases it pays to have good VMG, and in others a hotter angle and more speed."

It's hard to disagree with the reasons that Wilhelm loves racing: "When the



# SEASON CHAMPIONS, PART II —

race starts, the world's stresses go away and I don't think about anything other than my boat speed and maneuvers from the starting gun to the finishing gun. I love the challenge of achieving a balance of physical exhaustion and mental execution, all the while working as a team to draw on past experiences and practice," he said.

Wilhelm and his crew are very excited about racing in the Melges 24 Worlds and in the Rolex Big Boat Series, which will serve as the Pre-Worlds. Circumstances allowing, they'd also like to attend Charleston Race Week and the U.S. Melges 24 Gold Cup in Chicago.

2) **Relentless**, David Joyner; 3) **Personal Puff**, Dan Hauserman (16 boats).

## Wylie Wabbit — *Wild Bunch II* Sarah Deeds & Aaron Sturm

*Regular crew:* Guillaume Canivet (plus John McBride, Andrew Hamilton, and Aaron's son Augie Sturm)

For *Wild Bunch II* owner Aaron Sturm of San Diego and helmsperson Sarah Deeds of Berkeley, winning the season was a team effort due to Deeds retiring in July with her first baby on the way. Sturm has been in the Wabbit fleet since its inception and Deeds has sailed

the Wylie Wabbit for some seven years.

Deeds sailed all of the races early in the season, including racing and winning the Delta Ditch Run, which was a definite highlight for her. "I was happy that my daughter — I was eight weeks pregnant then — got to win

the Delta Ditch Run with me!"

Deeds has sailed a lot of different boats, including Vanguard 15s, Express 27s and Moore 24s, and she's owned a 505, but she really likes the Wabbit. "Three people in a boat is ideal; no one gets bored and there's lots to do," she said. "Wabbits are way more dinghy-like — you don't need any winches, they're very responsive and they haul ass. These 30-year old boats are well loved, and several are being restored lately. The fleet will live on!"

She notes there are a lot of good sailors in the Wabbit fleet, but that team Erkelens is probably the toughest.

The *Wild Bunch II* crew plan to keep sailing Wabbits together next season,

although Deeds isn't sure how it's all going to work with a little one around. Anyone know a good babysitter?

2) **Mr. McGregor**, Kim Desenberg/John Groen; 3) **Bad Hare Day**, Eric Menzel (10 boats)

## Mercury Class — Axon Doug Baird

*Regular crew:* Chris Messano

Doug Baird's been racing for 59 years on lots of different kinds of boats, but he's always had a Mercury. He plans to keep racing them until they bury him in his current boat *Axon*, he laughs.

He's been campaigning *Axon* for nine years, and has a record of season championship wins that goes back even farther: 1959, '62, '67, '68, '69, '89, '03 and '06.

This year Baird got new Doyle sails and says that those sails, along with the fine work of his crewman Chris Messano and the problems their competition had, seemed to give *Axon* an edge.

"The Mercury fleet seems to be pretty competitive," Baird explained. "Several very distinguished guys have come into

the class and *not* been successful. Although the last one to try was very successful — Chris Raab who won four times. That is one of the really satisfying things about this

win. Chris struggled with some unproven sails."

A highlight for Baird was discovering that having Messano sailing with him made him more competitive, when combined with the new-found speed of his upgraded sails. Baird will continue crewing for Messano, who lives in Southern California, on his Mercury for most of the season, and they'll sail *Axon* in the

ELLEN HOKE / WWW.ELLENHOKE.COM



*Rising to top honors in the largest big boat fleet on the Bay — the J/105s — is no easy feat. But this year 'Blackhawk' (#40) did just that.*

Northern California races.

"I retired in '99 and made it a priority to go to every regatta I could, and I still do!" Baird laughed. "Sailing is my passion, and I try not to let anything get between me and my racing!"

2) **Vandal**, John Skinner; 3) **Stars**, Jim Bradley (15 boats).

## NorCal Open 5.70 — *The Maker* Tom Buffico

Tom Buffico has been campaigning *The Maker* for just 2 ½ years, so this year's win was particularly sweet for him and his crew: Nick Burke, Synthia Petroka and his son Forrest Buffico.

"I think if you asked anyone in the fleet why we won, they would all answer 'the crew,'" Buffico said. "I've had the privilege of sailing with Nick and Synthia for many years and I believe we make a good team."

Racing the Open 5.70 is all about the fleet, Buffico says, which currently stands at 15 boats on the Bay.

"Our Northern California High Point series includes Long Beach Race Week, where we had 22 boats on the starting line, and racing on Huntington Lake," he said. "At Huntington the fleet reserves an entire campground together and we make a long weekend of it. It's a great group who work together to make the events as enjoyable as possible."



Sarah Deeds



Doug Baird



Baffico likes the 5.70 because it's a light boat and easy to trailer. "The boat is pretty beamy with a deep ballasted keel, so for a sportboat it is very stiff upwind, but its weight is still relatively low, so it performs well off-wind."



**Tom Baffico**

not the latest gear investment.

The *Maker* will definitely sail the full season in 2013, says Baffico, with most events scheduled and a few new options under consideration, such as racing out of Santa Cruz.

"In any event, I'm still planning on making Sunday morning pancakes at Huntington," he laughed.

2) **Frolic**, Marc Finot; 3) **Boracic**, Michael & Tyler Gough. (13 boats)

## Vanguard 15 — #740 Al Sargent

Regular crew: Rachel Magnusson

Al has been campaigning this boat for only the past two years. For him, sailing is the sum of many parts, he says, but

three factors stand out: great crew, constant improvement, and paying attention to the little things.

"Rachel's a great crew," Sargent said. "She always thinks one step ahead and is always positive, even during my goof-ups, which included missing the hiking straps once during a tack and falling out of the boat!"

Sargent keeps a notebook to track everything they do well, in addition to every mistake. And he reviews it prior to each race. "This helps us focus on getting a bit better every day we go out," he explained.

As far as the little things, Sargent reminds us that Vanguard 15 racing is incredibly close. "Often only a few seconds separate first through fifth. Getting just a foot ahead in the first minute of the race can make a big difference in the eventual outcome. So we constantly look for ways to improve our technique, tuning and equipment."



**Al Sargent and Rachel Magnusson**

For much of 2011 and 2012, Sargent said he would often lose a couple of boats when going downwind wing-on-wing. His 'aha' moment came when he closed off the top couple feet of jib leech so that it was perpendicular to the wind, by bringing the jib clew back to the mast and holding the jib sheet down near the rail. "This sounds trivial, but it's typical of the little things that add up to make a difference," he said.

Al will be back next season, and he's

hoping some new competitors will too. He and others will try to entice some new experienced dinghy racers into the fleet by setting up boats for them to try out.

2) **#1203**, Rusty Canada & Claire Hulse; 3) **#1005**, Steve Kleha & Emily Hemberger (39 boats).

## El Toro Juniors Neil Marcellini

Thirteen-year-old Neil Marcellini, an 8th grade student at Stanley Middle School in Lafayette, has been sailing El Toros since 2008. He started with a classic Tito El Toro, then a Caballero, and his current boat is a Moore El Toro. He's been on a winning streak the past few years, winning the El Toro Jr. North Americans in 2011 and 2012.



**Neil Marcellini**

Marcellini set his sights on the 2012 El Toro Junior Season Championship after winning the 2011-12 Richmond YC Junior Program John Amen award by taking first place in the Advanced class.

"My success comes from help from my coaches Buzz Blackett, Dan Brandt, Steve Kittle, Kurt Lahr, Steve Lake, John Liebenberg, Chris and Nick Nash, Fred Paxton, Patrick Tara, and my dad, Lorn Marcellini," Neil said. "Also, lots of time on the water and working on boat handling."

He says at Stockton Sail Camp this year he learned good starting techniques from advanced class coaches. Tricks like watching the fleet from a distance and finding holes really helped his game.

"I really like using the wind and improving my racing tactics to make my boat go as fast as it can," he said.

Better watch out for this young lad next year as he has hefty goals: to win first place in the Richmond YC Junior Laser program, to participate in many regattas in the 29er with his sailing partner, Robbie Englehart, and to win the Junior El Toro North Americans for a third time.

2) **#11793**, Charlotte Lenz; 3) **#11854**, Josselyn Verutti. (25 boats).

## El Toro Seniors — Cygnus Arthur Lange

The combination of many second places and a win in the final race in the series was the immediate reason for Art



# SEASON CHAMPIONS, PART II

Lange's winning the El Toro season fleet championship. In addition, a new mast helped him stay near the front of the fleet in the lighter air that plagued most of the races this summer. But Lange is sure

the major reason for his success is his 50+ years of competitive sailboat racing.

"That has taught me that to win it's necessary to be persistent, alert and ready to take advantage of all good-luck events — like favorable wind shifts and mistakes of competitors — that happen to occur," he said. "It also helps to be physically fit."

Lange's been racing El Toros since 1974, during which time he's had eight different boats, including his current one, *Cygnus*, which he bought in

2000.

His best race of the year was the final one: the Corkscrew Slough Regatta, where the wind blew in the mid- to high 20s for about an hour of a two-hour race against a strong current, making the downwind leg against the current a serious boat-handling challenge.

"It was very gratifying to overtake John Pacholski — whom I was tied with going into this final race — on this last downwind leg with the chance of capsizing all too likely," said Lange. "This win reinforced my belief that being fully prepared for any physical challenge is an important aspect of racing any boat, especially a singlehander when the wind is strong."

2) #11820, John Pacholski; 3) #11649, Fred



ERIK SIMONSON / WWW.H2OSHOTS.COM

*The crew of the Wylie Wabbit 'Wild Bunch II' had a very wild ride during last summer's Delta Ditch Run, but ended up taking first in fleet.*

Paxton. (32 boats).

Inspiring stuff indeed. Tune in again next month to help us celebrate the successes of the mixed-fleet (handicapped) champions.

— michelle slade & latitude/andy



Art Lange



PHOTO: DAVE TOWLE

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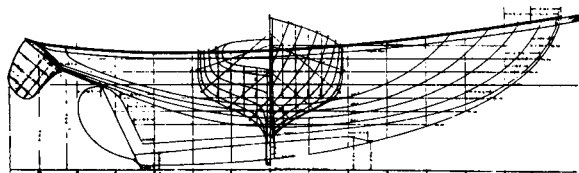
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Golden Gate Yacht Club, San Francisco



# MAX EBB

"**B**oat on the rocks!"

The shout got the instant attention of everyone in the yacht club bar.

"Well, at least this will liven up the afternoon a little," I couldn't help thinking out loud. Not that I wanted to see a fellow sailor in trouble, but it had been an extremely dull afternoon around the waterfront. There was not much wind, and no rain, but no sun either. Only a hazy cloud cover that was neither sunny nor cloudy. It was the kind of winter day that has no weather at all. And nothing of interest happening at the yacht club either, until the call of "boat on the rocks" broke the monotony.

We rushed to the window overlooking the harbor entrance, where I expected to see the rig of a hapless sailboat that had missed a tack in the light air and drifted onto the riprap. I figured it would be one of those boats that only goes out once a year, and the combination of a fouled bottom and an out-of-practice sailor that usually spells trouble. But no mast or sails were in sight.

We ran out to the deck thinking it must be a small powerboat too low to see from inside the club. Still nothing. No, wait, there it was. Not a real boat, but what looked like a radio-controlled model. It was stuck between two big rocks on the edge of the channel and, despite constant rudder and sheet adjustments, it was not likely to get free without more direct intervention.

Somebody had to do it. I ran down the stairs from the deck, climbed carefully out onto the slippery rocks and leaned over to give the little boat the shove it needed to get back into open water. Once clear, the boat did a few tacks and jibes in circles, which I interpreted as a kind of "thank you" maneuver before it sailed out into the channel.

Whoever was driving this boat seemed to have very precise control — although it was surprising how much the little model heeled over in the light breeze. The skipper, however, was nowhere to be

seen. I walked back up the stairs to the deck and watched the little boat from a deck chair. Eventually it turned down one of the fairways between two rows of berths for real boats and I decided to follow it to find the owner.

I should have guessed. Lee Helm, naval architecture student and my oc-

casional crew, was at the controls.

"Thanks for the push, Max," she said as she brought the model smartly up into the wind for a perfect landing alongside the dock. "I was, like, really stuck there."

"No problem," I said. "It's fun to watch these things, but certainly no substitute for actual sailing."

"It was a gift," she shrugged. "Here, take it out for a spin."

She handed me the controller, showed me which control steered the boat and which one adjusted the sheets in and out, and I was off.

Sailing away from the dock was easy. But when I jibed around to the reverse course, with the boat aimed right at me, every control input seemed to be backward.

"Takes some getting used to," she said as she took the controller back from me to avoid tangling our rig with the bobstay of a big cruising boat.

"I'm surprised how much it heels in this light breeze," I observed as a puff found its way between two of the boats that sheltered the fairway. "A real boat would still have crew on the lee side in this wind."

"Scale effects," She explained. "Here's what's going on: Displacement varies by the scale factor cubed, and righting moment is proportional to displacement times righting arm, which varies linearly by the scale factor. So righting moment varies by the scale factor to the fourth power."

"Okay, but what do you mean . . ."

"Heeling moment," Lee interrupted, "is proportional to the sail area times the height of the rig. Area varies by the square of the scale factor, height is linear, so heeling moment varies only by the scale factor cubed. So a big boat is,

like, inherently more stable than a small one, even if all the proportions are the same."

"I don't follow this 'scale factor' stuff," I confessed.

"Think of two boats. One is twice as big as the other. If the small boat is X feet long, how long is the big boat?"

"Two X, of course."

"Right. And if the small boat has Y square feet of sail area, how much sail area does the big boat have?"

"Two..."

"BZZZT! Wrong. Think before you answer."

*"BZZZT! Wrong!"*



"Oh, of course, the big boat has twice the boom length and twice the mast height, so it has four times the sail area."

"Scale factor squared," said Lee. "The scale factor is two, and two squared is four. Now for displacement . . ."

"Now I get it. The boat that's twice as big will displace eight times as much, because it goes by volume. Eight is two cubed, or the scale factor cubed. But how did you get to scale factor to the fourth power?"

"Righting moment is displacement times righting arm, the horizontal distance between center of buoyancy, where the upward buoyant force is centered, and center of gravity, where the downward gravity force is centered."

She could tell that it was too fast for me to follow.

"You can just think of righting arm as proportional to beam. Make the boat twice as big, it becomes twice as wide,

# — A MODEL STUDENT



SPREAD: GILLES MARTIN-RAGET; INSET LEFT: BIBI SAINT-POL; INSET RIGHT: CHARLES DIXON

**Spread:** The AC45s may be technological wonders but their bow profiles are as ancient as Dionysus' sailing dinghy (upper left) and more recently (early 1900s) the 'HMS Dreadnought' (upper right).

eight times as heavy, 16 times as much righting moment. Scale factor to the fourth."

"Now I get it."

"See what happens when boats get bigger? Double the size, and the boat only heels half as much in the same wind speed, because heeling moment increases by a factor of eight while righting moment increases by a factor of 16. In practice, we just make the rig a lot bigger, so the big boat heels just as much as the small boat but goes faster because it has relatively more sail area."

"And I always thought it was just the longer waterline," I said.

"That too. Anyway, the scale effect explains why models have these out-of-proportion deep keels with bulbs on the bottom, and still heel more than full scale boats in the same breeze."

"Something else I've been wondering about lately," I asked, taking advantage of the opportunity to bring up what might be a stupid question without any witnesses present. "The bows on those America's Cup catamarans. Aren't they upside down? Especially if pitchpoling is a problem, you'd think they'd have a normal bow rake to add some buoyancy forward when they start to dig in."

"You'd think so, but it would be wrong," she stated. "First, the bow profile isn't something they just draw on the profile view. It's the intersection of the two sides of the bow, and it says more about the amount of flare in the forward sections of the hull than about what the designer thinks would be a cool-looking bow. A conventional rake means there's a lot of flare, with the waterplane getting much wider as the bow is immersed deeper. A plumb bow means wall-sided, and a reverse rake means tumblehome

or a deck narrower than the waterline." "Okay, sure. But what's the advantage?"

"It's totally less resistance in waves," Lee explained. "And it's nothing new. Ancient Greek pottery shows pictures of small boats with the same bow profile as the A-Cup cats. Here, take the controls again."

All this time she had been sailing the model out in the channel, and now it was my turn to take the helm while Lee took out a cellphone with an internet connection. In less than a minute she had the image of an ancient Greek salad bowl on the screen.

"Most people think that the 'Dreadnought bow,' as they call it, is just used on warships for ramming other ships. But look, this is Dionysus' sailing dinghy, with a cargo. Clearly not a warship. And it's a bow profile that shows up all through maritime history, in any application where reducing wave drag is important and where water on deck is not a big issue, so they don't need the flared bow sections."

I could only half pay attention as I concentrated on where the model was going under my non-expert control.

"Look at this," said Lee as she showed me another downloaded image. "The *Dunderberg*, designed in 1865 but not finished in time to see action in the Civil War. Look at that bow."

The model was sailing right at me again, but by turning the controller around so it was facing the same way as the model, I could use my existing reflexes to steer instead of having to learn new ones on the fly.

"Here's another example," Lee continued. "The actual *Dreadnought* that the *Dreadnought* bow is named for."

"Now wait a minute," I said as I ducked the stern of a real sailboat that was on a collision course with Lee's model, "If I remember my World War I maritime history, the *Dreadnought* actually did sink an enemy sub by ramming it."

"For sure, the bow could also be a ram. But that's only a fringe benefit."

Lee produced a whole catalog of *Dreadnought* bows for me to view, including the 110 Class sailboat designed in 1939 (although it's really just a plumb bow), and the 18-ft A-Class catamarans, the closest relative to the America's Cup cats, which have been using the same reverse bow shape for decades.

"Okay, this kind of bow is nothing new," I conceded. "But you still didn't explain why a boat that's at risk of pitchpoling doesn't have more reserve buoyancy up front."



# MAX EBB

"Some of it is just a trade-off for speed," Lee agreed. "But, like, consider what happens when a deck goes under at speed. Mucho hydro pressure pushing down on the deck, plus if the boat slows down, the apparent wind goes way aft and they can't let the wing out fast enough to unload it. The rounded topsides on the AC boats are much more friendly to the water when the bow is down, and with less drag they can keep the boat speed up. Witness how many times the AC45s have recovered from a near-pitchpole."

"So why don't we see these Dreadnought bows on all boats?"

"Surely you've done a couple of 'ice-breaker dockings' in your day, Max."

"Well, yes," I admitted

"And you've run over a log or two?"

"Of course."

"Not to mention that the bottom end of the headstay on your boat is way in front of the forward end of the waterline," she pointed out. "A conventional bow rake is practical, if not optimal. And there are artificial reasons, too, like rating formu-



T. EVENS

**A light breeze is enough to put scale model boats on their ears.**

las that penalize the extra waterline you can get — with very little weight penalty — by leaving off most of the hull above the waterline."

"**T**here you are, Lee!" some voices shouted from behind.

We turned around to see a small gang

of college students running down the gangway toward us.

"Wind is up at Crissy," one of them announced. "We're driving over; get your gear!"

"Awesome," said Lee. "It's been almost flat calm all week. Max, can you put this boat away for me? You can leave it in your boat, I know the combo."

"Okay, but I get to play with it all afternoon."

"Deal!" she said as she ran off with her friends to windsurf the Cityfront.

**I** managed to keep Lee's model out of trouble as I walked back up to the yacht club deck, and the gang back in the bar all had fun playing with Lee's toy out in the channel until the batteries went flat and we had to launch a dinghy to retrieve it.

Then the sun broke through the haze, the wind started to blow, and we decided to go sailing.

— max ebb



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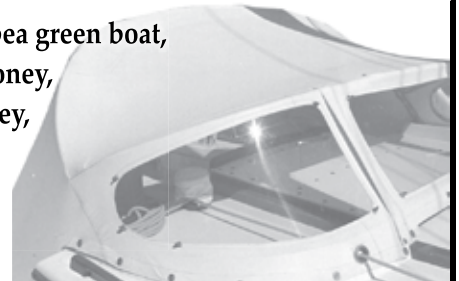
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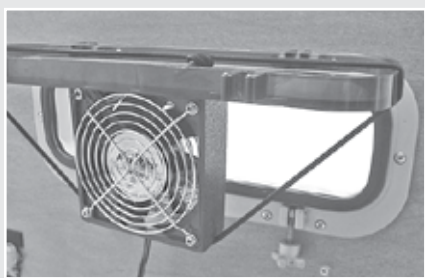
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# THE RACING

While December's weather can be delightful, it also can be ferocious. The Bay Area experienced both extremes last month, the former causing a number of DNFs while the latter cancelled some midwinter races. Almost all of the racing during the month was of the midwinter variety so we're just going to jump right into the **Midwinters Notebook**, followed by a preview of the **Rob Moore Memorial Regatta** and **Race Notes**. Bringing up the rear are **Box Scores**.

## Midwinters Notebook

The Bay Area's midwinter series are in full swing and here are some reports on their progress.

**Sequoia YC Winter Series** — The second race of the Winter Series, held December 1, offered classic winter conditions: overcast skies with drizzle and light rain followed by brief periods of sun, fickle winds and a strong ebb current that was a major factor throughout the race. A 7.09-mile course was called, which proved to be a challenge for many entries given the prevailing conditions.

Although winds were light at the beginning, the race started on time. The predominant wind direction was from the south adding yet another twist to the race. Anticipating the new wind was the key to success in this race.

The winning strategy was to fall off right after the start and get to the east side of the Bay as soon as possible. This allowed spinnakers to be hoisted to take advantage of what little wind there was on a run to the turning mark. When the skies darkened and the rain fell, the wind was at its best and the first boats around the mark dominated the race. Those who chose a more direct course to the first turning mark sailed right into a hole and watched in frustration as the lead boats sailed on by.

Stan Phillips' Farr 30 *Frequent Flyer* took first place in the Spinnaker Division, and Dan Doud's Wylicat 30 *Pole*

up, the guns went off and three classes of Vallejo YC racers charged toward the weather mark. Ah, all was well and the 2013 racing season was underway. Isn't racing wonderful? There was just one small problem . . . no wind. VYC started its midwinter series just like its down-Bay sister clubs — with strong current and almost nonexistent wind. The result: no one finished.

So for last month's Midwinter #2, racers prayed for more wind. As the saying goes, be careful what you wish for. The forecast for the December 1 race called for howling winds gusting to 50 and torrential downpours. It was no surprise when only half the competitors arrived for the noon start. But despite the horrific forecasts, the weather decided to cooperate, with 10-15 knots out of the southwest. It was overcast but with a nice flood and flat water, it was a nice day of racing. As one skipper noted, "You just never know with the midwinters."

— gordon smith

**Sausalito YC Midwinters** — The weather forecast for December 2 — a gale warning predicting southwest winds at 20-30 knots, gusting to 45 — caused the race committee to wonder whether a race would be possible. It also caused a number of racers to hunker down at home. Thankfully, the rains stopped, the clouds parted, the sun came out and the weather was spectacular. Foulies disappeared as the winds moderated to 12



Division C ended with the top four boats separated by a mere 60 seconds after handicap corrections. Another great day on the Bay!

— dave borton

**Berkeley YC Midwinters** — The week-end of December 8-9 offered normal winter sailing conditions for the second set of races in the Berkeley YC Midwinters. We begin with the weather for Saturday. We all have our favorite places to go check and many of us have more than one. On December 8, I personally found at least three different options. All hinted at a northerly, but none of them indicated that we would have the 15+ knots that we saw at noon. So, with glee, we sent off the 61 entries in all nine divisions on a 9.4-mile course. We were tricked!

The third line heading of the race results indicates wind 2 to 15. It should instead read 15 to 2. A perusal of the elapsed time column tells the story. Most of Division A took less than two hours, but the last to finish took 4h, 29m, 35s. Out of 61 starters, only 52 finished. Of the nine DNFs, one reported a sail 'kerfuffle', one a 'too close' encounter (sorry, no details) and seven dropped out from a lack of wind.



The bigger boats towed the engineless boats in the Island YC Island Days midwinter race.

Cat topped the non-spin division.

— tim petersen

**Vallejo YC Tiny Robbins Midwinter Series** — On November 3, the flags went

and then to 5 knots from the northwest clocking to the north late in the race.

The first three fleets did three laps of the windward-leeward course and the fourth fleet did two. Racing was spirited, to say the least. The fleets often split with some going left, others right. Spinnaker



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**'Nancy', 'Grey Ghost', 'Gammon' and 'Youngster' duke it out in Sausalito YC's midwinter.**

For the first bunch of divisions, the racing was lovely: some close finishes, some divisions overtaking the division in front, and some changes of position during the race. For those still stuck on the course at about 4:15, the clouds lifted enough so the setting sun streamed across the Bay, making the houses on the hills look as if the windows all had beacons shining out.

On Sunday, not a single cloud could be seen in the sky and it was very warm (for December, that is). We still had the northerly wind, but it was very light. Since nothing could be seen to indicate otherwise, we started on time and sent the 27 entries in five divisions off on a 6.6-mile course. This turned out to be a reasonable choice as the wind stayed light and even looked as if we were going to have a repeat of the day before. However, the wind gods apparently took pity on everyone and a light westerly appeared at about 2:15. All was saved!

— *bobbi tosse*

*Island YC Island Days Series* — Twice around was once too many for most boats on December 9. It was a gorgeous

day for just about anything . . . except moving a sailboat really fast. Winds were fluky, light at best, and eventually proved to be nonexistent. The fleets got off okay with enough west wind to beat up the Estuary. Most were able to round the windward mark, fly the chute down to the leeward mark, and round toward a possible finish.

The race committee was optimistic and retained the full course, sending the racers around again. The wind direction toyed with the fleets and some were now flying their spinnakers as they sailed west toward the 'windward' mark from whence they came. They were the lucky ones. The rest just stopped — or worse, drifted backward with the current.

The wind came up enough to get the back of the pack around the leeward mark for their first pass. A Moore 24 got the gun after his second rounding before some boats even passed the first time! That would be about the last breath. A few A and B fleters managed to eke out a finish eventually, but the rest were doomed. The time limit passed with no one in C or D fleets finishing.

Those without motorized propulsion were looking at a long row home. The haves came to the aid of the have-nots, though. In particular, Michael Maurier and his crew aboard the *Alerion Express*

28 *Scrimshaw* demonstrated true Corinthian spirit by taking three in tow at once. Still, no complaints about this beautiful day on the water in December.

— *kristen soetebier*

*Golden Gate YC Manuel Fagundes Seaweed Soup Series* — Race #2 of the GGYC midwinters on December 1 took place as planned, despite predicted foul weather. Of the 69 boats registered, 52 braved the forecast and were rewarded with scattered clouds and shifty winds in the 12- to 18-knot range.

The postponement flag was hoisted at 11:30 a.m. instead of the warning signal as PRO Matt Jones decided to wait for an inbound freighter that was going through the race area. The pilot, who knew he was going to take longer than expected to transit south of Alcatraz, notified the race committee that he would transit through the deep-water channel north of Harding Rock, and that we could start racing. What a great example of the boating community working together on the Bay!

With that safety issue resolved, the postponement flag was dropped and we went into the start sequence 10 minutes late. The first five fleets sailed course 19, an 8.5-mile trip with two roundings of Harding Rock. The remaining two fleets sailed course 15, which is 5.5 miles long with a single rounding of Harding.

Most boats finished by 1:30 and were back at the club for our complimentary Sailors Buffet.

— *gary salvo*

**Rob Moore Memorial Regatta**

The 2013 Corinthian Midwinters are coming up on January 19-20 and February 16-17, and the inaugural Rob Moore Memorial Regatta will be held on February 16 as part of the series. The

For more racing news, subscribe to *'Lectronic Latitude* online at [www.latitude38.com](http://www.latitude38.com).

December's racing stories included:

- Vendée Globe • GGYC Manuel Fagundes Seaweed Soup Regatta • VYC Midwinters • SYC Midwinters
  - RYC Small Boat Midwinters
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# THE RACING



More than 50 boats turned out for GGYC's Manuel Fagundes Seaweed Soup Series #2 on December 1, despite a terrible — and incorrect — weather forecast. Clockwise from top left: Conditions started out funky, but eventually turned pleasant; Mark Dahm's beautiful 'Benino' nabbed third in the Knarr fleet; Ready for 'Adventure' on a Catalina 30; The PHRF 4 fleet, including 'Nancy', 'Arcadia', 'Adventure', 'Layla', and 'Ultimate Cypher', take the line; hiking out on Daniel Thielman's RP 44 'Tai Kua'; Steve Stroub's Santa Cruz 37 'Tiburon' eats up the course; Frank Morrow and crew on the IMX-38 'Hawkeye' took their division, PHRF 3; (center) 'War Pony', 'California Condor', 'Twisted' and 'Deception' stylin' in PHRF 1.

event will honor Rob's legacy in the San Francisco Bay sailing community with a fun race while raising money for lung cancer research.

Rob's contributions to Bay Area racing are legendary. Readers will remember him as *Latitude's* racing editor, a beat he covered for 18 years. He was an honorary member of CYC for nearly as long, and worked tirelessly on the club's midwinter and Friday night racing series.

"Rob believed strongly that sailboat racing should be competitive *and* fun," said his widow, Leslie Richter. "He was discouraged by the recent downturn in participation in San Francisco Bay rac-

ing, and he was constantly trying to find ways to increase the number of boats on the water. With this in mind, CYC and the Bay Area Racing Federation (see next story) have launched a yearly event that will honor Rob's contributions to our sport with a focus on upholding his *Ten Commandments of Beer Can Racing*." Rob originally penned the Ten Commandments for a 1989 issue of *Latitude 38*, and they're available on our website at [www.latitude38.com/wisdom.html](http://www.latitude38.com/wisdom.html).

Rob was only 58 years old when he succumbed to lung cancer. He was among the 20% of lung cancer victims with no history of smoking. Lung cancer is the leading cause of cancer deaths, and

the five-year survival rate is only 15%.

"Rob strongly supported efforts to increase funding and awareness of lung cancer research," said Leslie. "One of his final wishes was to continue that support in a meaningful way." So the Rob Moore Regatta will also be a fundraiser for the National Lung Cancer Partnership, with 100% of all donations to go to NLCP.

The theme for the race is 'Serious Fun', and a day of competitive racing for one design and PHRF fleets will be enhanced with a special guest speaker, a fundraising raffle, nice take-home tro-





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phies, dinner, and entertainment. Plans are in the works for a perpetual trophy that will be a bit out of the ordinary, and for some fun prizes ('Most Redheads on a Boat' and 'Best Mustache' are a couple of ideas that are being tossed around).

A network of Rob's friends is reaching out to the fleets to pump up the number of entries — the way Rob used to in previous years. You don't have to wait for that email or phone call, though; you can sign up for the series now at [www.cyc.org](http://www.cyc.org).

— latitude/chris

#### About the Bay Area Racing Federation

The Bay Area Racing Federation (BARF) was founded in the mid-'90s by a small group of Bay Area sailors as they were concocting home-brewed beer. This crew,

frustrated by the politics, handicap games, and the growing cost of racing, wanted to get back to the basics of racing for the fun of it. Thus, this ad hoc federation was formed.

Committees would be formed by the members and led by whoever failed to be present. There would be no dues. Membership was to be granted by other members whenever they felt like it. Nomination and sponsorship processes would not be tolerated. And since Rob Moore missed the elections meeting, and since it was all basically his idea, he was elected commodore. He of course contested the election, but failed to disqualify himself in the re-vote. And so, BARF continues on in the spirit and memory of our friend, the late Robert K. Moore, founding and perpetual commodore.

— leslie richter

See [www.bayarearacingfederation.org](http://www.bayarearacingfederation.org).

#### Race Notes

A few notable West Coast sailors were honored by making the diverse shortlist for US Sailing's 2012 Rolex Yachtsman and Yachtswoman of the Year. They include: Kiteboarding World Champion siblings Johnny Heineken and Erica Heineken of Larkspur (in Marin County); Melges 32 World Champion John Kilroy of Los Angeles; San Diego's Rolex Farr 40 World Champion Bill Hardesty and Delta Lloyd Regatta Finn Champion Caleb Paine; and Farr 30 World Champion Deneen Demourkas of Santa Barbara.

The winners will be announced in January and honored on February 26 during a luncheon at St. Francis YC, where they will be presented with Rolex timepieces. Congratulations to all the nominees!

— latitude/chris



# THE RACING

## THE BOX SCORES

The Bay's midwinter series are off to a roaring start, so without further ado, we'll get right to the results.

### SAUSALITO YACHT CLUB MIDWINTERS (12/2)

SPINNAKER PHRF <95 — 1) **Q**, Schumacher 40, Glenn Isaacson; 2) **Ohana**, Beneteau 45f5, Marika Edler; 3) **Escapade**, Express 37, Nicolas Schmidt. (5 boats)

SPINNAKER PHRF >95 — 1) **Youngster**, IOD, Ron Young; 2) **Grey Ghost**, Hanse 342, Doug Grant; 3) **Nancy**, Wyliecat 30, Pat Broderick. (5 boats)

ISLANDER 36 — 1) **Vivace**, Bill & Pattie O'Connor. (1 boat)

NON-SPINNAKER — 1) **Homus**, Ericson 27, Josh Dvorson; 2) **La Mer**, Newport 30. (2 boats)

SPORTBOAT — 1) **Ragtime**, J/90, Trig Liljestrand. (1 boat)

Full results at [www.sausalitoyachtclub.org](http://www.sausalitoyachtclub.org)

REGATTAPRO — See page 88.

### GOLDEN GATE YC MANUEL FAGUNDES SEAWEEP SOUP SERIES (12/1)

PHRF 1 — 1) **TNT**, Tripp 43, Brad Copper; 2) **Tai Kuai**, R/P 44, Daniel Thielman; 3) **Twisted**, Farr 40, Tony Pohl. (10 boats)

PHRF 2 — 1) **Alpha Puppy**, 1D35, Alex Farell; 2) **B Line**, 1D35, Jim Hoey; 3) **Sapphire**, Synergy

1000, David Rasmussen. (9 boats)

PHRF 3 — 1) **Hawkeye**, IMX-38, Frank Morrow; 2) **Yucca**, 8-Meter, Hank Easom; 3) **Harp**, Catalina 38, Mike Mannix. (10 boats)

PHRF 4 — 1) **Arcadia**, mod. Santana 27, Gordie Nash; 2) **Xarifa**, IOD, Paul Manning; 3) **Youngster**, IOD, Ron Young. (11 boats)

CATALINA 34 — 1) **All Hail**, Page Van Loben Sels; 2) **Queimada**, David Sanner; 3) **Mottley**, Chris Owen. (5 boats)

KNARR — 1) **Fifty/Fifty**, Brent Crawford; 2) **Narcissus**, John Jenkins; 3) **Knarmageddon**, Petersen Billings. (4 boats)

FOLKBOAT — 1) **#116**, George Cathey; 2)

**Nordic Star**, Richard Keldsen. (2 boats)

Full results at [www.ggyc.org](http://www.ggyc.org)

### BERKELEY YC MIDWINTERS SATURDAY SERIES STANDINGS (2r, 0t)

DIVISION A — 1) **Family Hour-TNG**, Henderon 30, Bilafer family, 5 points; 2) **Relentless**, Sydney 32, Arnold Zippel, 6; 3) **Ragtime**, J/90, Trig Liljestrand, 7. (8 boats)

DIVISION B — 1) **Flight Risk**, Thompson 650, Ben Landon, 2 points; 2) **Baleineau**, Olson 34, Charlie Brochard, 5; 3) **Wahoo**, Capo 30, Walter George, 8. (9 boats)

DIVISION C — 1) **Phantom**, J/24, John Guilford, 2 points; 2) **American Standard**, Olson 25, Bob Gunion, 5; 3) **Wind Speed**, J/30, Tony Ca-

struccio, 8. (6 boats)

DIVISION D — 1) **Achates**, Newport 30, Robert Schock, 3 points; 2) **Oreo**, Santana 22, Garth Copenhaver, 4; 3) **Mad Max**, Santana 22, Megan Dwyer, 10. (8 boats)

DIVISION E — 1) **Tiare**, Catalina 22, Paul McLaughlin, 5 points; 2) **Kodiak**, Bear, Peter Miller, 6; 3) **Huck Finn**, Bear, Margie Siegal, 7. (3 boats)

OLSON 30 — 1) **Chaos**, Ray & Craig Wilson, 3 points; 2) **Hoot**, Andrew Macfie, 3; 3) **Yankee Air Pirate**, Donald Newman, 6. (4 boats)

EXPRESS 27 — 1) **Motorcycle Irene**, Zachary Anderson, 2 points; 2) **Wile E Coyote**, Dan Pruzan, 7; 3) **Magic Bus**, Marc Belloli, 10. (16 boats)

MOORE 24 — 1) **Banditos**, John Kernot, 2 points; 2) **Mooretician**, Roe Patterson, 6; 3) **Mo-origami**, John Siegel, 7. (10 boats)

CAL 20 — 1) **Fjording**, Tina Lundh, 6 points; 2) **Can O'Whoopass**, Richard vonEhrenkrook, 6; 3) **Recluse**, Howard Martin, 7. (5 boats)

Full results at [www.berkeleyyc.org](http://www.berkeleyyc.org)

### BERKELEY YC MIDWINTERS SUNDAY SERIES STANDINGS (2r, 0t)

DIVISION 1 — 1) **Ragtime**, Trig Liljestrand, J/90, 2 points; 2) **Warp Speed**, C&C 115, Jeff Smith, 5; 2) **Stewball**, Express 37, Bob Harford, 5. (5 boats)

DIVISION 2 — 1) **Banditos**, Moore 24, John



## Encinal Yacht Club Announces: Francis Chichester Around Alameda Laser Race



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Kernot, 2 points; 2) **Froglips**, J/24, Richard Stockdale, 4; 2) **Twoirational**, Moore 24, Anthony Chargin, 6. (5 boats)

DIVISION 3 — 1) **No Cat Hare**, Catalina 22, Donald Hare, 2 points; 2) **Antares**, Islander 30-2, Larry Telford, 4; 2) **Latin Lass**, Catalina 27, Bill Chapman, 6. (6 boats)

OLSON 30 — 1) **Hoot**, Andrew Macfie, 2 points; 2) **Chaos**, Ray & Craig Wilson, 4; 2) **Yankee Air Pirate**, Donald Newman, 6. (4 boats)

EXPRESS 27 — 1) **Motorcycle Irene**, Zachary Anderson, 2 points; 2) **Great White**, Rachel Fogel, 6; 2) **Libra**, Marcia Schnapp, 6. (6 boats)

Full results at [www.berkeleyyc.org](http://www.berkeleyyc.org)

#### SEQUOIA YC WINTER SERIES SERIES STANDINGS (2r, 1t)

SPINNAKER — 1) **Frequent Flyer**, Farr 30, Stan Phillips, 1 point; 2) **Dare Dare**, Jeanneau 32, Nico Popp, 2; 3) **Boudicca**, Open 5.70, Kathy Conte, 3. (9 boats)

NON-SPINNAKER — 1) **Pole Cat**, Wyliecat 30, Dan Doud, 1 point; 2) **Linda Carol**, Catalina 320, Ray Collier, 2; 3) **Sweet Pea**, Islander 30, Tim Petersen, 2. (4 boats)

Full results at [www.sequoiayc.org](http://www.sequoiayc.org)

#### ISLAND YC ISLAND DAYS #2 (12/9)

PHRF <168 — 1) **Double Trouble**, Moore 24, Kevin Durant; 2) **Crazy Eights**, Moore 24, Aaron Lee; 3) **Wile E Coyote**, Express 27, Dan Pruzan. (8 boats)

168 RATERS — No finishers

PHRF >168 — No finishers

NON-SPINNAKER — No finishers

Full results at [www.iyc.org](http://www.iyc.org)

#### VALLEJO YC TINY ROBBINS MIDWINTERS #2 (12/1)

SPINNAKER — 1) **Velocita**, Mumm 36, Mary Mueller; 2) **Summer & Smoke**, Beneteau 36.7, Pat Patterson; 3) **Tutto Bene**, Beneteau 38s5, Jack Vetter. (3 boats)

NON-SPINNAKER — 1) **Citlali**, Olson 25, Frank Gonzalez-Mena; 2) **Margaret**, Newport 30, Richard Leijonflycht; 3) **Twist & Shout**, Catalina 30, Chris Mendonca. (3 boats)

Full results at [www.vyc.org](http://www.vyc.org)

#### RICHMOND YC SMALL BOAT MIDWINTERS #1 (12/1-12/2)

OPTIMIST CHAMPS (6r/0t) — 1) **Christian Ehrnrooth**, 6 points; 2) **Tommy Young**, 18; 3) **Stuart Henry**, 23. (14 boats)

OPTIMIST GREEN (6r/0t) — 1) **Ben Pontious**, 7 points; 2) **Constantine Mavromihalis**, 15; 3) **Henry Boeger**, 21. (15 boats)

ALL OTHER RACES CANCELLED.

Full results at [www.richmondyc.org](http://www.richmondyc.org)

#### SOUTH BEACH YC ISLAND FEVER SERIES STANDINGS (2r, 0t)

SPINAKER PHRF ≤ 113 — 1) **Leglus**, Ohashi 52, Hiro Minami, 5 points; 2) **Centomiglia**, Flying Tiger 10, Fabio Maino, 10; 3) **Aero**, Hobie 33, Joe Wells, 11. (11 boats)

SPINAKER PHRF ≥ 114 — 1) **Sirocco**, Soverel 30, Bill Davidson, 7 points; 2) **Flight Risk**, Catalina 38, Dan Gaudy, 7; 3) **Breakout**, Santana 35, Lloyd Ritchey, 8. (10 boats)

SPINNAKER CATALINA 30 — 1) **Adventure**, Jack McDermott, 3 points; 2) **Goose**, Mike Kastrop, 4; 3) **Friday's Eagle**, Mark Hecht, 5. (5 boats)

NON-SPINNAKER — 1) **Avalon**, Catalina 30 Mk II, John Ford, 5 points; 2) **La Maja**, Islander 30, Kenneth Naylor, 6; 3) **Synergizer**, Ericson 28-2, Larry Weinhoff, 7. (9 boats)

Full results at [www.southbeachyc.org](http://www.southbeachyc.org)

#### SANTA CRUZ YC MIDWINTER SERIES STANDINGS (2r, 0t)

SPINNAKER PHRF ≤ 88 — 1) **Octavia**, Santa Cruz 50, Shepard Kett, 4 points; 2) **Animal**, Sydney 38, Walecka/Akrop/French/Lezin, 4; 3) **Heartbeat**, Wylie 46, Lou Pambianco, 4. (8 boats)

SPINNAKER PHRF ≥ 89 — 1) **Wildthing**, Express 27, Bryan Myers, 5 points; 2) **Hanalei**, Santa Cruz 27, Robert Schuyler, 6; 3) **Sumo**, Santa Cruz 27, Henry Cassidy/Jim Livingston, 8. (15 boats)

NON-SPINNAKER — 1) **Gypsy**, Santana 22, Fred Molnar, 3 points; 2) **Sailing Pair-a-dice**, Catalina 30, Barry Keeler, 3; 3) **Old Enough to Know Better**, Santana 22, Charles Roskosz, 6. (9 boats)

DOUBLEHANDED — 1) **Lowly Worm 2.0**, Moore 24, Scott Nelson, 4 points; 2) **Adios**, Moore 24, Hilary Walecka, 4; 3) **Cadenza**, Moore 24, Bruce Donald, 5. (8 boats)

Full results at [www.sccyc.org](http://www.sccyc.org)

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With a report this month on **The Best of Pacific Northwest Chartering**.

## Sailing the Salish Sea: Spectacular Cruising Close to Home

We've always loved sailing the prime cruising grounds of the Pacific Northwest — even before we knew that region's proper name. In fact, it wasn't too long ago that a reader harangued us for referring to the waters of the Canadian Gulf Islands and American San Juan Islands, collectively, as "the Greater Puget Sound region." "Wrong, you idiots!" barked the disgruntled reader. Nor is it correct to call that whole area the Strait of Juan de Fuca region, or the Georgia Strait region, although when cruising or chartering in the islands you'd typically traverse both of those bodies of water.

Anyway, you can imagine our relief when the U.S. and Canadian governments got together three years ago and came up with a name that solved our naming predicament perfectly: The Salish Sea. This newly minted moniker refers to the exact region that's the subject of this article: from the British Columbia mainland west to Vancouver Island, and from Seattle north to the narrows beyond Desolation Sound. If you haven't yet explored the Salish Sea under sail, you've got a real treat in store for you.

There's a long list of reasons why we like sailing this chartering venue so much, the first of which is that the entire region is so refreshingly beautiful. The fact that both the mainland shores and the islands are lush with forests and greenery goes a long way toward satisfying one of the primary goals of most

**Below:** You won't often find big winds in the Salish Sea, but the mellow conditions are definitely conducive to relaxation. **Right:** Overnight mooring balls are prevalent and affordable.

charterers: to become totally relaxed. As you wind your way through the maze of islands that form the Gulf and San Juan Islands, yet another picturesque vista opens up around every turn. Cozy, rustic homes — each with its own idyllic dock out front — lie nestled beneath towering pines, and will inspire you and your boatmates to debate which would make the most ideal retirement home.

For Bay Area sailors, another plus is that this region is very close to home — two hours by air or 15 hours by car — especially when compared to the majority of worldwide charter destinations that lie in the tropics. For a family, the savings in air fare alone can be substantial.

There are a number of luxury crewed yachts available in the Northwest, but the bulk of the charter options here are bareboats. American and Canadian charter bases can be found in many parts of the Sea, including Seattle, Anacortes, Bellingham, Vancouver, Friday Harbor (San Juan Island), Sidney and Comox.

When you consider that most bareboat firms here are relatively small companies, and that the May-to-September season is relatively short, you'll understand why we're pitching this summertime destination in the middle of winter: You need to book well in advance in order to have a good choice of boats — especially catamarans, of which there are only a few. (Yes, there are powerboats for hire too, if you must.)

In terms of the relative ease of sailing challenges here, we'd rate the Salish Sea as a great destination for first-time charterers — right up there with the British Virgin Islands — although with one caveat. Both venues offer short distances between well-protected anchorages, ample shoreside facilities, and the option of overnighting at marinas or on mooring balls — which all but eliminates the need to anchor, unless you want to. But here, you do have to be very mindful of substantial tides and currents. Planning your itinerary around the often-strong flow of currents is essential, as is choosing your anchoring (or mooring) spot with the tidal rise and fall in mind. That said, strong winds in the 20- to 25-knot range are rare up north, while they're common in the Caribbean, where they can be a real shocker for first-timers.

Navigational hazards are well marked throughout the Salish Sea, and charts are spot-on. If you get too relaxed, though, one potential difficulty is that with all that greenery you might get a bit confused as to which densely wooded island you're passing at any given moment. But these days many bareboats



ALL PHOTOS LATITUDE / ANDY





# OF CHARTERING



spent north of the border will add a little variety to your trip. And it's well worth noting that the Gulf Islands will be considerably less crowded than the San Juans.

What's to do in the Salish Sea? Other than sailing from one gorgeous anchorage to another, popular activities include trail hiking up, over and across the islands; kayaking; crabbing; gunkholing by dinghy; swimming in near-shore lakes; poking around the shops; visiting museums and historical sites; and, of course, wining and dining.

Unlike at many competing destinations around the world, snorkeling is *not* a huge draw here, as water temps are a bit chilly in most, but not all, areas. Believe it or not, though, the underwater attractions here are abundant and fascinating if you've got the right wetsuit. Scuba divers who arrange a dive with a local operator are usually thrilled by the colorful range of sealife they find in these clear waters.

Fishing is a huge industry in these latitudes, of course — in fact, the promise of feasting on salmon and crab is reason enough to travel here. Not many charterers try their luck with rod and reel, but many charter boats come equipped with crab traps.

Without giving away too many secrets, we'll tell you about a few of our favorite places. First, though, we should explain that there are a variety of protected Ma-

***There is definitely something special about sailing through a maze of green beneath the snowy heights of Mount Baker.***

***Left and above: Wherever you moor in these waters, there'll always be plenty of worthwhile opportunities for exploring ashore.***

come with chartplotters, which make interisland navigation a cinch. (Or just bring along your iPad.)

Just as the Salish Sea's northerly location — roughly between latitudes 47 and 50 N — has a lot to do with its strong tidal influences, these high latitudes also yield extremely long days: Midsummer sunsets occur after 8 p.m., so it's light outside well after 9. With summer sunrises at around 4 a.m., early birds can up-anchor and get underway in full light, thereby maximizing the distance they cover in a day. (That's six more hours of daylight than in, say, the Eastern Caribbean.)

One of the strongest arguments for chartering in this region is that you can easily put together itineraries that balance semi-secluded anchorages with stops at charming little towns and waterside resorts, thereby keeping your whole crew happy and amused. And speaking of variety, it's quite easy to visit both Canadian and American portions of the Sea in the same trip. Assuming that

everyone in your group remembers to bring a passport, you'll find that entering Canada and returning to the U.S. at ports of entry in the islands is less of a hassle than any other border crossing you could name. (The Canadian options include: Bedwell Harbour and Poet's Cove on Pender Island, Ganges on Salt Spring, or Nanaimo, Sidney and Victoria on Vancouver Island, plus Vancouver city itself. The U.S. options include Friday Harbor and Roche Harbor on San Juan Island, Anacortes, or Point Roberts, on the mainland just south of Vancouver.)

In years past the disparity in value between the U.S. and Canadian dollars has made a visit to our northern neighbors a comparative bargain. Today, though, the currencies are almost exactly on par. Still, a few days





# WORLD

rine Parks on both sides of the border. They generally have mooring balls where you pay on the honor system, well-tended hiking trails, as well as picnic and barbecue facilities. Some also have heads and showers. Two of our favorites are Sucia, at the north end of the San Juans, and tiny Jones Island, in the heart of the San Juan cluster. Both are supremely peaceful and beautiful.

We tend to stay away from towns more than most charterers, but it would be hard to dislike the picture-perfect Canadian village of Ganges on Salt Spring Island or Friday Harbor, the principal town of San Juan Island. Both are quaint, peaceful places where you'll have fun browsing the shops, having a nice meal, and perhaps chatting up the locals, many of whom have bailed out of the rat race to live the laid-back island lifestyle.

In our book, one of the real gems of this region is Victoria, the capital of B.C., which is perched near the southern end of massive Vancouver Island. Not only is it the cleanest, neatest port city you'll



find this side of Scandinavia, but it's small enough that the many attractions of its downtown are easily walkable. With a little luck you can get a slip right on the waterfront, directly in front of the iconic Empress Hotel, which is in the heart of the downtown action. A few minutes' walk will take you to the splendid Royal B.C. Museum, which has an IMAX the-

atre attached, and to dozens of shops, cozy pubs, wine shops specializing in island-grown *vino*, and restaurants of all sorts. Speaking of which, having a savory Indian lunch in the ornately decorated Bengal Lounge at the Empress will make you feel as if you're back in the days of the British Raj.

We'll give you two strategies for visiting this fair city. The first is to clear out of Friday Harbor and ride a strong ebb south down Haro Strait on a day when the wind is up (overcast days often bring the most wind). On your route south, you just might spy a group of orcas, as they tend to congregate in the Strait, between the western shore of San Juan Island and the southern portion of Vancouver Island.

If you're on a tight schedule, consider Plan B, which will save you nearly two travel days: Find a berth or anchorage at or near Brentwood Bay, 14 miles north of Victoria, so you can access the north entrance to Butchart Gardens. (There are actually four mooring balls adjacent



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# OF CHARTERING

to the entrance if you're lucky enough to snag one.) Trust us, even if you don't give a hoot about flowering plants, this place will blow you away. And the kicker is that comfy tourist buses run to and from Victoria all day until about 10 at night. So you can check out the gardens in the morning, then spend the rest of the day in town.

As much as we enjoy the charms of Victoria and several other towns in the islands, our absolute favorite section of the Salish Sea is Desolation Sound. Lying far from the hubbub of festive San Juan resorts such as Roche Harbor, the waterways and anchorages of the Sound are truly serene — you might even say 'spiritual' — places with virtually no development. With its steep-sided, glacier-carved inlets, heavily wooded slopes punctuated by waterfalls, and cozy grottos sheltered by giant boulders, the Sound has a truly primeval feel that will have you thinking you've gone back in time. If you can't connect with nature here, there may be no hope for you.

Beyond its natural beauty and inherent tranquility, the Sound has another quality that makes it special: Because it is farther inland than the San Juans or Gulf Islands, the water temps here are substantially warmer. We've personally recorded 70° in several places — comfortably swimmable.

Given enough time, you could take a bareboat even beyond Desolation Sound to the Broughton Islands, a remote cluster of unspoiled islands visited primarily by serious fishermen and long-range cruisers. If organizing such an expedition on your own sounds daunting, be aware that several bareboat operators organize annual flotillas to the Broughtons.



LATITUDE / ANDY

**You don't have to have a green thumb to be awed by Butchart Gardens. And they can serve as an easy access point for visiting Victoria.**

Whichever part of the so-called Salish Sea you choose to explore, we're confident that you won't be disappointed. It's easily the most impressive cruising destination on the West Coast of North America — and so close to home.

— latitude/andy



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# CHANGES

With reports this month from **X** on avoiding Super Typhoon Bopha in the Philippines; from **Hana Hou** on the passage from Tonga to New Zealand's Bay of Islands; from **Beach House** on crossing the Indian Ocean to South Africa; from **Dreamcatcher** on sailing to Thailand; from **Harmony** on a hot summer in the Sea of Cortez; and **Cruise Notes**.

## **X — Santa Cruz 50**

**David Addleman**

### **Just Missed By A Super Typhoon (Monterey)**

I'd never been near a typhoon before, let alone a Super Typhoon. But then along came *Bopha* at the end of November and early December while we were moored at Puerto Galera, Mindoro, which

is 80 miles south of Manila in the Philippines. The early forecast was for *Bopha* and her 140 knots — wow! — to blow right through Galera. But then it went south. Good for us. Bad for the Filipinos on the island of Mindanao.

Really bad for the Filipinos on Mindanao. The

*David misses Mexico. Mexico misses David and his old Cal 36.*

early death toll was over 400, with many people still unaccounted for. Thousands of homes were wiped out by a combination of 120-knot winds and substantial tidal surge. The amazing thing is that it wasn't as bad as the super typhoon that hit the Philippines the previous December, claiming 1,200 lives.

The *Bopha* scare did give me some experience getting *X* tidied up, and she now looks like a proper race boat. But getting ready for a typhoon was a little more work than I expected. Put all the sails away. Take all the canvas down. Find a place to hide the dinghy. Check the mooring. Fit all the chafing gear.

After all that work, we had only one

*Puerto Galera, one of the most beautiful beaches in the Philippines, escaped the brunt of Bopha.*

breezy night and no rain at all. The weather is back to sparkly spectacular now. Puerto Galera is thought to be safe in a typhoon, even though plenty of boats have been damaged here in the past. But almost all of the damage was due to failed mooring lines rather than boats dragging.

I wish I were back in Mexico for all the events on Banderas Bay and along the Riviera Nayarit. I miss them and all the good people. And the food is waaaaay better in Mexico than in the Philippines. The Filipino cuisine, if you can call it that, is a bit narrow, as the Filipinos aren't big on flavors. And here in Puerto Galera, a big tourist area with the best beach in the Philippines, most of the restaurants are run by Germans.

Nonetheless, I've been having a good time, even if Shayne, my pretty young Filipino girlfriend, is making me a little chubby with her cooking. In fact, she's making me lunch right now, dressed in nothing but lace panties. What a life.

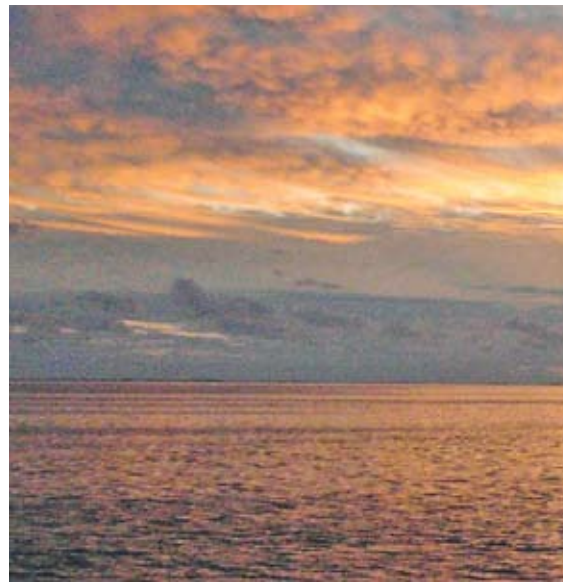
— david 12/15/12

*Readers — When writing this, David had just sailed to the Philippines from Palau, which also got nailed by Bopha.*

*Richard and Leora Roll of Seattle, who are five years into their Pacific cruise, were at Palau with their Beneteau 45. Prior to Bopha's roaring through, the couple laid out all four of their anchors, two off the bow and two astern. "We took the lines ashore above the tide line away from rocks, and tied them to the bases of the trees," they wrote. "Everything on the boat was stripped or lashed. When we learned that Bopha was to be a direct hit as a Cat 3 or Cat 4, we figured there was nothing helpful we could do staying on the boat. So we loaded up our dinghy with essential documents, clothing, and fuel, and made the 10-mile crossing back*

*to Sam's Tours, a dive operation in Malakal Harbor, Koror. Fortunately, it blew only 50 to 60 knots, and the hardest part proved to be getting our anchors up after the typhoon had passed through."*

*Interesting note: The Rolls also did a Pacific circuit — the Marquesas, Palau, and Japan — in the '80s. With a Catalina 30!*



## **Hana Hou — Norseman 445**

**George Deane and JoAnne Clarke**  
**Tonga to New Zealand**  
**(Nawiliwili, Kauai)**

It's often not easy to make it the 1,100 miles from Tonga or Fiji to New Zealand to avoid the South Pacific tropical cyclone season, but we did it. And no, it wasn't easy for us or for many others.

We departed Tonga on October 28, and since our departure was very early in the tropical cyclone season, our main concern was the possibility of getting hit by a nasty cold front as we neared New Zealand. Wow, did we get it backward!

After motoring south in light winds for a couple of days, we sailed into the lagoon at Minerva Reef, which is 250 miles south of Tongatapu, Tonga. Minerva is an unusual — and mostly-submerged — mid-ocean reef, which provides good protection from ocean swells. There





# IN LATITUDES



SPREAD PHOTO COURTESY HANA HOU



**When you leave Tonga and the South Pacific, inset upper left, for New Zealand and Whangarei's Town Basin Marina, top inset, it's about 1,200 miles. The only place of refuge on the way between Tonga/Fiji and New Zealand is at Minerva Reef, spread. It can be a rough trip.**

were nine other boats anchored in the lagoon at Minerva when we got there, all engaged in the time-honored tradition of trying to decide when to start on the remaining 750 miles to New Zealand.

Everyone's thinking was clarified when we learned that the first tropical storm of the season had formed over Fiji and would be heading our way! We left Minerva for New Zealand the next day, and by the following day everyone else had left, too, hoping to stay out of the path of the storm. Most of the boats still in Tonga elected to stay put.

After forming, the tropical storm headed south and east, and was supposed to cross the Dateline and pass to the east of us. But tropical storms do whatever they feel like doing, so this one basically tracked down the Dateline

some 200 to 300 miles to the east of us. While we didn't get hit with hurricane force winds, we did get stuck in a 'squash zone' between the storm and the high that was behind it. As such, we saw 30- to 35-knot winds, with gusts to 40 knots, and seas to 15 feet, for 60 hours. Our trusty Monitor windvane did almost all of the steering, allowing us to stay below most of the time, trying to keep from getting thrown around.

The boats that didn't head as far west as we did really got smacked. One of the boats, Aussie-born Brit Steve Jones's 36-ft *Windago*,

was rolled and suffered severe damage. Both Jones and Tania Davies, his 43-year-old Kiwi crew, suffered moderate head and other injuries. They set off their EPIRB, and eventually had to hang on to a thick rope as they were winched aboard the Chinese freighter *Chengtou*. Jones said credit needed to be given to the crew of the Tasmania-based *Adventure Bound*, which had bravely sailed north into the tropical storm to stand by his disabled boat.



**Tania and Stephen, safe.**

Fortunately, all storms pass, and a couple of days later there was no wind at all. We were still a couple of hundred miles from New Zealand, so we started to motor in relatively calm seas. But 24 hours later, and just 100 miles from our Bay of Islands destination, our engine punked out. We were bummed, because we were just bobbing around, and a front was supposed to hit New Zealand 72 hours later — a front with the potential to whack us again. We used the morning to retie all the stuff on deck that had been blown loose by the previous storm. We'd already lost a boat hook, JoAnne's kayak paddle and a deck brush, and had had some of the canvas torn.

But then JoAnne's karma kicked in, as the wind filled in from just the right direction to allow us to sail directly to the Bay of Islands. Indeed, we managed to sail to within 100 yards of the Quarantine Dock at Opuia, and were towed the final 100 yards by a friendly Kiwi. We cleared customs on November 11, spent the night on the Q Dock, and were towed to the boatyard the next morning.

**George Deane, John McPeak, and Joanne Clarke, the skipper and crew of 'Hana Hou', enjoying a celebratory drink in New Zealand.**



HANA HOU



# CHANGES

Our diesel injector pump needed to be rebuilt, so we spent the first couple of weeks at the boatyard in Opuia. But there probably wasn't a better place in the South Pacific for two sailors to recuperate for a week.



**'Hana Hou' got towed the last 100 yards to the Customs Dock.**

The Island Cruising Association, a Kiwi group that fosters cruising in the South Pacific, was having a 'welcome to New Zealand' event the whole week. There were seminars about New Zealand; boat part repair guys hawking their services — and boy, did they get fully employed by the cruisers who had been in the storm; Bob McDavitt, the retired New Zealand Met Service weather guru, who gave a talk on why it's so hard to predict the weather in the South Pacific; and BBQs every night.

The get-togethers gave the crews of the 20 to 30 boats that came down through the storm plenty of time to talk story while licking their wounds. But what a great group of resilient people! It was fun for us to come face to face with lots of folks we had only 'met' on the radio. We also got a chance to reunite with crews from boats we'd met at Fanning, Suwarrow, Pago Pago and Nuku'alofa. What a good time!

Boats that had stayed in Tonga for the storm started to show up in the Bay of Islands the second week we were there, and they reported having an entirely different experience. They'd had very little wind. That meant a lot of motor-

**Members of the '12 Puddle Jump Class gather at Russell and Karin's to toast their collective cruising successes. So many good friends!**



ing, but also very little damage. We did Thanksgiving at the Opuia Cruising Club with about 80 cruisers from all over the world, enjoying an American excuse for another party.

On November 27, with our engine repaired, we took off on a beautiful motorsail south to Whangarei (that's *fong-ger-ay* for you non Kiwis). The Bay of Islands and the east coast of New Zealand's North Island are spectacularly beautiful and green cruising areas. We hope to hit a few more anchorages when we pass north on our way back in April. We anchored for the night at Urquarts Bay, and then we were up at dawn to catch the flood up the river to Whangarei's Town Basin, our home for the season.

We got checked in and the boat secured by noon, so you'd think we'd have settled in and relaxed for awhile. But nooooo! We rented a car and drove north back to Pahia for a party — surprise, surprise — for Russell and Karin, who had left the Bay of Islands seven years before on a long circumnavigation. They arrived back with a new crew, Brisa, now two years old. What a big party at their hometown, with many cruisers they had met along the way. It was like a South Mission Beach party, but on steroids.

About two-thirds of this year's Pacific Puddle Jump Fleet were at the party, including the entire Fanning Island YC. The latter is a group of cruisers who had all left from Honolulu, and had all stopped at Fanning at some point before joining up with the Milk Run somewhere along the way. YC members included *Privateer*, *Radiance*, *Evangeline* and our *Hana Hou*. *Latitude's* Banjo Andy, the honcho of the Pacific Puddle Jump, is going to have to set up a Northbound Puddle Jump at some point.

This weekend our friends John Neal and Amanda Swan of the Friday Harbor-based Hallberg Rassy 42 *Mahina Tiare III* will be in Whangarei to visit Amanda's folks. John and Amanda just completed their 22nd year of sail training. Our plan is to get together for a tall tale or two at one of the many pubs within walking distance of the Town Basin.

We're getting ready to fly back to San Francisco for holiday parties in the City, San Diego, and Gig Harbor. We also plan to get our 'slope-side chalet' — i.e. our



RV — up and running for some skiing. We'll return to New Zealand around the end of January.

— george and joanne 11/27/12

## **Beach House — Switch 51 Cat Scott Stolnitz 10,000 Indian Ocean Miles (Marina del Rey)**

I keep finding myself humming the Joni Mitchell lyric " . . . the wind is in from Africa" — even though she was singing about the wind blowing into Crete from North Africa while I'm inspired by the Indian Ocean breeze that brought us to South Africa.

We arrived at Richards Bay, KwaZulu-Natal, on the heels of 20 to 25 knots of blustery winds from the northeast. It's lucky we got in when we did, because we subsequently saw 38 knots in the harbor, and were told that it later blew like stink outside. The southeast coast of Africa has a reputation for strong winds and huge seas. But it all depends on the time of year. When *Beach House* leaves



# IN LATITUDES

WIDE WORLD TRAVEL PHOTOS



**When you cover 10,000 miles you see a lot of things, even if not moving quickly. From top: Tide-washed Darwin, Australia. Cocos-Keeling. The beaches of Indonesia. Richard's Bay, South Africa., A lemur on Madagascar. And one of the many points along the Coral Coast of Australia.**

for 900-mile distant Cape Town in late January. I'm told to expect to have to motor much of the time.

Our arrival at Richard's Bay marked the end of 10,000 miles of sailing for the year. My current sailing partner is Nicola Woodrow, originally from Holt/Norfolk in the United Kingdom, but who now resides in Perth. It's been her lifelong dream to follow in the path of Robin Lee Graham. Unfortunately, several members of her family have health issues, so it's unlikely she'll be able to join me when I leave Africa, but perhaps later. Many *Latitude* readers know that my wife Cindy passed away earlier in the cruise, the victim of depression. This cruise is lovingly dedicated to her memory.

Nicola and I started this sailing season 6½ months ago on the East Coast of Australia, then continued on up to Gove and over to Darwin. We were the first boat to finish the Darwin to Ku-

pang, Indonesia Rally — an event I have mixed feelings about. We continued on to the Komodo dragon parks at Rindja and Komodo, and the Gili Islands off Lombok, and Bali. To be honest, I found Indonesia to be a giant marine toilet, and thus didn't care for it at all.

We continued on to Christmas Island, Cocos-Keeling, the Chagos Archipelago (Salomon and Peros Banhos Atolls), and then made the long passage to the north of Madagascar. It was a thrill to see lemurs running wild on one of the beaches. We dropped anchor at Mozambique, but didn't go ashore, then completed the 10,000 miles by sailing down to Richards Bay.

*Latitude* reported that some cruisers say their crossing of the Indian Ocean was their roughest

sailing to date. I've heard some of those reports, too. We might have had a little more wind than normal, but not that much. We were on the ITCZ from Cocos to the Chagos, so that wasn't too bad, and we sailed farther north than the traditional route, which may have given us less challenging conditions than those experienced by other cruisers. Sailors who go by way of Mauritius apparently always have some tales to tell. The situation in the Indian Ocean is that you get a cross swell from the Southern Ocean — just as you do in the South Pacific. The difference is that there are fewer places in the Indian Ocean that block your exposure to the swell.



**Scott with sailing partner Nikki Woodrow.**

We did have a brush with tropical cyclone *Anais*, which was not only a Category 3 storm, but was also the earliest — mid-October — major cyclone in the northwest Indian Ocean. *Anais* started near Diego Garcia, unusually far to the east for a tropical cyclone, and then headed WSW. We got a 40-knot gust when she was still a depression. Fortunately, she headed away from us. Tropical cyclones in this part of the Indian Ocean are most frequent and intense from January through March, but they don't reach South Africa.

I would estimate that 80% of the cruisers we've met in South Africa would have liked to go up the Red Sea to the Med, but decided against it because of the Somali pirates. The incident in which the two owners and two crew of *Scott* has been out cruising a number of years. He's seen here replacing a saildrive somewhere in Central America during a tide change.



BEACH HOUSE

BEACH HOUSE



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the Marina del Rey-based Davidson 59 *Quest* were murdered by pirates was the most talked about. The fact that nearly all circumnavigators are going around via South Africa instead of the Med has made for a shortage of slips in South Africa, but they seem to be adjusting.



**Somali pirates such as this are filling South African slips.**

As per NATO's Ship Watch program, our route across the Indian Ocean was outside the HRA — aka 'high risk area'. No vessels have been attacked south of 6° in more than eight months, and that one was close to the Seychelles. The Somali pirates have found that it's less expensive and less dangerous to cross the border into Tanzania and Kenya, and kidnap land tourists. Special forces are 'in country' and cutting on the problem. Coalition forces are also using unmanned drones out of the Seychelles, making a big 'ship presence' felt in much of the Indian Ocean. The thing that caught my attention was looking at AIS 'destination' pages for large commercial vessels and seeing the notation "Armed Guards ONBD".

Another consideration for cruisers is that South Africa is tremendously less expensive than the Med. For example, it's costing me just \$150/month to put my 51-ft catamaran in a slip at Richards Bay while I visit the United Kingdom and return to the States. By the way, I've already found my 'boat guy', a Zulu chap named Hebron who came highly recommended by Geoff and Chris of *Shambala*.

I was also lucky because the boat

**Oddly, herbivores kill more people in Africa than do carnivores. You don't want to startle a hippo, buffalo or elephant, because it might charge.**

across from me had the fuel polisher guys up from Durban, a two-hour drive. Unless you pay a big fee, they only come up a couple of times a year. Some \$220 later, *Beach House's* fuel has been polished down to one micron. My fuel was black, apparently because of the fuel I'd purchased in either Indonesia or Nosy Be, Madagascar. Fuel companies add paraffin to the fuel, which saves them money, but turns the fuel brown and isn't particularly good for diesels. So *Beach House's* engine problems — an inexplicable loss of 25% of normal power — have probably been a result of a combination of water, dirt, and paraffin.

Richards Bay is about one hour south of Cape St. Lucia, an upscale town where hippos roam the streets at dusk. We've been warned not to mess with the hippos or the Cape buffalo, as they kill more humans per year than all other animals combined. It's funny, because hippos aren't aggressive and they don't eat meat. But if you scare, threaten, or corner them, they attack. One of the locals in St. Lucia recently startled a hippo, and had his leg taken off!

After Cape St. Lucia, we'll drive to the Umfolozi Game Park, which has lots of all the big animals except for big cats. When I return in January, I will do four days in eight-hour distant Kruger National Park, which has all the big cats. Not long after that, I will head up the Atlantic.

— scott 12/01/12

## **Dreamcatcher — Cal 46 Glenys Henry, Harry Mellegers Thailand and India (Singapore / ex-Oakland YC**

*[Editor's Note: Due to internal issues, this is a continuation of a Changes that appeared several months ago, and about events that occurred a year ago. But no reason to fret, it's timeless material.]*

After our successful haulout at Rebak Marina in Langkawi, Malaysia, we set sail for 150-mile-distant Phuket, Thailand. After losing the wind, we had to motor through the most densely populated fishing fleet we've ever encountered. My having done many trips up and down the Malacca Straits, that's saying something.

The squid fleet uses white and green lights that are so bright they blind you. Because they



do, and because they don't use nets, they are relatively safe sea companions. The same can't be said for the others who fish — the purse seiners, net draggers and individual fishermen — who are also out in force. The most dangerous of the lot are the paired trawlers, who drag a more than half-mile-long net between them in tightening circles.

Dawn found us adjacent to the lovely Phi Phi Island group of Thailand. We carried on for another six hours in 12 to 15 knots of wind that kept us on the rhumbline almost all the way to Ao Po Marina in north Phuket. When we tied up at the fuel dock, we were told that, thanks to the imminent start of the popular Phang Na Bay Regatta, there was 'no room at the inn'.

We'd torn the leech of our headsail coming up from Malaysia, so we hired a car to drop it off at the massive Rolly Tasker Sail loft, which is located in a building the size of a 747 hangar. We also took care of some other boat chores,

HIPPO TOURISM





# IN LATITUDES

and live entertainment were hard to believe!

Unfortunately, there was some food poisoning resulting from the party at Paradise Resort on the second night, and both Henry and I suffered. I'll spare you the gory details, but it was ugly. Sick crew meant lots of other boats had to sail the regatta short-handed.

Nonetheless, it was a fabulous event, and gave us a chance to catch up with our pals in the Phuket sailing community, as we'd had to miss their regatta last year.

After the regatta in early February, we spent three days at the Ao Po Marina with a long errand list in hand: pick up the repaired sail; pick up the repaired Honda outboard (the fools in Singapore had put two-stroke fuel in our four-stroke engine, messing up the carburetor); provision for five weeks at three different supermarkets; get a generator part welded; do the laundry; wash the boat and everything on her — and on and on. It was a frantic three days.

While leaving the marina, we hit the bow anchor of a large motoryacht with our solar panel. So our lovely 20-mile sail to Nai Harn Bay was peppered by phone calls around Phuket to try to find a replacement solar panel. We couldn't go to India with a compromised ability to keep our beer cold! Octopus Marine came to the rescue with a panel they delivered to the Phuket YC Resort the next morning. We must have looked pretty incongruous on lovely Nai Harn Beach — two

**Looking down at Nai Harn Beach, one of the nicer places to have a solar panel delivered so you can install it on your anchored boat.**



LATITUDE/RICHARD

**The Phang Na Bay regatta sites were great, but the food . . . ?**



DREAMCATCHER



**A photographic taste of Thailand, clockwise from above: Koh Phi Phi, arguably one of the most beautiful beach settings in the world. Ao Po Marina was packed for the regatta. Everybody complains about Thai traffic, but it's not that bad. Fishing boats are everywhere. The Tasker loft in Phuket.**

including clearing into Thailand.

If you thought carbon paper — young ones won't even know what it is — is dead, you're wrong. It was alive and thriving at the port captain's/immigration offices in Phuket, just as it had been in Langkawi. Fortunately, a generous dose of forbearance worked well in both Langkawi and Phuket. Few countries have officials as efficient as Singapore's, something we needed to remind ourselves, as we were heading to the Andaman Islands of India. Nowhere is government less efficient than in India.

While at Ao Po Marina, we moved aboard our friend's boat *Rusalka* for the five-day Phang Na Bay Regatta. Our plan was to beat our other friends on the Hallberg 53 *Rascal*, which we had crewed on when the boat won her division in November's Raja Muda Regatta in Malaysia. When it comes to racing, we

check our loyalty at the dock!

By the time the Phang Na Bay Regatta — our sixth — was over, we were raced out! But we'd taken second in our class, losing the tie-breaker to the winning boat *Rascal*, at least keeping the top spots 'in the family'.

The regatta winds had been great, the scenery beautiful to the point of distraction, and the parties typically full-on. We try not to drink too much, as trying to reboard your boat in the pitch dark from Thai long-tail boats is dangerous. But the launch party at the Coconut Island Resort, located off the main bay in Phuket, was nothing short of movie-glam fabulous, and the Sheraton Krabi party was every bit as good as in previous years. The portions of food, drink,



THAI FOOD 7 PHOTO



# CHANGES

yachties carrying a 2 x 4-foot cardboard box, standing ankle deep in the shallows amongst the semi-naked sun worshipers, waiting for a long-tail boat.

Our 'passage to India' — specifically's India's Andaman Islands — took a smidge under 72 hours. It wasn't entirely comfortable, but we did have a lovely dolphin escort on the second morning.

*When provisioning, Glenys decided to pass on the red ant eggs.*

As you might expect, cruising in India, even just India's Andaman Islands, will require another month's installment.

— *glenys* 04/15/12

## Harmony — Tayana 42 Terry and Diane Emigh The Sea Of Cortez (Anacortes, WA)

Some people have a hard time adjusting from the cool, wet, gray weather of the Pacific Northwest — such as Anacortes, daytime summer highs in the low 70s — to the sizzling, steamy summers of the Sea of Cortez, where even the water temperature reaches 90 degrees. But not Terry or Diane.

"My daughter is having her first baby, and we have a condo in Anacortes," says Terry, "otherwise I would never go back. When I'm here in Mexico, I sometimes check out the Anacortes weather on my computer — and then I *really* don't miss it!"

The couple sailed to Mexico with the '11 Ha-Ha, then continued over to the mainland, spending Christmas and New Year's in La Cruz. They made it as far south as Las Hadas/Manzanillo before heading north toward the Sea.

"We made landfall at Isla San Francisco — about 40 miles north of La Paz — in early May," says Terry. "From there we sailed north to Bahia Concepcion in company with Ha-Ha vets Rick and Gina Phillips, and their 13-year old twins James and Sydney, on their Vancouver, WA-based Taswell 49 *Endeavor*. After Concepcion, the Phillips headed home for the summer while we continued north to Santa Rosalia."

The couple anchored inside the breakwater at Santa Rosalia, spent time at Sweet Pea anchorage on San Marcos Island, and then backtracked to Concepcion Bay for weather guru Geary Ritchie's famous Fourth of July party.

"We then swam with the whale sharks at Punta Chivato," remembers Terry, "reprovisioned at Santa Rosalia, and spent four or five days at gorgeous San Francisquito."

After Animas Slot, they found themselves at Bahia de Los Angeles (BLA) at the end of July, well ahead of the pack. By 'pack', Terry means the 25 or so cruising boats that spent last summer in the Sea. For whatever reason, this was about 15 fewer boats than had spent the previous summer in the Sea.

Having enjoyed the Don Juan anchorage just outside BLA, the couple decided they should continue north to Refugio, and ultimately San Felipe. At 600 miles north of the southern tip of Baja, and 60 miles south of the U.S. border, San Felipe is about as far north in the Sea as you can go. Only two other boats, *Beyond Reason* and *Albion*, did it as well.

Since it was only 236 more land miles to San Diego, Terry and Diane decided to travel to California for parts and gear for themselves and their cruising friends.

"We brought 170 pounds of stuff with us on the Greyhound-like — or perhaps -affiliated — bus from San Diego to Mexicali," remembers Terry. "It wasn't a bad bus, and the tickets didn't cost much. All the other passengers got off on the U.S. side. When we crossed the border, we were surprised that none of the officials were the least bit interested in what we had in our 170 pounds of

baggage." It was at Mexicali that the Emighs got a higher education in the unpredictability and inconsistencies of Mexican law enforcement. When they arrived in Cabo at the end of the Ha-Ha, they'd gotten the normal 6-month tourist visa. By Mexican law, after six months those with tourist visas have to leave the country for at least one day before applying for a new one. But immigration officials at the Puerto Vallarta Airport either didn't know or didn't care about that law, and gave the Emighs new six-month visas. When tourists leave Mexico, officials are supposed to collect the visas. But nobody did when they crossed the border at Mexicali on their way to California. When the Emighs got back to Mexicali, Immigration gave them new six-month visas. But since the local bank was closed, they asked Terry and Diane if they would kindly stop at the bank when they got to San Felipe and pay for their visas there! Unless you're anal retentive, you gotta love Mexico.



AIN'T PHOTO

LATTUDE/RICHARD





# IN LATITUDES



WHALE SHARK BY TERRY EMIGH



**Spread; It's a shark! But no need to freak, as whale sharks, the largest of all fish, is a slow moving filter feeder. Inset right; San Felipe, at the extreme north of the Sea. Inset left; San Juanico, which turns lush after the rains. Inset upper left; A very rough guide to the Sea of Cortez.**

Before leaving San Felipe, the Emighs needed diesel, but there is no fuel facility at the dock. But in Mexico, the bigger your problem, the more people seem to like to help. "The Fonatur folks at San Felipe had a 55-gallon drum, which they put in their pickup, then filled up with diesel at the local Pemex station," remembers Terry. "Then they drove the drum down to the dock, and using a garden hose and an air-compressor, pumped the fuel into *Harmony*."

There was no charge for the help. Yeah, you gotta love Mexico.

The Emighs made it back down to BLA in time for the end of September full moon party. "It was like Christmas," remembers Terry, "as we had presents for many of the boats. There were head parts for one boat, sunglasses for another, a VHF radio for yet another, and engine parts for a fourth."

The couple were at Santa Rosalia in

mid-October when Fonatur Marina officials advised everyone that hurricane *Paul* was on the way, and was expected to hit with 100-knot winds. The cruisers stripped their boats, and Fonatur gave them room to store their stuff. Terry and Diane anchored a little to the north, and never saw more than 40 knots. Santa Rosalia Marina, however, had gusts to 62 knots, enough to tear some of the docks apart. But *Paul* thankfully wasn't as bad as everyone had feared.

After *Paul*, the Emighs continued south and crossed over to the mainland. When we visited with Terry in mid-November in La Cruz, he told us that he and Diane were headed as far south as Zihua, after which time they would work their way north for

another summer in the Sea of Cortez. Of course, two summers in a row in the Sea won't be close to a record, as Jake and Sharon Howard of the Hunter Legend 45 *Jake* have spent the last five summers in the Sea — and are planning to make this summer their sixth!

If you're considering spending a summer in the Sea, Terry has some information and tips for you:

**Provisioning** — La Paz is the last place going north with big box stores. There are decent stores for provisioning at Loreto and Santa Rosalia, but none after that until the big new grocery at San Felipe some 270 miles to the north of the latter. BLA does have *tiendas*, but the prices, as in the restaurants, are very high.

**The Beer And Rum Index** — "We could buy 24 cans of Pacifico for 210 pesos, or about 75 cents each, in Santa Rosalia. Beers in restaurants in admittedly remote BLA were about \$3.30 U.S. However, government stores in BLA sold liters of Ron Costello — a good dark rum — for 66 pesos or about \$5."

**The Sea Will Provide** — While Terry eats bacon, eggs and hash browns for breakfast every morning, he says "the Sea feeds you" and that parrotfish is his and Diane's favorite. Fishing in the Sea during the summer is world-class. While it's illegal for foreigners to take shellfish, it's no secret that many cruisers do take and eat lots of clams, which are fortunately plentiful.

**Banks** — There is no bank between Santa Rosalia and San Felipe, something that caused a few cruisers big problems. It's a cash, rather than a credit card, economy in the middle and upper Sea.

**Cost of Cruising** — Terry and Diane set aside 10,000 pesos — about \$800 U.S. — for each month. It was all they needed. The \$800 included the cost of fuel, dining out at a restaurant about

**History, anyone? The French, of all people, founded Santa Rosalia in 1884, and ran a copper mine until 1954. This car is all that's left.**



PIERRE LA FOULE



# CHANGES

once a week, and drinking "copious amounts of Pacifico beer".

*The MVP of Boat Gear* — "Our Honda 2000 portable generator. It powered the 5,000 btu window air conditioner we'd bought at Home Depot in Mexico, our computers, which we used all the time, our refrigerator and freezer, and our VHF and SSB radios." Terry, who, like his wife, was in the marine electronics business before retiring, says that computers require a lot of power. "Our inexpensive Toshiba's with 15-amp screens drew six amps each."

*Solar Panels* — "We had two 135-amp solar panels and two 85s, but even in the brilliant sun of the Sea they weren't nearly enough to keep up with our electrical needs. Everybody told us that wind generators would be a waste in the Sea of Cortez, but I think they're wrong, as there always seemed to be plenty of wind. Nonetheless, we're going to continue to rely on our Honda. We ran it an average of four hours a day, during which time it burned a half-gallon of gas."

*Air Conditioners* — "Our air conditioner kept the cabin about 10 degrees cooler than outside, but it was still warm. The biggest benefit of the air conditioner is that it got rid of the humidity, which is the most unpleasant thing."

*Refrigerator and Freezer* — "We had a Adler-Barbour refrigeration system for our 10-cubic-ft refrigerator, and an Engel stand-alone unit for our frozen foods."

*Internet Access* — "Diane likes to go to church once a week, so we were often near churches or villages. I'd say we had Internet access about half the time. Our Rogue Wave antenna helped pick up weak Internet signals."

*The Locality of Elephantes* — "Unlike most other cruisers, we didn't see one *elephante*, and the most wind we saw during the summer was 39 knots."

***The Emigh's most valuable boat gear was a Honda 2000 generator. With an adaptor, they now run on gas, propane, or natural gas.***



Many other boats saw nearly nightly *el-ephantes*, with wind from the 20s to the mid-30s. But it all depended on where you were. Boats could be seeing 35 knots in one place, and boats five miles away had no wind.

*Join Me For An Ice Cream?* While at BLA, Terry met an interesting 92-year-old prospector named Herman Hill who has been living in the area for 30 years. Terry accepted Hill's invitation to join him on a 2½-hour drive to Guerrero Negro — to buy a gallon of ice cream.

*Did Somebody Say Shark?* While at BLA, Terry and Diane saw tour boats taking tourists to see the whale sharks — and getting closer than they are supposed to. When the tour boats left, the couple let *Harmony* drift, her engine off, among 10 to 15 of the magnificent 25- to 35-ft creatures.

*The Hottest of the Hot* — "Bahia de la Concepcion and nearby Mulege seemed to be the hottest places in the Sea, with daytime highs to 105° and lots of humidity. We saw 92° water temps in the bay, so you didn't get much refreshment jumping in."

*It Was A Wet Summer* — "Three major deluges ended a four-year drought. When we headed north toward San Felipe early in the summer, the only plants we saw were cactus. On the way back down, after the rains, it was green and lush. San Juanico didn't even look like the same place. Early in the season we were troubled by honeybees looking for water. We didn't see any more bees after the heavy rains, but the boo-boos, tiny little flies that don't bite, were out by the thousands."

Given the high heat of the Sea in the summer, you might assume that Terry and Diane lived in the water. But no. "I got nailed by a stingray during the full moon party at BLA, and it took three months for it to finally heal," says Terry,

"so I hardly swam at all because I was worried about an infection. The stingray spine, hurt, but not that much. The thing that hurt like holy hell for nearly two hours was stepping on a sea urchin at Muertos."

Anyway, Terry and Diane loved the Sea so much they can't wait to get back, and they highly recommend it to others: "People need to do the Sea before they jump across the Pacific," says Terry.

— latitude/rs 12/05/12



## Cruise Notes:

"I left my boat at Grenada Marine in Grenada for the hurricane season in the Eastern Caribbean," writes Rick Meyerhoff of the Sausalito-based LaFitte 44 **Maya**, "and came back down in early November — about the same time the Ha-Ha fleet was on its way to Mexico. Having done the Ha-Ha with both my Westsail 32 and my LaFitte 44, I enjoyed following this year's event on *Lectronic* while getting my boat ready to splash for the season. After a week of work, we launched on November 7, hung around Clark's Bay until the 15th, and are now cruising. By the way, I can't say enough good things about Audrey Urista, our third crewmember, who met us through the *Latitude 38 Crew List*. She's been an incredible crew as we've adventured through the Grenadines. We're now at Union Island, and are heading to Mayreau's Saltwhistle Bay. Tomorrow we're off to the Tobago Cays. For those

# IN LATITUDES



PHOTOS COURTESY CABO YACHT CENTER

*Spread; Audrey Urista enjoys the view of the Grenadines from the bow of 'Maya' She got on the boat through the Latitude 38 Crew List. Inset left; The Tobago Cays, one of the most popular diving destinations in the Eastern Caribbean. You can see why. Inset top left; Union Island.*

curious about Down Island prices, diesel is \$9/gal, gas is \$7.20/gal, soft drinks are \$1.80, and beer is \$2.60. It's more expensive than Mexico," says Meyerhoff, "but we're still having fun."

A tip of the *Latitude* hat to Bruce and Marcelle Parsons of the Tasmania-based **Adventure Bound**, which we believe is a Tayana 37. After Stephen Jones and Tania Davies of the Australia-based 37-ft **Windago** reported they'd been rolled by tropical storm winds between Fiji and New Zealand, and needed help, the Tasmanian couple reversed course. They sailed north into the tropical storm to stand by for two days until a Chinese ship could rescue Jones and Davies. According to George Deane of the Kauai-based Norseman 445 **Hana Hou**, Bruce and Marcelle received a much deserved hero's welcome from gathered Puddle Jumpers when they arrived in Opuia,

New Zealand. "Bruce and Marcelle did what the rest of us hope we would have the courage to do," said Deane.

Speaking of Opuia, Warwick 'Commodore' Tompkins of the Mill Valley-based Wylie 38+ **Flashgirl** reports that while doing his laundry at the Opuia Marina on a Friday afternoon, he popped into the busy Opuia Cruising Club for a fish & chips lunch. With his steaming platter in hand, Commodore searched the crowded club for a place to sit, and finally found a spot with two men. The three got to talking, as sailors do, and Commodore learned that the younger and more talkative of the two was Jesse Smith of the Chesapeake-based Skye 51 **Obelisk**. Smith had doubled Cape Horn, then spent 18 months cruising Chile before continuing west

to New Zealand. The other gentleman was Andrzes Plewil of Poland, who didn't say much because he's not fluent in English. Smith advised Commodore that Plewil had doubled Cape Horn with his 38-ft **Plonika**.

"What are the chances that three random people could sit down for a meal at the Opuia Cruising Club, and all three had doubled Cape Horn going the wrong way?," asks Commodore. Not very good — particularly since the 'wrong way' means east to west, and against the wind and seas rather than the much easier west to east with the wind and seas. Commodore had sailed the 1,000-mile 50° South to 50° South stretch as a young boy aboard his parents' 85-ft LOD schooner **Wanderbird**. They were in the process of making the 120-day trip from Gloucester to San Francisco. If you haven't seen the short film *50° South to 50° South* that Commodore's father made about the trip, you must Google it. You will be boggled by the 60-ft seas, but even more so at how Commodore and his young sister used the schooner as a giant playground while underway. If today's Child Protective Services could have seen the young kids at the end of the long bowsprit without PFDs, scrambling to the top of the masts, or swinging in the rigging, they'd be apoplectic.

In a world where governments such as the **State of California** pay a graduate of an Afghanistan university over \$820,000 a year — Google it, it's true — to be an on-call prison psychiatrist, our heart skips a beat when we learn about a low-income person who is living and cruising well within his modest means. We're talking about Bill Anderson of the Banderas Bay-based Hughes 39 catamaran **Feet**. Anderson was a long time ski instructor at Squaw Valley, a job he says that doesn't pay much unless you teach

*We admire people like Bill Anderson, who spend and consume very little, but who seem to enjoy life as much as, if not more than others.*



LATITUDE/RICHARD



# CHANGES

celebrities. "The only celebrity I ever taught was Sonny Bono, and he killed himself by skiing into a tree." After suffering back problems, Anderson decided to start building his cat in January of '95. Before it was over, he'd put in \$120,000 and 9,000 man hours — "a tenth of my life" — into finishing his boat. But *Feet* is cool, and weighing just 6,000 pounds, is a little hot rod. Anyway, Anderson tells us that he's been enjoying life on his boat in Mexico for years while living on just \$300 a month — which is less than half of what he collects from social security. To put that in context, that's \$68,200 less per month than California taxpayers paid for the on-call psychiatric services of one Mohammed Safi. It makes us wonder who is more in need of having their heads examined, California prisoners or California voters.

Jimmy Cornell, who founded the Atlantic Rally for Cruisers (ARC), and who has managed some 30 other long distance cruiser rallies, is at it again, this time with the **Blue Planet Odyssey**. It's the most ambitious undertaking of his career.

"Blue Planet Odyssey will call at some




COURTESY JIMMY CORNELL

*The indefatigable Jimmy Cornell, founder of the ARC and countless other long distance events for cruisers, as well as author of many books.*

of the most threatened islands in every ocean, including Tuvalu, Tokelau, the Tuamotus, the San Blas, the Maldives, Micronesia, Kiribati, the Marshalls, and India's Andaman Islands," says Cornell.

"Participants will be able to start and finish from a port on their own continent, or join the event at any point along its route. Blue Planet Odyssey will sail westabout around the world along the classic tradewind route via the Panama Canal and Torres Strait. For those who prefer to sail a more challenging route, there will be the option of a northern route via the Northwest Passage or a southern route via Easter Island."

We're not sure how anyone can effectively coordinate an event that has starts in **Europe, Africa, South America, North America, Australia, Asia**, and also features two **Northwest Passage Routes** and an **Easter Island Route**. But if anyone can, it's the irrepressible Cornell. It must be noted that the Roman-born former reporter for the BBC is much more than a prolific organizer and author, as he has also sailed 200,000 ocean miles, which has included three circumnavigations as well as trips to the Arctic and Antarctic. The primary start for the Blue Planet Odyssey will be in August of '14 from a yet-to-be-specified port in southern Europe. Entry fees have



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yet to be determined.

Speaking of the **ARC**, for the first time since '89, the Canary Islands start of the granddaddy of all cruising rallies was delayed several days due to the forecast of high winds on the nose. Participants roared their approval when the announcement was made.

In a stunning surprise, the Class 40 **Vaquita** from landlocked Austria was the first of 226 ARC boats to finish, covering the 2,700 miles to St. Lucia in just 12 days and one hour — an average of over nine knots. They'd taken an extreme northern route for the third year in a row, which despite adding 600 miles to their crossing, enabled them to beat a Swan 80 and other large racing boats to the finish. *Vaquita* was one of the fleet's few racing boats, so most of the event's 1,269 participants couldn't care less how fast she sailed, only that they and their many new friends had made it across safely. The cruisers in this overwhelmingly cruising event had strong winds — meaning lots of double- and even triple-reefed mains — for the first half of the crossing, and light winds for the

second half. The ARC is one of the great cruising events in the world.

While we're on the subject of cruising rallies, John and Lyn Martin, directors of New Zealand's **Island Cruising Association**, inquired if *Latitude* and/or the Ha-Ha might be interested in joining forces for a 'Return to the States' cruising rally for Puddle Jumpers. They're thinking of an 8-month event that would see the fleet leave from New Zealand and stop at the Australs, Tuamotus, Line Islands, Hawaii, and Seattle. We wish them well with the concept, but it's too long and grand an event for what we would be able to be involved in.

Pierre Belanger of the Canadian Beneteau 411 **Coulicou** reported that his wife was jumped on December 10



*The view of the French side of St. Martin, looking down at Marigot and Sandy Ground. It's a beautiful islands, but it can be dangerous.*

by two black males — approximately 16 years of age — as she was returning to their boat after checking in on the French side of St. Martin in the Eastern Caribbean. Although the assailants weren't armed, they beat the woman badly enough around the head that she had to be taken to the hospital. The two youths managed to make off with the

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# CHANGES

woman's purse, which contained the couples' boat papers, passports, and cash. Two suspects were later arrested, but nothing has been recovered. The woman had gone ashore after lunch, and left her dinghy at the the Budget Marine dock, which is on the canal on the French side of Simpson Bay Lagoon, a short walk from Marigot. Her path to and from the official offices in Marigot would have taken her along one of the most heavily traveled streets on St. Martin, and in the middle of the day. The woman was jumped near the lagoon bridge. Not long before the incident **Coulicou** had completed the Caribbean 1500 rally.

We've said it before, but those of you who think cruising in **Mexico** is more dangerous than cruising in the **Caribbean** have no idea what you're talking about. We say this based on having had boats in both places for more than 15 years. St. Martin, *Latitude* readers will remember, is where several assailants boarded Manhattan Beach-based circumnavigator Mike Harker's Hunter 49 **Wanderer III**, and repeatedly kicked him in the head. He died of a stroke not long



**A flipped 'Love Love' on the beach at Saidia, Morocco, her rudder and props fouled with nets. Five sailors died in the terrible incident.**

afterward, we suspect from complications caused by being kicked in the head so many times. St. Martin is a gorgeous island with great sailing, great beaches, great Indian food, and some great people. But you must be on guard, because it can be a dangerous place, too. Unless

you look and act like a local, it's best not to walk alone except in tourist areas, and stay in groups and lighted areas after dark.

We're not fluent in French, so we might have some details wrong, but apparently the French owner of what appears to be a F/P 56 cat died, along with his four French crew, on the night of November 12 after his catamaran **Love Love** went on the beach near Saidia, Morocco. The cat was slated to sail across the Atlantic to Brazil, but her boom had broken, so she was being taken back to Gibraltar for repairs. With the winds said to be blowing 15 to 20 knots, the crew attempted to motor the cat into the resort port at night to get fuel. Some claim the entrance to the port is littered with fishing nets, and apparently one or both of the cat's props and rudders got fouled in the nets, rendering her helpless. It's unclear how it happened, but the cat somehow flipped, and ended up on the beach, all her crew dead. The daughter of the cat's owner is furious about the incident, saying that her father was an extremely meticulous and experienced

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sailor, and that sailors have long complained that the poorly marked nets are a severe navigation hazard.

On December 7 James Blackford found himself making an unexpected visit to Japan aboard the motor vessel **Global Explorer**. This was a result of his sailboat, **Makalii** — type and hailing port unknown — having been dismantled and taking on water 85 miles northwest of Palmyra in a lonely part of the Pacific. Blackford's setting off his EPIRB activated the Automated Mutual Assistance Vessel Rescue (AMVER) System. This brought a Coast Guard aircraft to the scene to make sure he was stable. After two days of drifting, Blackford was picked up, but had to abandon his boat.

Still think **EPIRBs** aren't worth the money? Just three weeks before, the 56-ft sailboat **Island Breeze**, with four people aboard, lost her steering 170 miles off the coast of Virginia. The crew set off their EPIRB, which activated the AMVER system, which resulted in a Coast Guard H-130 aircraft and a Jayhawk helicopter arriving on the scene.

The four crew were safely picked up a short time later by the 753-ft bulk carrier **Eptalofos**.

John and Cynthia Tindle of Hermosa Beach are saddened to report the loss of the Jeanneau 45 **Utopia**, a boat that brought them 10 years of cruising pleasure in the Caribbean. The couple had sold **Utopia** in April of '11 to a man from Venezuela. For some reason the new relationship didn't take, so in August of last year the boat was being delivered up to St. Martin to be sold. August is hurricane season in the Caribbean, and Tropical Storm **Isaac** blew through while **Utopia** was lying on a mooring off the Purple Turtle Beach, Prince Rupert's Bay, Dominica. **Utopia's** two delivery crew said they were aware of the approaching storm, but figured they were in good shape on the mooring. Alas, something failed in the early hours of August 22, and by the time the crew



**After a long career in the Caribbean, it was curtains for 'Utopia' on Dominica. The Tindles previously cruised another 'Utopia' in Mexico.**

realized it, the boat was on rocky Point Glou-Glou. She was soon destroyed. We don't know if there was anything wrong with the mooring, but we do know that a lot of boats have been lost over the years after captains put their faith in unfamiliar moorings.

**Indonesia** need not pay *Latitude* a huge consulting fee to have us explain why their dream of attracting 20,000 boats a year is delusional. There aren't that many boats sailing around the

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# CHANGES

world, let alone sailors interested in cruising Indonesia. It's that simple, so do your country a favor and forget the 'get rich quick' scheme. However, if Indonesia wants to see a sustainable increase in the number of visiting cruising boats, and the money they leave behind, there are two simple and obvious steps they need to take: 1) Stop making it so horribly difficult and expensive to get visas and cruising permits; and 2) Have veterans of the Australian-owned Sail Indonesia Rally explain why the event gets such poor reviews, and then make the appropriate changes.

"Our arrival in Fort Lauderdale marked the completion of our 12-year circumnavigation with our Deerfoot 74 **Interlude**," report Kurt and Katie Braun of Alameda. "We spent nine months in Lauderdale doing a refit — including painting her a different color, in case anybody is looking for us. After that, we spent the summer cruising New England. We are now slowly making our way back to the Bay Area. Currently we're in Aruba, but plan to spend a month in the San Blas Islands before transiting

the Canal. We'll be on the Bay for the America's Cup."

Well done! For anyone looking for an intelligent and thorough sailing blog, we highly recommend the Brauns'.

"Just a quick update from the South Pacific," writes David Kane of the Atlantic 42 cat **Lightspeed**, with which he did the '05 Ha-Ha and '06 Puddle Jump, and with which he and his wife Kathy did the '11 Ha-Ha and '12 Puddle Jump. "It looks like developing cyclone *Evan* will be the first of the season, and is expected to strike the Samoan Islands in the next 24 hours, then double back for Fiji and Tonga. Fifteen cruising boats are hunkered down here in Pago Pago, American Samoa, to ride out the blow."

As we went to press, we were still trying to get details of the destruction caused by *Evan*. According to some experts, *Evan* turned out to be the most powerful tropical cyclone in the South Pacific in 20 years, and it tore through **Wallis and Futuna, Tonga, American**

**Samoa, Western Samoa and Fiji**, with winds to 140 knots. Those in American Samoa, like the Kanes, seemed to have dodged a bullet, as *Evan* took an unexpected turn at the last moment. We've also heard that boats in storage at Vuda Point, Fiji, did quite well. Nonetheless, we can only assume that many boats were lost to this terrible storm. A number of people were killed, and thousands were left homeless, in a large part due to storm surges and flooding.

We apologize for having to report so much **bad news** in this issue of *Cruise Notes*. But please don't get the wrong impression, as there are thousands upon thousands of folks out there cruising and having a great time. Us, for example. And everybody else we've talked to in Mexico this season.

Speaking of **Mexico**, there are some great events coming up, including the **Zihua SailFest**, the **Banderas Bay Regatta**, the **La Paz BayFest**, and **Loreto Fest**. Then there's the **Caribbean**, where there are too many great events to list. Get out and enjoy them! And don't forget to write.

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**24-FT CAL, 1985.** Redwood City Marina. \$4,500. Great Bay boat! Main w/single reef, Harken roller furling jib, 5hp outboard, new cushions, Porta-Potti, anchor, safety equipment and more. Call Rich or email. (650) 363-1390 or (650) 722-2389. [rich@spinnakersailing.com](mailto:rich@spinnakersailing.com).



**J/22, 1983.** San Francisco/Monterey. \$11,000/obo. Proven winner, epoxy bottom, dry sailed since 2003, clean interior, kept dry, several sets of sails including Quantum racing set, 2003 Triad trailer great condition, lots of extras. Contact for more info/pictures. Email [ggreenlee05@sbcglobal.net](mailto:ggreenlee05@sbcglobal.net).



**19-FT WEST WIGHT POTTER, 2011.** Alameda. \$17,000. New bottom paint, hatch, sail, hand rail covers. New 2012 Nissan 6hp Sail Pro. Very clean, used one summer. Contact (650) 683-6251 or [kat.churchwell@sbcglobal.net](mailto:kat.churchwell@sbcglobal.net).

**19-FT WEST WIGHT POTTER, 1999.** Oyster Point Marina, South San Francisco. \$5,000. A well-equipped boat with a storied history. Large sail inventory, all in excellent-good condition. Easily single-handed. Centerboard replaced with bulb keel. No trailer included. (408) 490-1937 or [whatari@gmail.com](mailto:whatari@gmail.com).

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## 25 TO 28 FEET



**27-FT ERICSON, 1972.** Berkeley, CA. \$5,000. After 8 great years she needs to sail more. New standing rigging, newer main, BBQ, Radio w/Bluetooth. Inboard Atomic 4. New fuel pump. More at <http://goo.gl/JasYI>. Contact (415) 358-1850 or [augustz@augustz.com](mailto:augustz@augustz.com).

**26-FT RANGER, 1974.** Alameda. \$6,500. 2 mains, 5 headsails, 2 spinnakers, new main cover, full boat cover. New halyards. Spinnaker pole, whisker pole, two tillers and tiller extension. 2 Lewmar halyard winches, 2 Harken two-speed sheet winches, 2 Barent spinnaker winches. All lines led to the cockpit. Bottom job and hull painted late 2010; diver every 2 months. 2006 Mercury 6hp with lock, newer battery and charger. Contact (510) 337-9425 or (510) 390-1619 or [corsair48@comcast.net](mailto:corsair48@comcast.net).



**27-FT SANTA CRUZ, 1979.** Santa Cruz Harbor. \$6,000. 4 jibs, 2 mains, 3 spinnakers. 4hp Yamaha. Bottom painted 1/2012. No trailer. Desirable South Harbor slip may be available for 6 months. (408) 398-4189 or [clauderoge1@gmail.com](mailto:clauderoge1@gmail.com).



**26-FT RANGER, 1970.** Alameda \$6,500. Great SF Bay boat. Gary Mull design, 2nd owner. Pineapple main. 125% jib, 3 spin, Quantum 125% and North 100% jibs. Fastest R26 on Bay. Won Jazz Cup (2x), PHRF division champ 2002/03, #1 in South Beach YC Beer Can series 2006-2010, #2 in 2011. Good condition, ready to race or cruise. Rigging by Scott Easom. Stern pulpit, oversize Lewmars, new boom 2003. Bottom painted April 2011. Evinrude 7.5hp OB rebuilt 2012. Contact [simon@escalatecapital.com](mailto:simon@escalatecapital.com) or (650) 269-0546.

## 29 TO 31 FEET

**29-FT COLUMBIA, 1964.** Alameda. \$4,500. Hull 103, LOA 28'6". Re-powered with Yanmar 3-cylinder diesel, 27.3hp, 177 hours. Interior in very good condition, outside solid, but needs cosmetic work. Larson full-batten main with Dutchman flaking, Schaefer furler with 95% jib. Call (831) 277-6034.

**30-FT WYLIECAT, HULL #3, 1996.** \$75,000. *Silkye*. 5hp outboard. Faux-finished carbon mast. Carbon rudder shaft, upgraded wishbone, spinnaker, Autohelm, re-done nonskid and bottom. A rare chance to own one of these fast, stable, easy-to-sail boats. (510) 521-7730.



**29-FT RANGER, 1973.** Fortman Marina, Alameda. \$13,000/reasonable offer. All lines to cockpit. Singlehanded Transpac vet. Yanmar 2GM20F, good sails, TP, new electronics, self-tacking jib. Details at web site: <http://sites.google.com/site/ranger-29joy/>. Contact (831) 345-9384 or (831) 726-3192 or [lewiskeizer@gmail.com](mailto:lewiskeizer@gmail.com).

**29-FT ERICSON, 1975.** Napa Valley. \$6,500. Unique 1975 Ericson 29. USCG documented, lying Napa Valley Marina dry store. Hull and deck in good shape, LPU mast and boom; mast rewired this year. One season on new Pineapple main, 120, spinnaker. Unused storm jib, older genoa. Newer standing rig. Custom canvas and 36" wheel. Strong rebuilt Yanmar YSB12. Pressure water, stove, custom joinery inside. Loads of gear and extras. 22 years one owner. Needs interior cushions and minor electrical and mechanical work, but a great Bay or coastal boat. As is, where is. Email [e29forsale@gmail.com](mailto:e29forsale@gmail.com).

**J/29, 1984.** Redwood City Marina. \$10,000. Main, almost new Pineapple #3 and #2 jibs, 3/4 oz. spinnaker. New 8hp 4-stroke outboard, anchor, safety equipment. 2011 SYC race series winner. Call Rich, (650) 363-1390, (650) 722-2389 or email [rich@spinnakersailing.com](mailto:rich@spinnakersailing.com).

**CAL 3-30, 1974.** Napa Valley Marina Dry Storage. \$5,000. Best fixer ever! Needs electrical work, fuel pump and interior varnish, but ready to sail. Large sail inventory. Very sturdy, stable boat. See website for info and photos. <http://dumpyoldbroad.blogspot.com>. Contact (707) 746-5076 or [renewcanham@earthlink.net](mailto:renewcanham@earthlink.net).



**30-FT HUNTER, 2002.** Hidden Harbor. \$39,500. 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: [calvertvet@exwire.com](mailto:calvertvet@exwire.com). (530) 389-8387 or (530) 346-2266.



**NEWPORT 30 MK III, 1982.** Sausalito. \$16,800. Fast and comfortable; points well, 2006 Doyle main, 3 jibs, 2 spinnakers. Beautiful teak interior. Dependable diesel engine. Roller furling. Spinnakers. All lines led aft for singlehanding. Sweet boat. Contact (415) 225-7736 or [Danfron@aol.com](mailto:Danfron@aol.com).



**30-FT OLSON, 1981.** Brickyard Cove Marina. \$11,500/obo. Boat is race ready. Two-axle trailer. Nissan 4-stroke, 6hp motor. Double spreader, reinforced mast step. On the trailer at BYC. (530) 542-3641 or [dnewman2@pacbell.net](mailto:dnewman2@pacbell.net).

**30-FT NONSUCH ULTRA, 1986.** Ballena Bay Yacht Harbor, Alameda. \$60,000. Well equipped. Call for more information. (510) 632-2370 or (510) 614-9817 (evening) or [csersav@gmail.com](mailto:csersav@gmail.com).

**30-FT CATALINA, 1985.** Marina Village, Alameda. \$24,000. Beautiful condition. Dodger, roller furling, wheel, wind, speed, depth and more. Barely used Pineapple spinnaker and pole. Universal 25 diesel. Must see to appreciate. (209) 795-0694 or [bjdouglas08@comcast.net](mailto:bjdouglas08@comcast.net).

## 32 TO 35 FEET

**32-FT CATALINA 320, 2000.** Berkeley. \$69,000. New mainsail, roller furling jib, dodger, well maintained by OCSC. Contact [moody\\_robert@hotmail.com](mailto:moody_robert@hotmail.com) or (209) 872-0331.

**31-FT PACIFIC SEACRAFT (35 LOA).** 2004. Dana Point. \$139,900. Excellent condition, cruise ready, cutter, Monitor vane, 130 W solar, two autopilots, dodger/bimini, heater/fireplace, cold plate refrigeration, liferaft, EPIRB, radar/plotter, depth, VHF, spare parts. (949) 285-8362 or [pvanenwy@csulb.edu](mailto:pvanenwy@csulb.edu).

**ERICSON 35 MK II, 1977.** Richmond YC. \$39,000. 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](http://www.ericson351977.blogspot.com). Contact (925) 935-4413 or [sqsailors@hotmail.com](mailto:sqsailors@hotmail.com).

**32-FT WESTSAIL, 1975.** San Diego. \$42,000. Traditional layout with gimballed table. Monitor windvane, autopilot + spare, MaxProp, watermaker, diesel heater, LP deck, inverter, Volvo diesel, excellent sails w/extras. 80 gal water and fuel. Details and photos at website: <http://baymarinesupply.com/sabai/>. Contact [bbhawk1973@gmail.com](mailto:bbhawk1973@gmail.com) or (619) 252-5899.



**34-FT SABRE, 1985.** Belvedere SFYC. \$49,500. *Moonlight Lady*. Very well maintained. Major overhaul 2004: New spars (Ballenger). New sails, main and 135. Antal track, Antal clutches, Harken traveler, carbon extendable whisker pole, Harken track-on mast, Awlgrip topsides, Garmin GPS 3205 color chartplotter, rebuilt pedestal 2006, engine overhaul 2008, brightwork 2011, bottom paint 2012. Other sails: 105 and 150. Sleeps 6. Contact: (415) 218-9393 or (707) 938-7665 or [jfsails@comcast.net](mailto:jfsails@comcast.net).

## 36 TO 39 FEET

**39-FT YORKTOWN, 2006.** Moss Landing. Best offer. Custom Ocean. Cruise ready, great liveaboard, hardly used, loaded with extras, "best Yorktown ever built." 277 hours on 70hp diesel, spinnaker never hoisted, see to appreciate quality. (408) 268-4573 or [paul5z@comcast.net](mailto:paul5z@comcast.net).

**CATALINA 36 MK II, 2001.** Monterey. \$94,999. 35hp diesel 240 hours, Raymarine radar, instruments, autopilot, GPS, roller furling with two sails, Dutchman flaking main, propane, refrigerator, dodger, anchor windlass, whisker pole, PSS shaft seal, transferable slip in Monterey. More at <http://c36forsale.com>. Contact (831) 204-2123 or [erik@c36forsale.com](mailto:erik@c36forsale.com).

**37-FT CREALOCK, 1979.** Monterey. \$50,000. Cruising consultants, new LPU entire boat, new interior, new Yanmar. Email for pics and video. (831) 234-4892 or [dcd987@gmail.com](mailto:dcd987@gmail.com).



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**37-FT EXPRESS, 1985.** Alameda, CA. \$94,500. *Bullet* is an excellent example of the incredible Carl Schumacher-designed Express 37. *Bullet* lived in fresh water (Chicago) for 15+ years, before coming to San Francisco in 2002 where she received a complete refit and upgrade; receiving an additional refit in preparation for the 2008 Pacific Cup, where she won her division and placed 4th overall. *Bullet* has enjoyed great success on the race course, winning many local regattas, including a 3rd in the 2012 StFYC Big Boat Series. This is a turnkey TransPac or Pacific Cup boat with a well-established and competitive one-design fleet to compete against on SF Bay. www.facebook.com/pages/Bullet-Express-37-For-Sale/448504885197693.

**ERICSON 38-200, 1986.** Marina Seca, San Carlos, Sonora Mexico. \$59,000. In well above-average condition. Equipment: new rigging/lifelines, Furuno radar/GPS, Adler-Barbour fridge, 3 new lifeline AGM batteries-150ah, Icom VHF IC-M604 w/cockpit command mic, CD/stereo, inverter. Strong Universal 5432/2335 hrs, 51 amp alt (have new 90 amp), autopilot, Lofrans manual windlass (have new Lewmar electric windlass, not installed), water heater, LPG stove w/oven, new macerator, 2 propellers, full cockpit enclosure/cushions, 35lb CQR/13S Danforth, depth, full batten main w/spare plus 150 genoa plus jib, lazyjacks, dockside cable, new bottom paint, draft 6' 6", water 80 gal, holding 26 gal, fuel 55 gal (tank recently polished). www.flickr.com/photos/roderunner/sets/7215763220871154. Contact rode7runner@yahoo.com or (520) 401-2352.



**37-FT CREALOCK, 1997.** La Paz, Mexico. \$187,000. Excellent condition and location. She's totally turn-key and ready for your big cruise or commuter cruising Mexico. Hawaii and Mexico vet. Singlehander's package, shoal draft, Monitor windvane, liferaft, EPIRB, SSB, radar. Custom storage in galley and head, manuals, tools, spares, spares and spares. Dinghy with wheels and outboard. 2011: new lifelines, running and some standing rigging, full-batten main with Tides marine track, interior cushions and fabric. 35# CQR and 44# Delta on bow, 25# on stern. Dinghy w/wheels and outboard, Kato engine lift. (310) 459-1510 or JimmyP0201@gmail.com.



**37-FT CT, 1977.** Puerto Vallarta, MX. \$29,000. Classic Bob Perry design. Volvo 3-cylinder, radar, chartplotter, autopilot, depth finder, SSB, AIS, Viking life raft, 10-ft Zodiac, Ballenger spar and boom, Lee main, Schattauer genoa on ProFurl. www.flickr.com/photos/pauldemeire. Email tillerking@centurytel.net.

**36-FT PEARSON, 1985.** Sausalito. \$45,000. Priced to sell. Owned for 15 years and am 2nd owner. Equipment: Roller furling jib, Dutchman system on main, Forespar rigid vang, 3-blade feathering prop, dodger, lifelines, life jackets, BBQ, complete kitchen setup, more. Original Yanmar diesel with only 385 hours. Original purchase receipt, owner's manual, sail plans, etc. Hauled, painted Oct '10 along with new cutlass bearing. Beautiful interior in near-new condition. Insurance survey in Feb '11 valued at \$70,000. Great boat at a great price. Located at Schoonmaker Point Marina, slip C-72. www.flickr.com/photos/rgt-pics. Contact Bobgthomas@EarthLink.net or (925) 286-8738.

**36-FT ISLANDER, 1977.** Los Angeles. \$25,500. *Odyssey* is a well equipped world cruiser, having just completed a solo southern ocean circumnavigation. She was extensively refit in 2011, and is well equipped, including AIS, SSB, radar. http://svodyssey.blogspot.com. Contact eric.p.loss@gmail.com or (949) 838-5667.

**39-FT OLYMPIC, 1973.** Alameda \$25,000. Carter designed racing sloop. Westerbeke 50hp hydraulic drive, Anchor wiring, 13 Lewmar winches up to 3 speed #55, 12.8ft beam, 7700lb ballast, fin keel, twin wheel steering. Needs some maintenance. Lots of boat for the price. (510) 537-9689.

### 40 TO 50 FEET



**43-FT SERENDIPITY, 1980.** Best offer. *Lone Star*. Doug Peterson's SORC Serendipity 43. A winning combination: great performance and gracious living. The perfect cruiser. Must sell now. Email for brochure (specifications and current photos): svlonestar@yahoo.com.

**50-FT MARINER MOTORSAILER, 1980.** Redwood City. \$165,000. Great liveaboard cruising boat. 2 staterooms, 2 heads, 300 gals fresh water, 400 gal/day watermaker, upright frig/freezer, separate deep freeze. Too much other equipment to list. Please contact for complete list. (831) 335-3573 or ladyhawke50ft@yahoo.com.

**47-FT CATALINA, \$285,000.** Customized bluewater ready. Extra fuel capacity, 110 or 240v, watermaker, chartplotter, radar, AIS, coldplate refridge/freezer. Custom cabinets and workshop, dive compressor, in-boom furler, staysail, autopilot, wind vane, new hard dodger, heat-air, Autoprop. Much more. (916) 607-9026 or cestlavie\_2000@hotmail.com.



**43-FT TASWELL, 1988.** Alameda, CA. \$239,000. Bluewater cruiser. Major refit in 2007, then cruise perfected. Full details at website, listing: 1291827. Contact Steve. www.yachtsoffered.com. (530) 748-8010 or lotus48@att.net.



**44-FT KELLY PETERSON, 1977.** Daytona Beach, FL. \$95,000. Well maintained/new rigging/mast pulled, relit, repainted like new. Good access to Perkins 4326 diesel rebuilt 2009. New stainless steel diesel and water tanks. Diving equipment, great galley, sleeps 7. New electronics, inverter/charger, Navtex, Raymarine radar, Icom SSB, West Marine VHF. Fully battened main, 110 genoa, new storm sail, beautiful spinnaker. Lots of tools/equipment and parts. Sails like a dream! Left Alameda 14 years ago. More at www.grace44.com. (702) 767-8323 or (702) 767-8322 or jking38701@aol.com.

**J/120, 2001.** San Francisco. \$180,000. Great one-design boat for the Bay. Extensive inventory. Full B&G instrumentation, GPS, Yanmar with low hours. Kevlar and carbon racing sails. Recent haulout 2012. Excellent condition. Contact rich@spinnakersailing.com or (650) 363-1390 or (650) 722-2389.

**44-FT HARDIN VOYAGER, 1977.** Marina Palmira, La Paz, BCS, Mexico. \$79,000. A spacious fiberglass, ketch rigged veteran of the Sea of Cortez and west coast of Mexico. A traditional liveaboard and long range blue water cruiser with rare two-cabin, two-head layout. Center cockpit with hard dodger. Recently recaulked teak decks. Aft cabin has transom windows above the thwartships queen size bunk and opening portholes for ventilation. Go to www.YachtWorld.com for specs. (530) 541-4654 or mortmeiers@aol.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. (707) 688-0814 or (707) 290-9535, raaddink@yahoo.com. 1200 Brannan Island Rd.



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



**42-FT CASCADE, 1972.** Redwood City. \$40,000. New sails, watermaker, Autohelm, new rigging, ice maker, marized Westerbeke and more. Needs work on deck. Spent a lot, asking for less. Contact galaxaura@gmail.com or (650) 704-2302.



**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=ckZHxXEAMec. Contact amjohn@sbcglobal.net or (530) 318-0730.

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**48-FT BENETEAU FIRST 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 265 hrs. 3-blade feathering prop. Bow thruster. Electric mainsail winch. Dutchman mainsail flaking and Furler 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 Proline Advanced Digital Control. Pro-Mariner galvanic isolator. Original owner. Maintained as new. (916) 969-8077 or [curtis@surewest.net](mailto:curtis@surewest.net).



**40-FT PEARSON BOUNTY II, 1961.** Brisbane Marina. \$25,000. Early built-roof fiberglass. Sailed from Hawaii. Loaded. Sloop rig, Harken roller furling. 5 sails in great condition. Yanmar 27hp 3GM30F diesel engine, 75 watt solar panel, Ampair 100 wind generator, 4 AGM batteries, Proline Truewave 1000 inverter, Monitor self-steering windvane, Icom IC-M700 Pro with Pactor III modem, Dynaplate, backstay antenna, Apelco VHF, propane Force 10 stove, Waterlog watermaker, Interphase depth-finder, lots of extras. This boat is a steal at \$25,000. (510) 410-5401.



**43-FT LAVRANOS CAT KETCH, 1996.** Brunswick, Georgia USA. \$47,990. Loaded with enough equipment to sail around the world. Yanmar w/874 hours. Aries windvane, watermaker, wind generator, 5 solar panels, SSB, GPS/radar/chartplotter. Inflatable w/ob, many electronic charts. Contact (765) 465-2788 or [zz3k39@yahoo.com](mailto:zz3k39@yahoo.com).

## 51 FEET & OVER



**70-FT ANDREWS, 1995.** Shelter Island, San Diego. \$395,000. *Condor* is ready for Hawaii with top boat speeds of 28.5 kts. Well maintained and meeting all Transpac requirements. Great SoCal boat. Available for Transpac Charter also! [www.condor70racing.com/sale](http://www.condor70racing.com/sale). (773) 895-6106 or (847) 209-1508. [zschrmm@comcast.net](mailto:zschrmm@comcast.net).



**JEANNEAU SUN ODYSSEY 45.2.** 2000. Tacoma, WA. \$134,000. This salt water veteran is fully equipped with all the necessary equipment to take you offshore in the direction of your dreams! She just got back from a cruise in the Med and the Caribbean and is lying Tacoma, WA waiting for you to prep her for her next voyage. She is a rare 3 cabin/3 head model, perfect for a family or larger group cruising - each cabin has its own head. Great charter opportunity for America's Cup next year! The vessel has many upgrades - and lots of spares! (206) 992-6637.



**50-FT FD-12, 1981.** Sea of Cortez. *Daydreamer*, an Alaska/Mexico/SoPac vet, is a 1981 50-ft FD-12, an unsinkable, flush deck w/pilothouse, cutter-rigged, medium displacement bluewater cruiser. Two staterooms forward and master stateroom aft provide excellent privacy when visitors or family are onboard. The daylight-filled, spacious nav station and galley make for easy navigation and cooking and pleasant watches during inclement weather. Critical systems have built-in redundancy for fail-safe reliability. Priced from mid \$150k range (obo), she's in sunny San Carlos, Mexico; if you can spare 2 days and can get to Tucson or Phoenix, we can drive you to the boat one day and back the next. Full info and contact details at website: [www.svdaydreamer.com](http://www.svdaydreamer.com) or call (928) 848-9705.



**45-FT LOA IOR RACER/CRUISER.** \$65,000/reduced. *Infrared* was designed by Laurie Davidson, with later underbody and new rudder system by Carl Schumacher. This boat is a 3-cabin layout with all amenities. Newer 40hp Volvo Penta diesel with 18" Flexofold prop, all with low hours. Roller furler and self-tacking jib, with Robertson 3000 autopilot with triple AGM batteries and Xantex charge system. Gives new cruising comfort. Health problems in family have helped reach decision to reduce the price to \$65,000. DVD of boat is available. Call Ray Lopez. (209) 772-9695.



**53-FT ISLANDER, 1979.** Sausalito. \$66,000/asking. Monitor, radar, rewired, new fuel tanks and extensive equipment. Sale by owner. <http://polaris5.weebly.com>. (415) 332-6585.



**41-FT SCEPTRE, 1986.** Crescent Beach, B.C. \$168,000. Original owners. Professionally maintained. Recent survey and bottom paint. Call or email for more info and pictures. (604) 535-9373 or [raceaway@shaw.ca](mailto:raceaway@shaw.ca).



**44-FT CATALINA MORGAN, 2007.** Seattle, WA area. \$284,500. Mint condition. A real deck salon. Great bluewater cruiser. 75hp Yanmar 8+ cruising, 500 hours. New batteries, cruising spinnaker, power winches, hydronic heat, Raymarine C120, radar, autopilot, bow thruster. Trades acceptable. Contact (408) 666-3261 or [jerryfsaia@aol.com](mailto:jerryfsaia@aol.com).

**40-FT OLSON, 1983.** Squamish, B.C.. \$73,000. Race and cruise equipped, Pac Cup ready, Espar furnace, fridge, dodger, furler, etc. An extensive equipment and sail list. (604) 898-9484 or (778) 879-4272 or [jgugins@telus.net](mailto:jgugins@telus.net).



**46-FT JEANNEAU SLOOP, 1996.** Puget Sound, WA. \$155,000/offer. Good condition, newer North sails, newer Raymarine C-80 chartplotter, radar, Autohelm, Tri-data speed/depth, etc. Very clean below. 3 cabin, 2 head layout, inline galley, fridge/freezer, navigation station, AC, more. (253) 377-1660 or [sailingfans@hotmail.com](mailto:sailingfans@hotmail.com).

## CLASSIC BOATS



**58-FT SCHOONER, 1925.** Port Townsend. \$139,000. *Suva* is a staysail schooner designed by Ted Geary. A gorgeous and sound classic yacht built almost entirely of Burmese teak. LOD 58', beam 14', draft 6'6". With dual station steering she is comfortable. Her rig is easily handled and she sails wonderfully. She is in very good condition. [www.schoonerforsale.com](http://www.schoonerforsale.com). Contact [schoonersuva@gmail.com](mailto:schoonersuva@gmail.com) or (360) 643-3840.



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**42-FT LAGOON 420 CATAMARAN.** 2008. Belize. \$298,000. Loaded 3-cabin owner's version. Well maintained. Factory dual diesel, generator, AC, watermaker, inverter, chart plotter, new sails one year. Perfect family cruising cat. [www.facebook.com/media/set/?set=a.219422708070841.63102.149453491734430](http://www.facebook.com/media/set/?set=a.219422708070841.63102.149453491734430). Email [sotelojohn@hotmail.com](mailto:sotelojohn@hotmail.com).

**78-FT DESCO TRAWLER, 1963.** Emeryville. Entertaining offers. Beautiful classic yacht operating as a floating B&B, event and concert venue. Great revenue. 5 staterooms, 4-1/2 baths, amazing woodwork, hot tub, views, ambiance, more. Owner financing possible. [www.barkissimo.com](http://www.barkissimo.com). Call for appointment. (415) 265-9706.

**PARTNERSHIP.** San Francisco Bay Area. Wanted: partner in a pied a mer (Catalina 34?). A 3-year, 50/50 time/expense (a no-sweat \$1,000 per month budget); an equity position is possible or we can finance for appropriate consideration. Email [llamontwitsee@comcast.net](mailto:llamontwitsee@comcast.net).

**43-FT VIKING MOTORYACHT, 1978.** Sausalito. \$75,000. Viking is well known for their quality engineering and rugged construction. This vessel is equipped with twin Detroit diesel 6-71's, Onan 7.5Kw generator, new main fuel tanks, new canvas flybridge enclosure, dripless seals, cutlass bearings, new heavy duty AGM 8D batteries, master stateroom Queen walkaround, Vacuflush head system with Tankwatch monitor. She has been well taken care of with light use. (650) 400-9813.

**CATALINA 380, 2001.** Sausalito Yacht Harbor. Full electronics, chartplotter, autopilot, and radar. New furling main and jib (2011), Quantum cruising chute, Yanmar 40 with low hours, dodger, electric windlass. Professionally maintained. Equipped for sailing and cruising: 2 cabins, centerline berths, innerspring mattresses, refrigerator, microwave, flat screen HDTV/DVD, electric head, and separate shower. Includes dinghy and outboard. Beautifully finished interior in Ultraleather and Corian. Equity share available, as low as \$335/month, depending on usage. Contact (707) 421-0366 or [CSMSam@aol.com](mailto:CSMSam@aol.com).

## MULTIHULLS



**33-FT SEAWIND 1000, 1998.** Los Angeles. \$135,000/obo. The boat has just returned from 4 years in Mexico, and has been surveyed and is strictly sound, but needs a lot of details. It has new motors, sails, canvas, hull paint and thru hulls. Have a bid for the windows at \$1,700. Wax and clean hull: \$500. Fix loose wires and plumbing; \$750. It's a great boat, needs details worked out. Contact Frank. [Cabosportsfrank@yahoo.com](mailto:Cabosportsfrank@yahoo.com) or (512) 750-5735. (Photo is sistership.)

**34-FT GEMINI 105MC, 2005.** Redwood City, CA. \$129,900. Great family or race boat. Perfect for San Francisco Bay, coast, Mexico, beyond. Fast; easy to sail singlehanded without heeling. Spacious deck, 3 bedroom interior. Elegant and comfortable. See website. <http://loonasea.gibbons.web.stanford.edu>. Contact [loon.asea@yahoo.com](mailto:loon.asea@yahoo.com) or (650) 380-3343.



**38-FT CHAMBERLIN CAT, 1992.** Nevis St Kitts, Caribbean. \$85,000. Custom composite Vac-bagged Divinycell/Vinylester/Biax racer/cruiser. 2 doubles, 1 head, galley up, bridgedeck with seated headroom (4'6", 5'9" in hulls). Queen-land-built, 20,000 ocean miles. Must sell. Email [sydeva@gmail.com](mailto:sydeva@gmail.com).



**45-FT C&L SEA RANGER, 1985.** Emeryville, CA. \$99,000/obo. Great live-aboard or Delta cruising on sundeck trawler in excellent condition. 3 staterooms with walk around queen memory foam bed, 2 full heads with stall showers, stainless up-galley, large salon, teak and holly floors, TECMA toilets, twin Volvo turbo diesels. \$30,000 of upgrades including new radar, canvas, 4/8d house batteries, VHF with flybridge remote, depth sounder. Engines were professionally serviced. Onan genset. Emery Cove slip with great view. Contact (530) 228-1827 or [lorenchristopher@sbcglobal.net](mailto:lorenchristopher@sbcglobal.net).



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## POWER & HOUSEBOATS



**47-FT VOYAGE/MAYOTTE, 1994.** Panama City, Panama. \$207,000. This is not a fixer upper. All running and standing rigging, mast, boom, water maker, 11.5' dinghy, 800 amp hour Rolls batteries, charger, upholstery, etc. Brand new! Contact [garyswenson@hotmail.com](mailto:garyswenson@hotmail.com) or (253) 617-0808.



**39-FT C&L EUROPA TRAWLER, 1980.** Moss Landing, CA. \$49,500. Twin Ford diesels. Berthed at Moss Landing, North Harbor (assumable slip). Great spot to relax. Clean with lots of extras. (831) 713-6719.

## PARTNERSHIPS



**52-FT IRWIN, 1984.** Mazatlan, Mexico. Freya is a 52-ft Irwin ketch currently in Mazatlan, Mexico. We plan to sail to Puerto Vallarta Jan. 1st and on down to Zihuatanejo by the 15th of Jan. We still have to work, so full-time cruising is not an option now. If you are the same, but would like to enjoy the cruising life (part-time) on a gorgeous boat capable of going anywhere in the world, then visit our website for details. [www.freya52.com](http://www.freya52.com). (530) 342-1665 or [freya52@live.com](mailto:freya52@live.com).

**48-FT LOOPING, 2004.** Loreto, Sea of Cortez, Mexico. \$399,000 USD. Spacious, luxurious, clean French-built performance catamaran ready to take you cruising. Fully equipped, pristine condition. MUST SEE!! Tour us on YouTube: Uj33dCr9FnY. Details on website: <http://neofsorsale.com>. (916) 622-9348 or [lloyds@jps.net](mailto:lloyds@jps.net).



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**LOOKING TO OFFSET...** your boat's expenses? This maritime and aviation-oriented out-of-towner, visiting professor at a local university, seeks to rent a pleasant, comfortable liveaboard from end of January through June 2013. Powerboat or sailboat. West side of the Bay... from Redwood Shores/Coyote Point in the south(ish) to Sausalito/Tiburon in the northwest. This lifelong technologist, writer, academic, consultant, very quiet and low-key, absolute non-smoker willing to pay USD\$1,250 with significant pre-pay. Contact (415) 690-7560 or [planewryter@gmail.com](mailto:planewryter@gmail.com).

**LOOKING FOR PARTNERSHIP.** On small catamaran. San Francisco Bay. Negotiable. Looking for partnership on small catamaran on the Bay. Have 18-ft Hobie Cat in Santa Cruz and 38-ft keelboat in SF Bay. Would like to sail a small cat (wetsuit + trapeze) in SF without trailering from Santa Cruz to the Bay and back. If you have a small cat "near" a ramp and need/want experienced sailors to help you with it let us know. Contact (831) 297-3059 or [pierre.patino@gmail.com](mailto:pierre.patino@gmail.com).

**TEMPORARY LODGING.** Sausalito, CA. Looking for temporary lodging (2 to 4 months) in Sausalito area. Self-employed female with project accounts in the Bay Area needs to move closer to clients and sailing. No pets, no children, no drinking and no drugs. Access to 24/7 Internet a must. Would consider sublet, home share/in-law or stay on a boat. Sailing community references available. I am a member of a local yacht club. Contact [sausalitotemporaryhousing@yahoo.com](mailto:sausalitotemporaryhousing@yahoo.com).

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**SAIL: NORTH 'GENNAKER'.** Asymmetrical. East Bay. \$1,500. Downwind speed and fun! Red/white/blue gennaker 3/4oz, including full North snuffer/sleeve, all in excellent condition for 48-foot mast. Details and photo via email request. Contact [buglight2010@hotmail.com](mailto:buglight2010@hotmail.com).

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**RACE MANAGEMENT SEMINAR.** At Encinal Yacht Club. 1251 Pacific Marina, Alameda, CA 94501. Encinal Yacht Club presents US Sailing One Day Race Management Seminar. Saturday, February 9, 2013, 0800-1730. Contact our email for more information. (925) 828-9448 or [EncinalSeminar@gmail.com](mailto:EncinalSeminar@gmail.com).

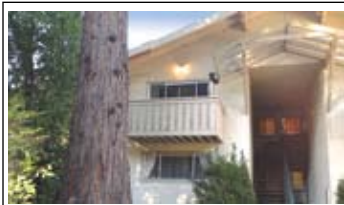
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**BAY AREA HIDEAWAY.** Mill Valley, CA. Lg 1 bdrm apt, close to the Bay, beaches and hiking. Well equipped AEK. Covered parking, washer/dryer. Hi-speed Wi-Fi, cable, DVD. \$120 a night, 2 night minimum. No smoking, no pets. [www.airbnb.com/rooms/160781](http://www.airbnb.com/rooms/160781). Contact (415) 225-0442 or [franicowan@yahoo.com](mailto:franicowan@yahoo.com).

## BERTHS & SLIPS

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**PART TIME CAPTAIN.** USCG Master 50 GT with tow, looking for interesting part-time work on the water in Bay Area. Retired successful businessman, mid-50s, with great people skills. Contact Michael Long. (707) 483-0191 or [michael@longfinancial.net](mailto:michael@longfinancial.net).

## JOB OPPORTUNITIES

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**SFSU SAILING INSTRUCTOR.** Pass this along to school teachers who sail! Teach small-boat sailing on Lake Merced four Fridays each semester. Master's teaching degree required, and be available to take US Sailing Instructor clinic in early 2013. Contact Robert McCreary ASAP! Email [rm@sfsu.edu](mailto:rm@sfsu.edu).

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**22-FT SANTA BARBARA, 1973.** Alameda, CA. Includes main, spinnaker, jib, motor. Boat seaworthy, but needs exterior paint. (360) 666-4999 or (925) 323-2577 or [alpsail@comcast.net](mailto:alpsail@comcast.net)

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**IT'S NOT THAT EASY...being clean. Creating a sustainable business model - no matter what the enterprise - requires risk management. In the maritime industry, the consequences of improperly managing these risks can be fatal...both individually and fiscally. In this month's edition of Professional BoatBuilder, there is a report about the creation of KKMI and the progress they've made toward operating a "clean" business and managing risks. The article covers a broad range of topics...from the risks associated with the toxic types of water they must deal with, to the costs of compliance in these difficult economic times. They even discuss the future of "Do-It-Yourself" work.**

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