

# Latitude 38

VOLUME 428 February 2013

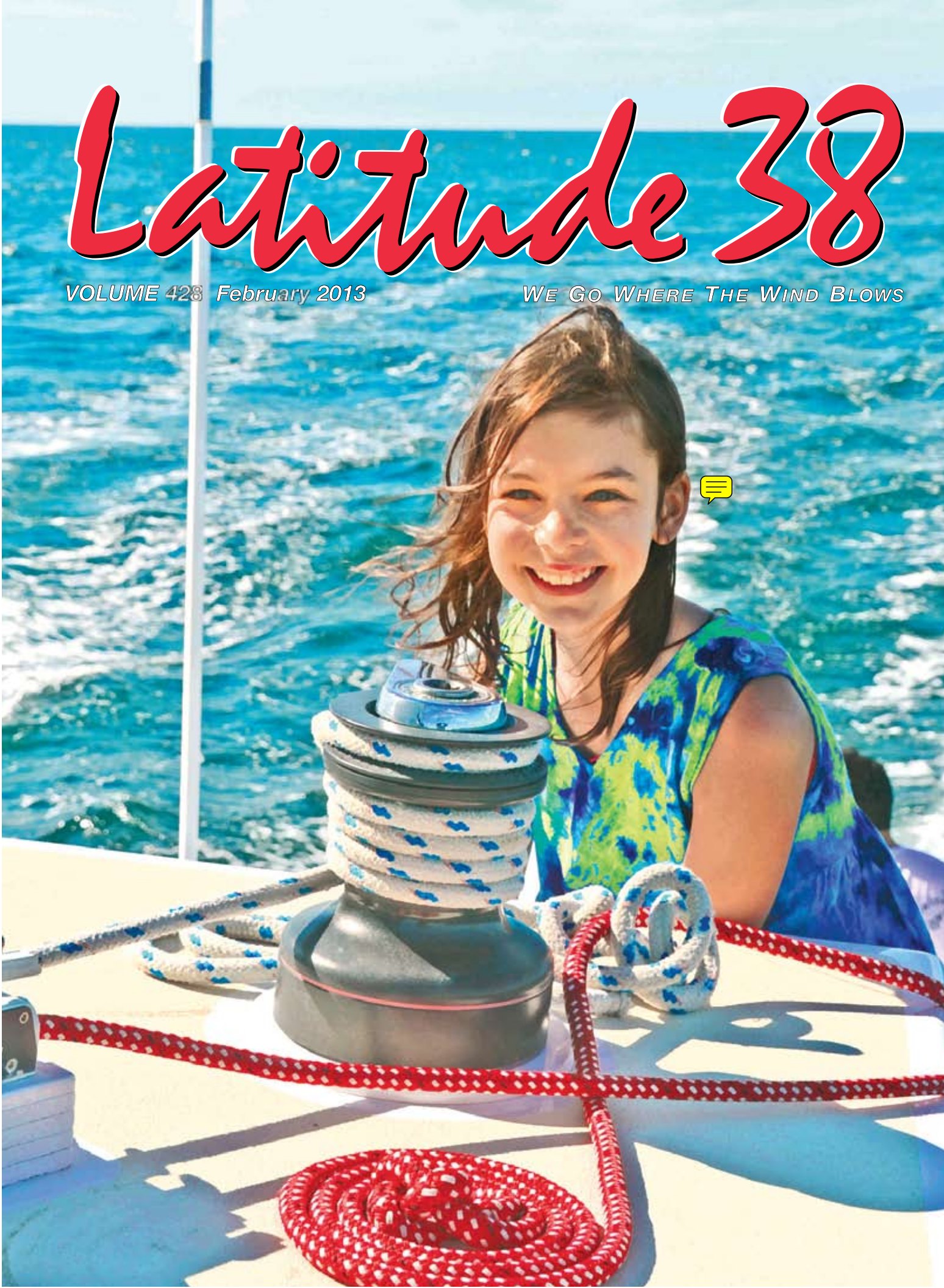
WE GO WHERE THE WIND BLOWS



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FEBRUARY 2013

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# NEW YORK TO SAN FRANCISCO —

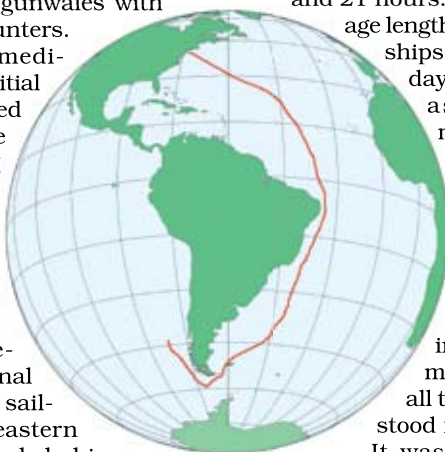
*As we go to press, Italian Giovanni Soldini and an eight-man international crew are charging north from Cape Horn aboard their VOR 70 Maserati, vying to break the New York-to-San Francisco sailing record, and thus win the Clipper Challenge Cup. We'll bring you a complete report next month, but in the meantime we thought it appropriate to re-fresh your memories on the history of this notorious contest.*

Few port cities are more thoroughly steeped in maritime history than San Francisco. After all, during the Gold Rush era of the mid-1800s, it quickly grew from a tiny waterside settlement to a thriving city, largely due to the arrival of hundreds of international sailing ships loaded to the gunwales with wide-eyed fortune hunters.

In the years immediately following that initial surge, ships continued to flood through the Golden Gate carrying all sorts of cargo to feed the cash-rich boomtown's voracious appetite for goods from the East Coast. Of course, this was sixty years before the Panama Canal would open, so the sailing route between eastern markets and the Bay led ships through the treacherous latitudes of the South Atlantic and around Cape Horn (56°S!), before clawing at least 7,000 miles up the Pacific to San Francisco.

Naturally, the fastest ships earned the biggest profits, so competition to build faster hulls became intense. The era's frenzy of design innovation produced the now-famous three-masted clipper ship *Flying Cloud*, which featured a finer, higher bow than her contemporaries,

***Due to her speed around the Horn, 'Flying Cloud' became the most famous sailing ship of her era. Notably, during both of her record-breaking trips she had a female navigator (the captain's wife) — unprecedented at the time.***



and carried her displacement farther aft.

In 1851, less than six weeks after her launch at East Boston, the 225-ft (LOA) clipper set sail for San Francisco, arriving in the record-shattering time of 89 days and 21 hours. The average voyage length of Gold Rush-era ships was around 200 days! *Flying Cloud's* astounding feat made headlines around the world, but three years later she broke her own record by 13 hours, and that effort cemented her name into the annals of maritime history for all time, as the record stood for 135 years.

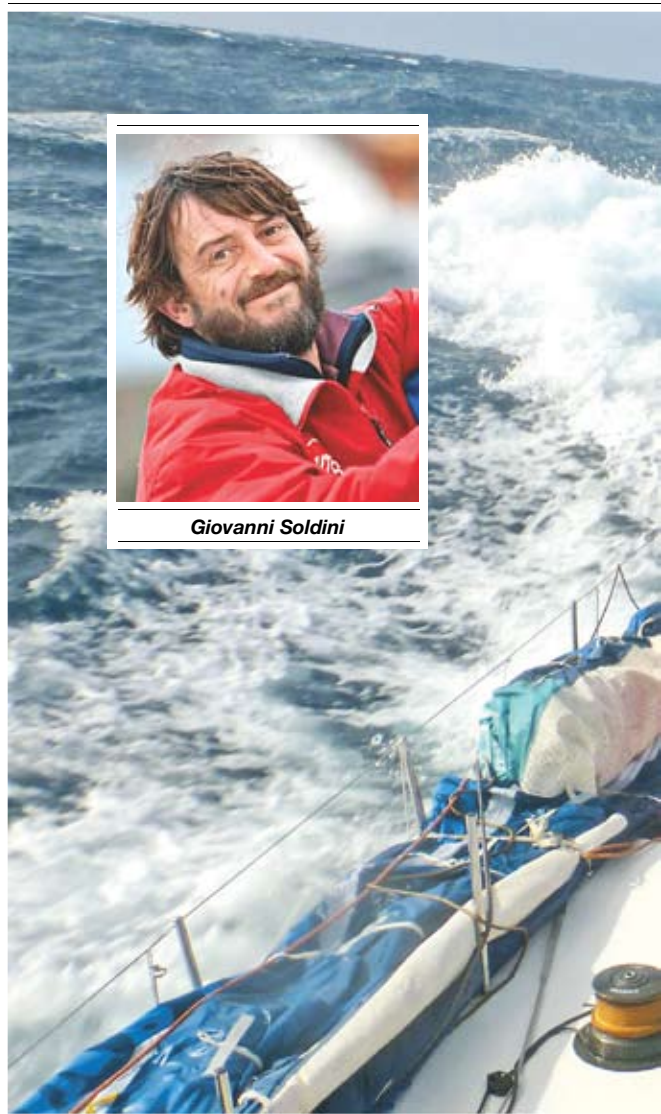
It was 1989 when the ultralight BOC 60 *Thursday's Child* finally beat *Flying Cloud's* mark, establishing a new time-to-beat of 80 days and 18 hours. Five years earlier, *Thursday's Child's* skipper Warren Luhrs had smashed the Observer Singlehanded Transatlantic Race (OSTAR) record aboard this highly innovative water-ballasted sloop. For the San Francisco attempt, Luhrs brought along only two crew, compared to the hundred or more needed to run *Flying Cloud*. But then, the famous clipper flew up to 35 sails.

A few months after *Thursday's Child* made headlines, Georgs Kolesnikov and Steve Pettengill chopped nearly four more days off the record (76d, 23h, 20m) aboard their 53-ft trimaran *Great American*. Since then, most statistics buffs have kept multihull and monohull records separately.

**I**n the fall of 1993, French sailing phenom Isabelle



**Giovanni Soldini**



Autissier and a crew of three men set out from New York aboard the then-radical Open 60 *Ecureuil Poitou Charentes II*. It had been custom-built for her to singlehand in the following year's BOC Challenge (around the world nonstop). Autissier had become world-famous two years earlier when she completed the '90-'91 BOC — after dismasting and jury-rigging a replacement — thus becoming the first woman to circumnavigate solo nonstop.

After seven weeks of delays due to canting-keel problems and horrendous weather, *Ecureuil* finally departed New York in mid-February. Sixty-two days later she passed beneath the Golden Gate Bridge, having pulverized even the multihull record by 14 days (62d, 5h, 55m, averaging 9.33 knots).

Looking at the numbers alone, you might think that trip was easy. Not so. On the fifth day out *Ecureuil* clocked her highest speed of the whole trip, 26.5 knots, with Isabelle at the helm. But shortly afterward she was washed



# THE HARD WAY



MICHELE SIGHEL

**Smokin'! The VOR 70 'Maserati' blasts south early in Soldini's current record attempt. She'll arrive this month in the Bay.**

overboard by a large wave and dragged behind the boat by her tether until her crew could reel her in. A variety of gear failures and two dental emergencies also plagued the ultimately victorious crew.

In 1998 three boats set out from New York to challenge the record: Isabelle's *PRB*, Yves Parlier's *Aquitaine Innovations*, and Christophe Auguin's *Geodis*.

*She was washed overboard by a large wave and dragged behind the boat by her tether.*

(The effort was dubbed the Gold Race or *La Route de l'Or*, but pursuit of the monohull record is officially called the Clipper Challenge Cup, with the trophy held by the Manhattan Sailing Club.)

Parlier pulled ahead in the first days

of the race and continued to stretch his lead as the three boats dove into the South Atlantic. So much so, in fact, that before he reached the Horn he was sailing in different weather systems than his foes. That proved to be both good and bad. On the approach to Cape Horn, *Aquitaine* had to beat into 40-knot headwinds for 500 miles — the worst point of sail for those boats. Thirty miles from rounding the notorious Cape, they ran into 60 knots of true wind, and it took them 36 hours of brutal beating to claw the final six miles. Ironically, when Autissier's *PRB* arrived on the scene two days later, they rounded the Horn in a four-knot zephyr flying their biggest chute

— and celebrated with *foie gras* and a fine Bordeaux. Meanwhile, not long after rounding, Parlier caught a 20-knot southerly and rode it straight up the rhumbline for two days.

The other boats had no such luck. *PRB* and *Geodis* had to add hundreds of miles of westing to their routes to get around a high that had filled in west of the Cape.

Interestingly, although *Aquitaine* was the lightest — and clearly the fastest — of the three boats, she did not have the water-balasting, canting keel or forward canards that the others had. Nevertheless, she completed the course in 57 days, 3 hours and 2 minutes, slicing five days off Autissier's record.

Then in the fall of 2007, Lionel Lemonchois — a veteran of both of Autissier's efforts — challenged that record aboard the 110-ft catamaran *Gitana 13* (formerly *Innovation Explorer*, *Orange & Kingfisher 2*) with a crew of nine. Despite being stalled near Cape Horn for more than five days, the monster cat crossed the finish line off Alcatraz in late February, 2008, after only 43 days and 38 minutes, thus carving more than 14 days off Parlier's time. *Gitana's* average speed was a phenomenal 15.8 knots.

It may be impossible to better *Gitana's* time in a monohull, but Giovanni Soldini, 46, and his crew currently have an excellent chance of breaking

**The crew was ecstatic when they rounded the Horn on day 21, 8 hours ahead of the monster cat 'Gitana's record pace.**



MICHELE SIGHEL

# NEW YORK TO SAN FRANCISCO —

## Maserati Specs

Type:..... Volvo Open 70  
 Length overall.... 70  
 Beam ..... 18 7"  
 Draft..... 14 9"  
 Mainsail area ..... 574 ft<sup>2</sup>  
 Headsail area..... 1938 ft<sup>2</sup>  
 Spinnaker area .. 5382 ft<sup>2</sup>  
 Weight overall.... 12.3 tons  
 Fin max swing ... 40° off ctr



BJOERN KILS

**Easily capable of sailing faster than the apparent wind, 'Maserati' is a speed machine on a mission.**

Parlier's monohull record — especially if their luck holds out. There is only one 'mark' in this race: Cape Horn. But there are three major obstacles: the Atlantic doldrums, the Horn and the Pacific doldrums. Sailing their VOR 70 *Maserati*, Soldini and crew skated across the Atlantic equatorial zone with hardly any slowdown, and played the weather systems on the approach to Cape Horn superbly. So, other than unforeseen breakdowns and the vagaries of Pacific wind patterns, the major wild card they still face at this writing is the Pacific Intertropical Convergence Zone (ITCZ), or doldrums. So far, though, their self-prescribed weather routing has been spot-on.

**The intrepid international crew strikes a pose in the Big Apple. Soldini is in black. Not pictured is the sole American, Ryan Braymaier.**



BJOERN KILS

Measured against other outstanding feats on Soldini's sailing résumé — such as taking a second in class in the 1995 BOC, first in class in the '95 Atlantic Alone, and overall honors in the '99 Around Alone — this attempt undoubtedly has a deep personal significance, as he is following in the wake of his longtime friend and fellow BOC history-maker, Isabelle Autissier. The pair shares a special bond that few other sailors can claim, because during the '98-'99 Around Alone (only months after Autissier set the N.Y.-to-S.F. record) Soldini successfully rescued her amid the frothy chaos of the 'Furious Fifties' after her boat, *PRB*, capsized.

When the race committee radioed him that Autissier had put out a mayday, he abandoned his leading position, did an about-face, and beat southwest through ferocious waves of up to 30 feet high for

more than 22 hours to reach his friend's position. "I'm soaked and frozen," he wrote in an email during the ordeal.

Autissier's location was 1,900 miles west of Cape Horn, about as hopeless an ad-

dress as a shipwrecked sailor could have; too far from land for rescue aircraft to travel, and a very long way from regular shipping lanes. Soldini, sailing his 60-ft *Fila*, was her only hope.

When he finally found the turtled boat, he had to throw a hammer against the hull to rouse his French opponent from a deep sleep. Autissier emerged through the transom hatch and the two sailors completed a textbook transfer via her liferaft, followed by a well-earned glass of wine!

It was one of the most heroic rescues in the history of around-the-world racing, which earned Soldini international acclaim as a sailing Superman. If there were a hall of fame for having *cajones* of steel, Soldini would be in it.

Ironically, of course, his new passenger was forbidden by the rules from assisting his sailing effort in any way during the next two weeks as the pair sailed on to the next scheduled pit stop at Punta del Este, Uruguay. There, Soldini received a hero's welcome. "He did it because he is a gentleman of the sea, because he is a wonderful sailor, and because he has a great seamanship spirit," said Autissier, "the most wonderful seamanship spirit I have ever seen."

With typical humility, Soldini, then 32, said, "I think anybody who was in my position would go and do what I did. I don't feel like a hero. I just did what I was supposed to do." Fittingly, *Fila* finished in first place, even before being granted redress.

With any luck, as you read this *Maserati* is blasting north along the old Clipper Route, and will soon be angling toward the Golden Gate. They must arrive before midday on February 26 to break *Aquitaine Innovation's* record (and before February 12 to break *Gitana 13's*).

The Clipper Challenge Cup's start is a line between Manhattan's North Cove Marina and the Statue of Liberty, and the official finish is a line between San Francisco's Pier 39 and Alcatraz Island.

In the meantime, here are some highlights of the trip thus far:

- After waiting for ideal wind conditions *Maserati* crossed the starting line at 11:22 a.m. on New Year's Eve day under clear blue skies, and soon took off like a rocket in strong winds and freezing temperatures. "We have celebrated New Year's Eve in the best possible way: gliding at a speed of 30 knots," said Soldini

# THE HARD WAY

in a phone call.

- "Thirty hours after the start, the wind didn't decrease a single bit and *Maserati* surfed the waves at an unbelievable speed — touching 33 knots."

- At the end of six days they had entered the trade winds and covered more than 1900 miles, and were reaching toward the equator at 16 knots. "We are wet from head to toe but happy!"

*Soldini and crew skated across the Atlantic equatorial zone with hardly any slowdown.*

- Just after the nine-day mark they crossed the equator, averaging 14.4 knots. "We crossed the equator rather quickly and we didn't get stuck in light winds," said Soldini. But they did get into some fluky air, and nearly got knocked down during a sudden squall.

- During days 13 and 14, their luck with the wind gods gave out, but only temporarily. *Maserati* got trapped in a "dead-calm zone with no winds, mixed with sudden squalls and wind shifts." But on day 15 a stable southeasterly piped back up to 20 knots. "We've been fighting like mad against the weak winds and the sudden wind shifts, wasting our energy without gaining many miles."

- The approach to Cape Horn was predictably tricky, navigating through changing currents and winds — often on the nose. "We have seen an iceberg on the radar," said Soldini on day 22. "We keep struggling to move forward mile by mile."

- *Maserati* rounded the Cape eight hours ahead of *Gitana's* time — and 30 days ahead of *Flying Cloud*.

**W**e'll continue to bring you updates in *'Lectronic Latitude* ([www.latitude38.com](http://www.latitude38.com)).



MICHELE SIGHEL

**Having crossed his first ocean at age 16, Giovanni Soldini is no stranger to offshore adventures. In fact, he thrives on them.**

com) as they approach, and we hope to see a huge contingent of sailors out on the water to welcome them in when they arrive. If they break the record, Champagne corks will be flying.

— **latitude/andy**

(Follow *Maserati's* progress at <http://maserati.soldini.it/?lang=en>.)

A red and white sailboat is on a tropical beach with turquoise water and a blue sky with white clouds. The boat is on the sand, and the water is very clear. The sky is a deep blue with scattered white clouds.

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# EYE ON THE BAY —



SPREAD LATITUDE / JOHN A. / ALL OTHERS LATITUDE / LADONNA

# SAILING IN THE NEW YEAR



**A**fter a long night of ringing in the new year, not everybody is in a fit enough state to take to the water. But this January 1 saw dozens of people out ringing in 2013 the best way we know how: sailing.

This writer and her husband hooked up on a pair of moorings at Angel Island's Ayala Cove and invited friends to join us. They, in turn, were invited to a nosh-up on Bill and Liddy Schmidt's lovely Passport 40 *Windwitch*, part of a Passport 40 owners' cruise-out. Every year they enjoy a little revelry on New Year's Eve, then the next morning anyone who survived the night without too many aftereffects hikes to

*Spread: 'Summer Sailstice' was out on New Year's Day as well, enjoying a splashy ride across the Bay. Insets (top to bottom): Other boats, such as 'Evanescence', weren't bothered by the slight ocean swell coming in under the Bridge; 'San Souci' was one of many boats taking advantage of a play day; 'Wasabi' was hot that day, zipping past all the slower cruising boats.*

# EYE ON THE BAY

the top of Mt. Livermore.

Sometime during the night a light northerly picked up, and though we were none the worse for wear in the morning — we'd barely made it to midnight, and some terrific trumpet playing by one of the nearby cruisers, before hitting the sack — we elected on taking advantage of the breeze and touring the Bay. After casting off our friends, we unfurled the sails and reached out of Raccoon Strait and into the Bay. A noticeable swell was rolling in from the ocean, so we didn't bother poking our nose out the Gate — this was supposed to be fun, right? — and instead headed over to the Cityfront to give the tourists a photo op.

We think the ones on the tour boats got the best shot for their Facebook photo albums: A beautiful boat sailing along Fisherman's Wharf. That's post-card material right there, folks! Tourists



*'Mattie' found gold behind Treasure Island.*

don't care that your hull needs buffing, or your main needs restitching, or your varnish needs freshening, or your holding tank smells funny. They just want a pretty photo to show their friends back home, and now we'll forever live in many

strangers' memories as the perfect snapshot of a favorite vacation.

**W**e were pleasantly surprised to find that we weren't the only ones with the bright idea to celebrate the New Year by going sailing. With the rest of the country bundling up to brave the elements, Bay sailors on New Year's Day needed only a jacket and maybe a watchcap. The wind never topped 15 knots and the seas only capped lightly, not counting the

mild swell at the Gate.

And that's the thing about San Francisco Bay. Summer brings bitter winds and challenging conditions while winter offers up some of the most delightful sailing days anyone could hope for.

So when's the last time you shook the spiders out of your sails?

— **latitude**/ladonna

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ON THE BAY

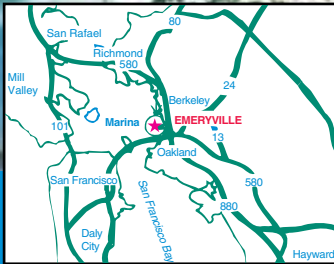
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# THE YEAR

During the short, dreary days of winter, the minds of sailors naturally turn to salt spraying over the bow, on-board get-togethers with friends, and long weekends on the hook. Unfortunately, schedules can become overbooked so early that sailors are often left daydreaming for much of the year.

Work, family commitments and outside interests (unthinkable!) can quickly monopolize a sailor's schedule, so as you begin planning your year, consider working at least one sailing-related outing into each month. Of course, getting your boat out of the slip would be ideal, but there are many sailing events in the Bay Area — and elsewhere — that don't even require you to own a boat.

The *Latitude* editorial staff have worked up a calendar of events that will keep you sailing all year long. And these suggestions are just the tip of the iceberg. Grab a copy of the *Northern California Sailing Calendar* at your yacht club or marina — or download it from [www.latitude38.com](http://www.latitude38.com) — for a comprehensive listing of nearly every race on the Bay, along with other notable events. Then keep your eye on each month's *Calendar* — also viewable online — to see what's happening. Just about every club in the Bay Area schedules events that are open to non-members, and chandleries host a variety of seminars throughout the year.

Keep your eyes and ears open for opportunities, and before you know it, your sailing schedule will be full.

— **latitude 38 crew**

## FEBRUARY

- Trailersailer sailors won't want to pass up joining the **Havasu Pocket Cruiser Convention**, February 9-18, an easygoing and fun-filled rally on Lake Havasu (AZ) that attracts 250 small boats. [www.sailhavasu.com](http://www.sailhavasu.com)



- If you missed the first installment of the wildly popular **Corinthian YC Midwinters**, you won't want to miss the second one February 16-17, which includes the Rob Moore Memorial Regatta. [www.cyc.org](http://www.cyc.org)

- Plan a romantic weekend with your sweetie at **Clipper Cove**. Take a tour of The Winery, then leisurely stroll through the Treasure Island Flea Market (February 23-24) and stick around for musical stylings of Kenya Baker. [www.winery-sf.com](http://www.winery-sf.com), [www.treasureislandflea.com](http://www.treasureislandflea.com)

- Take a boatload of friends out to watch teams from around the world



vie for one of 10 remaining slots for the **Red Bull Youth America's Cup**. Sailed in AC 45s by the best young sailors in the world, the trials (February 9-24) will be a great preview to the big show in September.

## MARCH

- Plan a cruise-out with friends to the freshly dredged **Martinez Marina** for the first weekend in March, then head over to the California Magic Club to catch Larry 'The Great One' Wilson's magic dinner show on Friday or Saturday night. [www.martinez-marina.com](http://www.martinez-marina.com), [www.calmagic.com](http://www.calmagic.com)



- The Richmond YC's free-of-charge **Sail-a-Small-Boat Day** on March 2 is your best chance to try a wide variety of performance dinghies that are a vital component of a well-rounded sailing education. [www.richmondyc.org](http://www.richmondyc.org)



- Drop into *Latitude's* **Spring Crew List Party** at Golden Gate YC on March 6 to fill out your crew roster for the season. And be sure to sign up early for the Sal's Inflatables in-the-water liferaft training before the party. [www.latitude38.com](http://www.latitude38.com)

- Usually by this time of the year, we're ready to warm up a little, and there's no better place to do it than the **Banderas Bay Regatta** (March 19-23), five days of friendly racing for cruising boats. [www.banderasbayregatta.com](http://www.banderasbayregatta.com)

- BAMA's **Doublehanded Farallones** (March 30) is the first Farallones race of the year and always provides lots of on-the-water drama. Check out *The Racing Sheet* for news on all the new ocean racing rules and requirements. [www.sfbama.org](http://www.sfbama.org)

## APRIL



- The **Bullship Race** (April 6) tests the skills of even the best sailors by putting them in El Toros and sending them across the Bay from Sausalito to the Cityfront. [www.eltoroyra.org](http://www.eltoroyra.org)



- **Strictly Sail Pacific**, April 11-14, is one of the best West Coast boat shows around. With seminars led by veteran sailors, parties both on the docks and in the exhibition hall (including the Baja Ha-Ha/PPJ/Doo Dah/Ta-Ta Reunion Party at the *Latitude* booth!), and great deals on boats, gear and just about anything that goes with them, it's a must-do event. [www.strictlysailpacific.com](http://www.strictlysailpacific.com)

- April 28 marks **Opening Day on the Bay** — the official "start" to the Bay's sailing season. [www.picya.org](http://www.picya.org)

- **Boater swap meets** are peppered throughout the Bay Area in the spring, so check *Latitude's* monthly *Calendar* for the where and when.



## MAY

- Explore the islands and villages of the Sea of Cortez while en route to Puerto Escondido, arriving in time for the annual **Loreto Fest** (May 3-5), where boatloads of sun-loving cruisers enjoy homegrown music, games and potlucks.



# THE YEAR

in addition to participating in fundraisers for local charities. [www.hiddenportyachtclub.com](http://www.hiddenportyachtclub.com)



- Historically one of the most popular races on the Bay, the **Great Vallejo Race** (May 4-5) is a blast of a kite run from the Central Bay to Vallejo YC, where racers enjoy an epic party. [www.yra.org](http://www.yra.org)

- A local rite of passage for solo sailors is the Singlehanded Sailing Society's **Singlehanded Farallones**, May 18. [www.sfbaysss.org](http://www.sfbaysss.org).



- Network among wooden-boat-loving friends for a ride in the annual **Master Mariners' Regatta**, May 25, or go out on your own boat to photograph this well-loved spectacle of classic sailing craft. [www.mastermariners.org](http://www.mastermariners.org)

- Before the summer marine layer dominates the coast, organize a **cruise-out to Monterey** for Memorial Day Weekend, visit the Monterey Bay Aquarium, hit the Clam Chowder & Calamari Festival (May 25-27) at Fisherman's Wharf, then sail back home with an overnight at Half Moon Bay en route.



- The **Delta Doo Dah DIY** (May 24-September 9) allows anyone who wants to join to do so whenever their schedule allows. Pre- and post-parties



will get everyone in the mood for some hot Delta fun. [www.deltadoodah.com](http://www.deltadoodah.com)

## JUNE

- Take advantage of long summer nights with an overnight in the mooring field at Angel Island's idyllic **Ayala Cove**. Be there on June 7-9 for Civil War Days at Camp Reynolds. After the last tourist ferry departs at 4 p.m., boaters have the grounds to themselves until twilight. [www.angelisland.org](http://www.angelisland.org)



- Start your summer off right — and in good company — by sailing from Richmond to Stockton in the annual **Delta Ditch Run**, June 8. With any luck you can fly a chute much of the time, and afterward you'll be in prime position to explore the Delta's backwaters. [www.stocktonsc.org](http://www.stocktonsc.org)

- Encinal YC's **Coastal Cup** (starts June 12) is famous for its typically taxing conditions during the roughly 300-mile race from the Bay to Southern California, giving you a chance to experience surfing conditions you probably haven't seen before. [www.encinal.org](http://www.encinal.org)

- Take the family out for a daysail that includes a stop at one of the Bay's **boat-in restaurants**. You can find a complete list to print out and keep aboard at [www.latitude38.com/features/dining.html](http://www.latitude38.com/features/dining.html).

- Observe the Northern Hemisphere's summer solstice by joining in one of the many **Summer Sailstice** celebrations around the world on June 22. [www.summersailstice.com](http://www.summersailstice.com)

- If you've got friends who are 'jumping the puddle' to French Polynesia this spring, fly out to Tahiti and join them

in celebrating their crossing at the culturally rich **Tahiti-Moorea Sailing Rendezvous**, June 28-30. [www.pacificpuddlejumps.com](http://www.pacificpuddlejumps.com)



- Want to singlehand to Hawaii in next summer's Singlehanded TransPac? Get your qualifier in starting June 29 with the Singlehanded Sailing Society's **LongPac Race**, 200 miles out and back. [www.singlehandedtranspac.com](http://www.singlehandedtranspac.com)

- Lobby your favorite schooner skipper for a crew spot during the **Great San Francisco Schooner Race**, June 29, an eye-popping spectacle that features many of the West Coast's most meticulously maintained classics. [www.sfyj.org](http://www.sfyj.org)

## JULY

- **Beer Can racing** — weeknight sailing followed by social time — is getting into full swing by now; if you haven't tried one yet, you don't know what you're missing. Find the schedule in *Calendar*.



- Head up to the Delta to watch the spectacular **4th of July fireworks show** put on by Barron Hilton's family at Mandeville Tip.

- Find a spot along the Cityfront to watch the **Louis Vuitton Cup**, July 4-August 30. The series determines who will duke it out for the America's Cup in September, and will kick off a summer of AC 72 action. [www.americascup.com](http://www.americascup.com)

- Say 'aloha' to the racers in the **TransPac Race** on their three start days, July 8, 11 and 13. [www.transpacrace.com](http://www.transpacrace.com)

- The super-fun **Plastic Classic Regatta & Concours d'Elegance**, July 13, is strictly for "vintage" fiberglass boats designed at least 25 years ago. You won't

want to miss the greetings of the lovely ladies at the 'T Mark'. [www.bvbc.org](http://www.bvbc.org)



• Year in and year out, the **Santa Barbara-King Harbor Race**, July 26-27, is one of SoCal's biggest distance races with one of its most picturesque courses. [www.sbyc.org](http://www.sbyc.org), [www.khyc.org](http://www.khyc.org)

## AUGUST

• Introduce new sailors to the sport by taking them out on a nice day. Just do your best not to scare them by flying full sail across The Slot on a sporty day!



• Try your hand at single- or double-handed racing in the Singlehanded Sailing Society's **Half Moon Bay Race** on August 17. [www.sfbaysss.org](http://www.sfbaysss.org)

• Organize a 'sailgating' raft-up at McCovey Cove on August 25 to catch the afternoon Giants vs. Pirates game. Who knows, maybe you'll catch a 'splash hit'! [sanfrancisco.giants.mlb.com](http://sanfrancisco.giants.mlb.com).



• Have the experience of a lifetime by joining in one or more legs of the **Clipper Round the World Race**. The fleet will once again be stopping in California in



the newly launched Clipper 70 boats. [www.clipperroundtheworld.com](http://www.clipperroundtheworld.com)

## SEPTEMBER

• Enhance your knowledge by picking the brains of Mexico cruising experts, and/or find a ride south of the border at *Latitude's* annual **Mexico-Only Crew List Party**, date TBD. [www.latitude38.com](http://www.latitude38.com)

• Everything else in the month of September will take a back seat to the main event, the **America's Cup Finals** (September 7-21), but the fun kicks off with the **Red Bull Youth America's Cup** September 1-4. [www.americascup.com](http://www.americascup.com)



• Take a road trip up the coast to Port Townsend for the **Wooden Boat Festival** (September 6-8). If wooden boats make your heart flutter, even a little, this event is a must. [www.woodenboat.org/festival](http://www.woodenboat.org/festival)

• After all the America's Cup action this summer, chances are you'll have an appetite for some racing of your own, and the St. Francis YC's **Rolex Big Boat Series** (September 26-29) is just the ticket. The premier regatta on the West Coast is one of the best to sail, and finishes right in front of the club make for some great spectating as well. [www.rolexbigboatseries.com](http://www.rolexbigboatseries.com)

• Give back a little on September 21 by joining your local **Coastal Cleanup** team to clear beaches of trash. [www.wwww.coastal.ca.gov/publiced/ccd/ccd.html](http://www.wwww.coastal.ca.gov/publiced/ccd/ccd.html)

• Your best lady might just come out of the Island YC's annual **Women's Sailing Seminar** (September 28-29) a better sailor than you! [www.iyc.org/wss.html](http://www.iyc.org/wss.html)

## OCTOBER

• See the full might of American strategic superiority on display and help support the U.S. Navy at **Fleet Week**, October 11-14. [www.fleetweek.us](http://www.fleetweek.us)

• Test your shorthanded sailing prowess by racing in the SSS's **Vallejo 1-2**

(October 12-13), which is unique within the Bay racing calendar. Saturday's race, from the Berkeley Circle to Vallejo YC, is raced singlehanded, while the Sunday race, Vallejo to Richmond YC, is raced doublehanded. And a bonus is that you get to party in two different YCs. [www.sfbaysss.org](http://www.sfbaysss.org)

• Hands down the most successful **Leukemia Cup** (October 20) in the country, the San Francisco version of the event raised nearly \$1 million for research last year. [www.leukemicup.org/sf](http://www.leukemicup.org/sf)

• As one of the summer racing season's bookends, the Richmond YC's **Great Pumpkin Regatta** (October 26-27) is a must-do event. With 143 boats at last year's, there should be no shortage of ride opportunities. But even if you can't get a ride, you don't want to miss Saturday night's party. [www.richmondyc.org](http://www.richmondyc.org)

• In the days leading up to the Baja Ha-Ha, the **Downwind Marine cruising seminar series** offers tons of tips and wisdom to folks heading south. [www.downwindmarine.com](http://www.downwindmarine.com)

• Declare an end to procrastinating and head south — on your own boat or a friend's — with the annual **Baja Ha-Ha** cruisers rally from San Diego to Cabo San Lucas, October 28-November 10. [www.baja-haha.com](http://www.baja-haha.com)



## NOVEMBER

• November marks the beginning of the Bay's various **Midwinters** series. If you haven't tried racing the Bay in what are usually very relaxing, enjoyable conditions, you owe it to yourself to take a stab at it. Find a full schedule in *Calendar*.

• Take a veteran sailing on November 11, **Veterans Day**.

## DECEMBER

• Expand your knowledge at one of St. Francis YC's enlightening **Wednesday Yachting Luncheons** for under \$30. [www.stfyc.com](http://www.stfyc.com)

• Decorate your boat for a **lighted boat parade**, join and make merry! A full schedule will be listed in *Calendar* and in *Lectronic Latitude*.

# SEASON CHAMPIONS, PART III —

The sailors profiled in this third and final installment of 2012 Season Champs all have a lot to be proud of. They each took top honors in their divisions despite fierce competition. So we encourage you to give them a thumbs-up or a tip of your hat when you see them out on the water.

We've done our best to also acknowledge all principal crew, without whom these winning skippers would not have made it to the podium (singlehanders excepted, of course).

If you've been perusing this series of accolades and wondering how to break into the racing scene, we can tell you that there are always race boat owners out there who are looking for competent crew. If you're new to the game, any of the region's midwinter series can provide a low-stress intro to buoy racing. Because winds are generally light, maneuvers happen more slowly than in summertime and on-board anxiety tends to be minimal.

As with the weeknight 'beer can' races that begin next month, you can often catch a ride by showing up at the sponsoring yacht club early with a smile on your face, a can-do attitude, and some snacks in your seabag. And don't forget that hundreds, if not thousands, of Bay Area sailors have gotten great rides through our free online Crew List ([www.latitude38.com](http://www.latitude38.com)).

As any of these division winners will confirm, every champion was once a rank beginner. So don't be shy. Get out and race!

## HDA-G, PHRF 111 & Under *JetStream*, JS9000 Dan Alvarez, SSS

Dan Alvarez has been campaigning his JS9000 *JetStream* for three years now, in both crewed and shorthanded races, with Andrew Hura and Rob Blackmore as crew.

This year he raced HDA division G, winning the season. He also competed in the SSS Doublehanded series and finished the season in second place behind a trimaran.

### 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 certain wooden one design fleets). Additional fleets are one design or otherwise independently administered.

"Our boat is very competitive in the summer windy conditions; not so much on the lighter venues," Alvarez said, "so we love the Central Bay and Cityfront summer racing."

The highlight of the season for *JetStream* was the Second Half Opener, where the team won the overall race and enjoyed some great surfing conditions outside the Gate. This year was Alvarez's



LATITUDE / CHRIS

Dan Alvarez

first Delta Ditch Run. "It was also a great run, although not a fun delivery back," he said.

Alvarez loves his JS, and is not about to trade it anytime soon. "The JS has

one of the highest fun/\$ ratios in the Bay. It's an easy boat to sail that is at its best on 20+ knot days. You can sail it full-on with only two or three on board."

Success aside, next season is up in the air for *JetStream*. Alvarez is losing one of his regular crew to a boat of his own. But Dan will do the SSS Doublehanded season, and likely the Party Circuit. "Anything else will be filler around the Ocean Racing schedule, which I'm committed to on another program." Busy guy.

- 2) **Red Cloud**, Farr 36, Don Ahrens, EYC;
- 3) **Mintaka 4**, Farr 38, Gerry Brown, BYC. (11 boats)

## HDA-K, PHRF 114 & up *Azure*, Cal 40 Rodney Pimentel, EYC

Rodney Pimentel, winner of the HDA K fleet in his Cal 40 *Azure*, recalls a few defining moments from this past season:

"The Knox-Bonita race was exciting, as it was blowing 30+ with a big swell when we sailed



COURTESY RODNEY PIMENTEL

Rodney Pimentel

under the Gate," Pimentel said. "We could see that everyone ahead of us either had taken their kites down, or God did. We did not have a pretty jibe, but after lots of excitement, hour-glasses, and a few rolls, we prevailed. We climbed our way back into the race after having a bad start to cross the line first!"

Rodney has been racing *Azure* since 2004. His regulars include Ted Floyd, Don Ross, Jim Lovell, John Hemmup, RJ Pimentel, Patrick Treacy, and George Bean.

"I have been racing for over 20 years with some of my crew and they are a great bunch of guys," Pimentel said. "Win or lose, we just like sailing together."

Pimentel added that he just loves his Cal 40, "It has exceeded my every expectation, especially surfing down big waves in a blow. I really like the reputation the Cal 40 established in the '60s and how it changed the way ocean racing boats were designed."

Next season he plans to stick with the HDA series again, Coastal Cup to Marina del Rey, and maybe the Rolex Big Boat Series. "We did the Transpac in 2005 and Pac Cup in 2008 — we need to cross an ocean sometime soon!"

- 2) **Ahi**, Santana 35, Andy Newell, BYC; 3) **Shameless**, Schumacher 30, George Ellison, BYC. (12 boats)

## OYRA PHRO 1 *Deception*, Santa Cruz 50 Bill Helvestine, St.FYC

*Deception* is the first boat that Bill Helvestine has owned, and the last Santa Cruz 50 built — the only one originally built with an open transom and carbon deck. Helvestine purchased her in 2008, put on a new rig in 2009, and has sailed OYRA every year since. He did the Pac Cup in 2010 and Transpac in 2011.



LATITUDE ARCHIVES / ROB



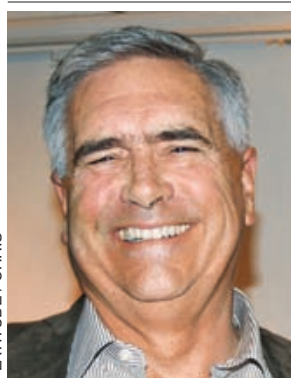
During a typically breezy day on the Bay, Dan Alvarez and Co. blast across the Bay aboard the JS9000 'JetStream'.

longtime Cal 20 sailor.

VonEhrenkrook's been racing *Can O'Whoopass* since 2006, following a total rebuild and refit. He's raced Cal 20s since 1983, as well as Hobie 16s, Express 27s, Santa Cruz 27s and Olson 30s as crew, and sails his International 420 for fun. But the Cal 20 is fun because the beer bill, compared to *California Condor's*, is miniscule, he says.

Defining moments this season for vonEhrenkrook — who sailed with regular crew Paul Sutcheck — included watching the competition, who tended to hit the corners on their way out to sea rather than watching the GPS and knotmeter to

Helvestine does a lot of buoy racing, mainly the Party Circuit races, and the GGYC and Corinthian Midwinters. "Buoy racing is the best way for us to concentrate on boat handling skills and hone the crew teamwork," he said. "It's hard to get the old SC50 around a short buoy course, and we don't rate well against the newer, lighter boats,



Bill Helvestine

but it really helps with the skills. We refer to days like the Saturday of Great Pumpkin with three short windward/leewards as 'Death by Spinnaker,' but we enjoy it — you don't get beat up as much as offshore!"

Helvestine's regular crew includes

Mark Van Selst (tactician), Peter Shumar, Jasper VanVliet, Steve Meyers, Michele Sumpton, Charles Stuart, Greg Johnston, Chris Gage, Sue Alexander, Shana Bagley and Mike Arraj.

Winning the Drakes Bay Race this year was memorable. Racing in a breeze that ranged 20-25 at the beginning to 30+ at the finish, *Deception* had a very poor start, way behind the other two SC50s, says Helvestine, but they passed them both on the long uphill slog to finish first.

"That was very gratifying, as our two competitors are very experienced, well-sailed boats."

2) **Hana Ho**, SC50 Mark Dowdy, SFYC; 3) **Emily Carr**, SC50 Ray Minehan, CYC. (6 boats)

## OYRA PHRO 2

### Can O'Whoopass, Cal 20

#### Richard vonEhrenkrook, SFYC

A combination of factors took Richard vonEhrenkrook and *Can O'Whoopass* to the top of the Cal 20 fleet: "dogged, brutal, unyielding perseverance; his crew; . . . oh, and rum in the cooler," said the

make sure they were always in the sweet water, and not pushing current any more than required.

"As the slow boat, one needs to truly maximize VMG, much more than the faster boats," he said. "Staying with the big boys early always paid off."

While the Cal 20 class hasn't existed as such on the Bay since 1995, they're still popular in SoCal, as well as in Oregon and B.C., Canada.

"We've been working hard to restart interest in the platform here and with kites," said vonEhrenkrook. "This is the third year in a row with one design starts in the Berkeley



Richard vonEhrenkrook

LATITUDE / CHRIS

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# SEASON CHAMPIONS, PART III —

YC Mids. Big boat sailors have come out on other Cal 20s to race us, and they've been amazed at how much fun this one design platform is. We'll race PHRF until critical mass occurs."

VonEhrenkrook hopes to repeat the PHRO 2 Championship in 2013.

"We do over 40 races each year. I hope to never forget that — even if I do very well — there will always be sailors better than I, and that I can always get better."

2) **Split Water**, Beneteau First 10R, David Britt, RYC; 3) **Whirlwind**, Wyliecat 30, Dan Benjamin, BYC. (7 boats)

## OYRA PHRO 3 — *Ahi*, **Santana 35** **Andy Newell, BYC**

Andy Newell, owner/skipper of the *Santana 35 Ahi* and season champion — who is currently OYRA president — took



**Andy Newell**

the opportunity to reflect on some of the defining moments of the 2012 racing season, specifically those events that affected us all, and especially the offshore racing fleets.

"For the OYRA offshore series the life-changing moment of the year has to be the Farallones Race and the *Low Speed Chase* incident," Newell said. "*Low Speed Chase* was a well-prepared boat crewed by an experienced group, and if this can happen to them, then... I think everyone out there that day will take a step back and look at things a little differently."

This year was Newell's second campaigning *Ahi*. However his crew has been together much longer previously campaigning the *Farr 36 Petard*.

His regulars include Bob Walden, Lori Tewksbury, Mark Schieble, Jeff Raby, Valerie Suzawa, Seth Clark, Ben Eastwood, Ken Kiernan, Pete Peterson, Gabriel Serafini, Amanda Kawamura, Cory Schillaci, Tripp Floyd, Jason Lakis and others.

"I'll attribute our success to the crew," Newell said. "We have a large group of talented sailors who always seem able to work together well no matter who is on the boat or what job they do for a given race. It really does take a crew list of nearly 20 to put 8-10 on the boat for 40+ weekend days a year. But we do work

together well."

Newell plans to sail *Ahi* in most of the same races in 2013, including OYRA and most other YRA races, and some midwinter and spring races.

2) **Ohana**, Beneteau 45F5, Steve Hocking, SYC; 3) **Green Buffalo**, Cal 40, Jim Quanci, RYC. (7 boats)

## OYRA, Shorthanded Division (SHS) **Racer X, J/105** **Rich Pipkin, EYC**

Rich Pipkin and his wife Mary McGrath have now raced doublehanded for two seasons on *Racer X*, with 2012 being their first year in OYRA. They claim that success is all about who you know.

"Phillip Laby (our former boat partner and an expert-level racer) really showed us how to race the boat in all conditions. We're working hard to apply everything that he showed us to our doublehanded racing. We also had the good fortune to meet Bob Johnston, owner of the *J/92 Ragtime!*, who shared a tremendous amount of knowledge on how to race shorthanded," Pipkin said.

Throughout the year, the couple dis-



**Rich Pipkin & Mary McGrath**

covered the real benefit of an autopilot and the value of a Hershey's bar.

"On long beats to weather, I turn on the autopilot and hike side-by-side on the rail with my wife. Most times no verbal communication is necessary. These moments are a sailor's definition of priceless! When the going gets tough, one of us just pulls out the Hershey's. Magically, all is forgiven and we focus on how much fun we are having together."

Feeling that they are now members of that group of successful husband/wife teams happily racing their boats together on the Bay and ocean was their greatest success, said Pipkin.

*Racer X* will be back out in the Shorthanded Division of OYRA, and her owners hope to see an increased number of



LATITUDE ARCHIVES / ROB

boats on the line.

2) **Zsa-Zsa**, 1D35, Stan Glaros, CYC; 3) **No Ka Oi**, GibSea 42, Phil Mummah, SSS. (5 boats)

## SSS — Singlehanded **Moonshadow, custom Wylie 31** **David Morris, HMBYC**

A couple of occasions stood out for



**David Morris**

Dave Morris as being particularly special when he was on the water this year, notably crossing the finish line on the Singlehanded Trans-Pac during a beautiful sunrise with dolphins at the bow — definitely a hard one to beat.

He also recalls singlehanded a spinaker and a blooper during the *Vallejo 1* in perfect conditions. The pleasure of pulling that off was heightened by having

LATITUDE / CHRIS





sitting in second with a shot at first going into the last race. But an average showing resulted in them narrowly hanging onto fifth for the season behind wickedly competitive PHRF boats like *JetStream* and *Arcadia*."

To Doud's credit, *Roshambo* pulled off an unbelievable string of results with a 1, 1, 1 and 2 in their four scored races, and that's not class scores, that's overall. Their season tally was the lowest in recorded history.

Doud's secret? Crew/navigator Lew, who is the first three-time doublehanded season champion. He raised the idea of this pair doing the season together, and masterminded the path to success before the season even started.

"Lew is a quick study and only had the chance to sail multihulls a couple times before this season," Doud said. "I learned a ton this year sailing with Lew, and it is no surprise that some of the best sailors on the Bay, like Scott Easom, pick him as their navigator." Doud also hands credit to his great

fill-in crew, his dad Dan Doud and Phil Macfarlane.

Darren and Lew will be competing on *Roshambo* again next year.

2) **JetStream**, JS9000, Dan Alvarez, SSS; 3) **Arcadia**, custom Nash 28.5, Gordie Nash, RYC/CalYC. (301 boats)

**Andy Newell puts his vintage warhorse, 'Ahi', through her paces. Most of his crew has been racing together for years.**

his good friend and mentor Mike Farrell on the boat next to him.

Morris bought *Moonshadow* in 2010 and immediately put a new rig on her, then raced her in 2011, chasing fleet dominators *Ragtime!* and *Bandicoot*. He says that having a great boat, some luck and a lot of tenacity helped him get to the top of the fleet.

He added that having Al Germain of *Bandicoot* playing with his spinnaker most of the season and having more than two lines to play with on his Wyliecat also helped *Moonshadow's* cause this season.

What does he love about his boat? "The fact that it's 30+ years old and still a winning design — bulletproof!"

Looking out to next season, Morris is thinking about a multihull, and trying to get his wife to compete with him. Meanwhile, he's grateful to the SSS for all they've done for the sport.

2) **Outsider**, Azzura 310, Greg Nelsen, SSS; 3) **Bandicoot**, Wyliecat 30, Al Germain, RYC. (96 boats)

## SSS — Doublehanded *Roshambo*, Corsair 31R

**Darren Doud & Lew Lewis, SSS**

The SSS Doublehanded season championship was won by Darren Doud and



**Darren Doud & Lew Lewis**

Christopher ('Lew') Lewis on *Roshambo*, a Corsair 31R trimaran, a fitting tribute to all the multihull action on the Bay in the past year.

The win came in the most competitive season championship in years, according to Doud, who said, "To illustrate, *Ma's Rover* (a sistership to *Roshambo*) was

## BAMA — Multihulls *Rocket 88*, Spruit D-Cat **Ian Klitza, SCYC**

Regular crew: Brendan Busch and



**Ian Klitza & Brendan Busch**

Bill Turpin, with appearances by Pepe Parsons, Tim Cordry, Mike Radziewski

# SEASON CHAMPIONS, PART III

and others.

*Rocket 88*, a 1987 Spruit D-Class cat owned by Brendan Busch and often helmed by Ian Klitza, raced six BAMA Cup events this year, plus made "an attempt" at Rolex Big Boat Series, according to Klitza.

"The high point of the season was winning the Three Bridge Fiasco (again) and the Delta Ditch Run," Klitza said. "The low point was sustaining big damage at Big Boat Series, which was amazingly non-fatal."

While Klitza is new to BAMA, Brendan raced *Rocket 88* for a few seasons after buying her. She sat idle at the Busch residence in La Honda for a few years be-

JEREMY LEONARD / WWW.SURFCITYRACING.ORG



*The speedy 'Rocket 88' tore up the course and sent spray flying during this year's Delta Ditch Run.*

## CLARIFICATION

Last month our listing of Islander 36 winners was incomplete, as they have three categories of season winners. We reported Party Circuit winners correctly, but should also have noted: Overall standings: 1) **Windwalker**, Richard and Tom Shoenhair; 2) **Zingara**, Steve and Jocelyn Swanson; 3) **Califia**, Tim Bussiek. YRA One Design: 1) **Windwalker**; 2) **Zingara**; 3) **Vivace**, Bill O'Connor.

fore the boys got her wound up again and ready to race just two years ago. While she's never before won the season, she holds the Ditch Run and Three Bridge elapsed time records.

*Rocket 88's* regular crew are based in Santa Cruz, and travel to events with help from their solid shore crew: Serge

Pond (builder and previous owner), Chris Deaver (all around good guy), and Irish Mike.

Klitza will be back in the game in 2013, "Catamarans are the rage and the fleet is growing, so we look forward to more fun racing!"

2) **Ma's Rover**, Corsair 31R, Mark Eastham, BAMA; 3) **Peregrine Falcon**, F-27, Bill Gardner, EYC. (25 boats)

— michelle slade

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Marina Del Rey, CA	Feb 2	Milwaukee, WI	Mar 10
Richmond, VA	Feb 2	City Island, NY	Mar 23
Canyon Lake, TX	Feb 2	Boston, MA	Mar 23
Duluth, MN	Feb 9	Long Island, NY	Mar 24
Milford, CT	Feb 9	Erie, PA	Apr 6
Wayzata, MN	Feb 9	Ottawa, ON	Apr 6
Hilton Head Is., SC	Feb 9	Half Moon Bay, CA	Apr 6
Wayzata, MN (Cruising)	Feb 10	Jersey Shore, NJ	Apr 7
Vancouver, BC	Feb 16	Raritan Bay, NJ	Apr 13
Chestermere, AB	Feb 23	Toronto, ON	Apr 13
Portland, OR	Feb 23	Montreal, QC	Apr 20
San Francisco, CA	Feb 23	Coos Bay, OR	Apr 27
Seabrook, TX	Feb 23	Marion, MA	Apr 27
Shreveport, LA	Feb 23	Saint John, NB	Apr 27
Seattle, WA	Feb 24	Rochester, NY	Apr 28
Dallas, TX	Feb 24		
Oxnard, CA	Feb 24		
Marblehead, MA	Mar 2	<b>Rules Webinars:</b>	
Portsmouth, RI	Mar 2	Feb 27 & Mar 6	
San Diego, CA	Mar 2	Apr 2 & Apr 9	
Winnipeg, MB (Trim)	Mar 2	Apr 25 & May 2	
Detroit, MI	Mar 3	<b>Expedition Software Webinars:</b>	
Annapolis, MD	Mar 3	Feb 6 & Feb 13	
Macatawa, MI (Evening)	Mar 7	Apr 23 & Apr 30	
Kenosha, WI (Evening)	Mar 8	Rules & Expedition Software Webinars	
Chicago, IL	Mar 9	are taught in two 3-hr sessions,	
Lexington, KY	Mar 9	6pm-9pm eastern time.	
Stamford, CT	Mar 9	<b>More seminars to come!</b>	

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# MAX EBB

"Get a clock on that boat!"

It seemed unlikely that we could ever catch them on corrected time, but my spinnaker trimmer had to know.

I glanced at my watch and tried to memorize the time, while Lee Helm obligingly started her watch in stopwatch mode.

"Time's running," she confirmed.

The fourth member of our crew, a grad student with almost no sailing experience whom Lee had brought along, started her timer also.

The lead boat was almost half a leg ahead of us at that mark. It was our second downwind leg, and they were bigger, newer, and much faster.

"Are they in the same race as us?" asked Lee's friend, clearly outing herself as a beginner to handicap fleet racing.

"We'll be, like, seven miles into the race at the bottom mark," Lee calculated. "But with that temporary windward pin set off-station again, we don't know the actual distance. Maybe that's why this series is being scored time-on-time: They don't need to know the course distance that way."

I only knew the rating difference between us and the lead boat in seconds per mile, not by some obscure time correction formula. So I was multiplying by seven in my head to see how much time they had to give us at the mark. Fortunately Lee had prepared a time-on-time scratch sheet, consisting of a table of minutes-per-hour and seconds-per-minute time allowance between us and the other boats in our division.

"They can be ahead by 4 minutes and 32 seconds at the mark for a tie," she announced.

"They got us by more than that," sighed the spinnaker trimmer.

"It just doesn't seem fair," complained the new crew, her competitive drive making up for her cluelessness. "That boat's faster!"

"Don't worry, next season we'll have a better rating," the trimmer predicted.

"How do you figure that?" I asked. "This boat has had the same PHRF rating since it was new."

"Yes, but the gossip around the measurement dock is that boats like yours usually weigh about 10 percent more than the brochure says they weigh."

It wasn't the kind of gossip I like to hear, but this kid had assisted our local measurer for most of last summer, and was in a position to have heard the rumors.

"And that custom job that's way ahead?" he continued, "They probably used their sailing displacement, with



tanks half full and all their equipment on board, as the 'displacement' number on their PHRF application. That boat really weighs a lot less than what it says on the certificate, and this boat really weighs more."

"That's the problem with asking sailors to write down a displacement," added Lee. "Sometimes the builder wants to advertise a low number so the boats can be marketed as fast and light. But what passes for displacement is totally just the empty weight, not the displacement at all, and by the time the boat is finished, with all the options added, and, like, less-than-perfect quality control laminating the hull, the boat is 10 percent overweight."

"And then," said the trimmer, "add the sails, the fuel and water, soggy berth cushions, extra spinnaker sheets, a few stray soup cans and my lost foulies from last year, and the boat is floating pretty darn low in the water. That's before you put on the beer and the *derrières* of all the crew."

"That would be okay if it were an equal error for all the boats we race against," I said. "The real problem is not enough entries, so they have to put us in the same division as that racing machine."

"The number they put down for waterline length is just as bad," noted the spinnaker trimmer after taking a turn of spinnaker sheet off the winch. "Modern boats have a very shallow stern overhang, and the waterline length depends entirely on how much extra weight is in the bow. Again, very little relation between what the brochure says and what the actual waterline is."

"And the waterline length gets cubed in the displacement-length calculation," added Lee. "So a small fudge in waterline makes a huge difference in that parameter, and that's the screen for ultralight status. That's why I have a serious issue with race committees that use 'displacement-length ratio' as a way to divide boats into divisions: Even tak-

# — MEASURE FOR MEASURE



**PHRF ratings don't mean what they did a couple decades ago.**

ing the displacement from the brochure, we never really know if it's empty weight, sailing displacement, tanks full or empty, or wishful thinking by the manufacturer. Then it's divided by waterline length cubed, which is also a mostly made-up number."

"I thought displacement-length ratio was just the ratio of displacement to length," I said.

"It is," explained Lee, "but it has to be in consistent units. Displacement is a volume . . . ."

"I thought displacement was in pounds."

"Right, but Archimedes says that, like, to float, you have to displace your weight in water. Displacement is the volume of water that weighs the same as your boat. Then to compare to length, and to have it make sense comparing boats of different sizes, you have to compare to length cubed. So it's the volume of water representing the weight of the boat compared

to the volume of the cube having a side as long as the boat's waterline length. That makes it a non-dimensional ratio, comparing a volume to a volume."

That seemed to make sense, especially since it had been explained to me many times before.

"Then our displacement-length ratio is only about .007," said Lee's friend after hitting some buttons on her phone. "Lee said that this boat had a displacement-length ratio of 200-something."

"It's only quasi-non-dimensional," said Lee. "They use displacement in long tons and displacement divided by 100 to make the numbers come out more conveniently. But it still compares a volume to a volume. Trouble is, since the volume in the denominator is based on a flaky waterline length estimate that gets cubed, the error in the result is about three times the error in the waterline length, and displacement-length numbers are not always very representative of how a boat actually sails."

"None of this should make any difference for PHRF," I complained. "The rating is supposed to be based on actual observed performance and nothing else. It's not a measurement rule. It's performance-based. LEEWARD!" I shouted at a large wooden yawl that was coming up behind us, threatening to pass to windward and put us in a huge wind shadow. Even though they were still clear astern I wanted to make sure they knew I was going to defend my clear air. So I had Lee hang a fender over the windward side, to make our intentions clear.

"You are living in the past," said the trimmer after the big boat in our wake had jibed away. "PHRF originally stood for 'Performance Handicap Racing Fleet.' It evolved in SoCal so that fleets of one-designs could race in mixed fleets."

"That was back when there were a ton of boats in each class," added Lee. "And, like, with a lot of data points it was easy to come up with an accurate rating differential between a Cal 25 and an Islander 30."

"Two big changes have happened since then," explained the trimmer. "First, most new boats don't race in big one-design fleets like in the old days, so we don't have a lot of performance data for each class. The PHRF committee is forced to look at specs instead of race results for every new application. Second, we're using PHRF for downwind distance races, with a separate downwind rating, and there's a lot more randomness in ocean race results so it's much more dif-

ficult to assign ratings based on observed performance. Again, the committee is stuck turning PHRF into a kind of *de facto* measurement rule, albeit with a built-in license to use subjective judgment to modify the ratings as they see fit."

"Only trouble is," interjected Lee, "the two most important measurements they have to work with, displacement and length, are totally bad data."

"Time for us to jibe, too," I announced.

Lee, as our tactician, was supposed to be paying attention to the layline. She quickly looked around for the mark, checked the masthead wind indicator and confirmed the call.

The trimmer passed the sheet to Lee and hopped onto the foredeck. Lee took the sheet and guy to control both corners of the sail, I did the main and the helm, and our fourth crew, the new recruit, kept her head low and eventually figured out what we meant when we all started yelling at her to reset the twings.

Normally I race with six or seven, but we were in light-air, save-weight mode. The three of us plus one novice were sailing at least as efficiently as the usual half-dozen.

"So how is my rating going to be better next year?" I asked again, after we had settled in on the new course.

"They're going to a two-tier system," said Lee.

"And it's about bloody time," added the trimmer. "They will measure actual waterline length. I mean, they will measure sailing length: forward waterline to the bottom of the transom, because that's what the water sees, regardless of some stern overhang at zero speed in still water."

"Is that because the stern overhang gets wet when the boat heels?" I asked.

"Not cuz of heel, Max. A boat near its hull speed makes a big bow wave and a big stern wave, and the wavelength is about as long as the boat, or else it wouldn't be near hull speed. So there's a crest at the bow and stern and a trough in the middle, and when you put a boat on this curved water surface, it sinks lower in the water and the overhangs become not-overhangs. Even more so as the stern wave gets higher. So, like, for all modern boats, forward waterline to transom tip is the length that counts and the length that PHRF should use."

"Except for some older boats with tiny

# MAX EBB

transoms way up in the air," added the trimmer, "or a few designs with bow knuckles above the waterline, which will be handled by some reasonable approximation."

"Okay, that cleans up the length problem," I said. "What about weight?"

"Gotta measure it," said Lee. "Same protocol as for an ORR or any other measurement rating."

"That's going to be a pain," I said. "I asked the boatyard once if they could get me an accurate weight, and they quoted a big number to do it right."

"It won't be as big a pain as you imagine," said the trimmer. "Most production boats have a verified lines plan on file, so the all the measurer has to do is measure freeboards."

"And water density," added Lee. "That establishes how the boat is floating, and with the lines plan and the water density, it's not hard to calculate the dis-

PHRF	TCF	TCF ratio	seconds/minute or minutes/hour	m:ss/hour
102	0.997	1.009	0.55	0 : 33
105	0.992	1.005	0.27	0 : 16
108	0.988	1.000	0.00	0 : 00
111	0.983	0.995	0.27	0 : 16
114	0.979	0.991	0.54	0 : 33
117	0.975	0.987	0.81	0 : 49
120	0.970	0.982	1.07	1 : 04
123	0.966	0.978	1.34	1 : 20

reference rating 108 0.988  
 $TCF = 650 / (550 + phrf)$   
 Corrected Time = Elapsed Time \* TCF

*A time-on-time scratch sheet prepared for a boat with a PHRF of 108. To compute time allowance on a 120-rater at 1h, 25m into the race, find the time allowance for one hour in m:ss/hour (1:04); find time allowance for one minute in seconds (1.07); multiply by number of minutes (25x1.07=27s); add to first number (27+1:04=1:31).*

placement to the nearest one percent, which is, like, way, way better than what we have now. The measurer will have some control of how much beer is in the ice box, and can also check how much fuel and water are in the tanks. And while the measurer is there, they might as well also check the height of the foretriangle and the length of the spinnaker pole."

"Seems like that will really raise the bar for entry-level racing," I said. "I can't imagine my club asking every would-be Friday night racer to get weighed and measured."

"That's why it's set up as a two-tier system," explained the trimmer. "No change to your father's PHRF. But for a major regatta, or for a major ocean race using PHDW, you'll need a certified rating."

"PHDW?"

"Oh, that's 'Performance Handicap Down Wind,' or some such. The new

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# — MEASURE FOR MEASURE

name for downwind PHRF. Another change, but this one non-substantive, is that the numbers will be added to actual seconds per mile for a downwind race, so the downwind ratings won't have the confusing relationship to regular PHRF ratings they have now. Add about 500. So a 100-rater under regular PHRF would become a 600-rater under PHDW, and the theory is that it actually takes this boat 600 seconds to sail a mile of an average downwind ocean race, which is handy for predicting finish times."

"And that way you won't have to worry about negative ratings," said our novice crew, "until someone builds a boat that goes faster than light."

"Pole forward, please," asked Lee. "We can hot it up a little. Current is keeping us tracking to the mark."

I sailed a slightly higher angle to keep us moving in the reduced wind.

"I still worry about the disincentive for new racers," I said. "We're having enough trouble keeping participation up in our club events. Will one-designs have to go

through this measuring and certifying also?"

"Not yet decided," Lee said. "But I think a one-design that is in compliance with its class rules, and belongs to a class with a lot of boats and a well-established rating, should be considered to have a certified rating."

"Or at least, after one sistership is certified," added the trimmer.

"That would work," I allowed. "As long as the oddball boats with non-certified ratings can still enter our beer can series."

I could hear a boat about five lengths behind us raising a jib, and that's when I suddenly noticed that we were less than 10 lengths from the mark.

"Jib up!" I shouted. "Thirty seconds to the drop!"

My crew sprang into action with the jib halyard and spinnaker sheets while I hauled away on the backstay tensioner. The trimmer had the jib up

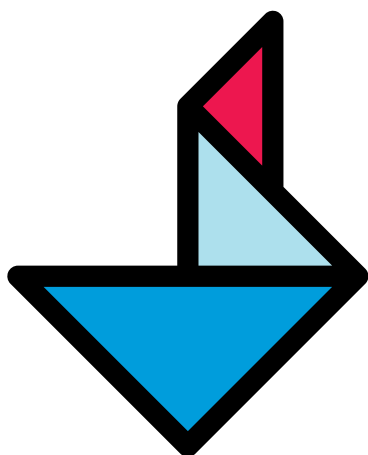
at five lengths, Lee had the lazy afterguy over the boom for the letterbox douse at two lengths, and I managed to talk our novice crew through the steps for popping open the spinnaker halyard clutch at just the right time. Luckily, Lee had already instructed her in the proper figure-eight halyard coil, so it ran out clean while the trimmer sprinted back to the cockpit to pull the sail in over the main boom, leaving Lee free to jump back to the sheet winch to trim in the jib as we rounded up.

It was not the prettiest leeward mark rounding ever, but we didn't give anything away to the competition, and in another minute the front of the boat was cleaned up enough for the "clear to tack" hail. We decided to flop over to cover.

"How much time does the lead boat have on us? I finally remembered to ask.

But we would have to wait another leg to find out if we were winning, because we had all forgotten to look at our watches, and it was probably just as well.

— max ebb



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# THE RACING

Bay racers are used to light winter winds, but it's a rare race that's cancelled for lack of the stuff. Last month two were forced to call it quits. One was **BYC's Saturday Midwinter**, but they at least got off a race on Sunday. We meet the Rolex Yachtsman of the Year, Marin's **Johnny Heineken**, and learn more about the new **NorCal ORC offshore racing rules**. The **CYC Midwinters** started in fine form. We wrap up things with **Race Notes** and **Box Scores**.

## Rolex Yachtsman of the Year

US Sailing announced in January that Florida Paralympic sailor Jennifer French and Marin County kiteboarder Johnny Heineken would be honored as 2012 Rolex Yachtswoman and Yachtsman of the Year. So much for the stuffy, traditional image of what it means to be a yachtsman!

Heineken, age 24, developed his love for sailing in the Delta. "As a kid I spent my summers on my family's sailboat there, and sailed El Toros, Lasers, and Windsurfers." In eighth grade, he got a ride on a 29er. From then on he was addicted to speed and focused exclusively on skiff sailing. "My dad and I raced together for a couple years before we both got too old for that, and I picked up a much younger, more nimble crew, Matt Noble. After a third place finish at the 2005 29er Worlds, we started sailing 49ers and finished fifth in the 2008 Olympic Trials. The summer after high school, Taylor Stein got me on a kite for the first time."

During his sophomore year of college at UC Santa Barbara, he realized he couldn't pursue an Olympic campaign while getting a degree. "I put the 49er away and started kiting as much as possible after, between, and sometimes during classes. I think it's fair to say I was a little obsessed..."

He graduated from UCSB with a mechanical engineering degree in 2011. "It did take me one 'super senior' quarter due to how much sailing and kiting I had done

kites that generate electricity. Naturally, they think this kiteboarding thing I'm doing is pretty cool, and I have the freedom to travel to compete when necessary. Fortunately, much of the year I can sail after work at Crissy Field."

Johnny thinks kiteboarding's a lot easier to learn than sailing tactics. "Kite racing is just like any other high-performance sailing. You have to have good speed and nail your maneuvers, but you still can't win without getting a solid start and going the right way. My skiff sailing background taught me how to make quick decisions and keep my head out of the boat while staying in the groove."

He moved onto the world stage when the 2009 Kite Racing Worlds were held at his home club, St. Francis. "How could I pass that up? As an unknown local kid, I surprised a lot of people with a third place finish, and was fully hooked."

Highlights since include two course racing world championships. He's also the reigning North American champ. With so many accomplishments in so little time, we wondered which was the most satisfying. "Winning a world championship with my sister Erika at the top of the women's podium (in 2012) was pretty insane," said Heineken.

"I also feel lucky to have been involved in the development of one of the most high-performance sailing classes in the world. Oh yeah, and we can nearly hang with million dollar AC45 catamarans around a windward-lee-ward course - if that's not sailing I don't know what is!"

He still sails on a 'real' boat twice a year - to get the family's C&C 37 to the Delta and bring it back. "Up there it's just a motorhome full of kiting gear." He's looking forward to a bit mellower race schedule this year. "I'm also really excited to do some snow-kiting this winter. Three-dimensional sailing, anyone?"

- latitude / chris



'Mintaka 4' and 'Hoot' do their best to capture zephyrs in BYC's Saturday Midwinter.

## New NorCal ORC Rules

In the wake of last spring's *Low Speed Chase* tragedy, the Bay Area's sailing community has banded together not only to make local offshore yacht racing safer but also to protect it, as national headline-grabbing tragedies surely aren't good for the preservation of the sport.

With input from the Coast Guard, local sailors, US Sailing and local race organizers themselves, a list of required gear has been published by the newly organized Northern California Offshore Racing Council (NorCal ORC) and is becoming widely adopted by local race organizers. The new rules require significantly more safety gear than in years past, theoretically making racing safer.

Some of the changes include spendy SOLAS flares, depthsounders, mast-head VHF antennas, lifelines and more, with additional requirements such as leg/crotch straps for PFDs and DSC/GPS-enabled VHF radios for the 2014 season.

Opponents point out that none of the new requirements would have changed the outcome of the LSC incident, and that the rules are unfair to smaller, more

ERIK SIMONSON / PRESSURE-DROPUS



Johnny Heineken was surprised to be chosen as Rolex Yachtsman of the Year. "So many of the previous winners are sailors I've looked up to my whole life — the idea of being on the list with them seems a bit surreal!"

during college." He now works at Makani Power, an Alameda-based company developing airborne wind turbine technology. "We're working to make big autonomous







TIM SELL / WWW.SAUSALITODIVING.COM

budget-oriented offshore boats such as Santa Cruz 27s, Moore 24s and Express 27s, which may have raced in the past with no lifelines and a handheld VHF. They're concerned the rules will make offshore racing prohibitively expensive for such boats.

Another controversial rules modification that affects all racers, not just those on small boats, is requiring the use of an inflatable PFD with 33.7 lbs of buoyancy or a Type 1 PFD. Many racers prefer slimmer, dinghy-style Type III PFDs, including Santa Cruz 27 owner James Clappier. "When a whale sank my boat in 2006," Clappier says, "I had to swim to a radio while wearing an inflated PFD and it was very difficult. The vest rode up to my ears and continually tried to force me onto my back, as all the flotation is on the front. The Type 1 that I used for a Pacific Cup was comically bulky. I couldn't turn my head well and my range of motion was significantly reduced, making it almost impossible to swim to safety, if need be."

OYRA President Andy Newell says, "The intent of the NorCal ORC and their new requirements is to provide some level of standardization across the board for San Francisco's different offshore racing organizations, but individual

race organizers have — and always have had — the right to change individual aspects." He also added that the OYRA and other organizers are "willing to work with boats and fleets to address individual issues, but we believe the new rules are the minimum amount of gear that should be required to race in the Gulf of the Farallones."

While the new rules may add gear that wasn't a requirement in the past, they are certainly less burdensome than if the full ISAF Category 2 regs had been adopted.

— ronnie simpson

#### Berkeley YC Midwinters

Whoever says that Saturdays are the better day for midwinter racing hasn't been listening to Berkeley YC's Bobbi Tosse. "I keep telling people that Sunday is the better day to race," she insists. "Maybe now they'll listen!" Tosse, of course, was speaking to the fact that the first day of BYC's January Midwinter races (Saturday, January 12) was abandoned after 53 boats came out to drift around in the sun for 1.5 hours. "This was the first time in my memory that we abandoned a race for no wind," Tosse says.

But Sunday required only a 25-minute postponement before a 4- to 8-knot breeze filled in. "It allowed those 29

smart Sunday racers in five divisions to enjoy a brief and sunny race. The leaders of each division took a tad less than an hour to cover the four-mile course, and no one got wet."

— latitude/ladonna

#### CYC Midwinters

"Jungleball for sailboats" is what the late *Latitude 38* Racing Editor Rob Moore called the Corinthian YC Midwinters. The series takes place over two weekends in January and February and has long been known for courses around fixed marks, inevitably leading to a fair degree of reaching. The typically light winter winds and strong currents require a good understanding of the Bay's currents and an anchor ready to set. This year's January weekend, January 19-20, was no exception. Light northeasterly winds and a significant ebb current made for a jungleball-ish start to the series for the 100-plus boats on the starting line.

Concerned that an extra-strong runoff ebb would create chaos on a downwind start line, the race committee set an upwind start with the weather and downwind marks far offset to allow for current. The result — to the delight of those with long waterlines and big sails but to the irritation of others — was a reach across the Bay in both directions, with heavy current and traffic at each end. "A race is intended to test the participants," said one race official, "though this was not exactly the test we had intended."

The racers passed the test with flying colors, maneuvering skillfully at each end of the course and avoiding one another and the worst of the current. Sunday saw a downwind start toward Blackaller for most fleets, a more windward-leeward course, and virtually no starting line incidents.

Warren Konkel's *J/111 Topzy Turvy*

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

January's racing stories included:

- Vendée Globe • GGYC, VYC, SYC, RYC, TYC, CYC, BYC Midwinters
- EYC Jack Frost
- RegattaPRO Winter One Design America's Cup • Rose Bowl Regatta
- Three Bridge Fiasco
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# THE RACING



Mellow sailing for Corinthian YC's Midwinters — (clockwise from above) IODs 'Fjaer' and 'Bolero' work to catch up to 'Youngster' as the 5.5 Meter 'Bagheera' tacks away; spinnaker sailing on San Francisco Bay is much less taxing on the crew in the winter; "Ouch! I've got 'Whiplash!'"; John Colver's lovely Harbor 20 'SuperCal' looking supercalifragilisticexpialidocious; 'SeaGhost'ing past the committee boat; Kame Richards' Express 37 'Golden Moon' sailing in the golden sun; the crew of Steve Stroub's SC 37 'Tiburon' taking it easy and having a great time doing it; PHRF 2 crewmembers go all out at the start.

scored bullets in both races, with Skip McCormack on *Trunk Monkey* breathing down his neck in PHRF 2. The students on *Cal Maritime* took the J/105 fleet in a tie-breaker with Don Weineke on *Lulu*. The big boats in PHRF 1 put on quite a show as well, with Donald Payan's new MC 38 *Whiplash* leading a three-way tie for second for Mark Dowdy's *Hana Ho*, Daniel Thielman's *Tai Kuai*, and Peter Krueger's *Double Trouble*.

This year's February weekend starts with the Rob Moore Memorial Regatta on the 16th. The race committee is updating the sailing instructions for the second weekend to include "true" windward-leeward dropped marks. Special entertainment events are scheduled, including

a talk by Stan Honey and a live band. It's not too late to enter for the second weekend only. For full details and results and to enter, visit [cyc.org/race/midwin](http://cyc.org/race/midwin).

— michael moradzadeh

## Race Notes

The **SF NOOD Regatta** and the **Sarcoma Cup** will both take this year off. *Sailing World's* Director of Marketing, George M. Brengle, advises that, "Due to conflicts in scheduling, the Louis Vuitton Cup trials, and America's Cup activity on the Bay for much of next year's sailing season, we have decided to put the San Francisco NOOD on hiatus until 2014." Nathalie Criou, founder of the Sarcoma Cup, concurred. "The

event falls bang in the middle of the Cup, so we decided to take a break — the plan is definitely to return in 2014."

As if being honored by Her Majesty with a knighthood weren't enough, Olympic gold medalist **Ben Ainslie** (excuse us, Sir Ben) was also named Britain's Yachting Journalists' Association Pantaenius Yachtsman of the Year. We'll see Sir Ben on San Francisco Bay waters this summer, as he'll be sailing in the America's Cup with Oracle Team USA.

Mill Valley's **Mike Martin** received US Sailing's One-Design Creativity Award for his contributions in the development of the new electronic umpiring system used



ALL PHOTOS ROXANNE FAIRBAIN / FOXSHOTS.SMUGMUG.COM

in the America's Cup World Series. The system uses positional data displayed in real time to enhance the accuracy of race officiating. The technology has spread to other sailing events around the world.

29er sailors Quinn and Dane Wilson — brothers from Ojai who sail for Santa Barbara YC — and windsurfer Marion Lepert of Belmont, a member of StFYC, have been named to US Sailing's **Youth World Team** following their success in the qualifiers at Clearwater YC in Florida on January 18-21.

**Quantum Key West 2013** was blessed with plenty of Florida sunshine and an abundance of wind on January 21-25. This can only bode well for a regatta that teetered on the brink of extinction just a couple of years ago. Bolstering the event was a huge, 38-boat fleet of

J/70s, a brand new model which has been described as a scaled-down J/105. Tim Healy's *Helly Hansen* won that class, with David Franzel's *Spring* taking the Corinthian division.

Melges 24s made up the second-largest class. Brian Porter's *Full Throttle* vanquished his 22 competitors. "He is really, really good," said runner-up Alec Cutler, whose *Hedgehog* finished just three points back. "We look forward to seeing more from them as we all work our way toward racing in San Francisco at the Worlds." SFYC will host the Melges 24 Worlds on September 28-October 5.

With six nations represented, the 11-boat Melges 32 class was dominated by one of three Italian entries, Andrea Pozzi's *Bombarda*. Santa Barbara's Deneen Demourkas came in fourth on *Groovederci*. Go to [www.premiere-racing.com](http://www.premiere-racing.com) for complete results and much more.

As we were going to press with this issue of *Latitude 38*, the Singlehanded Sailing Society was still tabulating the results from January 26's massive **Three Bridge Fiasco**. Race Chair Jan Brewer announced at the skippers meeting that, with more than 350 entries, the Fiasco is now officially the largest race in the United States. Given the nutty race parameters, it's not surprising that the results take some extra time to sort out.

This year's edition featured more wind than expected (except where there was none), at least one crew overboard (who was fished out of the water by another competitor), at least one broken boom, and very quick elapsed times for the top finishers. Racers choose which way to round the 21-mile course; apparently this year clockwise was the 'right' way to go. We'll have more in our March issue.

— *latitude / chris*

# THE RACING

The Bay's 2012-2013 midwinter series will soon come to an end, so without further ado, we'll get right to the results.

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

MULTIHULL — 1) (tie) **Ma's Rover**, Corsair F-31, Mark Eastham, and **Bridgerunner**, SL33, Urs Rothacher, 3 points. (4 boats)

PHRF 1 — 1) **Whiplash**, MC38, Donald Payan, 5 points; 2) **Hana Ho**, SC50, Mark Dowdy, 8; 3) **Tai Kuai**, R/P 44, Dan Thielman, 8. (10 boats)

PHRF 2 — 1) **Topzy Turvy**, J/111, Warren Konkel, 2 points; 2) **Trunk Monkey**, Farr 30, Skip McCormack, 4; 3) **Peregrine**, J/120, David Halliwill, 7; 4) **Quiver**, N/M 36, Jeff McCord, 10. (16 boats)

J/105 — 1) **Cal Maritime**, Matthew Van Rensselaer, 4 points; 2) **Lulu**, Don Wieneke, 4 points; 3) **Nimbus**, Neil Gibbs, 6. (6 boats)

NON-SPINNAKER A — 1) **QE3**, Tartan Ten, Perot Janson, 5 points; 2) **Q**, Schumacher 40, Glenn Isaacson, 6; 3) **Min Flicka**, Hanse 370, Julie LeVicki, 6. (9 boats)

PHRF 3 — 1) **Jarlen**, J/35, Bob Bloom, 4 points; 2) (tie) **Golden Moon**, Express 37, Kame Richards, and **Sweet Okole**, Farr 36, Dean Treadway, 6; 4) **Another Girl**, Alerion Express 38, Cinde Lou Delmas, 8; 5) **Baleineau**, Olson 34, Charlie Brochard, 9. (18 boats)

PHRF 4 — 1) (tie) **Arcadia**, Mod. Santana 27,

## THE BOX SCORES

Gordie Nash, and **Uno**, Wyliecat 30, Bren Meyer, 4 points; 3) **Shenanigans**, Express 27, Nick Gibbens, 6. (10 boats)

EXPRESS 27 — 1) **Desperado**, Mike Bruzzone, 2 points; 2) **Mahna Mahna**, David Carrel, 5. (4 boats)

SF BAY 30s — 1) **Shameless**, Schumacher 30, George Ellison, 2 points; 2) **Wind Speed**, J/30, Tony Castruccio, 6; 3) **Wahoo**, Capo 30, Walter George, 8. (6 boats)

NON-SPINNAKER B — 1) **Invictus**, Hinckley Bermuda 40, Andy Goldberg, 2 points; 2) **Surprise**, Catalina 34, Peter Birnbaum, 4; 3) **Kira**, Cal 33, Jim Erskine, 5. (10 boats)

PHRF 5 — 1) **Fjaer**, IOD, Rich Pearce, 4 points; 2) **Bagheera**, 5.5 Meter, Peter Szasz, 5; 3) **Siento el Viento**, C&C 29, Ian Matthew, 5. (8 boats)

NON-SPINNAKER C — 1) **Meritime**, C&C 30, Gary Proctor, 2 points; 2) **Patience**, Ranger 23T, John Baier, 3; 3) **Phoenix**, Catalina 320, Jon Rolien, 4. (9 boats)

CAL 20 — 1) **Can O'Whoopass**, Richard vonEhrenkrook, 2 points; 2) **Just/Em**, Ted Goldbeck, 3. (4 boats)

Complete results at: [www.cyc.org](http://www.cyc.org)

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

SPINNAKER PHRF ≤ 113 — 1) **Leglus**,

Ohashi 52, Hiro Minami, 10 points; 2) **Aero**, Hobie 33, Joe Wells, 13; 3) **Aeolus**, Beneteau 34, Rob Theis, 14. (9 boats)

SF 30/SPINNAKER PHRF ≥114 — 1) **Sirocco**, Soverel 30, Bill Davidson, 9 points; 2) **Breakout**, Santana 35, Lloyd Ritchey, 12; 3) **Lazy Lightning**, Tartan Ten, Tim McDonald. (8 boats)

SPINNAKER CATALINA 30 — 1) **Adventure**, Jack McDermott, 5 points; 2) **Friday's Eagle**, Mark Hecht, 6; 3) **Goose**, Mike Kastrop, 10. (5 boats)

NON-SPINNAKER — 1) **La Maja**, Islander 30, Kenneth Naylor, 9 points; 2) **Synergizer**, Ericson 28-2, Larry Weinhoff, 10; 3) **Avalon**, Catalina 30 Mk II, John Ford, 10. (8 boats)

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

## GOLDEN GATE YC MANUEL FAGUNDES SEAWEEP SOUP SERIES (1/5)

PHRF 1 — 1) **Tai Kuai**, R/P 44, Daniel Thielman; 2) **Deception**, SC 50, Bill Helvestine; 3) **TNT**, Tripp 43, Brad Copper. (9 boats)

PHRF 2 — 1) **Ragtime**, J/90, Trig Liljestrand; 2) **Quiver**, N/M 36, Jeff McCord; 3) **Madmen**, J/111, Dorian McKelvy. (9 boats)

PHRF 3 — 1) **Eos**, J/70, Norman Davant; 2) **Uno**, Wyliecat 30, Brendan Meyer; 3) **Hawkeye**, IMX 38, Frank Morrow. (9 boats)

PHRF 4 — 1) **Arcadia**, Mod. Santana 27, Gordie Nash; 2) **Xarifa**, IOD, Paul Manning; 3) **Nancy**, Wyliecat 30, Pat Broderick. (9 boats)



## Start Line Strategies

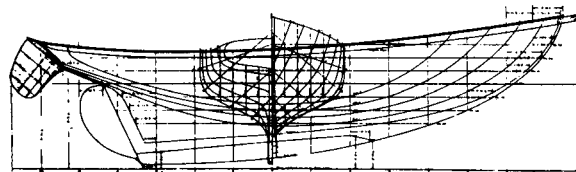
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CATALINA 34 — 1) **Mottley**, Chris Owen; 2) **Casino**, Bill Eddy; 3) **Crews Nest**, Ray Irvine. (6 boats)

KNARR — 1) **Benino**, Mark Dahm; 2) **Fifty/Fifty**, Brent Crawford; 3) **Narcissus**, John Jenkins. (6 boats)

FOLKBOAT — 1) **Thea**, Chris Herrmann; 2) **#116**, George Cathey; 3) **Nordic Star**, Richard Keldsen. (4 boats)

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

#### SAUSALITO YACHT CLUB MIDWINTERS (1/6)

SPINNAKER PHRF <95 — 1) **Streaker**, J/105, Ron Anderson; 2) **Escapade**, Express 37, Nicolas Schmidt; 3) **Sunsail 1003**, Beneteau F40, Travis Lund. (6 boats)

SPINNAKER PHRF >95 — 1) **Razzberries**, Olson 34, Bruce Nesbit; 2) **Grey Ghost**, Hanse 342, Doug Grant; 3) **Nancy**, Wyliecat 30, Pat Broderick. (4 boats)

ISLANDER 36 — 1) **Vivace**, Bill & Pattie O'Connor; 2) **Windwalker**, Rich Shoenhair; 3) **Califia**, Tim Bussiek. (5 boats)

NON-SPINNAKER — 1) **Homus**, Ericson 27, Josh Dvorson; 2) **Inshallah**, Santana 22, Shirley Bates; 3) **La Mer**, Newport 30, Randy Grenier. (4 boats)

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

MULTIHULL — 1) **Origami**, Corsair 24, Evan Freedman; 2) **Ma's Rover**, Corsair 31R, Mark Eastham. (2 boats)

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

#### VALLEJO YC TINY ROBBINS MIDWINTERS #3 (1/7)

"A" SPINNAKER — 1) **Citlali**, Olson 25, Frank Gonzales-Mena; 2) **Tutto Bene**, Beneteau 38.1, Jack Vetter; 3) **Dry Land**, Etchells, Jim Wallis. (4 boats)

"B" PHRF ≤149 — 1) **Somewhere In Time**, Schock 35, Tom Ochs; 2) **Sea Wolfe**, Hunter 376, Tony Spinetti; 3) **Hattie**, J/100, Mike Coleman. (4 boats)

"C" PHRF ≥150 — 1) **Ringer**, Cal 2-27, Gary Cicerello; 2) **Fly Bye**, Pearson 26, Mark Bauder. (3 boats)

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

**REGATTAPRO (1/12)** — Races cancelled.

**BERKELEY YC MIDWINTER SERIES SATURDAY (1/12)** — Race abandoned.

#### BERKELEY YC MIDWINTER SERIES SUNDAY (SERIES STANDINGS, 3r. 0t)

DIVISION 1, PHRF <123 — 1) **Ragtime**, J/90, Trig Liljestrand, 3 points; 2) **Stewball**, Express 37, Bob Harford, 8; 3) **Warp Speed**, C&C 115, Jeff Smith, 9. (8 boats)

OLSON 30 — 1) **Hoot**, Andy Macfie, 3 points; 2) **Chaos**, Ray & Craig Wilson, 7; 3) **Yankee Air**

**Pirate**, Donald Newman, 8. (4 boats)

EXPRESS 27 — 1) **Motorcycle Irene**, Zachary Anderson, 3 points; 2) **Dianne**, Steve Katzman, 8; 3) **Libra**, Marcia Schnapp, 9. (7 boats)

DIVISION 2, PHRF 126-183 — 1) **Banditos**, Moore 24, John Kernot, 3 points; 2) **Frogrips**, J/24, Richard Stockdale, 7; 3) **Twoirrational**, Moore 24, Anthony Chargin, 8. (5 boats)

DIVISION 3 >186 — 1) **No Cat Hare**, Catalina 22, Don Hare, 4 points; 2) **Antares**, Islander 30-2, Larry Telford, 5; 3) **Latin Lass**, Catalina 27, Bill Chapman, 9. (7 boats)

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

#### ISLAND YC ISLAND DAYS #3 (1/13)

PHRF <168 — 1) **Double Trouble**, Moore 24, Kevin Durant; 2) **Spirit of Freedom**, J/124, Bill Mohr; 3) **Wile E Coyote**, Express 27, Dan Pruzan. (7 boats)

168 RATERS — 1) **Bewitched**, Merit 25, Laraine Salmon; 2) **Dream Catcher**, J/24, George Lythcott; 3) **Double Agent**, Merit 25, Robin Olliver. (6 boats)

PHRF >168 — 1) **Wings**, Columbia 5.5, Mike Jackson; 2) **Bagheera**, Columbia 5.5, Peter Szasz; 3) **PJ30**, PJ30, Dave Lyman. (10 boats)

NON-SPINNAKER — 1) **Scrimshaw**, Alerion Express 28, Michael Maurier; 2) **Galatea**, Aphrodite 101, Amy Snell; 3) **Kelly Shawn**, Santana 22, Leah Pepe. (4 boats)

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

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With reports this month on **How To Plan For a Christmas 2013 Charter**, a Texas sailor's **One-Way Down-Island Cruise**, and a Bay racer's **Family Flotilla in the British Virgins**.

## In Pursuit of a White (Sandy Beach) Christmas

As you peruse the two reader reports that follow about winter holiday chartering in the Eastern Caribbean, you're likely to become a bit envious. Rather than being bundled up in fleece and down over the holidays, the authors and their friends were stripped down to swimsuits, working on their tans. And rather than coping with mind-numbing holiday traffic, they were snorkeling through turquoise waters, swilling down rum drinks, and sailing on the trade winds.

Instead of getting jealous, though, we suggest you get started now making plans for a holiday charter of your own next December. While you may not be ready to put down a deposit on a boat yet, we'd highly encourage you to start doing your research now, and planting the idea in the heads of the folks you'd most like to sail with.

There are more charter boats — both bareboats and luxury crewed yachts — based in the islands of the Eastern

**As much as John and his friends enjoyed the trade winds sailing, it was also fun to explore inland regions of the islands that they visited.**

Caribbean than in any other region of the world. That's because it's the most popular chartering region in the world, especially for midwinter charters. So you do need to book your boat for Christmas or New Year's way in advance. We're talking six months to a year ahead.

Our advice is: 1) Corral a boatload of friends or family members that you're eager to vacation with; 2) get them to commit to a date and a sailing venue by putting up a cash deposit; 3) book the boat; 4) book your airfare; then 5) savor the pre-departure anticipation as you research the destination's attractions and cultural history. You'll find that the more time you spend doing your homework on the destination, the richer the experience will be.

— *latitude/andy*

## Cattin' Around in the Windwards

We had a blast over the year-end holidays. I took seven friends on an eight-day, one-way trip down the Windward Islands from St. Lucia to Grenada.

We chartered a Moorings 4600 catamaran out of Marigot Bay, St. Lucia — a beautiful yacht. We sailed 'down island' out of Marigot Bay, and spent the first night under the Pitons of St. Lucia.

After going ashore in the late afternoon to do a zipline adventure, we grilled dinner out under the night sky of St. Lucia. The stars were amazing! The next morning we were up early for the jump between St. Lucia and St. Vincent, gateway to the Grenadines. The winds were perfect, 15 to 18 knots out of the north-northeast, and we made great time sailing down to the Blue Lagoon. During the sail a large pod of dolphins crossed our bow as they were apparently hunting for dinner. The sight of them was spectacular.

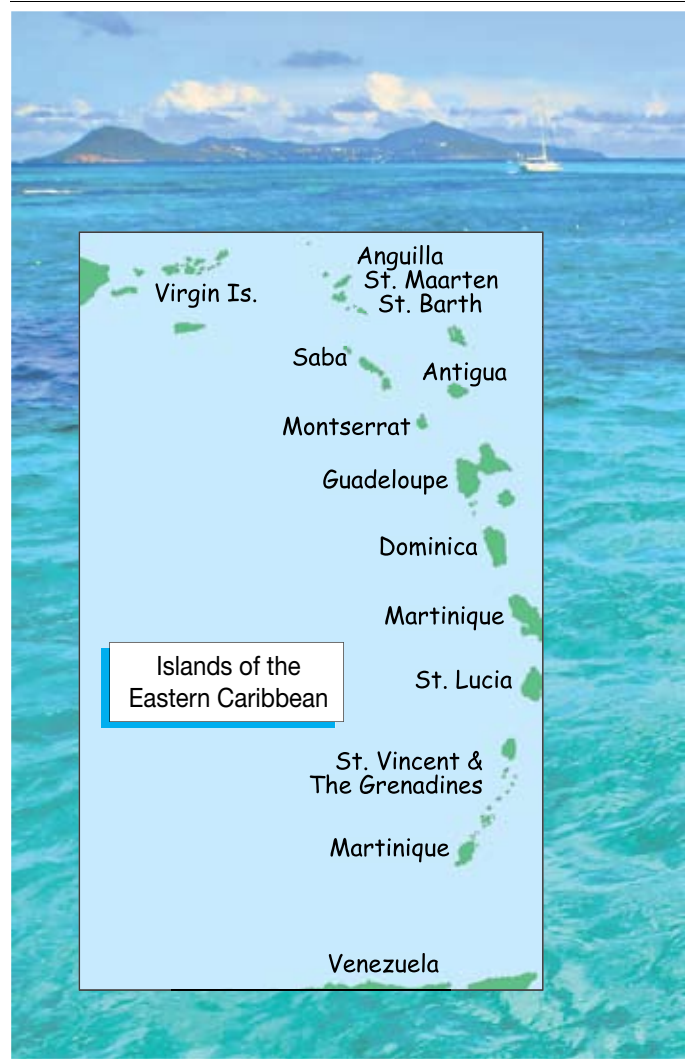
The next day we hired a local speed boat to take us back up the island to Chateaubelair, where we

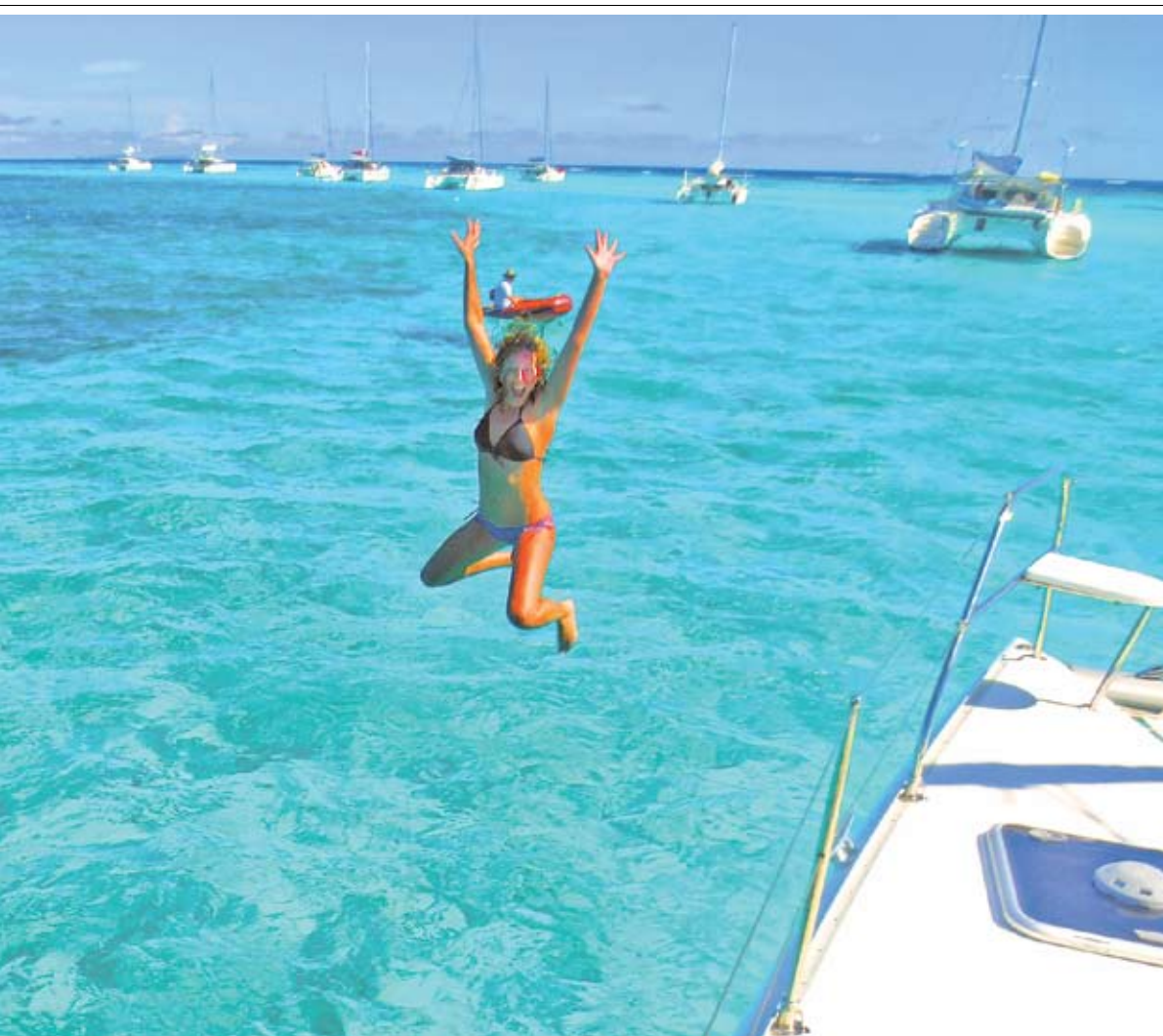
docked and hiked up to Dark View Falls. The hike was invigorating and the falls were amazing.

After an active day, we set out on a short sail to Bequia and Admiralty Bay, where a fresh-out-of-the-ocean lobster dinner awaited us at L'Auberge Des Grenadines. Our next destination: Tobago Cays. Up again early the next morning, we set sail for the cut between Petit Rameau and Petit Bateau. The winds picked up to about 20 knots, perfect for a six-hour reach that put us just outside the Cays. We dropped sails and motored into the horseshoe reef.

The next two days were spent swimming with the sea turtles, snorkeling the reefs, and hiking the islands and cays. The nights were spent stargazing under the big open sky.

After taking in all the activities of the Tobago Cays, it was time to head to Grenada. First stop was Union Island to clear out of customs, then on to Carriacou, a possession of Grenada, where we cleared in. We spent the night grilling out





Kristin and her boyfriend Chris, who returned home with big news — read on.

After doing price comparisons, Leeanne and Pat booked with BVI Yacht Charters, a company that offers older boats than those offered by the big international firms, but at substantially lower rates. With the Christmas and New Year's period being the priciest time of the year, Pat figures his group saved about \$18,000 on the three 47-footers. "These boats weren't new, but were in fine condition," he reports.

"Temperatures were about 80-85° daily," he recalls, "and there was often a shot of rain in the morning. We had Christmas Winds (strong easterly trade winds) of about 15 to 24 knots, with 4- to 6-foot seas.

"We had many first-time 'virgins' on board and they loved every place we stopped at." Pat sent us a list of some of the highlights:

- We got the last 12 lobsters available on Anegada. (The grouper, red snapper and mahi mahi were also great.)

- The Painkillers and Bushwackers were perfect at Jost Van Dyke's Soggy Dollar Bar.

- From Marina Cay, we watched New Year's Eve fireworks at Trellis Bay.

**At Virgin Gorda, Leeanne and Pat took a hike high above the new Yacht Club Costa Smeralda, a haven for superyachts.**

***Yeah, the waters of the Eastern Caribbean really are that blue. We can't think of anything more refreshing than jumping in for a swim.***

under the stars again and prepping for another long sail down to the Southern end of Grenada.

Rising with the sun, we set sail for Port Louis Marina, at St George's, Grenada. The wind continued to rise to a breezy 24 knots and the sailing was perfect. As we passed on the lee side of Grenada, we were again joined by dolphins. Only four this time, but they stayed with us for a full 15 minutes, playing in our bow wake. What a perfect way to finish up our cruise!

The crew loved the trip so much that we are already in discussions about doing another one. Where to? Not sure, but lots of options are being discussed.

— capt'n john lacy  
texas

*John — It's nice to know we have regular readers in Texas.*

*Sounds as if you and your crew had*

*a blast. And judging by your Facebook photo galleries, it looks as if doing occasional Caribbean cat charters has become habit-forming. We can certainly understand why.*

*As a 'thank you' for your report, we'll be sending you some 'official' Latitude 38 swag.*

### "Old Year's Eve" In the British Virgins

Thanks to many hours of careful planning over a six-month period by his wife Leeanne, familiar Bay Area racer Pat Patterson (of the Beneteau First 36.7 *Summer and Smoke*) led a three-catamaran flotilla through the British Virgin Islands during the week surrounding New Year's — or as they say in those latitudes, Old Year's Eve. Aboard were mostly family members, aged 25 to 62, including his daughter



# WORLD

• We had great food and drink at Myett's on Cane Garden Bay, as well as at both Saba Rock and The Bitter End Yacht Club at North Sound, Virgin Gorda.

New since Pat and Leeanne's last BVI cruise is North Sound's swank Yacht Club Costa Smeralda — "It's gorgeous and open to all" — and the new Scrub Island Resort, which Pat says is a great spot for lunch or a nice dinner."

He's certain that "this trip will not soon be forgotten." But there are two memories that undoubtedly will stand out beyond the rest: Conspicuous among the vast number of sailing yachts cruising the Virgins that week were two boats traveling together on a tandem charter: the 289-ft three-master *Maltese Falcon*, and the world's largest catamaran, *Hemisphere*. With an LOD of



**Some of the crew strike a pose in the BVI's famous Baths, a boulder-formed section of Virgin Gorda's coast that's famous for snorkeling.**

146 feet, the cat's mast is 191 feet height — a full 60 feet taller than those of the AC72s soon to be seen blasting across the Bay. According to Pat, during the last three days of his charter, his flotilla was "followed" by the two monster yachts.

He and his entourage ended up partying with the crews of both super-yachts on their last night at Saba Rock. And Pat introduced them to some of the wine he and Leeanne make at their Napa Valley vineyard (Las Posadas).

But the most unforgettable memory has to be of soon-to-be son-in-law Chris Woodiess getting down on his knees in the soft white sands of Marina Cay just before midnight on New Year's Eve, and proposing to Kristin (Pat and Leeanne's oldest daughter), by singing a love song. He'd enlisted the resort's DJ to spin the appropriate tune right on cue. A pinwheel of fireworks followed, as all in attendance cheered the young lovers. Nice!

— latitude/andy

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# OF CHARTERING

## Charter Notes

Unless you've been stowed away in a lifeboat somewhere for the past two years, you know that **America's Cup 34** and several accompanying events are coming to San Francisco Bay this summer. And while exact times and dates for each phase of AC 34 action have not yet been etched in stone, a general timeline for the **Louis Vuitton Challenger Series**, the **Red Bull Youth America's Cup** and the **AC 34 Finals** has been scheduled (see [www.americascup.com](http://www.americascup.com)). According to AC Principal Race Officer John Craig, there may be up to 55 days of racing! Some would argue that the weeks between July 4 and September 21 will see the most thrilling racing action ever staged on the Bay — after all, the Kiwis' AC72 has already been clocked at well over 40 knots!

Clearly, you won't want to miss out on viewing at least some of it onsite, in real time. But if you think you'll be able to get close to the action by short-tacking along the course perimeter in your Cal



**Are we having fun yet? With air temps in the 80s, strong tradewinds, and turquoise-blue water, how could you not have a blast?**

20, think again. Anyone who skippered his or her own boat near the venue of the AC World Series races last April and August knows that you'll end up spend-

ing most of your time trying to avoid collisions with yahoos in powerboats and other daysailors, who are all desperately trying to catch a firsthand glimpse of the action.

What's **our advice**? To maximize the thrill of witnessing these speed machines in battle, we suggest spending some of your available viewing time on the San Francisco **Cityfront** — the race box for the AC72s will expand to well east of where the ACWS venue ended — as well as some time viewing from out on the water. But on *someone else's* boat; ideally aboard a big **multi-passenger charter yacht** with high decks and a congenial crew who'll serve you drinks and snacks while you whoop and holler and snap photos.

Most of the Bay's larger charter yachts will be available for individually ticketed America's Cup charters, as well as full-boat charters. But don't wait until the last minute. Lock in your reservations now. See [www.latitude38.com](http://www.latitude38.com) for a complete list of options (under Chartering).



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# CHANGES

With reports this month from **Traveler** on crossing the Pacific in the owner's seventh decade; from **Ojo Rojo** on literally getting snakebit in Mexico; from **Interlude** on Martha's Vineyard and Nantucket; from **Dreamcatcher** on India's Andaman Islands; from **Kailani** on crossing from the South Pacific to New Zealand; and **Cruise Notes**.

## Traveler — Roberts 40 Patrick Callahan The Sailing Dream Continues (Vallejo YC)

Our friend Patrick has never lost his desire to sail. At age 72, he recently completed a singlehanded trip across the Pacific, demonstrating that you're never too old to start new adventures.

Patrick built his first boat, a trimaran, when he was just a teen growing up in Southern California. He wanted to be able to sail to Catalina. He hasn't stopped sailing or thinking of sailing since.

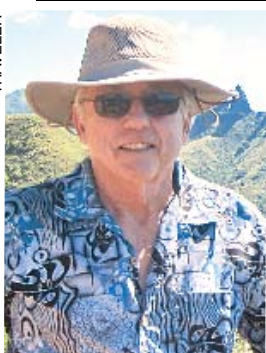
When in his 40s, Patrick and a lady friend spent a season cruising Mexico aboard his Vega 27. When he returned to California, he started looking for a steel boat. Unable to find what he wanted, he decided to build his own.

The *Traveler* project started in a field in Santa Rosa when Patrick was in his 50s. *Traveler* wouldn't be completed until Patrick was in his 60s. But when she was done, he made a trip with crew to Hawaii. After that shakedown, he made a singlehanded voyage to Mag Bay to see the whales. After a year in Ensenada, he took a berth in Ventura.

It was on April 30 of last year that Patrick, then aged 71, set off for the nearly 3,000-mile-distant Marquesas. During his 26-day singlehanded passage he

**Not finding the steel boat to his liking upon his return from Mexico, Callahan built his own, starting in a field in Santa Rosa. Well done!**

TRAVELER



TRAVELER



celebrated his 72nd birthday. Cruisers at Nuku Hiva later threw a big party for him.

Patrick continued through the Tuamotus to Tahiti, then Huahine, Raiatea and Bora Bora. After a 10-day passage, he arrived at Pago Pago, American Samoa. During a squall while on the hook, he was unaware that *Traveler* was being blown toward shore. Fortunately, Shane Berry of *Clover* noticed, and was able to alert Patrick and help secure the boat.

Patrick spent five weeks exploring Vava'u and other parts of Tonga before making the long and sometimes dangerous 1,100-mile crossing to New Zealand's Bay of Islands. He arrived just in time to join other cruisers celebrating an American Thanksgiving.

Just because he's crossed the Pacific doesn't mean that Patrick is done cruising. He plans to spend next season cruising Tonga, Fiji and New Caledonia before returning to New Zealand.

"Don't let age deter you from following your dream," Patrick advises. That said, he suggests that people don't wait until 71 to begin their long-distance sailing adventures.

"My Monitor self-steering vane," is Patrick's answer to the question of what was his most valuable piece of equipment. "It did 99% of the steering." There were two things he wished he had more of: solar panels and light-air sails. But the lack of those two things won't keep him from sailing, the thing he loves.

— tammie and dale jennings 01/15/13

## Ojo Rojo — Columbia 36 Keith Albrecht Snakebit While On The Hook (Alamitos Bay, Long Beach)

My husband Keith and I were enjoying after-dinner wine in the cockpit while at anchor at Tenacatita Bay on the night of December 29, feeling as relaxed as could

be. It was one of those blissful cruising moments by the light of our battery-powered candles. We were having fun discussing all the places we would be discovering south of Tenacatita — there are so many options! So Keith decided to go below to get our cruising guide to Mexico.

"WTF!!!" was the next thing I heard. "Something bit me!" Keith shouted. "It



hurts!"

My husband is no weenie, so my fear quotient jumped a few notches.

Keith said he first thought he'd been bitten by a rat, because a while before I'd mentioned something about rats being able to climb up docklines when boats are tied to docks. But then Keith turned on the light and saw his attacker. It was a long snake! We managed to just catch a glimpse of it before it slithered beneath the stove.

"Holy \$#%&&, it's a snake!" I shouted to myself. My first thought was whether it was venomous. Then I saw the blood dripping down the side of Keith's foot, coming from where he'd been bitten near the toe.

"Do I need to suck on his cruddy ole toe to get the venom out?" was my next thought. I didn't want my lips anywhere near his big toe — but then I didn't want to lose my partner in bliss either.

# IN LATITUDES



SPREAD PHOTO COURTESY HANA HOU

**Spread; Bill, the amateur serpentologist, wields the snake tongs. Inset; Keith, the next morning, about to reluctantly deep-six his assailant.**

I got on the VHF, and in my best calm voice asked if anyone in the fleet in Tenacatita knew anything about local snakes. I didn't realize that the transmission would reach all the way to the cruising fleet at Barra de Navidad, too.

A woman with a lovely voice responded, asking all the questions I might have asked had I not gone into a 'fight or flight' state of mild panic.

"Is there blood?" she asked.

Yes.

"Is there any swelling?"

Just a tiny bit.

"Is there pain moving up his leg away from the bite?"

No.

The following day I found out that our Florence Nightingale in Barra was registered nurse Renee Blaul Neal of the

San Diego-based Peterson 44 *Serendipity*. She and her husband Barritt had their radio on, and thankfully were in earshot when I called for help. Renee's knowledge and calm demeanor reassured me that I wouldn't wake up the next morning with a *marido muerto* in my bunk.

Bill from *Beyond Reason* also responded very quickly, advising that he had a snakebite kit and would be right over. I'm not sure what horsepower engine he has on his dinghy, but he must have flown over to *Ojo Rojo*.

Once aboard, Bill began to search for our stowaway serpent. Grabbing an oven mitt from behind the stove, Bill asked for some tongs. With tongs snapping, he became my knight in shining armor.

Bill's wife Lisa assisted by screaming, "Be careful!" from

the safety of their dinghy tied alongside our boat. She had a great view of the action through a port in our main salon.

Capturing the angry and desperate snake wasn't easy, as the %\$^&\*er tried with all his coiling, writhing might to bite and/or squeeze Bill's arm. In fact, all our hearts skipped a beat when Bill had to drop the snake momentarily to keep from being bitten. But Bill grabbed the snake again, at which point Keith pulled the pillowcase off his pillow, and held it open so Bill could drop the viper in. I managed to take a few photos to use for identification, to confirm that



**Emergency reptile identification research aboard**

the snake wasn't venomous. After all, the last thing I wanted to do was have to open the pillowcase to get another look.

Chris from *Legacy* also responded to our call, and came over with a reptile book in the hope of making a positive identification. But we had no luck.

The consensus was that the snake wasn't poisonous, and had come from the river estuary in the corner of Tenacatita Bay that *Ojo Rojo* was anchored closest to. Since our anchor chain was the first dry thing the snake would have encountered, we presume it slithered up the chain, down the forward hatch, onto our bed in the V-berth, then off the bed and into our main salon.

I hate to say it, but I'm glad the snake bit Keith's toe rather than my bare ass. OMG, can you imagine climbing into bed and finding a snake under the covers?

Given the events of the night, I was surprised that I was able to climb into

**Terry wasn't overjoyed at the thought that she might have to suck the venom out of her husband Keith's "cruddy ole toe".**



OJO ROJO

# CHANGES

our bunk and immediately fall asleep. My poor hubby Keith wasn't as lucky. He had tied the pillowcase shut and left it on deck — but kept thinking that the snake would somehow be able to squirm out of the case. So after an hour, he got up and put the pillowcase inside a garbage bag, tied it tight, and hung it off the side of *Ojo Rojo*.

**Keith's little biting buddy refused to hold still for a clear portrait.**

But snake-bites play on your mind. After mulling over that solution for an hour, the obviously freaked Keith still wasn't confident his captive snake couldn't escape. So he got back up and wired the bag shut! We were keeping the snake in hopes that a local could identify it in the morning.

Alas, by the time I rolled out of bed the next day, Keith had already sent the snake to the bottom by adding a heavy wrench to the bag and dropping it in the drink. Keith didn't really want to kill the snake (not!), but he realized that if he let it go and it climbed up someone else's anchor chain, we would be blackballed from every anchorage on the coast.

Word about the snakebite traveled quickly, so everybody asked about it on the morning net. I hadn't planned to say anything about it so as not to scare the wives, but there was no containing the story.

Looking back at the incident, it was pretty funny. And I'm sure it was a rare occurrence. But it sure was nice to have the great support of all the wonderful people in the cruising community.

— terry 01/15/13

*Readers — If we're not mistaken, Bob*

**The other kind of diapsids in Tenacatita Bay are crocodiles. Oddly enough, they don't seem too interested in biting humans.**



EARL CROCKER

*Willmann, then of the Islander 37 Viva!, opened a sail bag in Mexico one morning and had a snake slither out. But it was many years ago.*

## **Interlude — Deerfoot 74 Kurt and Katie Braun New England Summer (Alameda)**

This year we celebrated our 25th wedding anniversary onboard *Interlude*. Despite our marriage, we joke that Katie is the 'owner', who tells the 'captain' where she wants to go. Capt Kurt decides if the proposed itinerary is feasible. If it is, he tells Katie, the only crew on the 74-ft boat, what to do.

This year, the premenopausal 'owner' decided that she wanted to avoid the tropical heat of the Bahamas by heading up the Eastern seaboard of the United States to Maine, where she could feast on lobster. The captain had his own reasons for wanting to cruise New England. First, we had just completed a nine-month refit in Fort Lauderdale, so a good shakedown near repair facilities in the U.S. seemed prudent. Second, hurricane season was upon us, and the cooler waters north of Cape Cod tend to be safer during the summer than do the warmer waters to the south.

Leaving the Bahamas in early June gave us a head start on the summer crowds of New England, and heading north as directly as weather permitted allowed us to avoid the dreadful heat of the East Coast summers. Weather detoured us to Charlestown, South Carolina, where we had an easy Customs clearance and pleasant one-week visit. Upon leaving, we headed offshore for the 2-4 knot Gulf Stream boost around Cape Hatteras and up the coast to Martha's Vineyard, which is just south of Cape Cod.

It was explorer Bart Gosnold who, in 1602, reportedly named the island Martha's Vineyard after his eldest daughter and the wild grapes that grew on the island. Great Harbour, where the first white settlement was established in 1642, was renamed Edgartown to honor the new Royal heir apparent — who nonetheless died at the tender age of four. Under the leadership of Pastor Thomas Mayhew, the settlers dealt fairly with and respected the indigenous Wampanoag.

In fact, it was after



the Wampanoags taught the settlers how to kill and render whales that the Vineyard became the global epicenter of the whaling industry. Whale oil and blubber lubed and fueled the early Industrial Revolution — until petroleum was discovered — and prompted surplus whaling ships to make a one-way trip to San Francisco hauling (18)49ers. The subsequent whale industry depression led to a halt on Martha Vineyard construction and renovation.

The 'Vineyard' was eventually re-discovered by summer holiday makers — including several presidents — and preservationists. Cape Cod-style colonial architecture dominates, with showy structures sporting Greek Revival elements having been commissioned by whaling captains. The seafaring tradition is still strong on the island, with junior sailing camps in full swing using Opti- and 420-class dinghies. The adults are into classic Shields, Herreshoff 12.5s and all manner of gaff-rigged catboats, as well as modern racing sloops. Club

# IN LATITUDES

INTERLUDE



**Common wisdom says that a 74-ft, 70,000-lb sloop would be too much for one couple. But having sailed 'Interlude' 150,000 miles, farther than any Deerfoot, Alameda's Kurt and Katie Braun have shattered that belief. Spread, 'Interlude' about to be launched after last year's refit.**

ances provided a scenic backdrop for our sundowners at many anchorages.

On our first day ashore at the Vineyard, we took advantage of the excellent bus system and rode from Vineyard Haven to Edgartown to see the well-preserved whaling captains' homes and The Old Whaling Church. Fish & Chips on the Seafood Shanty upstairs deck offered a nice view of the hundreds of yachts in the harbor. Next door we presented ourselves to the friendly staff at The Edgartown YC, who offered us reciprocal privileges.

The return bus via Oak Bluffs allowed a circumambulation of the historical town center, with its quaint shops and Flying Horses Carousel, the oldest continuously operated carousel in the States.

Over 12,000 tenting attendees were attracted to the first annual Methodist Church meeting at Oak Bluffs in 1835.

Over the years family campsites evolved into summer cottages with elaborate Victorian scroll-/beadwork and whimsical themes. Today the town is known as a summer resort for many wealthy African Americans — as depicted in the movie *The Inkwell* — and is sometimes referred to as the 'Black Hamptons'. We were told the megayacht *avec* helicopter anchored next to us belonged to Oprah Winfrey.

Next we rented bicycles and headed for John Belushi's final resting place: Abel Hill Cemetery near Chilmark. Taking care not to make it our final destination as well, we dodged the trucks and buses on the winding road. After some searching, we found a headstone near the entrance stating: "Here Lies Buried the Body of John

Belushi. I may be gone but rock 'n roll lives on." Back aboard ship, we watched the first five seasons of *Saturday Night Live*.

Stopping at the farmer's market at Grange Hall in West Tisbury, we bought two orchids from a local grower, who was kind enough to deliver them to the bike rental shop. We continued on for a well deserved lunch of New England clam chowder at the rugged beach in Menemsha. This small fishing harbor was immortalized in the movie *Jaws*, as was as Edgartown, although the latter was referred to as Amity so as not to scare tourists away. That evening the local TV news reported that a great white had been spotted off Chatham, Cape Cod, reminding us that director Steven Spielberg was correct in choosing the area to film Benchley's novel.

Two consecutive days of bike riding are enough for sailors, so we stretched our legs around Vineyard Haven and special ordered some items from the local West Marine. We dined at the Black Dog Pub, made famous in part by various celebrities who wore their promotional T-shirts. Among the celebrities was President Bill Clinton, who famously purchased items at the pub for the soon-to-be-famous 22-year-old White House intern Monica Lewinsky.

After five nights, we moved our boat to the Edgartown outer harbor to secure a front row seat for the Fourth of July fireworks. We were the first boat there,

**In the last quarter century, the old whaling port of Edgartown has been transformed into a hopping summertime destination.**



DAN ACKROYD



VINEYARD CHAMBER OF COMMERCE

# CHANGES

but within a couple of days our spot off the Chappaquiddick Beach was crowded with dozens of other yachts.

Given the crowds, we employed some alternative touring methods. For example, we dinghied to Cape Pogue Pond with



**Do fireworks shine more brightly in the cradle of the U.S.?**

kayak in tow to hike past wild roses on the east coast sand dunes and to watch the local fishermen surf cast. We then employed the kayaks on Poucha Pond. We dinghied past the inner harbor to Katama Bay to gawk at the many stately mansions along the shore. And we took a day-ferry trip from Oak Bluffs to Falmouth on Cape Cod to visit and BBQ with old friends who summer at their lovely home nearby.

The Independence Day festivities started with a quaint small-town parade and consumption of lobster rolls, and concluded with an hour-long fireworks display from a barge a few hundred yards from our boat. But with the Fourth over, the demeanor of the island changed from laid-back locals to hurried hordes of vacationers. It was time to move on.

The *Eldridge Tide and Pilot Book* is a must for cruising this area due to the numerous shoals and strong currents. Navigation charts were very accurate, so after consulting *Eldridge*, we decided on a mid-morning departure for the 20-mile trip to the island/town of Nantucket. With as much as three knots of current possible, variable winds, and ubiquitous sand bars, our respect for the whaling captains of old continued to grow. Entering the well-protected harbor, we

**Yachts are large and plentiful at Nantucket during the summer. So are lobsters and per capita income for those with vacation homes.**

found most of the anchorage area filled with moorings, so we dropped the hook in the channel leading to the next bay. The price for the cheap seats were strong currents and big-boat wakes.

Over the next four days, we visited the Whaling Museum (reopened in 2005 with a complete sperm whale skeleton), the Old Gaol (jail), the Old Wind Mill (1749) and the Oldest House (1659), and climbed the restored First Congregational Church steeple for a bird's eye view of the harbor. We also strolled the cobblestone streets, lined with the stately colonial homes of whaling merchants dating from the early 1800s — when the island had the highest per capita income in the world.

With a new lease on life as a summer colony for the very affluent, Nantucket is said to have the highest per capita income on the East Coast of the United States. A 2% transfer tax on all property sales funds a land trust to purchase open space. The open space — now over 50% of the island — is ringed by white beaches and is laced with hiking and biking trails. The overall result is a quaint historic town filled with upscale shops and restaurants, where a 200-year-old cottage in need of major repair sells for \$2 million. In addition to the wealthy summer homeowners, thousands of well-heeled 20-somethings swarm the streets or beaches — depending on the weather — for summer fun.

Consulting *Eldridge* again, we departed Nantucket on July 10 and motored to Butler Hole, through Pollock Rip — you can't make up names this funny, with Gay Head taking the cake — and around Cape Cod, with one to three knots of current with us the entire way to Provincetown. With boat speeds up to 11 knots at times, the tediousness of dodging thousands of lobster pots for hours was offset by numerous wildlife sightings — including dolphins, whales and seals. Like the *Mayflower* in 1620, *Interlude* wound her way around the sweeping spiral of sand dunes at the tip of Cape Cod to drop anchor. Contrary to what we were all taught in grade school, the Pilgrims actually first set foot on Cape Cod. It wasn't until five weeks later that they sailed across the bay to the more protected area that became known as



Plymouth. Provincetown's 252-foot-tall granite edifice commemorating this historic fact, the Pilgrim Monument, offered us a grand 360° view of the area.

Soon after we anchored, a friend of 30 years motored out in his 1950s classic Chris-Craft to bring us a delicious homemade lobster salad. While we lunched on our Lido deck, a boatload of burly men motored by to admire our friend's launch. Apparently we had arrived in P-Town just in time for Bear Week. This is when predominantly overweight, hairy, tattooed gay men, from 'sugar bears' to 'cubs', mill about, filling every inn, bar, restaurant and fudge parlor in town. As well as having a large resident gay population, P-Town hosts festivals catering to the LGBT community. We had fun browsing the many art galleries and shops, and were lavishly entertained with sumptuous lunches and dinners at the summer homes of old and new friends. With few cars making for enjoyable walking, stunning sand dunes and beaches, we can





INDIA JONES

*Spread; When you think of India and its population of 1.2 billion, you don't think of scenery such as that found in the Andaman Islands. Inset top left; Port Blair, on the other hand, is a little more typical, with officials, crowds and traffic. Inset top right; Unusual but lovely shoreline.*

see why Provincetown has morphed from a Portuguese-American fishing community to a popular summer spot.

Part II, next month.

— kurt & katie 01/15/13

**Dreamcatcher — Cal 46  
Glenys Henry and Harry Mellegers  
The Andaman Islands of India  
(Alameda)**

Our sail from Phuket, Thailand, to India's Andaman Islands took a smidge under 72 hours. It wasn't very comfortable, and there was so little wind that we had to motorsail. The highlight was a lovely escort of dolphins during the second morning. Once we arrived at Port Blair, which is located on South Andaman Island, we entered the world of Indian bureaucracy. As the famous saying goes, "The Brits invented bureaucracy, but the Indians perfected it." We were

soon to find out how true it is.

We dropped the hook at the official entry anchorage at 10 a.m. The first officials to arrive were from the navy, and for some reason there were six of them. They sat in the cockpit and shuffled papers as though they were a pack of cards. Our boat was photographed, our chart table was photographed, our electronic instruments were photographed — even we were photographed! We exchanged papers, there was much rubber stamping, and they finally departed with a handshake.

Customs arrived two hours later. These fellows were a bit wary of us, as we were carrying over the limit of alcohol. We'd heard that customs officers sometimes make pointed requests for gifts of unopened bottles

of whiskey — presumably to sell downstream. Customs went through our copious prepared lists of provisions and booze. They did make a request for booze, but we ignored it, and were able to get away without paying a bribe.

Next came Immigration — and we had the same round of questions, paperwork, rubber stamping, and shuffling of paper. Between these official visits we tried to get our dinghy outboard running again. But despite the work we'd had done on it in Phuket, there was still a problem with the fuel supply.



*If you cruise to India, you're going to get a lot of papers with things like this stamped on them*

The following day we and the couples on our three buddyboats — Kevan and Sheila of *Rusalka*, with whom we do the Phang Na Bay regattas in Thailand; Gavin and Carol of *Rascal*, with whom we do the Raja Muda Regatta in Malaysia; and Charlie and Susie of *Smystery*, with whom we've done both King's Cups and Phang Na Bay regattas in Thailand — went to visit the harbormaster. There were more meetings, paperwork, and stamping. When the guys went to the bank, we gals hit the market for fresh produce — of which there was plenty.

There was no question that bustling Port Blair, population 100,000, is part of India, as it had everything the rest of the Subcontinent does — the exotic smells, the women in colorful saris, the wandering holy cows and their droppings, and the crazy traffic. Talk about constant honking, wild driving, three-wheel tuk-tuks, and cars that looked like 1956

*Shopping for veggies in India is like shopping for veggies at Whole Foods. Except for the variety. And the displays. And the clerks.*



HOLE FOODS

# CHANGES

Rambler Ambassadors! The India-ness of Port Blair filled our senses.

Our first day adventures — including an amazingly inexpensive and delicious dinner at the Emerald Hotel — were aided by a wonderful taxi driver named Ravi. He acted as our guide and concierge. Whatever we wanted, Ravi could get.

Located on a ridge in the Indian Ocean, South Andaman Island is home to many government, administrative and private businesses. But how they get anything done is a mystery, for when we got on computers at an Internet cafe, they were so old they didn't recognize Microsoft Word documents. We had to give up trying to surf — slowly — the Internet. Port Blair is also home to the largest collection of aging and shabby ships that we have ever seen. Our favorite was *Warship*, which parades around the port announcing that it is a warship. Probably from World War II.

Our first cruise within the Andamans was a 20-mile sail over lovely clear waters to Havelock Island, the most commercial island in the group. Like all of the Andamans, Havelock is very green with a forest of tall trees to the water's edge. It's also dedicated almost entirely to 'resorts' — if you use the term loosely. In reality, they are rustic backpacker facilities, only one or two of which were up to our standards. Nonetheless, we thoroughly enjoyed ourselves, as the admittedly shabby small town was colorful

**Rajan, famed as the only ocean swimming bull elephant, retired on Havelock Island after 61 years of doing tricks for photographers.**

and home to a great veggie market.

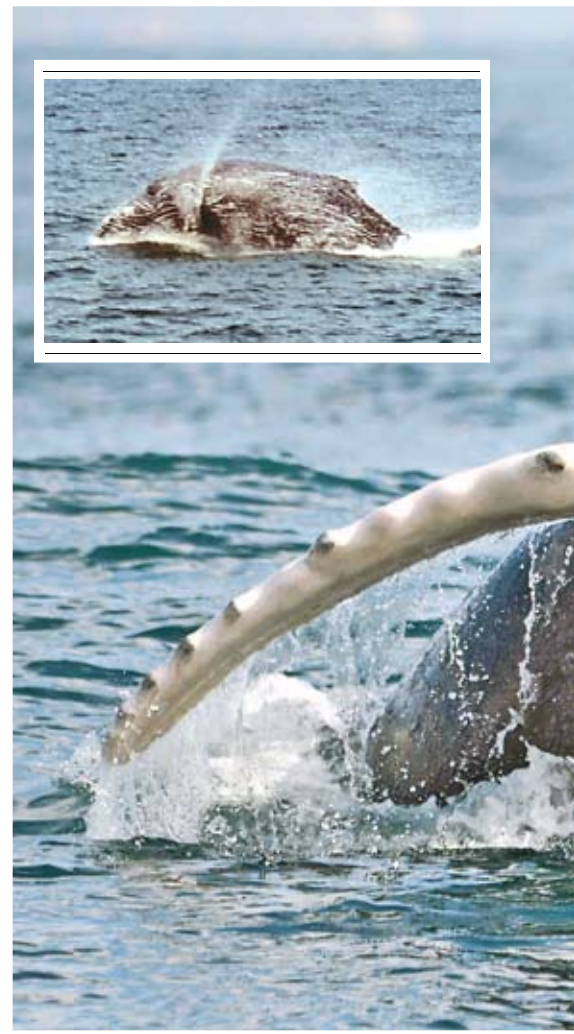
The one downside of the island was a sandbar preceding the site of our dinghy landings, which created three-foot waves. These weren't a bother if you were swimming, and they were a delight if you were surfing. But watch out if you're making a dinghy landing or departure! All but one of the dinghies in our party were pooped and rolled, resulting in everything getting wet. Our dinghy engine, which we'd finally gotten working in Port Blair, took a good dose of saltwater. As a result, we had to row — and eventually be towed — back to our boat.

You would think we'd learn, but we got drenched during departure from shore the next night and the dinghy half filled with water. We had to try to drain it at the water's edge between waves, as it was too heavy to drag up the beach. It took our soaked and sorry lot a half-hour to sort things out and get underway. Ah, the joys of cruising!

The next day we took the boats around the corner to Laccam Harbor, anchoring among small wooden fishing boats and a couple of industrial ferries. Glenys did go to shore with one of the other dinghies, and had a quick Indian lunch — at a restaurant that had lost its liquor license — overlooking the anchorage. Fortunately, she managed to smuggle in some gin in a water bottle, and topped off the 7-Ups that had been ordered. Drinking is not a big part of the Indian culture, and the government tightly governs the consumption of alcohol. As a result, it's hard for the locals to get liquor, and the few bars that exist are dimly lit rooms that are hidden away — and exude a strong sense of taboo.

On our way from Havelock to Henry Lawrence Island, our group lamented that swimming and snorkeling weren't really an option in the Andamans. The problem is an increasing crocodile population. The natural mangrove habitat of crocodiles had been physically changed after December 2004's tsunami, so the crocs had moved closer to the human settlements. While we hadn't seen any crocs up to that time, we weren't keen on any up-close and personal encounters!

Another serious danger in the Andamans is navigation. Forty thou-



sand people — a staggering 10% of the population — perished in the tsunami, and the shorelines of some islands changed by as much as half a mile. According to the current pilot and prior cruisers, the charts are "fiction" or "useless". The old charts are a combination of 1857 Indian surveys and a 2001 British Admiralty survey, both pre-tsunami, so the depths vary as much as 60 feet from what the charts say. All navigation in these islands is a gamble.

Our cruising pals — all of whom have been in the Andamans before — set a cracking pace the next day, as we anchored in three locations! *Dreamcatcher's* normal cruising style is a two-night minimum stop, and more if we find a place interesting. Nevertheless, we joined in.

One of the big attractions of the Andaman Islands is that they are so remote — 400 miles from Calcutta, and 400 miles from Phuket — that there are hardly any other boats around. The most we saw in one place was 10, and that was at the Port Blair check-in anchorage. So if any-

INDIA JONES



**Here a tuk, there a tuk, everywhere a tuk-tuk. Loud, smelly tuk-tuks.**

INDIA JONES





# IN LATITUDES



SPREAD, JAY AILWORTH; INSETS, PROFLIGATE

**Our definition of an 'obstruction' on the race course is a leaping whale between our boat and the 200-yard-distant weather mark. Do a race on Banderas Bay in the winter, and you'll see numerous whales. And many you won't. They say it's the whales you don't see that ultimately get you.**

one is looking for a largely undiscovered cruising ground, this is certainly one.

There is some tourism, but it's of the low-key backpacker variety. Higher-end tourism could be a big revenue generator — India's Hawaii, as it were — but the infrastructure and mindset just aren't there. The Andaman Islands are largely about defense.

— glenys 02/01/12

**Kailani — Deerfoot 63  
Harley, Jennifer and Sophia Earl  
The South Pacific Calendar  
(Sausalito)**

We're currently in the Bay Area visiting family and friends, having left *Kailani* on a swing mooring in Kerikeri on the North Island of New Zealand. We spent the last South Pacific cruising season in Tonga and western Fiji, and were thus part of the great annual cruiser migration. For those looking for an overview of

cruising with the seasons in the South Pacific, I'll try to explain how it works.

Sometime in April, with the advent of the antipodal fall weather, cruising boats begin to leave New Zealand and Australia bound for the tropics. At distances of less than 1,500 miles, Tonga and Fiji are, comparatively speaking, in the Kiwi and Aussie backyards. And the Kiwi and Aussie cruisers take full advantage, arriving in the South Pacific in ones, twos, and groups, right through June.

Beginning in July, there is an influx of European and American boats, the majority of which are in their first season in the South Pacific. Most started from Mexico or Panama in March or April, and have followed the traditional

Milk Run — meaning the Marquesas, Tuamotus, and Societies to Tonga and Fiji. Occasionally different drummers get there via Easter Island, Pitcairn and the Cooks.

Regardless of where they came from, by the time these cruisers reach the South Pacific, they are linked through various radio nets and the initial shared anchorages. Other boats group around kids, since it is the youngest crewmembers who have the greatest desire for company of peers. Our daughter Sophia, who didn't turn five until just before Christmas, was always on the lookout for 'kid boats'. By the time our anchor was set in each new anchorage, she would have surveyed the boats and categorized each by which had kids and which didn't, and the ages of the various kids.

By late August and early September, pretty much everyone who is coming to the heart of the South Pacific, meaning Tonga and Fiji, is already there. By mid-to late October, all cruisers in the South Pacific begin to consider how they are going to deal with the onset of the South Pacific tropical cyclone season, which officially starts on November 1.

Cruisers have four options when dealing with tropical cyclone season: 1) Stay where they are in the South Pacific, keeping an eye on weather forecasts and knowing where the nearest hurricane holes are; 2) Leave their boat in a hole on the hard in one of several marinas that specialize in this service; 3) Head north to the Line Islands, the Marshall islands, or other locations near the equator where cyclones aren't a problem; or 4) Sail down to New Zealand or Australia. Virtually all the Kiwi and Aussie boats sail back home, in part because their home waters offer great cruising in the antipodean summer. And most U.S. and European cruisers do the same.

**Five-year-old Sophia's view of the world will no doubt be influenced by what she's seen and will see through her mask in the South Pacific.**



KAILANI

# CHANGES

But the fourth option can be tricky. It's roughly 1,100 open ocean miles — except for Minerva Reef — from Nukualofa in southern Tonga or from Lautoka in western Fiji, to Opuia, the northernmost port of entry into New Zealand. It's a bit farther to the various ports in Australia. This is a regular run for the Down Under veterans, and they are well aware of what awaits them on the passage. But for first-timers coming from the east, the long passage can be a bit intimidating.

The average American cruising boat will have travelled between 4,500 and 6,000 miles to get to Tonga or Fiji, but few, if any, will have encountered any particularly strong weather — other than the short-lived violence of tropical squalls. But when heading from Tonga or Fiji to New Zealand or Australia, it would be foolish to assume that one won't get banged up by at least one low-pressure system from the Tasman Sea. So it all comes down to picking the weather window for the 1,100-mile passage.

Last season was particularly difficult for cruisers waiting to cross to New Zealand, as New Zealand was hammered by one low after another — with as little as three days between them — all through October. As a result, the anchorages and marinas in Fiji and Tonga were crowded with crew waiting for a window.

There is a certain herd mentality that takes over in such situations, particularly among those who are making the crossing for the first time. Everyone wants an assurance that their weather won't be too bad, an assurance that nobody can give. Many skippers hire weather routers, and when their router says, "Go!" they go. The final decision, of course, rests with the captain of each boat. As the days and weeks dragged on in October without a good window, the pressure built to get going. After all, staying in place had its

*Jennifer, Sophia, and Harley, getting to spend some ultra quality time adventuring together, something too many families don't get to do.*



KAILANI

own weather risks, made clear by the fact that boat insurance there is not valid after November 1.

We've always done our own weather routing on *Kailani*, and in late October we noticed a developing high that looked as if it would dominate the weather for long enough for us to make the run from Fiji to Opuia. True, there was a small risk we'd be hit by a low on arrival, but our boat has a long waterline and we can carry a lot of fuel, so if we were hit by the low, we hoped to already be in the lee of the North island. The catch was that there would be little wind for most of the passage.

We departed Lautoka on October 29, and arrived in New Zealand a week later. Although we burned a lot of diesel, we had only 12 hours of bad weather — 30+ knot winds and 15-ft seas on the nose. A lot of boats that left three or four days after us got caught in the middle of what we mostly managed to avoid. One boat was rolled and ultimately abandoned, while other boats suffered considerable damage.

Of course, the boats that left the week after them had to motor almost the whole way, and didn't have any bad weather at all. There just aren't any weather guarantees when it comes to 1,000-mile passages.

In any event, we had a delightful cruising season in the South Pacific. We have memories of whales in the Ha'apai, Clownfish Town in the Yasawas, the privacy of the one-boat lagoon at Manimita Island, and the crazy times at the Musket Cove Regatta in Fiji. We have made many new friends, rediscovered some old ones — and are looking forward to doing it all over again this coming season.

In the meantime we, like most of our fellow sailing migrants, will be working on our boats and enjoying Kiwi hospitality. For those who will be in New Zealand

next season, be aware that the Kiwi dollar has strengthened by almost 33% since we were here six years ago, making things more expensive than they used to be. Yard rates are about the same as in the States, although labor is about 20% less. There are still some bargains, such as cheese, green-lipped mussels and lamb.

— harley 01/15/13

## Cruise Notes:

So what do a couple do



after a 12-year circumnavigation? That's the question we put to Kurt and Katie Braun of the Alameda-based Deerfoot 74 **Interlude**, who are currently in Costa Rica and slowly making their way up to San Francisco Bay for the America's Cup and to see family and friends.

"We hope we don't get stuck too long with *Interlude* docked behind our house in Alameda," they replied. "So maybe we'll do this fall's Ha-Ha, and then head to New Zealand in early 2014." The couple are vets of the 2002 Ha-Ha. They have also sailed their 74-footer 150,000 miles, more than any other Deerfoot.

"We're home in Southern California with our kids and grandkids awaiting a new grandchild," began the holiday greetings from Gordon and Sherry Cornett, vets of the '09 Ha-Ha with their Ventura-based Tayana 52DS **Serenity**. "In February, we'll return to our boat in Thailand, and then will have her shipped to Turkey to avoid Somali pirates on the way to the Med. Our 'Adventure of

# IN LATITUDES



LATITUDE/RICHARD

*Jane Roy stands at the helm of Howard Shaw's Portland-based Hunter 54 'Camelot'. Kind of a weird looking wheel for a near-ultralight, don't you think? We did. Then Craig Shaw, Jane's guy, explained that it's the 'harbor wheel'. The normal wheel is so big, it's kept under the bimini when in port.*

a Lifetime' will continue with two years of cruising around the Med. After that, the idea is to cross the Atlantic and Caribbean, do the Canal, and return to Ventura. But plans change."

If you read the December and January *'Lectronics*, you're aware that there have been a handful of **dinghy thefts and attempted dinghy thefts** at the anchorages off Mazatlan, especially on the south end of town, the end opposite from the marinas. Particularly troubling is the fact that a thief came aboard several of the boats to try to get at outboard motors locked to stern pulpits. Nobody was hurt, but in one case a knife was brandished.

After cruiser complaints, the Port Captain put a stop to the thefts in a relatively novel way — he made it illegal to anchor overnight at either the Old Harbor or Stone Island, where the thefts

had been taking place. So reports Mike Wilson of the Mazatlan-based S&S 44 **Tortue**. As best we've been able to determine, only Mazatlan has had a spate of dinghy thefts and attempted thefts. No doubt they were the work of one or two bad *hombres*. Our question is what do Mexicans do with inflatable dinghies and small outboards?

After buying the M&M 52 catamaran **Kiapa** in Alameda with the intention of sailing her back to Perth, Australia, over the next four or so years, Lionel and Irene Bass decided their high performance cat didn't need spinnakers. So they sold both of theirs to a fellow cat owner in Alameda. But after nearly a year of sailing in the often-light airs of Mexico, the couple

decided they'd made a mistake. Alas, the folks who bought the chutes weren't interested in selling them back. The moral of the story is that there is a lot of light air in the world, particularly between California and the Canal, so at least one spinnaker or gennaker is highly recommended.

The other lesson the Basses learned is that you need to lock your boat up when anchored in **Matanchen Bay** near San Blas. In the pre-dawn hours of December 31, Irene heard a noise, went up into the salon, and confronted a fellow in a hooded shirt. He grabbed a red backpack that had been prepared for a guided jungle tour the next day, dove into the water, and swam to a waiting *panga* 30 feet away. The couple lost about \$1,500 in cameras and cash.

Of all the countless anchorages on the Pacific Coast of Mexico, the ones at the south end of the **Mazatlan** and **San Blas/Matanchen bays** are the only two that we consider to be sketchy. Both destinations are great, but we'd recommend staying in local marinas.

Home Depot has started selling sailboat sails? In February of 2005, we interviewed artists Jack Carson and Monica Guildersleeve at Punta Mita aboard their British Columbia-based 44-ft junk ketch **Bella Via**. The couple had already done a five-year, low-budget circumnavigation with Monica's daughters Payana and Isha aboard the couple's previous boat, the Swain 36 **Island Breeze**. The couple's new boat, **Bella Via**, also was completed on an artist's budget. Jack built the 44-footer himself in about six months,

*Jack and Monica aboard 'Bela Via' at Punta Mita in 2005. Yes, their boat is very different — check out the aft anchor roller — but they're artists.*



LATITUDE/RICHARD

*It was Irene who stumbled upon the thief.*



LATITUDE/RICHARD

# CHANGES

and used lots of recycled materials. The identical masts, for instance, had been 'repurposed' light standards from the Vancouver Airport. Unfortunately, we missed the couple when they passed through Punta Mita again in December. But friends tell us that Jack and Monica haven't changed their thrifty habits, as their sails are plastic tarps from Home Depot! Before you rush to Home Depot for your inventory, remember that sail shape on junk-rigged boats is anything but complicated.

What's up with **Panama**? On the one hand, the government has been bending over backward with lavish tax breaks, discounts, and other goodies to attract *gringo* retirees. On the other hand, they've recently started adding charges and jacking up fees for cruisers to preposterous levels. Frank Nitte of the San Diego-based Freeport 36 **Windsong** forwarded us a January 16 letter from James Laing, who broke down how it cost him \$870 to check in his 50-ft ketch **Manawa Nui** — reportedly Admiral Halsey's personal yacht in World War II — at Puerto Armuelles and Vacamonte, Panama, in January. Some



**Panama has the fantastic San Blas Islands. As of now, they've also got ridiculous cruising fees, which are muddying the clear waters.**

of the expenses were for taxis or *pangas*, but most of it was **government fees** or **taxes**: navigation fee, \$180; quarantine fee, \$35; overtime for three government workers, \$60; mariner's visa for three

people, \$315; Health Ministry fee, \$122; and mandatory boat fumigation, \$53. The original quote for boat fumigation was \$300.

Hear that **silence**? It's the sound of cruisers in Mexico suddenly thinking of places other than Panama to cruise.

Last April, the management of **Flamenco Marina and Shipyard** in Panama City — at the end of the Amador Causeway — was taken over by the folks who run the Americo Vesputio Shipyard and Marina in Puerto La Cruz, Venezuela, Manager Victor Marten says they can provide almost every kind of service needed by sailors. It would be in the shipyard's best interest to pow-wow with government officials about the ridiculous fees, lest the company soon not have many sailboats to work on.

Many cruisers **check into Panama** at Panama City. According to Nitte, here's the latest drill: 1) Check in at the Port Captain's office at Flamenco Marina when you arrive. There you need to purchase a one-year cruising permit — even if you stay for just one day — for \$180. 2) Go to Immigration to get stamped into

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the country. Alas, its only a temporary entry stamp, as 3) You *must* proceed to Immigration at Diablo to get a Mariner's visa within 24 hours — 48 hours on weekends. The visas cost \$105/person, no matter if you stay a day or a year. You won't be issued a *zarpe* to leave Panama without a Mariner's visa.

Here is where it gets ugly. If you fly out of Panama, your **Mariner's visa** becomes invalid. When you return to Panama, you get a 90-day Tourist visa at the airport — but then have to go back to Diablo and pay another \$105/person for a new Mariner's visa. You can't get a Mariner's visa at the airport. Ship's agents have a way around it, where they deliver a Mariner's visa to the airport — but there is naturally a charge for the service.

"As with all things in **Latin American countries**," explains Nitte, "things change on a daily basis. And what happens in one jurisdiction can be totally different from another jurisdiction. So smile, keep calm, and don't sweat the small stuff. And it's all small stuff."

Our final bad news from Panama is that the **Balboa YC** has raised rates on

mooring from 60 cents/ft/day to 70 cents/ft/day.

That said, we at *Latitude* have fond memories of Panama, and of the **Astilleros Shipyards** at Vacamonte in particular. During **Profligate's** 2004 post-Ha-Ha sprint from Cabo San Lucas to St. Barth, both saildrives started to fail on approach to the Canal. In a major hurry to avoid the Christmas

Winds of the Caribbean, we had the cat hauled at Astilleros on Thursday, the day after we ordered two saildrives from Yanmar in Florida. The saildrives were delivered and installed, and *Profligate* transited the Canal the next Tuesday, having spent just three business days in the yard. That's what we call taking care of business — even if the crew did much of the work. There was a bit of a



*'Profligate', seen here levitating in St. Martin in 2004, was the beneficiary of a very fast — if not flawless — haulout in Panama.*

leak as a result of the installation, so *Profligate* had to be hauled again briefly at St. Martin. But as Nitte says, you can't sweat the small stuff.

"As we sit at anchor in Clifton Harbor, Union Island, in the southeast Caribbean, listening to Christmas carols on our stereo and enjoying the holiday, we reflect on the previous year," wrote Fred

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**TRACSA CAT**

# CHANGES

Roswald and Judy Jensen of the Seattle-based Serendipity 43 **Wings**. We can't recall how long the couple has been out cruising with the former Big Boat Series and TransPac class winner, but we do remember they survived the Queen's Birthday Storm of '94 that devastated the cruising fleet on the way from the South Pacific islands to New Zealand.

"Some water has passed beneath our keel in the last 12 months," the couple continue, "which is when we celebrated the holidays with Jim and Carole aboard **Nepenthe** in Simon's Town, South Africa. A short time later, with friends Randy and Laura aboard, we sailed to Namibia. Then the four of us set out from the foggy coast for 3,200-mile-distant tropical shores of Brazil. We only made one stop — at remote but lovely St. Helena Island. What a great sail we had across the Atlantic! After Brazil, during which time we struggled with the Portuguese, we ventured north across the equator to Trinidad. We spent the six-month hurricane season there, working on the boat, making friends, and doing a few local races. We're now cruising the Windward



Once a bare bones racing machine, Fred and Judy have cruised 'Wings', flush deck and all, for more than 20 years

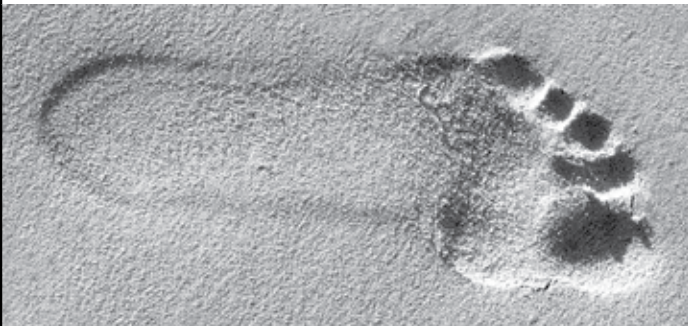
Islands of the Caribbean, making our way to Antigua for Sailing Week in April, and other destinations. Having sailed about 5,800 miles in the last year, we'll

probably end up in Cartagena, Colombia for next hurricane season.

"Do I look different?" asked Marc Wilson, skipper of the Catana 52 cat **Bright Wing**, when he walked into the Riviera Nayarit YC. It was kinda dark, so we didn't really notice anything. "My nose," he said, pointing at his bent proboscis, "I broke it while surfing the point at Punta Mita. I trashed my shoulder, too." He then proceeded to make three attempts — all of them featuring crunching cartilage noises — to reset his nose. Considering that he was standing in the middle of a restaurant and working without a mirror, he did a credible job.

Connie McWilliam reports that while it's been quiet in the cool of winter at **Puerto Escondido**, Baja, the Hidden Port YC is starting 2013 with a theme of 'A New Beginning, Let The Good Times Roll'. The 'new beginning' is all about the Hidden Port YC clubhouse having been moved to the API facilities. Connie also advises that "the new marina in the canals by the 'modern-day ruins' is now up and running — and owned and operated by a group from Vallarta. Alas,

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it's not suitable for sailboats. However, the Fonatur facility, with 117 mooring buoys and 10 spaces on the *muelle*, and the boatyard, welcome all sailors. The dates for **Loreto Fest**, held at Puerto Escondido, have been set for May 3-5.

Baja got another marina last summer when the **Marina Cortez** — formerly known as the 'Virtual Marina' because it didn't have any slips — opened for business in La Paz. The marina advertises that it has 50 slips for boats 30 to 120 feet. What's unusual is that there is no breakwater and no pilings for the docks, which are held in place by floating wave attenuators. The attenuators themselves are held in place by a Manta Ray anchoring system, which relies on anchors that are embedded in the bottom rather than anchored with heavy ground tackle that drags on the bottom. It's thus supposedly more friendly to sea life and coral bottoms. Pier 39 initially tried to use wave attenuators instead of pilings at their marina, but it didn't work out. It will be interesting to see how Marina Cortez does in rough weather. Cruisers who have stayed at the marina say the

docks have been fine — but the marina location means you sometimes have to listen to music until 4 a.m.

It seems as if La Paz could use the extra berthing in the winter; we're told that **Marina de La Paz**, as always, has been packed, and all the other marinas have been near or at capacity. It's pretty much been the same story on the Nayarit Riviera on the mainland, where **Paradise Marina** has been full, and the 300-berth **Marina Riviera Nayarit**, having had a big uptick in occupancy, is closer than ever to being full. The number of boats anchored off **La Cruz** has been down a little, but **Punta Mita** has regularly had 20 boats on the hook, which is about five times as many as most nights in previous years. We have no explanation — other than that it's such a great place. As we write these words on January 22, a head-high swell is hitting all the



**The demand for slips in Mexico in winter isn't as great as it for slips in Monaco in the summer — but at some places it's getting close.**

many surf breaks in the Mita area, the sky is blue, the air temp is 83°, and the water temp is 78°. If anybody up in the frozen 48 — it's was to get down to 19° in Portland — eats their heart out, we'll understand.

"Augustine, our new friend in Zihua, swam a half-mile out to our boat to do a super scrub on our bottom for \$40," report John and Gilly Foy of the Alameda- and Punta Mita-based Catalina 42



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# CHANGES

**Destiny.** "He's able to hold his breath for what seems like forever, which is why he does bottoms free diving. He keeps all his tools and gear strapped to an empty plastic jug, which he pushes in front of him as he swims to your boat. We've always admired the 'can do' spirit of Mexicans, but Augustine is something special. Our friends on **Serendipity** and **Miss Teak** recommend his work, too. We've also enjoyed the beach landing/launching services of Alfonso and Jesus, who for an 80-cent fee also watch over your dinghy and its contents for the whole day and half the night. Zihua hasn't seen too many cruising boats as of early January. We hope that changes by the February 5 start of **Zihua SailFest**, the great cruiser fund-raiser for schools for indigenous children."

Why are there **more boats than ever in Mexico?**

"Because if you're on **Social Security** like I am," said one cruiser whose name slipped our mind after one too many beers. "it's like you suddenly get four times as much money as you did back in the States. My \$20,000 a year in Mexico

is like getting \$80,000 a year in my former home of California. The only thing I pay more for down here is berthing, but I can anchor out for free — or close to free — near almost every marina. The kicker for us old guys is that we can get complete health insurance, with basic vision and dental care included, for under \$400 a year."

"We're the folks who bought the Deerfoot 2-62 **Moonshadow** in Fort Lauderdale from George Backhus after he completed his 16-year circumnavigation," write John and Deb Rogers of San Diego. "When we wrote about it in the July issue, you said to be sure to look you up when we get to St. Barth this winter. Well, we're down in St. Lucia right now, and other than meeting kids and grandkids in the Virgins in mid-March, we have no plans. So we think we'll take you up on your offer. We can head to St. Barth in early April. Where is the best time and place to find you?"

The **Latitude Caribbean office** —

aboard the Leopard 45 **'ti Profligate** — opens in mid-February in the British Virgins and moves to St. Barth as soon as the weather permits crossing the Anegada Passage. We love visitors, and can help visitors enjoy St. Barth without going broke in the first half hour. Our office stays open until May 10. We most often anchor in the shallows off Fort Oscar — don't try it with **Moonshadow** — or off Corossol. We use Internet out of the **Center Alizee**, upstairs 30 feet from the intersection of **Rue du Oscar II** and **Rue de La France** in Gustavia. De Mallorca can be found at **Le Select** starting at about 7 p.m., while the Wanderer begins overtime with a glass of rosé across the street at **Bar d' Oubli** at about 7:30.

We recommend visiting St. Barth March 24 to 27, during the **Bucket**, which is the greatest spectacle in sailing. Alas, you have family commitments. The second best time is during the **Les Voiles de St. Barth** April 8 to 13, where you can party French Caribbean style as much as you want — yet a half hour later be anchored in silence without being able to see a light onshore.

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## 24 FEET & UNDER



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## 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 BRISTOL CHANNEL CUTTER.** 1997. \$120,000/obo. 30-ft Lyle Hess Bristol Channel Cutter, *Tigress*, 1997, sistership to the Pardeys' famous *Taliesin*. Extraordinary craftsmanship. Mahogany on oak. Teak cabin and decks. Hull so fair many think it's fiberglass. Amazing teak and birdseye maple interior. 27hp Yanmar. Well equipped: roller furling, storm trysail, spinnaker, sea anchor, radar, chartplotter, autopilot, windvane, refrigeration, VHF, 110V electrical, inverter, Force10 heater, Force10 stove/oven, windlass, 9-ft Fatty Knees dinghy with sailing kit, much more. Pristine like-new condition. More info at [www.tigress-bcc.com](http://www.tigress-bcc.com). Call (650) 868-0348.

**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. Contact (530) 389-8387 or (530) 346-2266 or [calvertvet@exwire.com](mailto:calvertvet@exwire.com).



**29-FT RANGER, 1973.** Fortman Marina, Alameda. \$15,000. All lines led to cockpit. 27hp Yanmar. 100% fiberglass. 100% teak. TP, new sails. Email for pictures at [www.rangerboats.com](mailto:www.rangerboats.com).

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



**30-FT NEWPORT, 1977.** Sausalito. \$9,950. Sturdy, attractive, fast, comfortable Bay and Delta cruiser/racer in excellent condition. Like-new mainsail and roller furling jib. Spinnaker and sock. Edson wheel. Wind speed and point, depth sounder, VHF, stereo. Full cockpit instrumentation. Rewired AC and DC electrical control panels. 4 deep-cycle batteries and charger. Safer natural gas four-burner stove, oven, broiler. New electric windlass, two anchors, all chain rode. Sitting chart table. Overstuffed cushions and mattresses. Sleeps six. Beautiful teak inside and out with custom mahogany drop boards. Thick, strong through-bolted Lexan windows. Two opening ports and three opening hatches. Inflatable dinghy and oars. Multiple interior lighting arrangements. Contact (925) 766-8205 or [77Newport30@hotmail.com](mailto:77Newport30@hotmail.com).



**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). Email [csersav@gmail.com](mailto:csersav@gmail.com).



**31-FT ALLMAND SAIL, 1981.** Alameda. \$4,900/as is. Diesel engine has only 180 hours.



**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 or email. (650) 363-1390 or (650) 722-2389 or [rich@spinnakersailing.com](mailto:rich@spinnakersailing.com).

## 32 TO 35 FEET

**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).

**35-FT CHEOY LEE LION, 1965.** Rio Vista. \$25,000. Glass hull. Turns heads everywhere we go. Pretty boat. Fun to sail and perfect for the Bay. Email [dudestickle@gmail.com](mailto:dudestickle@gmail.com).



**34-FT EXPRESS, 1988.** Richmond Yacht Club. \$54,900. Well maintained, fast, and with lots of extras. Good inventory of new and used sails. Great cruiser-racer around the bays or offshore. (415) 450-1113 or [c\\_longaker@sbcglobal.net](mailto:c_longaker@sbcglobal.net).



**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).

**33-FT TARTAN 10, 1980.** Brisbane Marina. \$13,000. New North 3DL racing main, very good 3DL racing headsails, three spinnakers, Vectran halyards. Many practice sails. Yanmar 2-cylinder diesel. Martec folding prop. New racing bottom, Blue Awlgrip topsides. Good racing history. Contact [mcdonaldmarine@gmail.com](mailto:mcdonaldmarine@gmail.com) or (650) 454-6950.

**33-FT SPAULDING, 1969.** \$25,000. *Aurora*, built 1969 by pattern maker Ivan Davies. Hull made of bruynzeel, plywood deck, cabin house sides made of teak. Fastened with bronze, monel. Grey marine engine low hours. Set of sails and equipment. Email [jonah\\_ward@hotmail.com](mailto:jonah_ward@hotmail.com).



**34-FT HUNTER, 1984.** Barra De Navidad, Mexico. \$32,000. Custom Hunter 34 turn-key. Total refit masthead to keel. Full cruising gear, lying Barra de Navidad. Can deliver anywhere. Please contact for pictures or complete list of gear. (949) 246-2886 or [tommykolleck@gmail.com](mailto:tommykolleck@gmail.com).



**35-FT HINCKLEY PILOT YAWL, 1966.** SFYC. \$70,000. *High Tide* is a two-owner, full-keel classic Sparkman & Stephens design. Hand-laid fiberglass hull. Westerbeke diesel. Wheel steering. Gray Awlgrip topsides. Varnish teak trim. Roller furling jib, full batten main, lazy jacks, jiffy reefing. Sleeps four. Honduras mahogany + teak throughout. Teak and holly sole. Head w/stainless sink, shower, hot/cold pressure water. 3-burner propane stove, refrigerator. 3 screened hatches. 8-ft Avon inflatable, Honda outboard. <http://hinckleypilot35.ning.com/photo/photo/listForContributor?screenName=2oz7a dc9pf1um>. Contact (415) 435-9565 or [sswan200@aol.com](mailto:sswan200@aol.com).

**32-FT WESTSAIL, 1975.** San Diego. \$42,000. Traditional layout with gimbaled table. Monitor windvane, autopilot, 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.

## 36 TO 39 FEET

**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.

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

**39-FT FREEDOM, 1984.** Ready for serious cruising. Loaded with gear. Too much to list. Located in Mexico to save you the effort of getting her there. www.ketch-22.com/Ketch22.html. Email tm@ketch-22.com.



**38-FT CATALINA 380, 2000.** \$118,000/Asking. Fully equipped for cruising. Professionally maintained exterior and very well cared for. Boat has cruised to Mexico. In-boom furling, roller furling jib, gennaker. Yanmar 40hp. engine, MaxProp. SSB radio, helm VHF. Raymarine radar, chartplotter, autopilot. Dodger, bimini, shade cover. High-pressure dinghy with motor. Many conveniences added for comfort. In Bay Area. Ready to cruise!! (602) 421-9964 or (480) 330-1002.

**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. See more at www.facebook.com/pages/Bullet-Express-37-For-Sale/448504885197693.

**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, Lifesling, 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.

**37-FT RAFIKI, 1978.** Long Beach. \$58,000. Beautiful boat, no teak deck, 36hp 1600 hrs., heavy duty furling for stay and genoa. New varnish, updated radar, radio, GPS, autopilot, depth, wind, speed, refrigeration, new interior. Too much to list. Contact bbfalcon@yahoo.com or (310) 251-8860.



**38-FT CATALINA 380, 2000.** Marina Village, Alameda, CA. \$124,500. Great Bay and coastal cruiser. Well maintained in beautiful condition. Deep keel, tall rig, all electronics, microwave, inverter, water heater, new batteries '12, new bottom '11, Westerbeke 40hp, professionally serviced, beautiful interior, 6'9" headroom, Queen aft cabin. Email for equipment list and pictures, Billsails2@yahoo.com. Call (408) 828-0837 or (916) 780-9888.

## 40 TO 50 FEET



**44-FT CATALINA MORGAN, 2007.** Seattle, WA area. \$284,500/obo. Mint condition. A real deck salon. Great bluewater cruiser. 75hp Yanmar 8+ cruising, 600 hours. New batteries, cruising spinnaker, power winches, hydronic heat, Raymarine C120, radar, autopilot, bow thruster. Trades acceptable. (408) 666-3261 or jerryfsaia@aol.com.

**40-FT CHEOY LEE OFFSHORE, 1972.** Monterey, CA. \$25,000/obo. Solid F/G hull, teak trim, Perkins 4-108, 100 gallons water/fuel, kerosene stove, holding tank, Sabot dinghy, haulout May 2012. New Furuno 1712 radar, CQR plow anchor. Transferrable Monterey slip. Contact (831) 238-7567 or wspaneruto@mbayaq.org.

**42-FT CATALINA, 1990.** South Beach Harbor, San Francisco. \$89,900. Great condition. Extensive upgrades. Full spec at: http://leluya.blogspot.com. (650) 716-4548 or leluya123@gmail.com.



**42-FT TYLER SLIPPER CUTTER, 1978.** Sausalito. \$35,000/obo. Priced to sell! Like Bowman 42. 50hp diesel, less than 1100 hours. radar, GPS, liferaft, Ham radio, dodger, 4000 autopilot. Two anchors plus rode. Aft double quarters, head and shower. Solar, inverter, new batteries. New \$20,000 haul craft paint. Almost new Schaefer 3100 roller furler system. (415) 729-9423.



**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. Email raceaway@shaw.ca.



**48-FT BENETEAU FIRST 47.7, 2003.** Sausalito, CA. \$265,000. 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 ProSine Advanced Digital Control. Pro-Mariner galvanic isolator. Original owner. Maintained as new. (916) 969-8077 or curtis@surewest.net.

**47-FT CATALINA, \$285,000.** Customized bluewater ready. Extra fuel capacity, 110 or 240v, watermaker, chartplotter, radar, AIS, coldplate fridge/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.



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

**44-FT HARDIN VOYAGER, 1977.** Marina Palmira, La Paz, BCS, Mexico. \$69,000. A spacious fiberglass, ketch-rigged veteran of the Sea of Cortez and west coast of Mexico. A traditional liveboard and long range blue water cruiser with rare two-cabin, two-head layout. Center cockpit with hard dodger. Recently recalculated teak decks. Aft cabin has transom windows above the thwartships queen size bunk and opening portholes for ventilation. Go to YachtWorld.com for specs. (530) 541-4654 or mortmeiers@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 (650) 363-1390, (650) 722-2389 or rich@spinnakersailing.com.



**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 blue-water 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. Or call (928) 848-9705.



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## 51 FEET & OVER



**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 or raaddink@yahoo.com. 1200 Brannan Island Rd.



**43-FT TASWELL, 1988.** Alameda, CA. \$239,000. Bluewater cruiser. Major refit in 2007, then cruise perfected. Full details at website: [www.yachtsoffered.com](http://www.yachtsoffered.com), listing: 1291827. Contact Steve. (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](http://www.grace44.com). Contact (702) 767-8323 or (702) 767-8322 or jking38701@aol.com.



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



**40-FT CAPE DORY, 1989.** San Carlos, Sonora, Mexico. \$117,500. Alberg-designed. Beautiful, capable, reliable, reputable offshore cruiser. Ready to go now! Visit our website for lots of details and photos: [www.capedory40.com](http://www.capedory40.com). Email is the best method for contact: [mark@capedory40.com](mailto:mark@capedory40.com) or call (509) 680-3101.

**44-FT NORDIC, 1980.** Anacortes, WA. \$179,000. Ocean capable vessel, \$200K update 2004-7. Modern, reliable and fast. Many cruising extras. Perry redesign of rig. Low hours, no blistering. (360) 668-6961 or normarsur@msn.com.



**44-FT TARTAN 4400, 2003.** Channel Island Harbor. \$399,000, or trade? Reduced price! Dark green hull, low hours, bow thruster, electric winches, VacuFlush heads, spinnaker, new batteries, new LP and bottom paint, numerous other options/upgrades. See test sail at: [www.youtube.com/watch?v=ckZHxXEAMec](http://www.youtube.com/watch?v=ckZHxXEAMec). Contact [amgjohn@sbcglobal.net](mailto:amgjohn@sbcglobal.net) or (530) 318-0730.



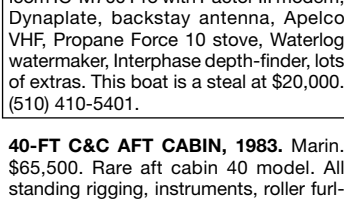
**40-FT PEARSON BOUNTY II, 1961.** Brisbane Marina. \$20,000. Early bulletproof fiberglass. Sailed from Hawaii. Loaded. Sloop rig, Harken roller furling. 5 sails in great condition. Yanmar 27hp 3GM30F diesel engine, 75 watt solar panel, Ampair 100 wind generator, 4 AGM batteries, Prosigne Truewave 1000 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 \$20,000. (510) 410-5401.



**43-FT SERENDIPITY, 1980.** \$70,000/obo. 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](mailto:svlonestar@yahoo.com).



**46-FT JEANNEAU SLOOP, 1996.** Puget Sound, WA. PRICE REDUCED! \$133,000/firm. 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. Contact (253) 377-1660 or sailingfans@hotmail.com.



**40-FT C&C AFT CABIN, 1983.** Marin. \$65,500. Rare aft cabin 40 model. All standing rigging, instruments, roller furling, hydraulic backstay, and many other improvements less than five years old. Absolutely the most boat for the money. Contact [cc40sailboat@aol.com](mailto:cc40sailboat@aol.com) or (415) 516-1299.



**42-FT CENTURION 41S, 1999.** Spice Island Marina, Grenada. \$165,000. Comprehensive cruising inventory. Ocean ready. Refit 2009: new sails, rigging, upgrade of electrical and navigation systems. Watermaker, Windgen and solar panels. Owner's version with shower. Linens and dishware included. More at [www.mindemoya.info](http://www.mindemoya.info). Contact (231) 620-3920 or mindemoya@gmail.com.



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



**57-FT ROSBOROUGH.** Gaff Rig Schooner, 1980. Emeryville Marina. \$39,900/obo. Nova Scotia-built classic pirate ship, Sailaway condition! Detroit diesel 53-3 (200hrs). Luxurious aft; Queen brass bed, washer, 2 heads, spacious main; sleeps 8+, full galley/bath, new bottom, 7 new sails. Contact (510) 593-3632 or stylesurfing@gmail.com.



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



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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).

**51-FT CROSS TRIMARAN, 1994.** Maui. \$60,000. Osmosis, 10 rack solar, 4 berths, wind generator, 5' fridge/freezer (AC/DC), radar, GPS, Yanmar motor, many extras. Contact: [ppowers51@gmail.com](mailto:ppowers51@gmail.com) or call (808) 294-1420 or (808) 298-7214.

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**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. Call (831) 713-6719.



**42-FT PRESIDENT CLASSIC TRAWLER.** 2003. La Paz, Baja. \$195,000. Professionally maintained since new. Single 300hp Caterpillar with 831 hours. Full electronics including A/C. Priced to sell because of poor health. See website: [www.yachtworld.com](http://www.yachtworld.com) and enter search keywords: 42' 2003 President. Email [rlamar@pobox.com](mailto:rlamar@pobox.com).

**37-FT KHA SHING TRAWLER, 1982.** Berkeley. \$65,000. Fiberglass, twin Volvo 120hp diesels. Solid, well-constructed. Airy attractive main salon, rear sundeck. Two staterooms each with own bathroom, shower tub in aft. Two berths in aft stateroom, one a double. Two berths in forward, V-berth. Warm teak interior throughout. Propane stove/oven/cabin heater, microwave. Propane barbecue on sundeck. AC/DC refrigerator; 2nd AC refrigerator. AC water heater. Diesel generator and inverter. Radar. CQR main and Danforth secondary. Berkeley Marina. Possible liveaboard. (510) 457-5501.

## CLASSIC BOATS



**32-FT DOUBLE ENDER TEHANI, 1926.** Sausalito. \$30,000/obo. Classic Danish yacht in beautiful shape. Regularly sailed and always maintained. Email me for pictures/info, [pgaetani@gmail.com](mailto:pgaetani@gmail.com). Call (415) 246-7712.



**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. (Photo is sistership.) Contact Frank (512) 750-5735 or [Cabosportsfrank@yahoo.com](mailto:Cabosportsfrank@yahoo.com).

**43-FT VIKING MOTORYACHT, 1978.** Peninsula. \$59,900. Viking is well known for their quality engineering and rugged construction. This vessel is equipped with twin Detroit diesel 6-71s, 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.



**33-FT BALTZER VOYAGER, 1946.** San Rafael. \$12,500 FIRM. *Whitecap* is a classic liveaboard. She is as sturdy as a northern white oak of which she is built. Strong Chrysler 318 engine. For more pictures go to website provided: [www.whitecapour.shutterfly.com](http://www.whitecapour.shutterfly.com). (415) 305-8061 or [jbarney20@gmail.com](mailto:jbarney20@gmail.com).



**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. See [www.schoonerforsale.com](http://www.schoonerforsale.com). Contact [schoonersuva@gmail.com](mailto:schoonersuva@gmail.com) or (360) 643-3840.

**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.

**30-FT MONTEREY CLIPPER.** Tiburon/Belvedere. \$3,500. Launched 1929. Fishing and pleasure boat. 2-71 Detroit diesel. Includes a head, radio, compass, depth sounder, fish finder, downrigger and more. Surveyed May 2009. Call Harry. (415) 717-2926.



**40-FT TIARA 4000, 1994.** Napa Yacht Club. \$110,000/obo. Combo sale with Napa house/dock: \$850,000. (See listing in "Property Sale/Rent"). Well-built boat with beautiful interior. Email for details and pictures. Also see more boating "stuff" listing in Gear (online only). (707) 227-9667 or [mv-omega@comcast.net](mailto:mv-omega@comcast.net).



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

**41-FT LITTON DIESEL TRAWLER.** 1979. Baja Mexico. \$39,900. For sale: a place to live, a place to play. On its own mooring (\$35/mo.) in Puerto Escondido, Baja, California - 15 miles from Loreto. The marina has fuel, a boatyard with a 50 ton travel lift and dry storage. The water is safe, drinkable from the tap. A beautiful way to enjoy the sea; fishing, diving, abundant wildlife, cruising friends. Motor out to nearby islands with beautiful beaches and abundant anchorages. Dive among the sea life and rocky cliffs. Fish from your boat or troll in the skiff. *Siempre Sabado (Always Saturday)* is well maintained and sound. So buy yourself a new lifestyle without a crippling expense. [www.yachtworld.com/lindasingletonys](http://www.yachtworld.com/lindasingletonys). Email [morganted50@gmail.com](mailto:morganted50@gmail.com).

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**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](http://Uj33dCr9FnY). Details on website: <http://neofsorsale.com>. Contact (916) 622-9348 or [lloyds@jps.net](mailto:lloyds@jps.net).

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**SANTA CRUZ HOUSE TRADE WANTED.** For Santa Cruz Race Week, May 25- June 1. Trade for Tiburon condo, 2 bdms/1 bath. Close to sailing and other Bayside recreation, wine country, beaches, bike path, hiking. Quick, easy commute to SF waterfront. Community pool, high-speed Wi-Fi, washer/dryer. Non-simultaneous trade OK. See website for more info: [www.digsville.com/listing\\_photos.asp?id=34](http://www.digsville.com/listing_photos.asp?id=34). Contact (415) 383-8200, ext.103 or [chris@latitude38.com](mailto:chris@latitude38.com).

**LOOKING FOR PARTNERSHIP** on small catamaran. San Francisco Bay. Negotiable. Looking for partnership on small catamaran on the Bay. Have 18-ft Hobbie 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).

## GEAR

**SAIL: NORTH 'GENNAKER'.** Asymmetrical for sale. SF Bay Area. \$1,200. Experience off-the-wind acceleration! Red/white/blue North gennaker 3/4oz, including full North snuffer/sleeve, all in excellent condition for 48-foot mast. Details and photo via email request. [buglight2010@hotmail.com](mailto:buglight2010@hotmail.com).

**MISCELLANEOUS GEAR.** 4-person offshore liferaft with launch container/balloon fabric; \$1,400. Dive suit O'Neil Avalon; \$175. Claw anchor, 30kg; \$125. CQR anchor, 45lb; \$375. Call (415) 729-9423.

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**ASYM SPIN + STAYSAIL.** Brickyard Cove Marina. \$2,000. Excellent condition. Ullman Staysail (luff: 35', leech: 30'4", foot: 12'3"). Asym spin (luff: 37'4", leech: 32'8", foot: 19'0"). Used one TransPac, Olson 30. Ullman bags included. (530) 542-3641 or [dnewman2@pacbell.net](mailto:dnewman2@pacbell.net).

## MISCELLANEOUS



**ROSSIGNOL 195 CM SKIS.** Tiburon. \$18. Rossignol Progress skis. 195 cm long. In very good condition, but older bindings. Contact Chris. (415) 383-8200, ext.103, (415) 250-9334 or [chris@latitude38.com](mailto:chris@latitude38.com).

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**SANTA CRUZ HOUSE TRADE WANTED.** For Santa Cruz Race Week, May 25- June 1. Trade for Tiburon condo, 2 bdms/1 bath. Close to sailing and other Bayside recreation, wine country, beaches, bike path, hiking. Quick, easy commute to SF waterfront. Community pool, high-speed Wi-Fi, washer/dryer. Non-simultaneous trade OK. See website for more info: [www.digsville.com/listing\\_photos.asp?id=34](http://www.digsville.com/listing_photos.asp?id=34). Contact (415) 383-8200, ext.103 or [chris@latitude38.com](mailto:chris@latitude38.com).

**SAILOR'S RETREAT.** Clearlake, Northern California. \$1,200. Two lakefront houses available for lease or sale. One furnished, one unfurnished. \$1,200 a month inclusive. Both two bedroom, one bath. Possible lease option or sale. Deepwater dock with sailboat. Contact (707) 350-6647 or [pshrive@yahoo.com](mailto:pshrive@yahoo.com).

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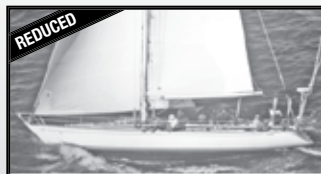
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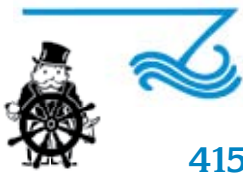
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**IT'S NOT THAT EASY...being clean. Creating a sustainable business model - no matter what the enterprise - requires risk management. In the maritime industry, the consequences of improperly managing these risks can be fatal...both individually and 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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