

Latitude 38

APRIL 2013

VOLUME 430

Latitude 38

VOLUME 430 April 2013

WE GO WHERE THE WIND BLOWS





This is a great place to be in April. It's a time of year when warmer weather begins and flowers and trees start to blossom. Celebrate the coming of this season on your boat. From Grand Marina you'll be out on the San Francisco Bay in minutes and come back to a retreat...a perfect way to lift your spirits after a long winter!

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What a Fiasco!

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at the Strictly Sail
Pacific boat show
April 11-14

It was a fiasco. But it's supposed to be. San Francisco Bay's Singlehanded Sailing Society held its annual Three Bridge Fiasco on January 26. And as fiascos go, it did not disappoint. There was light air, heavy air, and plenty of current to challenge the more than 350 single- and doublehanded, mono- and multihull competitors.

The rules are simple enough; the tactics, not so much. Round a fixed mark by the Golden Gate Bridge, Red Rock by the Richmond/San Rafael Bridge, and Treasure Island by the Bay Bridge; in any order and in any direction. Oh, and starts are staggered based on each boat's handicap.

Buzz Blackett's Pineapple Powered Class 40, *California Condor*, sailed by Buzz and the boat's designer, Jim Antrim, was the first monohull to cross the finish line, finishing ahead of 266 other doublehanded monohulls.

The Class 40 is a deep-draft design with lots of sail area. The design of the sails poses a special challenge for the sailmaker, and Pineapple Sails has met that challenge with a state-of-the-art inventory that is both fast and strong.

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Cover: The Open 5.70 fleet tear it up along the Cityfront
in St. Francis YC's Spring One Design.

Photo by Roxanne Fairbairn

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

SELECT BROKERAGE



Beneteau 393, 2003
\$144,000



Bruce Roberts 55' Center Cockpit Cutter,
1987 \$220,000



Island Packet 380, 1999
Galatea \$219,000

SAIL

55'	Roberts center cockpit	1987	\$220,000
51'	Beneteau Cyclades	2006	215,000
50'	CSK catamaran ketch	1970	75,000
48'	Beneteau First 47.7	2000	190,000
46'	Beneteau Oceanis 46	2008	289,000
46'	Beneteau Oceanis 461	1998	174,000
45'	Jeanneau Sun Odyssey	2007	290,000
42'	Beneteau 423	2004	175,000
41'	Tartan 4100	2004	324,500
41'	Tartan 4100	2001	237,500
41'	Dehler DS	1998	145,000
40'	Beneteau 40	2009	199,000
40'	Beneteau First 40.7	2001	155,000
39'	Beneteau 393	2003	144,000
38'	Beneteau 381	1999	89,000
38'	Beneteau Moorings	1991	35,000
38'	Ericson 38-200	1988	63,000
38'	Island Packet 380	1999	219,000
37'	Pacific Seacraft yawl	1984	119,000
36'	Beneteau 361	2000	89,900
36'	Beneteau 36.7	2010	144,000
36'	Pearson 36-II	1985	57,900
36'	Catalina	1989	47,500
36'	Hunter sloop	2004	94,500
35'	Island Packet	1991	139,000
33'	Beneteau 331	2004	84,900
33'	Beneteau 331	2003	79,900
32'	J/32	1997	79,000
30'	Beneteau First 30	2011	149,000

POWER

61'	Mikelson PH Sportfisher	2002	995,000
58'	Offshore Pilothouse	1995	795,000
53'	Navigator CPMY	1998	225,000
43'	Wellcraft Portofino	1988	49,000
38'	Bayliner 3818 Motoryacht	1988	57,000

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SENSE 46



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OCEANIS 41

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Saturday, April 13: Visit America's Cup Pavilion

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Latitude 38

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'03 Tayana 48DS - \$375,000



'78 Gulfstar 50 - \$119,500



'91 Hunter 42 - \$99,000

2012 Hunter 50 AC...\$399,000

2007 Hunter 49..... \$319,000

2002 Beneteau 473... \$219,000

2009 Jeanneau 44i... \$327,000

1986 Brewer 44..... \$75,000

2007 Catalina 42..... \$199,900

1991 Hunter 42..... \$99,000

2007 Jeanneau 42i... \$187,000

1999 Hunter 420..... \$120,000

1996 Catalina 400... \$104,000

2008 Jeanneau 39i... \$187,000

2005 Hunter 36..... \$114,000

2002 Catalina 36..... \$99,900

2006 Hunter 36..... \$120,000

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40' Caliber 40 LRC, 1998
\$169,000



28' Alerion Express, 2000
\$75,000



41' CHB Heritage Trawler
1981
\$114,000



41' Storebro SRC 400
1990
\$169,000



39' Sea Ray Sport Fish Sedan
1985 • \$195,000



34' Legacy, 2003
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36' Catalina, 1986	\$45,000
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30' Nonsuch Ultra, 1989	\$69,800
30' Cape Dory, 1982.....	\$39,500
29.9' Bristol, 1979.....	Offer Pending

POWER:

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34' Bayliner 3488, 2002	\$130,000
30' Carver 300, 1993, aft cabin	\$59,900
29' Regal 2960 Commodore, 2001	SOLD

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39' HALLBERG-RASSY MkII CC, '00 **\$299,000**
With its graceful overhangs and center cockpit, this a comfortable and swift sailing boat. Frers just knows how to draw pretty boats. Hallberg-Rassy built more than 200 of this model between 1991 and 2003, and this 2000 represents the best available. The 39 with its aft stateroom, is one of the most livable cruisers in the 40' range. This cockpit affords fantastic visibility!



36' WYLIE, '78 **\$49,900**
Wild Spirit is a very special boat designed by Tom Wylie for a very knowledge yachtsman, Peter Sutter of Sutter Sails. The initial design was the collaboration of several of the most knowledgeable sailors trying to design the best cruising boat possible. Peter worked very closely with Tom to incorporate many subtle yet practical solutions to age-old dilemmas. Cold-molded hull.



36' BENETEAU 36.7, '04 **\$119,000**
This boat is terrific! The Bruce Farr design, the performance, the layout, the equipment, the upgrades, and the maintenance. Tricked out to be fast, trouble-free and easy to sail and with all the "latest and the greatest." Her gracious interior accommodations make day cruising or over-nighting a real pleasure, but, at the same time, she is race-ready for one design or ocean racing.

ISLAND PACKET 370, 2004

Satori combines the traditional quality of the Island Packet 37 with an unusual well-maintained and well-equipped vessel. Her original owner has records of everything replaced on or added to the boat, with manuals and schematics for the equipment installed. The boat has been sailed in the San Francisco Bay Area, where she was lightly used. She has been continuously maintained and occasionally cruised locally. Come aboard *Satori* to appreciate the care and pride of ownership of her meticulous owner. Due to the owner's change in plans, she is regrettably being offered for sale. Asking **\$260,000**.



58' FARR, '87	325,000	38' HUNTER 380, '99	89,000
48' GARCIA CUSTOM FIN KEEL, '90	310,000	38' C&C Mk III, '86	79,500
48' MARINER MAYFLOWER, '81	139,500	38' HANS CHRISTIAN Mk II, '80	77,000
47' TAYANA, '91	189,500	38' ENDEAVOUR, '85	59,000
48' DUFOUR PRESTIGE, '95	137,500	38' DOWNEASTER, '76	55,000
46' BENETEAU OCEANIS 461, '97	139,000	38' CATALINA 380, '00	124,900
46' KELLY/PETERSON CC, '85	165,000	37' ALSBERG EXPRESS, '86	84,500
46' HUNTER 460, '00	164,000	36' CATALINA Mk II, '01	99,500
46' FRERS, '76	85,500	36' CATALINA Mk II S.A.E., '05	129,000
45' TRITON PACIFICA, '74	59,000	35' HUNTER 356, '02	94,900
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43' KETTENBURG, '65	29,500	35' ISLAND PACKET 35, '92	129,500
43' GULFSTAR CC, '79	59,900	35' J/BOATS J/109, '04	184,500
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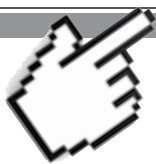
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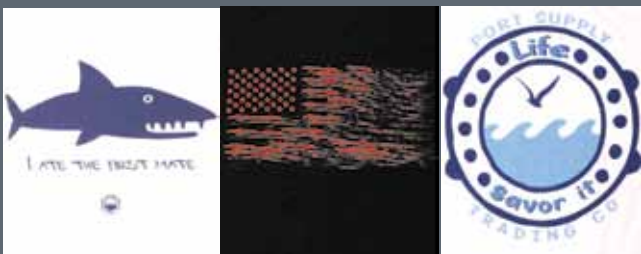


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CALENDAR

Non-Race

Apr. 1, 1851 — The schooner *America* was set to be launched on this day, but it took another month for her keel to get wet.

Apr. 1 — You'd be a fool not to go sailing today!

Apr. 2-8 — *Lady Washington* and *Hawaiian Chieftain* continue their Northern California tour in Bodega Bay with tours, educational programs and Adventure Sails. **4/11-17**: Eureka; **4/19-29**: Crescent City. See www.historicalseaport.org for a full schedule and pricing.

Apr. 3-24 — Wednesday Yachting Luncheon Series at St. Francis YC, 12-2 p.m. Enjoy lunch and a dynamic speaker each Wednesday for about \$25. All YCs' members welcome. More info under the 'Events' tab at www.stfyc.com.

Apr. 6 — Chantey Sing aboard a historic vessel at Hyde St. Pier, 8 p.m.-12 a.m. Free. RSVP to peter_kasin@nps.gov.

Apr. 7-28 — Free sailing at Pier 40 every Sunday courtesy of BAADS. Info, (415) 281-0212 or www.baads.org.

Apr. 9 — 'The Ships & Voyages of Capt. WH Marston' talk by the captain's great-grandson at Maritime Library at Fort Mason, 6 p.m. \$5. Info, www.maritime.org.

Apr. 11 — Are you a single boatowner needing crew? The Single Sailors Association has crew to help sail your boat. Monthly meeting at Ballena Bay YC in Alameda, 6:30 p.m. Info, www.singlesailors.org or (510) 239-7245.

Apr. 11 — 'Highlights of a Sailing Life' presentation by cruising guru Jimmy Cornell at Corinthian YC, 6:30 p.m. \$10. RSVP, www.cyc.org or (415) 435-4771.

Apr. 11 — OYRA Season Kick-Off Party at Berkeley YC, 6:30 p.m. Guest speaker Sally Honey. Info, www.oyra.org.

Apr. 11-14 — Strictly Sail Pacific at Jack London Square. Info, www.strictlysailpacific.com.

Apr. 12, 1903 — Designed by Nat Herreshoff at nearly 144 feet, *Reliance* still holds the title of the largest defender of the America's Cup. She was launched this day.

Apr. 13 — Berkeley Bay Festival at Berkeley Marina, 11 a.m.-4 p.m. Free music, sailboat rides (courtesy of Cal Sailing Club), and more. Info, www.ci.berkeley.ca.us/BayFestival.

Apr. 13 — 'Having Fun in the Delta' talk at Sausalito's Bay Model, 2-3 p.m. Find out some of the fun things your family can explore. Info, www.spn.usace.army.mil.

Apr. 13 — Spaulding Wooden Boat Center Open House in Sausalito, 11 a.m.-3 p.m. Free boat rides and tours. Info, www.spauldingcenter.org.

Apr. 13 — Santa Rosa Sailing Club's Upper Petaluma River Cruise. Info, www.santarosasailingclub.org.

Apr. 13 — 'Music of the Sea for Kids' aboard *Balclutha* at Hyde St. Pier, 3 p.m. Vessel admission (under 16 free). Info, (415) 447-5000.

Apr. 17, 1835 — J.P. Morgan, two-time America's Cup winner aboard *Columbia*, was born today.

Apr. 20 — Opening Day on the Delta Parade. Starts at noon in front of Pittsburg YC on the San Joaquin River. Info, www.pittsburgyc.com.

Apr. 21 — Swap Meet and Open House at Berkeley YC, 6 a.m. Info, www.berkeleyyc.org or (510) 843-9292.

Apr. 22 — Celebrate Earth Day on the liquid part!

Apr. 25, 1719 — *Robinson Crusoe* was published this day.

Apr. 25 — Boatrides & Barbecues fundraiser for Cass Gidley Marina & Sausalito Community Boating Center at Dunphy Park, 4:30-6:30 p.m. Free boat rides, music & BBQ. Info, www.cassgidley.org.

Apr. 25 — Sail under the full moon on a Thursday night.

Apr. 27 — Treasure Island Sailing Center Opening Day

FARALLONE YACHT SALES

Come see the 2012 Boat of the Year Tartan 4000 and the Catalina 385 and Ranger 31 Trailerable Tug at Strictly Sail Pacific, April 11-14, Jack London Square. Please visit www.faralloneyachts.com for details.



See these boats at Strictly Sail!



BOATS ARE SELLING! LIST WITH US! NEXT OPEN WEEKEND MAY 10-11



2006 Catalina 42 MkII Cherokee Eagle \$227,500



2011 Catalina 470 Liquid Assets \$365,000



2006 Catalina 36 Quintana Roo \$134,000

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Catalina 470, 2011	\$365,000
Catalina 470, 2005	327,000
Catalina 470, 1999	SOLD!
Catalina 42 MkII, 2006	227,500
Catalina 42 MkII, 2005	199,900
Catalina 42 MkII, 2000	NEW LISTING! 149,900
Catalina 400 MkII, 2003	NEW LISTING! 192,000
Catalina 400, 2001	REDUCED! 164,900
Catalina 380, 1998	NEW LISTING! 139,900
Catalina 375, 2009	223,000
Catalina 36 MkII, 2004	130,000
Catalina 36 MkII, 2001	REDUCED! 95,000
Catalina 36, 1995	75,000
Catalina 36, 1983	REDUCED! 51,900
Catalina 350, 2005	REDUCED! 124,900

Catalina 350, 2003	REDUCED! 99,000
Catalina 34, 2003	REDUCED! 93,500
Catalina 34, 1990	REDUCED! 45,000
Catalina 34, 1989	47,500
Catalina 34, 1987	49,000
Catalina 310, 2000	REDUCED! 74,900
Catalina 30, 1984	33,000
Preowned Sailing Yachts	
Beneteau 473, 2006	288,500
Norseman 447, 1984	199,000
Tartan 4100, 2004	REDUCED! 324,500
Beneteau 393, 2006	NEW LISTING! 139,500
Island Packet 380, 1999	209,000
C&C 38, 1979	41,000
Hunter 37, 1987	49,000
Hunter 356, 2003	REDUCED! 84,995
O'Day 34, 1982	NEW LISTING! 32,000
Ericson 32, 1970	28,000

Hunter 31, 2007	SOLD!
New Ranger Tugs (base price)	
Ranger 31 Tug, 2013	NEW MODEL YEAR! 279,937
Ranger 29 Tug, 2013	NEW MODEL YEAR! 229,937
Ranger 27 Tug, 2012	159,937
Ranger 25SC Tug, 2012	129,937
Ranger 21EC Tug, 2011	49,937
Preowned Ranger Tugs	
Ranger 29 Tug, 2011	224,000
Ranger 29 Tug, 2010, in Washington State	189,900
Ranger 25SC Tug, 2010, incl. trailer	REDUCED! 119,000
Ranger 25 Tug, 2008	120,000
Ranger 21EC Tug, 2009	47,500
Ranger 21EC Tug, 2009	SOLD!
Preowned Power Yachts	
Stephens 70 Classic Motor Yacht, 1966	1,100,000
Cheoy Lee 66 Ocean Trawler, 1987	REDUCED! 449,999
Ocean Alexander 44	165,000



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celebration, 11 a.m.-4 p.m. Free sailboat rides, music, games & food. Info, www.tisailing.org.

Apr. 27 — Marine Swap Meet at Martinez Marina, 8 a.m.-1 p.m. Info, (925) 313-0942.

Apr. 27 — 'Navigating the Bay' talk at Sausalito's Bay Model, 1:30-2:30 p.m. Info, www.spn.usace.army.mil.

Apr. 27 — 'Understanding San Francisco Bay Currents, Tides & Winds' talk at San Jose West Marine, 1-2:30 p.m. Free. RSVP, (408) 246-1147.

Apr. 27 — North U. Trim Seminar at Coos Bay YC (OR), 9 a.m.-4:30 p.m. \$85-115. Info, www.northu.com.

Apr. 27 — Maritime Crafts for Kids at SF Maritime National Historical Park's Hyde St. Pier, 3-4 p.m. Free. Info, john_cunane@nps.gov or (415) 447-5000.

Apr. 27-28 — CharterFest & Boat Show at Squalicum Harbor in Bellingham, WA, 10 a.m. Free. Info, (360) 676-2542 or www.portofbelllingham.com/charterfest.

Apr. 28 — Opening Day on the Bay! Don't miss the blessing of the fleet in Raccoon Strait, 10:30 a.m.-noon (enter from the east). Info, www.picya.org.

Apr. 28 — Celebrate Opening Day in style with the Golden Gate Tall Ship Society aboard *Freda B*, 10:30 a.m.-2 p.m. \$35-85. See www.ggtss.org for info or tickets.

Apr. 28 — Cal Sailing Team Fundraising Gala and Silent Auction at UC Berkeley Haas Club Room, 5-8 p.m. \$45 for dinner. RSVP at new.evite.com/1/MCSUZBBI00.

April, 1983 — It Was Thirty Years Ago from the article 'South Pacific Milk Run: Palmerston Island' by John Neal:

Having enjoyed an exciting stay at Aitutaki, Milk Runners may want to make their next stop at tiny Palmerston Island, only 184 miles WNW of Aitutaki. This passage is usually a run, or at least a broad reach. Time your departure from Aitutaki so that you'll arrive at Palmerston just before noon.

The encircling reef of Palmerston is only five by seven miles. It's just a string of tiny islets, or motus, strung together along the reef with a small, shallow lagoon inside. The total land area of the inhabited islet is only about 100 acres. Only one half mile in diameter, it averages only three feet above sea level. Captain Cook was the European discoverer of Palmerston in 1774; he named the island in honor of the second Viscount Palmerston, who was then Lord of the British Admiralty. In 1860, Englishman William Marsters, who had previously been working in the California Gold Rush, came to Palmerston and settled there with his four Cook Island wives. (Lucky fella!) These wives begat him 17 children, who in turn produced 54 grandchildren. By the sixth generation, there were over 1500 Marsters. Most of today's Marsters live on the other Cook Islands or in New Zealand. The population of Palmerston in 1983 is only 55.

It's common for small islands in the South Pacific to keep notebooks with the stories and photos of the different yachts and ships that call there. This is done, but with a bit of a twist. The notebook is kept of the yachts and ships that are wrecked there, since they nearly outnumber those that have stopped intentionally. Effects of the wrecks are everywhere on this naturally resource-poor island: a storm jib is used at one home to dry coconuts, the mast of a yacht for a radio antenna on another, and some of the old 18"x18" Douglas fir left from a shipwreck sank into the coral to provide protection in hurricanes.

Before setting out for Palmerston from either Raro or Aitutaki, you should inquire if there are any supplies or mail that need to be delivered. Being so isolated, this courtesy can generate great happiness. Upon our arrival, we delivered two small packages from Marster relatives on Aitutaki. The folks

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70' Catamaran, '04, <i>My Way Forever</i>	\$2,453,700	40' J/120, '01, <i>Vahevala</i>	\$169,950	34' J/34, '85, <i>The Zoo</i> *	\$29,900
55' Tayana CC, '88, <i>Samadhi V</i>	\$249,000	40' J/120, '94*	\$139,000	34' MJM 34z, '05*	\$259,000
52' Santa Cruz 52, '99, <i>Renegade</i>	\$495,000	40' Pacific Seacraft, '99, <i>DreamKeeper</i> ...Reduced	\$289,000	33' J/100, '05, <i>Reddy Freddie</i>	New Listing \$99,000
52' TransPac w/IRC mods, '03, <i>Braveheart</i> *	\$395,000	39' Silverton 351 Sedan Cruiser, '99	SOLD	33' Synergy 1000, '99, <i>After Burner</i>	\$49,000
50' Bakewell-White, '02, <i>Brisa</i>	\$615,000	39' Silverton MY39, '00	New Listing \$149,000	32' Luhrs Open 32, '03, <i>Mad Dash</i>	\$114,900
48' J/145, Hull #9, '03*	\$675,000	39' Carroll Marine CM 1200, '95*	Reduced \$44,900	32' Catalina 320, '95*	Reduced \$47,000
48' C&C Landfall 48, '81, <i>Footloose</i>	Pending \$159,995	38' True North 38, 2002, <i>Ricochet</i>	SOLD	30' Columbia 30, '06, <i>Escudero</i>	SOLD
48' 1D48, '96, <i>Chaya</i>	SOLD	38' Aerodyne 38, '03, <i>Kira</i>	\$189,000	30' J/30, '79*	\$26,000
47' Beneteau 473, '06, <i>Done Dealing</i>	\$269,900	38' Alerion, '07*	\$229,000	30' Knarr, '61, <i>Sophia</i>	\$60,000
45' Jeanneau Sun Odyssey, '08*	Reduced \$289,000	36' J/111, '11, <i>Invisible Hand</i>	SOLD	30' Peterson Half Ton*	\$14,900
44' Fox 44, '06, <i>Ocelot</i>	\$253,000	36' J/109, '05, <i>Symmetry</i>	New Listing \$184,900	30' Scout 30, '80, <i>Zelda</i>	\$49,500
43' J/130, '96, <i>RAM</i>	\$210,000	36' J/109, '03*	\$185,000	29' MJM 29z, '07*	\$269,000
43' J/130, '96*	\$184,000	36' Sydney 3600, '02 <i>Fins</i>	SOLD	28' J/28, '87*	\$32,000
42' Beneteau 423, '07*	\$204,500	35' J/105, '00, Hull #355, <i>Whisper</i>	\$84,900	28' Alerion Express, '02*	SOLD
41' J/124, '06	\$239,000	35' J/105, '99, <i>Life Is Good</i> *	\$68,900	26' J/80, '06, <i>J Hawk</i>	SOLD
40' J/122, '09*	\$399,000	35' J/105, '92, <i>Vim</i>	\$75,000	26' J/80, '00*	\$29,900
40' J/120, '02, <i>Alchera</i>	SOLD	35' Ericson, '72, <i>Mer-E-Dol</i>	New Listing \$23,000		

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on Palmerston were so excited to get them, they said it was just like Christmas. At this time, they hadn't seen a ship in seven months.

These are extremely generous people, and if you wish to bring a gift or two, we suggest boatbuilding supplies, fishing gear, colorful fabric, clothes and cassettes.

Many folks who have done the Milk Run have been surprised to discover that the idyllic little anchorages have not been the highlights of their cruise, but rather rarely-visited islands such as Palmerston, where there have been few changes in the last 80 years. This may well be the case with you.

May 1-4 — Cabo Marine Show at IGY Marina in Cabo San Lucas. Info, www.cabomarineshow.com.

May 2 — 'Women Sailors Rock!' presentation by an expert panel of women racers and cruisers at Corinthian YC, 6:30 p.m. Free. Co-hosted by CYC & Modern Sailing School and Club. RSVP at www.cyc.org or (415) 435-4771.

May 4 — Nautical Swap Meet at Ballena Isle Marina, 8 a.m.-2 p.m. Info, (510) 523-5528 or jhook@ballenaisle.com.

May 4 — Nautical Swap Meet at Owl Harbor Marina (Isleton), 9 a.m.-3 p.m. Part of the Delta Loop Fest. Info, (916) 777-6055 or info@owlharbor.com.

May 4, 18, 25, June 1 — Saturday Film Series at Richmond YC, 4 p.m. Free, all welcome. Info, www.richmondyc.org.

May 18 — Opening Day on South Bay! Boat parade, blessing of the fleet, live music & fun for the whole family. Info, www.southbayopeningday.org or www.sequoiayc.org.

May 18-19 — Corinthian YC presents its annual Women's Sailing Seminar. A terrific low-stress way to learn how to sail. \$250. Info, www.cyc.org/WSS.

Racing

Apr. 6 — 25th America's Schooner Cup in San Diego, a spectacular regatta featuring (you guessed it) schooners from up and down the coast. Proceeds from the race and Sunday's concert benefit the Navy-Marine Corps Relief Society. Contact Silver Gate YC at manager@sgyc.org or (619) 222-1214 to enter your schooner or find out more.

Apr. 6 — Bullship Regatta, the annual running of El Toros from Sausalito to the Cityfront. Info, www.eltoroyra.org.

Apr. 6 — Women Skippers Regatta. SYC, www.sausalito-yachtclub.org.

Apr. 6 — Spring Tune-Up Race, the mother of all beer can races. RYC, www.richmondyc.org.

Apr. 6 — Summer #1. SeqYC, www.sequoiayc.org.

Apr. 6 — Andy Byrd Memorial Race. CPYC, www.cpyc.org.

Apr. 6, 20 — April Regatta at Spring Lake. Santa Rosa SC, www.santarosasailingclub.org.

Apr. 7 — Spring Series #3. SSC, www.stocktonsc.org.

Apr. 13 — YRA-WBRA #1. GGYC, www.yra.org.

Apr. 13 — Doublehanded Long Distance #2. SSC, www.stocktonsc.org.

Apr. 13 — Mercury Series #2. EYC, www.encinal.org.

Apr. 13 — Don Wan Regatta. TYC, race@tyc.org.

Apr. 13-14 — BYC's 41st annual Rollo Wheeler Regatta. One design & PHRF buoy races on Saturday, pursuit race on Sunday. Bobbi, (925) 939-9885 or bobbi@ifcbat.com.

Apr. 13-14 — Big Dinghy. RYC, www.richmondyc.org.

Apr. 13-14 — Harken Opti Challenge #2. SFYC, www.sfyf.org.

Apr. 13-14 — Ski/Sail National Championships on Lake Tahoe. Every sailor must ski, every skier must sail, and all



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must party! TahoeYC, www.skisail.com.

Apr. 14 — Estuary Cup. EYC, www.encinal.org.

Apr. 16-21 — America's Cup World Series racing concludes in Naples, Italy. See www.americascup.com for details.

Apr. 20 — YRA-OYRA Crewed Lightship. StFYC, www.yra.org.

Apr. 20 — NBC #1 (Bridges). VYC, www.vyc.org.

Apr. 20 — Spring One Design #1. SCYC, www.scyc.org.

Apr. 20 — Horsfall-Vincent Regatta. CYC, www.cyc.org.

Apr. 20-21 — J/Fest, one-design and PHRF racing for the J/boat faithful. StFYC, (415) 563-6363 or www.stfyc.com.

Apr. 20-21 — Resin Regatta, for Melges 24s, Open 5.70s, Express 27s and Etchells. SFYC, (415) 789-5647 or www.sfyc.org.

Apr. 20-21 — Silver PCCs. SYC, www.sausalitoyachtclub.org.

Apr. 20-21 — Laser Short Course Championship in McCovey Cove. SBYC, www.sbyc.org.

Apr. 20-21 — Camellia Cup on Folsom Lake, for centerboards, multihulls and keelboats. FLYC, www.flyc.org.

Apr. 21 — Baxter/Judson #1. PresYC, www.presidioyachtclub.org.

Apr. 21 — Spring Series #4. SSC, www.stocktonsc.org.

Apr. 21 — Spring #1 on Fremont Lake. Fremont Sailing Club, www.fremontsailingclub.org.

Apr. 26-28 — 66th Lexus Newport to Ensenada Race, one of the largest international yacht races. Info, www.nosa.org.

Apr. 27 — YRA-WBRA #2. RYC, www.yra.org.

Apr. 27 — Singlehanded Sailing Society's Round the Rocks Race. SSS, www.sfbaysss.org.

Apr. 27 — Small Boat Spring #1. EYC, www.encinal.org.

Apr. 27 — Twin Island Series #1, a choose-your-direction race around Alcatraz and Angel Islands. SYC, www.sausalitoyachtclub.org.

Apr. 27 — Singlehanded #2. SeqYC, www.sequoiayc.org.

Apr. 27 — Trans-Folsom Champagne Challenge on Folsom Lake. Info, www.flyc.org.

Apr. 27 — 29th Annual Konocti Cup, a 26-mile marathon on Clear Lake. Info, www.kbsail.com.

Apr. 28 — Spring Series #5. SSC, www.stocktonsc.org.

May 4-5 — The 113th annual Great Vallejo Race, one of the biggest races on the Bay, which also serves as the YRA season opener. Info, (415) 771-9500 or www.yra.org.

May 4-5 — Elvstrom Zellerbach. StFYC, www.stfyc.com.

May 4-5 — Commodore's Cup. HMBYC, www.hmbyc.org.

May 4-5 — Hobie Kick-Off. SCYC, www.scyc.org.

May 4 — Long Distance #2. SSC, www.stocktonsc.org.

May 5 — Spring Series #6. SSC, www.stocktonsc.org.

May 11 — YRA Series Race 1. BYC, www.yra.org.

May 11 — Annual El Toro Flight of the Bulls at Foster City Boat Park. Info, www.eltoroyra.org.

May 11 — X-Bay Regatta. CYC/SBYC, www.cyc.org.

May 11 — Summer #2. SeqYC, www.sequoiayc.org.

May 11 — Mercury Series #3. EYC, www.encinal.org.

May 18 — Singlehanded Farallones Race, a rite of passage for local solo sailors. SSS, www.sfbaysss.org.

May 31-June 2 — Moore 24 Nationals. SCYC, www.moore24.org.

May 31-June 2 — Santa Cruz 27 Nationals. SCYC, www.sc27.org.

June 15 — YRA-OYRA Full Crew Farallones Race. SFYC, www.yra.org.

July 4-Aug. 30 — Louis Vuitton Cup, the America's Cup Challenger Series, will whittle down the competition for the final blow-out in September. www.americascup.com



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2000 38' Catalina 380	\$119K
1993 38' Morgan 38	\$97K
2013 37' J/111	\$310K
2006 36' J/109	\$189K
2003 35' J/105	\$99K
2002 35' J/105	\$89K
2005 32' Beneteau 323	\$73K

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2003 44' Hinckley Talaria	\$695K
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CALENDAR

July 8, 11, 13 — 47th L.A. to Honolulu Race, better

known as the TransPac, starts. Info, www.transpacrace.com.

Sept. 1-4 — The AC45 action heats up again with the Red Bull Youth America's Cup, pitting 10 teams made up of the world's best young sailors against each other in one of the Bay's most challenging sailing months. www.americascup.com.

Sept. 7-21 — Two teams will duke it out — and hopefully stay upright — in the 34th America's Cup. Expect AC Fever to overshadow every aspect of Bay sailing in September! www.americascup.com.

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Summer Beer Can Regattas

BALLENA BAY YC — Friday Night Grillers: 4/5, 4/19, 5/3, 5/17, 5/31, 7/12, 7/26, 8/9, 8/23, 9/6, 9/20. Gary Helms, (510) 865-2511 or garyhelms44@gmail.com.

BAY VIEW BOAT CLUB — Spring Monday Night Madness: 4/15, 4/29, 5/13, 5/27, 6/10, 6/17 (make-up). Arjan Bok, (415) 310-8592 or bayviewracing@sbcglobal.net.

BENICIA YC — Thursday nights: April-September. Grant, (510) 230-3649 or harlessgrant@sbcglobal.net.

BERKELEY YC — Every Friday night: 4/5-9/27. Paul Kamen, (510) 540-7968 or pk@well.com.

CAL SAILING CLUB — Year-round Sunday morning dinghy races, intralub only; Thursday evening JY15 races April-October. Gary Farber, racing_chair@cal-sailing.org.

CORINTHIAN YC — Every Friday night: 4/19-8/30. Info, racing@cyc.org.

COYOTE POINT YC — Every Wednesday night: 4/17-10/2. Jim Maishin, (650) 793-0741 or regatta@cpyc.com.

ENCINAL YC — Friday Night Spring Twilight Series: 4/12, 4/26, 5/10, 5/24, 6/7. Jim Hemiup, (510) 332-1045 or jhemiu@yahoo.com.

FOLSOM LAKE YC — Every Wednesday night: 5/1-9/25. Info, www.flyc.org.

GOLDEN GATE YC — Friday nights: 5/3, 5/17, 5/31, 6/14, 6/28, 7/12, 7/26, 8/9, 8/23. Gary, (916) 215-4566 or gialbo@pacbell.net.

ISLAND YC — Spring Island Nights on Fridays: 4/12, 4/26, 5/10, 5/31, 6/14. John, (510) 521-2980 or iycracing@yahoo.com.

LAKE TAHOE WINDJAMMERS YC — Every Wednesday night: 5/29-10/16. Steve Katzman, (530) 577-7715.

LAKE WASHINGTON SC — Every Thursday night: May-August. Info, www.lwsailing.org.

LAKE YOSEMITE SA — Every Thursday night: 5/9-6/27 & 7/11-8/22. Darrell Sorensen, sorensenwoodcraft@gmail.com.

MONTEREY PENINSULA YC — Sunset Series, every Wednesday night through 10/2. Rak Kumar, rakk@copper.net.

OAKLAND YC — Wednesday night Sweet 16 Series: 5/1-6/19 & 7/17-9/4. Jim Hild, (510) 277-4676 or oycracecom@gmail.com.

RICHMOND YC — Wednesday nights: 4/3, 4/17, 4/24, 5/1, 5/15, 5/22, 5/29, 6/5, 6/19, 6/26, 7/3, 7/10, 7/17, 7/24, 7/31, 8/7, 8/14, 8/21, 8/28, 9/4, 9/18, 9/25. Eric Arens, (510)

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ST. FRANCIS YC — Wednesday Night Series: 4/24-6/26 & 8/7-21. Thursday Night Kiting Series: 4/4, 4/18, 5/2, 5/9, 5/16, 5/30, 6/13, 6/27, 7/11, 7/25, 8/1, 8/15, 8/29, 9/12, 9/19. Friday Night Windsurfing Series: 4/5, 4/19, 5/3, 5/17, 5/31, 6/14, 6/28, 7/12, 7/26, 8/2, 8/16, 8/30, 9/13, 9/20. Robbie Dean, (415) 563-6363 or rdean@stfyc.com.

SANTA CRUZ YC — Wet Wednesdays: 3/13-10/30. Laser Fridays: 5/3, 6/7, 6/21, 7/5, 7/19, 8/2, 8/16. Info, (831) 425-0690 at scyc@scyc.org.

SAUSALITO YC — Spring Sunset Series on Tuesday nights: 4/30, 5/14, 5/28, 6/11, 6/25. Bob Braid, (617) 699-6755 or race@sausalitoyachtclub.org.

SEQUOIA YC — Every Wednesday night: 4/10-10/9. Dan Lockwood, (650) 326-6783 or dan@hnlackwood.com.

SHORELINE LAKE AQUATIC CENTER — Laser Racing every Wednesday night (BYOB): Early May through late September. Maria Gonzalez, (510) 295-4114.

SIERRA POINT YC — Every Tuesday night: 5/7-8/27. Info, www.sierrapointyc.org.

SOUTH BEACH YC — Friday Night Series: 4/19, 4/26, 5/3, 5/17, 5/31, 6/7, 6/21, 6/28, 7/19, 7/26, 8/2, 8/16, 8/23. Info, rearcommodore@southbeachyc.org.

STOCKTON SC — Every Wednesday night: 6/5-8/28. Tony Holt, (209) 256-2844 or regatta13@stocktonsc.org.

TAHOE YC — Wednesday Night Beer Can Series: 5/29-8/28. Dan Hauserman, (530) 581-4700 or dan@ilovetahoe.com. Monday Night Laser Series: 5/27-8/26. Rick Raduziner, (530) 308-1628 or raduziner@sbcglobal.net.

TIBURON YC — Every Friday night: 5/24-9/6. Ian Matthew, race@tyc.org or (415) 883-6339.

TREASURE ISLAND SC — Tuesday Night Vanguard 15 Team Races: 4/19-9/10. Dan Altreuter, daltreuter@gmail.com. Lasers & V15s every Thursday night: 4/4-9/12. Al Sargent, asargent@standfordalumni.org.

VALLEJO YC — Every Wednesday night: 4/3-4/24, 5/8-9/25. Gordon Smith, (530) 622-8761 or fleetcaptainsail@vyc.org.

Mexico and Beyond

Mar. 16-Apr. 20 — The 4th Annual Cruisers Rally to El Salvador starts in Mexico and meanders 'rally style' to Bahia del Sol in El Salvador. Info, www.elsalvadorrally.com.

Apr. 8-13 — Les Voiles de St. Barth. This is sort of a St. Barths Bucket for people with boats shorter than 120 feet. The relatively new event attracted about 60 boats last year and, with 36 entries already, expects a bigger fleet this year. It offers the same great sailing as in the Bucket, but with even more casual French Caribbean-style partying. If you can sail, there's a decent chance you can get on a boat. Info, www.lesvoilesdesaintbarth.com.

April 11-14 — La Paz Bay Fest. This will be the fifth year for this descendant of the (in)famous La Paz Race Week. An event for cruisers that includes races, potlucks, cruising seminars and other fun activities for the family. More info on Bay Fest 2013 can be found at www.clubcruceros.net.

Apr. 18-23 — Antigua Classic Yacht Regatta. If you love classic yachts, there is nothing that compares to the Antigua Classic Regatta: great boats, great racing, and great fun at a terrific historical site. There are often good opportunities to crew in the Classic. Even Dennis Conner walked the docks and got a ride last year. Info, www.antiguaclassics.com.

Apr. 28-May 3 — Antigua Sailing Week, now in its 46th year, is the granddaddy of all great sailing weeks in the tropics. After years of 200+ entries from around the world, Sailing Week took a big hit with the Great Recession a few years

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back, but is now back to the five races plus the *Yachting World* Around the Island Race, so maybe the old girl is back up to speed. But, like us, she's gotten more mellow with age. Info, www.sailingweek.com.

May 2-4 — Loreto Fest and Cruisers' Music Festival. This classic Baja event, started to clean up Puerto Escondido, draws a very large crowd of cruisers and Baja land-travellers for a chili cook-off, dinghy races and other water activities, the Candeleros Classic race, and lots of participant-created music. The goals are to have fun and raise lots of money for Mexican charities in Puerto Escondido and Loreto. Info, www.hiddenpartyachtclub.com.

June 28-30 — 8th Annual Tahiti-Moorea Sailing Rendez-vous, hosted by *Latitude 38* and Tahiti Tourisme. This free event is focused on cross-cultural appreciation and includes a cocktail party, a sailing rally to Moorea, Polynesian music and dance performances, and cruiser participation in traditional Tahitian sports — the highlight of which is the six-person outrigger canoe races. Info, www.pacificpuddlejumps.com.

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

April Weekend Tides

date/day	time/ht. LOW	time/ht. HIGH	time/ht. LOW	time/ht. HIGH
4/06Sat	0317/1.5	0923/5.2	1528/0.2	2221/5.5
4/07Sun	0408/0.9	1023/5.3	1613/0.4	2258/5.7
	HIGH	LOW	HIGH	LOW
4/13Sat	0132/5.6	0808/-0.2	1515/4.4	2005/2.4
4/14Sun	0206/5.4	0850/0.0	1607/4.2	2050/2.7
	LOW	HIGH	LOW	HIGH
4/20Sat	0215/2.2	0750/4.3	1411/0.8	2114/4.8
4/21Sun	0302/1.6	0856/4.4	1456/0.8	2146/5.1
	HIGH	LOW	HIGH	LOW
4/27Sat	0043/6.4	0717/-1.4	1422/4.8	1910/2.0
4/28Sun	0128/6.3	0806/-1.4	1520/4.7	2003/2.3

April Weekend Currents

date/day	slack	max	slack	max
4/06Sat		0203/3.1E	0527	0824/3.1F
	1110	1413/3.9E	1751	2056/3.8F
	2352			
4/07Sun		0249/3.7E	0616	0916/3.6F
	1206	1503/3.9E	1835	2136/3.8F
4/13Sat		0030/2.6F	0321	0632/4.3E
	1028	1323/3.2F	1649	1902/2.3E
	2220			
4/14Sun		0109/2.2F	0356	0715/4.0E
	1114	1409/2.8F	1740	1948/1.9E
	2302			
4/20Sat		0038/2.2E	0432	0710/1.9F
	0958	1249/3.1E	1644	1945/2.8F
	2252			
4/21Sun		0129/2.8E	0518	0803/2.5F
	1056	1342/3.3E	1727	2023/3.1F
	2328			
4/27Sat	0227	0547/5.6E	0932	1234/4.4F
	1602	1821/3.1E	2126	
4/28Sun		0023/3.1F	0310	0635/5.5E
	1023	1326/4.2F	1658	1912/2.7E
	2217			

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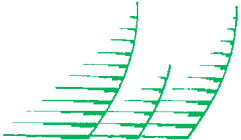
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LETTERS

↑↓ **LATITUDE'S CORPORATE IRRESPONSIBILITY**

I was disappointed by *Latitude's* sarcastic response to reader Joanne Jackson, who was concerned that the model portraying a 10-year-old driving *Profligate* on the cover of the



DAN BROWN

Elizabeth Daniel, 5, always wears her PFD aboard.

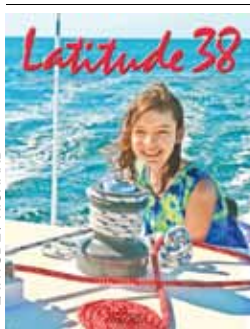
February issue was not wearing a PFD, particularly since I believe that I learned the importance of a child's wearing a PFD — even on the dock — from *Latitude*. I have a 5-year-old granddaughter, and she knows to wait on shore until I bring her the PFD from the boat.

I am relatively new to sailing, coming to it after over 30 years of hang gliding. In the early years of hang gliding, helmet wearing was somewhat controversial. Some refused to wear helmets, claiming that it was a matter of individual choice and personal responsibility. The issue was resolved when the leading hang gliding magazine refused to publish pictures of pilots not wearing helmets.

Personal responsibility is important, but it should not be an excuse for corporate irresponsibility.

Dan Brown
Elizabeth Daniel, Ranger 23
Pt. Richmond

Dan — There was more going on in that letter response than you might have realized. First, our whimsical — hopefully not sarcastic — response was a result of our admittedly



LATITUDE / RICHARD

Don't be distracted by the trees on February's cover.

being more than a little annoyed that the well-intentioned but misinformed Ms. Jackson was unable to see the forest for the trees. The forest being that it was a beautiful cover photo of a 10-year-old girl — not a model portraying a 10-year-old girl — enjoying driving a big cat. The trees being the fact that she wasn't wearing a PFD. Second, had we given Ms. Jackson a straight response, it would have totally undermined what she's trying to accomplish, which is to get more people to wear PFDs. But since you want to make a federal case out of it, we fear just the opposite is going to happen. We'll give you the entire next letter to figure out why, but first here's a hint — there was nothing illegal or irresponsible depicted in that cover photo.

↑↓ **THE COVER GIRL DIDN'T HAVE TO WEAR A PFD**

It was with amusement and disappointment that I read Joanne Jackson's letter about the February *Latitude* cover girl's not wearing a PFD. Joanne says that children under the age of 16 must wear one. Since Joanne lives in California, I assume that she is referring to California law. If so, she is wrong.

California law states the children "under 13" are required to wear a PFD — but only when on boats under 26 feet in length. There is also an exception for when they are in an enclosed space on a boat. Last time I looked, *Profligate* was not only 63 feet long, she was well over 26 feet wide. In other words, while there had to be a PFD for everyone aboard, nobody — not even little ones — had to be wearing one. The



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LETTERS

law is a minimum requirement, so it is up to the skipper and parents to decide if and when a PFD should be worn when not required by law.

Despite Jackson's being factually wrong, my position with my grandchildren and other young ones who come aboard my 47-ft Lagoon catamaran is that they don't leave the cockpit, which is quite big, or cabin, without a PFD on. And they always wear one — as required by law — when in the dinghy. This gets adapted to the circumstances, as a nine-year-old who is a good swimmer is not going to have to wear a PFD in a smooth anchorage, while I would require a non-swimming 20-year-old to wear one. The requirements on *Moontide* change based on the person and the conditions.

Bill Lilly
Moontide, Lagoon 470
Barra de Navidad, Mexico

Readers — We called the California Department of Boating and Waterways to confirm that Bill Lilly is correct about California PFD law. Nobody, not even toddlers, is required to wear a PFD on boats longer than 26 feet or while in an enclosed space on a boat. We really didn't want to spread these facts because we think most mariners believe that PFD laws are more stringent. And we think it's a good thing they do. Our fear is some boatowners will now go, "If the government doesn't think it's necessary for kids to wear PFDs on my Honeywind 27 when sailing in 30 knots of wind in The Slot, then I guess it's not important."

Latitude's position on PFDs is that most kids ought to wear them all the time on all but the biggest boats, and even adults and good swimmers should wear them when it's at all windy or if the water is sloppy. True, you might be a great swimmer — but not if you get whacked overboard and unconscious by the boom. Similarly, you might be a great swimmer in a swimsuit, but it's extremely difficult to keep your head above water when wearing warm clothes, foul weather gear and boots, and when the water is 58 degrees.

If anyone would like to see why we think an exception can be made while sailing Profligate on mild days in the flat, tropical waters of Banderas Bay with lots of experienced sailors aboard, we invite you to join us on one of our 'everyone come sailing' days.

↑↓ HALF THE AUDIENCE KNEW THE RIGHT ANSWER

At a recent Safety at Sea seminar, held at Cal Maritime in Vallejo, one of the presenters was USCG Commander Don Montoro, Search & Rescue coordinator for Sector San Francisco. During his talk about SAR operations, he flashed a picture of the cover of the February *Latitude* 38 showing the happy young girl at the helm of *Profligate*.

"What's wrong with this picture?" Montoro asked.

About half of the 150 or so in attendance responded "No lifevest!"

The Commander's talk took place, by the way, just about two hours before the Coast Guard knew about the distress call from a sailboat off the coast of Monterey. Had the call come earlier, the Commander certainly wouldn't have been there.

Capt. John Harold
South Beach Harbor

Capt. John — Latitude urges sailors to follow all Coast Guard safety recommendations.

By the way, that 'distress call' is being investigated as a hoax played by one sick puppy.

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LETTERS

↑↓ **IT WAS STOLEN FROM A LOCAL YACHT CLUB**

We recently bought a boat on eBay, and between the time we bought her and the time we picked her up, the outboard had been stolen. It was taken from the docks of a local yacht club.

The local outboard shop told us they've received calls from 50 or more people whose outboard motors have been pilfered in the last two months. Where are they going? The thieves could be selling them on Craigslist without their serial numbers, but there aren't very many listed. It's also interesting



WEST MARINE

West Marine's outboard lock gets mixed reviews from boaters.

that motors in the 8- to 9-hp range are being targeted, obviously because they're more portable than larger engines, yet are strong enough to push most boats.

I think outboards should come with chips embedded into the drive system so you can track them, similar to having your pet chipped. Serial numbers on metal tags that can be pried off don't help much in tracking down stolen property. Until that happens, West Marine has a clamp-on lock to prevent theft. Does anyone know how well these work?"

Name Withheld by Request
Alameda

N.W.B.R. — As you'll soon read, the West Marine lock gets mixed reviews.

↑↓ **THE POLICE REVIEWED THE TAPES WITH RELUCTANCE**

Forget the Oakland Estuary, where are the editorials about the theft of marine gear in Sausalito?

I lost a dinghy outboard from the "secure" dry storage area at a Sausalito marina last month. The clamp handles were padlocked, so the thief sawed through the handle. The CCTV caught the thief in the act, which included him cutting through the chain link fence to get into the secure area. The previous month a pair of oars were stolen from my dinghy at the same location.

In both cases the Sausalito Police were contacted, and, with great reluctance, reviewed the evidence including CCTV capture of the crimes. We had the license plate number of the outboard motor thief's car and a mug shot of the oar thief — they were different people. The car was registered in the East Bay, so the Sausalito Police said to forget about it as it was out of their jurisdiction. The oar guy was apprehended, but let go after surrendering the oars. He said the oars were his, but turned them over after I was able to identify them.

The oar thief was an anchor-out, a group with too many petty criminals who are allowed to have unregistered boats and dump sewage in the Bay. It's my understanding that no agency wants to claim jurisdiction because it's more convenient to permit the continuance of (so far) petty crime than to take action.

All this is known along the waterfront, especially among the marine businesses. I have encouraged some of them to band together and demand action, but I don't live in Sausalito and have no influence with the indifferent city officials. I understand there is one East Bay ring — or more — that steal marine gear and sell it by the pallet, and no one does anything. Small crime leads to bigger crime.

Please withhold my name because I don't want my tires

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LETTERS

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Readers — As reported previously in Latitude, there was a gang in Southern California that stole small outboards by the dozens. There have also been a large number of thefts recently along the Oakland Estuary and some in Sausalito. Given that going after such thieves is such a low priority, is it any wonder thieves have little fear? The following are some reader suggestions on how to thwart such thefts.

THE LOCK DID A YEOMAN'S SERVICE

I have an outboard lock from Master Lock, which can be found online for \$20. It works great. It's not stainless, but powder-coated. I've had it on the boat for 10 years, and it only has a couple of rusty spots.

The lock did a yeoman's service when my boat was boarded at 2 a.m. two years ago at Altata on the Mexican mainland coast between Mazatlan and Topolobampo. The lock totally frustrated the wanna-be thieves long enough for me to wake up and for them to decide it was time to go. I don't think they could have gotten the lock off without a hacksaw or torch.

Jim Hassberger
Kanga, Valiant 40
Lying La Paz, BCS, Mexico

SHOP LOCAL

Check out Garhauer Marine's all-stainless locks for half of what West Marine charges. I also like the fact that they are a local manufacturer.

Marc Bodian
Averi, Bristol 35
Boulder, CO

GARHAUER MARINE



Garhauer's version.

Readers — Several other readers recommended the Garhauer lock.

THEY USED A SAWZALL TO CUT AROUND THE LOCK

I wouldn't recommend the outboard lock by West Marine that was suggested in *'Lectronic*. Several of my neighbors at the Alameda Pick & Pull had these, and it only made the thieves cut off the outboard bracket or the transom with a battery powered Sawzall. They not only suffered the loss of an outboard, but were faced with an expensive repair. I suggest just taking the motor home and getting the marina to put in surveillance cameras and lock the gates.

Geoff Ashton
Alameda

Geoff — Locked gates don't secure a marina, as it can easily be accessed by small boat.

LOCKS DON'T PREVENT THEFT

I use a clamp-on variety of lock on my Santana 22, although older than the West Marine model pictured in *'Lectronic*. And my engine is still with my boat. Unfortunately, my dad's Honda 8-hp kicker was literally torn off the transom of his C-Dory 22 about four months ago, leaving fiberglass damage. It wasn't even locked on, and the thieves left the larger 90-hp in place.

Brock, our harbormaster, caught one of the thieves red-handed in the act, and chased him all the way from Alameda, across the Park Street Bridge, and into Oakland. That guy

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LETTERS

was subsequently arrested.

Kristy Lugert
Kitten, Santana 22
Alameda

Kristy — Subsequently arrested — and let us guess — released.

↑↓ EASY INSTALLATION, NO TOOLS REQUIRED

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Chuck Houlihan
Jacaranda, Allied 39
El Salvador

↑↓ MINNETONKA, OUTBOARD THEFT CAPITAL

Those 'box' type locks do not work. The thieves go through them like shit through a goose. What does work is buying a can of olive drab paint or anything that is butt ugly. Then paint the whole damn motor. Multiple colors, including pink, are even better. Make it easy to identify.

Secondly, don't leave the motor exposed. Take it off the boat every time. That's what we do on Lake Minnetonka, Minnesota, the outboard motor theft capital of the world. But don't lock the outboard in the boat's cabin. Ever. The damage thieves will do to the main hatch is far more expensive than the loss of your outboard and VHF.

Willie Crear
Howard Lake, MN

↑↓ WATCH OUT FOR LITHUANIANS!

I like the idea of making your outboard less attractive than the one on the boat next door. Such as putting a tattered old cowling on it so it looks nearly worthless.

By the way, there was a spate of outboard thefts in the United Kingdom recently. The police eventually arrested a gang of Lithuanians who were taking them to Eastern Europe.

Richard Woods
Woods Designs

↑↓ THOSE DAMN CHISELERS!

I used a West Marine outboard lock on my 5-hp Nissan. Thieves chiseled it off and stole the outboard.

Paul Esterle
Newark, DE

↑↓ A KNOWLEDGEABLE BOAT EVALUATION

I read *Latitude's* "First Ever Boat Review" in the March 1 *Lectronic*. The review was based on a guy who bought a Catana 471 new, then sailed her across the Atlantic 20 times over the next 10 years. I think he's a sailor who has had sufficient on-the-water experience with his boat to make a knowledgeable evaluation.

I tend to agree with *Latitude* about the lack of worthwhile insights into the seaworthiness and longevity potential of any boat reviewed by a scribe for a for-profit sailing magazine. The thing that irks me the most about them is that these



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LETTERS

magazines — and test sails — are generally based either in Florida or the Chesapeake Bay. There is about a 50/50 chance that somewhere in the first paragraph of any such review

PETER LYONS/LYONSIMAGING.COM



Boat reviews performed during summer on San Francisco Bay would never need an apology for no wind.

the author will apologize for the lack of wind during the test sail. Did it ever occur to the editors of these sailing magazines that the real and reliable sailing wind is on San Francisco Bay? And that maybe some reviews should be done in our waters?

Come to think of it, we don't need these other magazines in our waters because we already have the best sailing magazine on the planet based in our own backyard!

Bill Crowley
Clarsa, Venture of Newport 23
Napa

Bill — Thanks for the kind words. For the record, while *Latitude* is distributed free, we try to prevent it from being not-for-profit. As for "not needing" other magazines, we disagree. No matter what anybody or any organization is trying to do, competition is great and monopolies are a disaster.

But yes, it would be great to see more boat reviews based on summer afternoon sails on San Francisco Bay.

↑↓ THE NEVERENDING LONG-PERIOD SWELL DEBATE

On February 3, the National Weather Service San Francisco posted the following warning: "Long-period swell approaching the coast will result in the risk of sneaker wave activity."

There is much more contained in this advisory concerning sneaker waves and their danger. I am enclosing four attachments concerning National Weather advisories for 2013 dealing with sneaker wave warnings, and all of them are the result of long-period swells approaching our coast from distant storm activity.

If you Google long-period swells and sneaker waves, you will find much more information confirming what I have been trying to tell you for years, which is that long-period swells are more dangerous than short period swells. This information comes directly from the National Weather Service and other very respected sources.

In just the last few months many lives have been lost right off our coast. And since you and I have been wrangling over the issue, many more boaters have needlessly lost their lives. Your position is not supported by the facts or by the National Weather Service.

Latitude 38 could do a great service by taking this issue seriously and writing an in-depth article on this subject by someone eminently qualified to do so. I believe many lives would be saved as a result. I hope you can consider putting ego aside, and finally accept that you are dead wrong in what you have been putting out concerning this subject. And do what I think you have done so many times in the past — write the excellent article that this serious subject deserves. You could save many lives by doing so.

Tony Badger
Kingfish, Fisher 37
Sausalito

Tony — The problem we see with the National Weather Service's making warnings about 'sneaker waves' is that, ac-



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LETTERS

cording to our research, there are no such things. The NWS is just giving a scary name to bigger-than-average waves in the hope it will stop ignorant people from getting killed. For example, here's the first entry in Wikipedia on so-called 'sneaker waves'.

"A sneaker wave is a disproportionately large coastal wave that can sometimes appear in a wave train without warning. The terminology itself is popular rather than scientific: there is no scientific coverage (or evidence) of the phenomenon as a distinct sort of wave with respect to height or predictability — like there is on other extreme wave events such as rogue waves. Because they are much larger than preceding waves, sneaker waves can catch unwary swimmers, washing them out to sea. It is not uncommon for people walking or standing on beaches and ocean jetties to also be washed into the sea. Sneaker waves are mainly referred to in warnings and reports of incidents for the coasts of Northern California, Oregon and Washington in the United States."

We repeat, "There is no evidence of the phenomenon (sneaker waves) as a distinct sort of wave." The National Weather Service website has a box to make comments or ask them questions. So we wrote and asked for an explanation of why they were giving a human attribute to certain waves, and wondered if we could expect to soon be warned of things such as 'seductive' waves, 'frustrated' waves, 'angry waves' and the like. Even though we wrote the NWS before sequestration came into being or took effect, we never got a response.

It's noteworthy that the term 'sneaker wave' is apparently only used in Northern California, Oregon and Washington. That would seem to suggest that either A) 'sneaker waves' only exist on the West Coast of the United States — why would that be?, or B) the NWS is giving certain big waves the name of a scary human trait in the hope that humans will be intimidated and less likely to expose themselves to grave danger.

It's noteworthy that in places such as Bali, where as many as five people were recently killed by big surf in a single day, they don't use the name 'sneaker waves'. They just say "big surf." And in order not to scare tourists, they try to keep word from getting out.

It seems to us that perhaps you're confusing the effects of long-period swells in water deep enough for safe navigation and the effects of long-period swells when they hit shallow water and the shore. Long-period swells travel greater distances, travel faster, and have more energy than do shorter-period swells. If you're sailing in sufficiently deep enough water, this isn't a problem. But if you're walking on a beach, you may be taken by surprise at how big the waves are and how far the white water comes ashore. "It snuck up on me," say people. This is misleading. There was nothing sneaky about the wave itself, it was just a big wave. The problem was with the ignorance of the person on the beach, who didn't appreciate the power of big waves.

Note in the aforementioned Wikipedia reference that they talk about dangers to swimmers, people walking on beaches, and people standing on jetties — but not boats. We presume that's because if boats are in adequately deep water, there is nothing inherently dangerous about long-period waves. In fact, because they are less steep than short-period waves of the same size, long-period waves are less dangerous than short-period waves.

Remember the Boxing Day Tsunami that claimed up to 300,000 lives in the Indian Ocean? A tsunami is the ultimate long-period wave, which travels at 500 miles an hour on the open ocean, and can sometimes drive water miles ashore. As was well documented, vessels in deep water at sea don't feel tsunamis at all. Indeed, tsunamis don't even cause an effect



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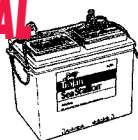
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LETTERS

in relatively shallow water. Dozens of boats anchored in only about 30 feet of water off Phuket, Thailand were unaffected by the Boxing Day Tsunami, while just a hundred or so yards ashore, the water drove as far as a mile inland, killing tens of thousands of people and causing near total devastation. If this doesn't illustrate the difference between the effect — or non-effect — long-period waves have in even relatively deep water as opposed to the effect they have when breaking and after breaking, we don't know what would.

In the last few weeks, we've had quite a bit of experience with long-period waves, which we're going to define as having a period of 15 seconds or more. The first was when we were towing the Olson 30 La Gamelle some 30 miles from St. Kitts to St. Barth. Thanks to the big storms in the Northeast this winter, the swells hitting the Caribbean have been epic. The long-period swells that day were about 10 to 12 feet. They were beautiful, like undulating bunny slopes. Despite the fact that the water in the crossing was relatively shallow — if a mega-yacht turned turtle, her mast would get stuck in the bottom — you could have safely sailed an eight-ft El Toro from St. Kitts to St. Barth in those long-period swells. When we'd gone over to St. Kitts a few days before, the swell wasn't very big, but it was short-period, and you couldn't have made it the mile or so from Gustavia to Pan de Sucre in that same El Toro. Since these two real-life experiences fly directly into the face of your contention that longer-period waves are more dangerous than short-period waves, could you kindly offer an explanation?

A few days later, we made two singlehanded circumnavigations of St. Barth on La Gamelle, both on days that many said had the "biggest swell to hit in 10 years." As these swells had developed far off in the North Atlantic, they were long-period. Once again, they were awe-inspiring giants, and when they hit the rocky shore, the spray exploded 50 to 80 feet in the air. Although the waves were very large, once again they weren't steep because of the long period, and thus posed absolutely no threat as long as we didn't venture into water shallow enough for them to break. Heck, despite their size we only managed to get a couple of short surfs in. How do you explain this?

A couple of days later, we and de Mallorca did a 10-mile St. Barth YC race that took us into the open Atlantic again. Thanks to the fact that the swell was more local and thus the period much shorter, we managed to have more good surfs down swells that were a fraction of the size of the ones on our circumnavigations. How do you explain it?

With all due respect, we can't write an article on why long-period waves are more dangerous than short-period waves because the idea flies in the face of all our experience. Do you have any experience sailing in areas famous for short-period swells? Such as trying to sail north in the Sea of Cortez during a Norther? Or make the beam reach from Cabo to Mazatlan in a Norther? Sailors avoid the former at all costs to avoid beating themselves and their boats up. In the latter, we've had numerous reports of sailors getting thrown around and getting bruised and broken ribs. It's nasty beam reaching in short, steep seas.

Have you ever sailed into the steep, short-period seas of a meltemi in Greece? Nasty. Same thing in the Gulf of Lyon. More locally, ever sailed out the Gate in short-period swells or a nasty ebb? Then you know how boats get launched off waves to slam down in the trough of the next wave. In the first issue of Latitude 38 we wrote about sailors getting injured as a result of being thrown about while flying over waves just outside the Gate.

As for your accusation that mariners on several small boats have been lost because of long-period waves — as opposed to big surf and being in too-shallow water — we'd like to see some documentation. Without other effects, long-period waves

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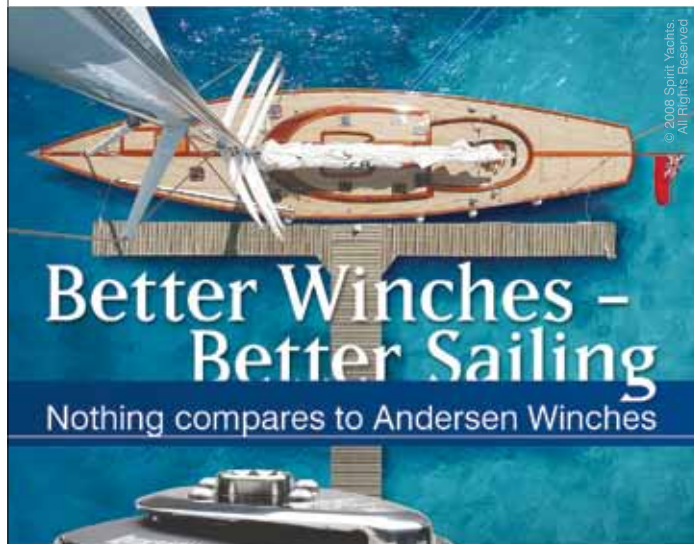
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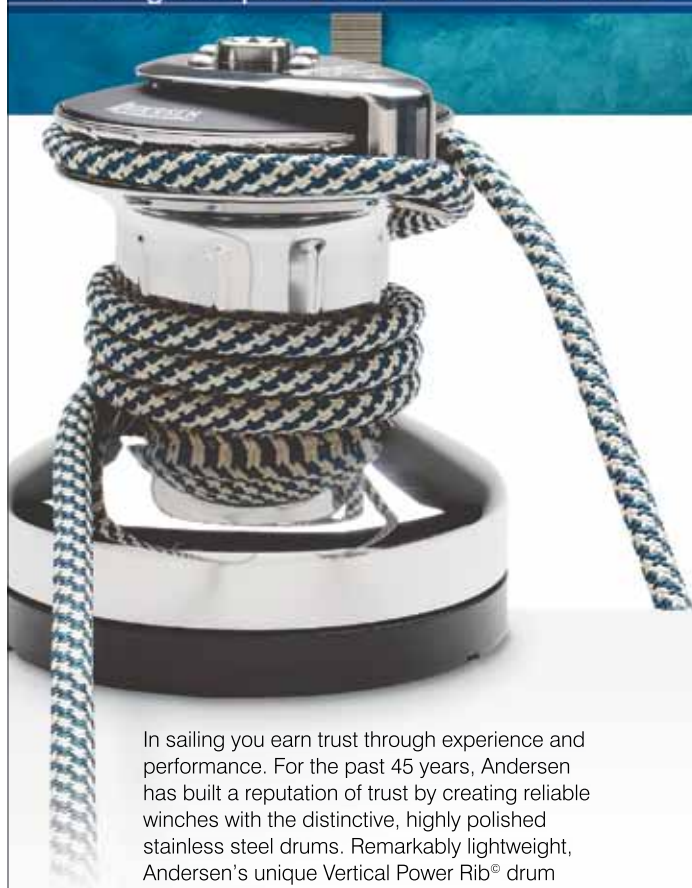
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LETTERS

are inherently smoother, less steep, and safer than short-period waves.

Frankly, we've had our fill of this subject, so we're going to conclude it as follows: There are two schools of thought with regard to sailing in swells. Tony Badger is of the belief that it is safer and more comfortable to sail when eight-ft swells are coming every eight seconds, while we at Latitude believe that it's safer and more comfortable to sail in eight-ft waves that come every 16 seconds. We'll leave it to readers to decide who they think is right.

↑↓ MOONTIDE ROBBERY REPORT

The initial report of our being the victims of armed robbers while at anchor at Caleta de Campos, Michoacan, Mexico, on February 19 appeared in the next day's *Lectronic*. Here's is our more detailed report.

The evening started with a delightful potluck on my partner Bill Lilly's Newport Beach-based Lagoon 470 *Moontide*. The small gathering included Bob Willmann of the Casamance 47 cat *Viva!* and Bob and Deanne Cartwright of the San Francisco-based Hunter Legend 430 *Dos Leos*. *Eagle* and *Jupiter's Smile* came in long after we'd started our *soirée*, so they just anchored down for the night. But there was a total of five boats in the anchorage, with *Viva!* and *Jupiter's Smile* fairly close to *Moontide*.

After a fine evening of socializing, we went to bed with smiles on our faces. At about 1:50 a.m., we were awakened by loud banging on the sliding glass door that separates our salon from the cockpit, and banging on the hull. Thinking there was an emergency, Bill — buck naked — jumped out of bed and up the steps into the salon. As he opened the door, a young Mexican fellow he didn't recognize slipped on a mask and put a gun to Bill's face.

The gunman said something to the effect of "This is a robbery, give us all your money." He motioned for Bill to step back, after which the gunman and two other masked men came into the salon. Bill yelled to me that they had a gun and for me to stay in bed.

While the armed man followed Bill down to our cabin in search of pesos, the other two started to ransack the boat. I saw the masked gunman, as he stood in the doorway to our cabin while Bill got money out of the small bedside desk. They then went back up to the salon, and once again Bill instructed me to stay in the bunk. All I could do was listen, hope they weren't violent, and determine what action I should take if I was called into play.

The armed man spoke broken English, and he was clearly not happy with the sum of money — only about \$1,000 USD — that he'd gotten from Bill. He claimed that there should be more money on such a large boat. Bill, who thinks quickly on his feet, explained that he was just the captain, not the owner, and was delivering the boat from Zihua to Mazatlan. The robber again insisted that we must have more money. Bill said that if we needed money, we got it from an ATM at the next stop.

Bill was then told to sit down, and the gunman kept watch over Bill while the other two went through the starboard hull and salon. It was odd that they never came into the port hull, which is where I was. Bill says they probably didn't want to mess with me, but I guess we'll never know.

The men were in their early 20s, and stood between 5'6" and 5'8". Only the armed man spoke some English, and he gave orders to the other two in Spanish. At one point Bill heard someone call another 'Carlito'. All three were very fit, so they must do some other work for a living.



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LETTERS

Bill later told me that at the time he was looking at what he might do if the situation deteriorated. He figured he might be able to get a jump on the gunman and take him out. But that would leave the other two, and he had no idea what weapons they might have. If they tried to tie him up, Bill was going to resist and call for whatever help I could provide. At that point we were going to resist as best we could, fearing that once we got tied up, we could be thrown overboard.

Thoughtlessly, the robbers hadn't brought a sack for



Bill Lilly and Judy Lang were held at gunpoint aboard 'Moontide' while in Mexico.

what they were stealing, so they emptied one of mine — full of dirty clothes — that they'd found in the starboard cabin. They used the sack to make off with two cameras, two hand-held VHF radios, two sets of binoculars, a GPS, a notebook computer, my cell phone, flashlights, gin, te-

quila, two Baja Ha-Ha beer koozies, sunglasses, and a black folder containing some business records.

While the robbery was taking place, Bill got up and said he had to pee — which was the truth. The gunman told him to sit down. Bill insisted that he seriously had to pee. This irritated the man, who told Bill to sit back down.

After about 10 minutes, the two men who had been taking orders from the gunman left and got in a *panga* on the starboard side of our boat. The gunman then put Bill's brimmed hat on and exited the salon. Bill got up to follow him, and was told to stay in the salon — which he did.

As soon as Bill heard the *panga* outboard start up, he yelled for me to come in the salon. Bill was so pumped with adrenaline! He immediately reached for the VHF radio and began to call the other boats on Channel 22. Our fear was that the thieves might be headed to the other boats, and we wanted to warn them. When nobody responded, Bill started firing flares. They did little but light up the sky toward shore. He then grabbed the air horn and gave five blasts.

The air horn blasts brought *Viva!* and *Jupiter's Smile* up on 22. We explained what had happened and warned that the thieves might be headed their way. They said they hadn't seen anyone, but would be on alert. We then tried to hail the port captain at Lazaro Cardenas on Channel 16, but got no response.

Luckily, Bill had taken his cell phone, our Banda Ancha (Telcel's internet access link), and another computer to bed. In the past, I had complained about his nightly practice of sleeping with electronics, as it isn't very romantic and interfered with certain moves. Trust me, I won't be complaining about it again.

We tried calling 066 — supposedly the same as 911 — but could not understand the recording. We called a US Consulate, and their answering service gave us the number of the embassy in Mexico City. The embassy operator told us that 089 was the same as 911, and to call it to get the local police. We tried that, but again could not understand Spanish well enough to understand the recording.

Feeling helpless and without any other method of alerting others or capturing the men, we retired to our cabin. Sleep was impossible, so we talked about what had just happened and tried to calm ourselves down. We also sent emails to cruiser friends that we knew were north and south of us, so



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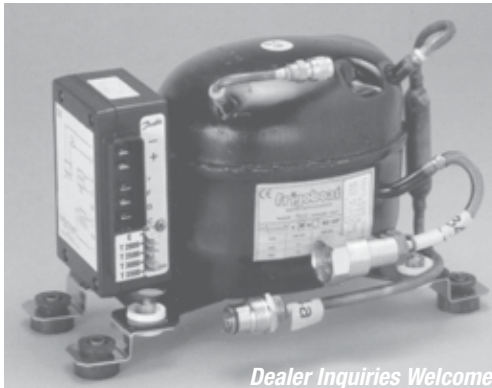
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LETTERS

they could warn others via the various nets.

After a few hours, we got up and typed up a short report of what had happened, and included a list of stolen items. Bill used Google Translate to translate the report from English to Spanish. We then printed out four copies, along with an English copy, with the printer we have onboard (in our port-side office/cabin).

The other boats checked with us before raising anchor and leaving the next morning. We thought twice about reporting the incident versus just getting out of there. We concluded that we had a responsibility to go ashore and report the incident to the police.

The story of our trying to report the crime is long and doesn't have a happy ending. People were kind and tried to be helpful, but few spoke English and there is little communication and transportation infrastructure on this part of the Mexican coast. After a very long day, we were glad to see that our kayaks were still on the beach and *Moontide* was still at anchor. We hadn't eaten all day and we were dog tired. Nonetheless, we were anxious to leave before dark, and made it out by 6 p.m.

We fully realize the incident could have been much worse. And we were additionally lucky to have Bill's cell phone, computer and Banda Ancha. I'd put my computer in a closet when cleaning for the potluck so that, along with our printer/scanner, wasn't taken either.

While traveling north, Bill and I talked about what had happened, what we'd done right and wrong, and what we would do in the future. We agreed that this disturbing incident was not going to ruin what had been a fabulous cruising season up until then. We both still love Mexico and most of its population, and we fully intend to keep enjoying our cruising here — but with precautions in place.

Although we had to agree that this cove at Caleta looked nice, we noticed that this was not a place that catered to foreign tourists, and we did not see a single *gringo* onshore or in town. No one we came in contact with spoke any English, and aside from the main paved street in that part of town, most of the other roads were dirt. It seemed there might be more economic incentive here to rob, especially since there is no police presence.

Bill and I have managed to avoid any violent threat/armed assault until we were in our 60s. Although I feel we are lucky these young men were inexperienced, as professionals might have been worse. Bill, on the other hand, says it was their inexperience — acting nervous, jumpy, possibly high on something, waving the gun around — that really had him concerned for our safety.

As a result of all of this, we have modified our preparedness plans, and will continue to do so as more ideas are formulated. We have also gathered suggestions from and for other cruisers, which I'll describe in a later email.

Judy Lang

Moontide, Lagoon 470

Newport Beach

↑↓ IN DEFENSE OF MEXICO

It was unfortunate that our friends Billy Lilly and Judy Lang were the victims of an armed robbery while anchored at Caleta de Campos, Mexico. But in something of a defense of Mexico, during that same time in Orange County, where Bill, Judy, my girlfriend Debbie, and I all live — there was a violent rampage by 20-year-old Ali Syed that resulted in the deaths of four people. First he killed a 20-year-old woman in his parents' house. In the following two hours, he killed two strangers during carjackings, then he killed himself.

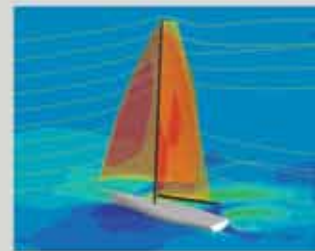
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LETTERS

Speaking for myself, nowhere is completely safe, but I've always felt safer cruising in Mexico than living in the United States. Despite what happened to Bill and Judy, we still feel safe on our boat in Mexico.

Glenn Twitchell
Beach Access, Lagoon 380
Newport Beach

LOCALS WERE APPALLED BY THE INCIDENT

I spent three days anchored at Caleta de Campos, arriving a few days after the armed robbery on *Moontide*. My condolences to them for having to endure such a frightening experience.

However, my experience there was nothing but enjoyable and pleasant. I'm a singlehander, and mine was the only boat there the entire time. The many locals I spoke with were all appalled by the incident and are convinced the perpetrators are from somewhere else. They told me that nothing like this had happened in at least 10 years.

My opinion is that this was a rare incident for the area, and that a cruiser boycott of the Caleta de Campos would do little to solve the crime or bring the perpetrators to justice. The people of Caleta may not notice the difference, as it's not as if cruisers flocked there in the past or contribute substantially to the local economy. But I think it would be a disservice to brand their town as a dangerous place that cruisers should avoid. Besides, cruisers will return with time anyway.

Ron Kucera
Mar de Luz, Spencer 42 Hull 10
Currently anchored Zihuatanejo

Ron — Armed robbery of occupied boats might be rare in Caleta de Campos, but it has occurred, which is unusual for almost all of the Pacific Coast of Mexico.

We can't remember the exact year, but about 10 years ago Blair Grinols' 45-ft cat Capricorn Cat was boarded by a man in a uniform with a gun who claimed to be the police. He wanted money. Blair didn't think the gun was loaded and wanted to jump the thief, but another member of his crew wasn't game, and the rest of the crew slept through the entire incident on the forward tramp. The man got away with about \$100.

In 1997, Bob and Jennie Crum, and their kids, of the New Zealand-based CF37 Gumboots, were robbed at Caleta de Campos, but no weapon was brandished.

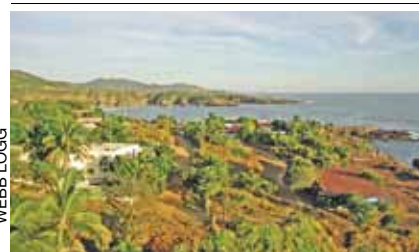
Three incidents in something like 10 years are certainly not a lot. On the other hand, not many boats stop at Caleta de Campos. And most of even the most popular anchorages on the Pacific Coast of Mexico have never had an armed robbery.

That's the best context we can provide. We'll let everyone make their own decision as to whether to stop there or not.

KEEPING UP WITH TOURIST NEWS AND EVENTS

I'm the lead editor at www.touristkilled.com and www.latinamericacurrentevents.com. I want to thank *Latitude* for mentioning the *touristkilled.com* site in your post about the armed robbery on a boat at Caleta de Campos, Mexico. For the last few years I've been aggregating news and events around the world that impact travelers and or expats. I teach

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LETTERS

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Nicholas Crowder
www.touristkilled.com

Readers — The name of the site is perhaps excessively gruesome and understates the breadth of the information provided. And while the information is far from definitive, we suggest checking it out. If it seems as though a lot of tourists are victims, please remember that there are hundreds of millions of tourists each year.

THE PERFECT CARIBBEAN CRUISER

The publisher's Olson 30 in St. Barth sounds like the perfect Caribbean cruiser. It reminds me that back in the '70s somebody sailed a Santa Cruz 27 — with roller furling and a dodger — from Southern California to Australia, and then back to Hawaii. Based on my experience, the Santa Cruz ultra-lights were both great sailing boats and very seaworthy.

When I sailed the Olson 30 back from Hawaii in '81, it was incredibly easy. A reefable #4 and a tuck in the main made things manageable. I had six days of beating into the south-east trades, then 11 more days back to California. The dodger hatch was critical, as it kept the interior dry.

Don Keenan
Boulder, Colorado

Don — We're happy to leave the longer Olson 30 passages — particularly six days of beating — to younger sailors. But stripped down and with reduced sail, La Gamelle is the perfect Zen daysailer for the Caribbean. Despite the design's being more than 30 years old, she gets compliments from many top Caribbean sailors.

BEFORE THE HURRICANE SURPRISE

The *Latitude* photos of Ha-Ha couples re-enacting the kiss from the movie *From Here To Eternity* inspired us to share our best attempt. The photo was taken at Sandy Cay near the eastern tip of Jost van Dyke in the British Virgins — one of my favorite places on the planet. I set the camera on a rock with a

10-second delay, and jumped in the water with my then fiancée — now wife — Susan McCauley.

Incidentally, this was late August of 2011. A few days later was the last day of our charter. We woke up in Nanny Cay and decided that we'd sail

over to Peter Island for lunch, then return the boat to The Moorings early in the afternoon. That plan was quickly scrapped when we saw darkening skies, and increasing wind, and heard radio warnings about Tropical Storm *Irene*. We put

SUZIE TODD

MARC FOUNTAIN



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LETTERS

the hammer down and headed straight for The Moorings base at Road Town. We got the boat all tied up about a half hour before the sky exploded! Tropical Storm *Irene* became Hurricane *Irene* right over us. We were stuck there for four days because the runway was flooded at the San Juan Airport.

The good folks at The Moorings let us ride out the storm on our charter boat in the harbor at no charge, so we didn't have to pay for a hotel. We had a great time hanging out on the boat, reading books, and listening to the wind howl.

Marc Fountain
Point Richmond

ELIZABETHAN COLLARS FOR DOCKLINES

I read the February-issue *Changes* about how Keith Albrecht of the Alamos Bay-based Columbia 36 *Ojo Rojo* was bitten by a snake while at anchor at Tenacatita Bay. Apparently the snake had climbed up the vessel's anchor chain.



KEITH ALBRECHT

Could an Offboard Vermin Shield have prevented this frightening boarding?

Growing up in Sydney, Australia, I remember that the ships tied up to docks had sheet metal cones hung over the hawesers. They were a foot or so in diameter and kind of looked like the things they put on sick dogs' heads. The idea was that they would prevent rats from boarding ships via the docklines. I think they would work for snakes, too. But they probably have rats down in Baja, too.

John Sutton
Crew, *Barca a Vela*, Catalina 380
Moraga

John — Unless we're mistaken, rats and snakes boarding cruising boats in Mexico have been a relatively minor problem. But if someone wanted to be extra cautious or was going to tie up where rats are a known problem, there's a product made especially for boats called Offboard Vermin Shields. The manufacturer says they keep rats, mice and other vermin off boats. They don't mention snakes, so we're not sure how effective they would be for serpents.

WHAT WAS THE CAPTAIN THINKING?

How sad to see the 67-ft schooner *Raindancer* on the reef outside Clark's Court Bay in southern Grenada, as reported in the March 8 *Lectronic*. But what was the captain thinking bringing a deep-keel yacht through that narrow passage at night? We sailed *Suzy Q*, our Wauquiez 45, to Clark's Court Bay once, and we were nervous coming through the pass in the reef. And it was daytime. Sure there are buoys, but they can drift.

Joe & Susan Altmann
Suzy Q, Wauquiez MS45
Santa Cruz

Joseph — We suppose the captain thought that since he'd successfully made it through the narrow pass dozens of times, he could do it again.

HOW DID THEY NOT FEEL THE IMPACT?

After reading *Latitude's* report on the sinking of the *Leopard*

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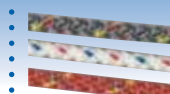
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LETTERS

43 catamaran *Palenque* last November in the Caribbean Sea. I read a posting on multihulls4us.com by Peter Wiersema. For the last nine years he's been the leading salesman of Leopard catamarans.

According to Wiersema, the catamaran was not a 43, but rather a Leopard 4600, hull #5, which had been built in 2006. Less than a year before, the cat had hit a reef in the Eastern Caribbean, but was able to "limp" all the way back to Ft. Lauderdale Marine Center for repairs.

Wiersema reported that he was surprised that the captain didn't feel the impact of hitting something. "If you ever hit the dock while docking at low speed, you feel the whole boat shake," he wrote, "so I would expect an impact like this would throw one out of his bunk. Or at least the helmsman would notice."

In his report, Wiersema mentioned that another Leopard 46 catamaran went over a reef in Cuba and lost most of both keels and rudders, and had a few holes in the bottom, but still managed to make it back to Lauderdale for repairs.

Larry Smith

Harmonia, Leopard 43
Sacramento

Larry — The keels on Leopard catamarans are sacrificial because it's not uncommon for charterers to try to drive the boats over shallow coral reefs. We've witnessed this with our own eyes.

Our having bashed our Leopard 45 across the Anegada Passage more than a few times, it comes as no surprise to us that the crew of Palenque were not able to distinguish between a normal bridgedeck bang and the noise made by something that put a hole in the hull. A big underbridge slam causes the whole boat to shudder. It's one reason that there has been a trend to much greater bridgedeck clearance in newer cats.

A big difference between our catamarans Profligate and 'ti Profligate is that the former has five separate bilge compartments, including a very large and buoyant engine room compartment, while 'ti has a common bilge for most of the boat. We once accidentally filled the largest bilge of Profligate with water and didn't even notice it because the other four compartments kept her floating so well. We prefer the separate compartments in Profligate, although it pretty much meant that we had to go with saildrives, which otherwise would not have been our preference.

We think Capt. Dale Cheek's response to the crisis was so exemplary that we're reprinting a slightly edited version of it:

"We departed Barefoot Cay, Roatan, Honduras, bound for Providenciales in the Turks & Caicos on November 27. The crew was Leonard T, Richard W, and Anneli the seadog. Just before midnight on November 28, I was awakened by Richard, who reported that the bilge pump indicator light was remaining 'on' longer than normal. When I got out of my bunk, I immediately saw the cabin sole was awash in both the forward and aft cabins. I awoke the other crewmember and set him to work on the manual bilge pump. I instructed Rick to move the throttle to neutral and then come below to assist. I closed all the below-the-waterline seacocks in the starboard hull. Briefly we used the two shower sump electric pumps to extract the water, but this proved fruitless. The water level was continuing to rise. I then entered the sea with snorkel gear and an underwater flashlight to assess the problem. On the outer side of the starboard hull just forward of the leading edge of the keel, I noticed approximately one square meter of exposed foam coring, as well as scraped bottom paint, indicating there had been a heavy impact. The exposed foam started just below the waterline and extended down to the monolithic laminations at the centerline

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LETTERS

of the hull.

"Just before 1 a.m., I activated all our emergency apparatuses, which included a 406 MHz EPIRB, a SPOT transponder, and a DSC VHF emergency alert. I attempted to call the boatowner using the satphone, but was unable to reach him. I called my roommate in Florida to make initial shore contact. At approximately 1 a.m., I received a satphone call from the Spot Coordination Center verifying our emergency.

"We decided to attempt to maneuver the genoa sail over the hull damage. While again snorkeling overboard to effect this, at about 2 a.m. I heard a low-flying aircraft overhead. When the sail maneuver proved unworkable, I exited the water. By this time starboard engine room had been flooded and water was washing into the cockpit.

"Len reported that the Coast Guard had called to verify our names and the situation. I gave the 'prepare to abandon ship' order. At approximately 2:30 a.m., we, including the dog, abandoned ship for the liferaft. Safely in the raft, we cut the painter connecting us to Palenque. By this time she was down heavily by the stern, with water flooding the interior. Within five minutes, the deck light was extinguished and we could no longer see her.

"Thanks to a waterproof VHF handheld radio, we were able to communicate with the U.S. Navy P3 Orion aircraft overhead, and the container vessel Cap Domingo that had been directed to us by the Navy. By 4 a.m. we were safely aboard the Cap Domingo."

↑↓ THIS IS REALLY WHY HE WAS CALLED POODLE

With John Selbach and Capt. Greg Paxton having piped in about how the late Chris Corlett acquired the nickname 'Poodle', I might as well make it a trilogy.

Back in the '70s and '80s, when Alameda's Mariner Square was the center of Northern California sailing, Gil and Kitty Guillaume were the brokers for the Newport and Santana lines of boats. Chris was their hot salesman. John would put the boats together. Greg would tune them to perfection. It was a well-oiled machine, as evidenced by all the Tunas and Newports seen on San Francisco Bay.

I worked at NorCal Yachts at the time, and our office was on the other side of the paper-thin walls of the Mariner Square offices. We sold the Pacific Seacraft and Ericson lines. The competition between our two companies was fierce.

Anyway, one afternoon we heard the most unnatural commotion coming from the other side of those paper-thin walls. Yelling, crying and laughing were typical yacht brokerage office noises, but these noises were so different that curiosity drove us next door to investigate.

The sounds were of Gil and Kitty absolutely besides themselves and crazy with tears of joy and laughter. Over and over Gil kept saying, "Who is going to buy a boat from a damn poodle?"

Standing there in the office, wearing his best Chesire Cat smile, was Christopher — with a head full of coil springs. Chris had gone out and, in something of the style of the day — although mostly with African Americans — had gotten a Jeri Curl perm. Man, did it ever look wrong on him! Chris took serious heat.

His curls didn't stick around long, but the 'Poodle' nickname will never die.

Rodney Morgan
The City

↑↓ TIME IS THE BEST CURE TO SEASICKNESS

With regard to Adam Scheuer's letter about trying to cure

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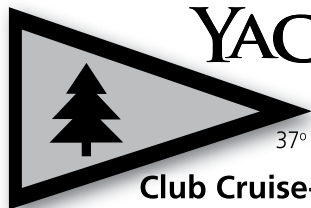
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LETTERS

his wife's seasickness, I believe the best cure is staying on a boat at anchor in a relatively calm area for an extended period before venturing offshore. I have never been able to go from solid land to a boat without the feeling of queasiness — unless I had time to acclimate to the motion.

But it doesn't work for everyone. I served on a buoy tender where the Chief Warrant Officer had 17 years of sea duty. He threw up the entire time we were at sea. I don't know how he could take it.

I work on a dredge and skipper a dredge tender. After the constant motion, all sensation of movement seems to disappear and I become 'immune' to seasickness.

I think it's asking a lot of the average person to go from land to anything with constant motion without their feeling queasy. In my experience, allowing yourself to build up to that in small increments seems to be the best 'medicine'.

I still stand by the remedy that the best cure for seasickness is to sit under an oak tree for an hour.

Sandy Tucker
Santa Cruz

↑↓ GOING FROM 26 TO 65 FEET IS A BIG CHANGE

I just happened to read Tom van Dyke's letter from February 2012 about the MacGregor 65 *Andiamo* at Moss Landing.



TOM VAN DYKE

**Many fond memories were made aboard
'Andiamo' during daysails.**

This is the same boat that used to do day charters out of Pier 39 between 1993 and 1995. At the time, Jeff Davis, a good friend, worked in the harbor-master's office during the week and crewed on *Andiamo* during the weekends. My ex-wife and I spent many weekends as guest crew for the experience.

I can attest that it's a big change going from sailing a Clipper Marine 26 to a Mac 65.

I was glad to see van Dyke's letter, as I always wondered what happened to *Andiamo*.

Jerry Barker
Ex-Alisoun, Cal 29
Suisun City

↑↓ ANCHORING CONFUSION

Thanks for the thoughtful reply to my advice-seeking letter about anchoring that appeared in the February issue. My anchor is actually one size above that recommended for my boat size, but I'll probably go up one more.

Regarding scope and chain, Don Casey had this to say in the March 2013 *SAIL*: "Under normal conditions — in winds under 40 knots — 4:1 should be sufficient. If you drag with this much scope, refer to rule #1 — you need a bigger anchor."

Casey went on to say that no anchoring test he's seen in the last three decades has proved that increasing scope beyond 4:1 actually increases holding power. "To the contrary," he wrote, "increasing scope sometimes may even reduce holding power."

Lastly, he said that chain might have catenary effects that rope doesn't, but more chain on the bottom doesn't increase holding power.

Mr. Casey's conclusions are: 1) Big anchor (I can agree with that; 2) Four-to-one scope; 3) Forget all chain.

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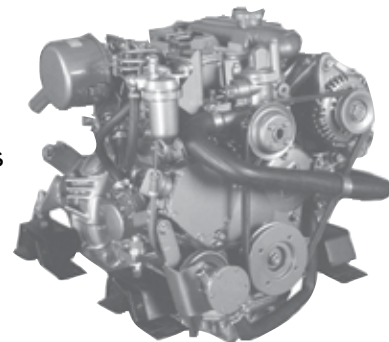
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LETTERS

Now I'm really confused.

Brian Bouch
Albatross, Norseman 447
Lying Mazatlan

Brian — It's easy to be confused. If you get on the net, anchoring opinions are like elbows, everybody has a couple.

We're no experts, but it seems to us that 'holding power' is just one factor in the anchoring equation. Getting your anchor to set, getting it to set in different bottoms, having it reset by itself, its resistance to breaking free, and its resistance to being cut by rock and coral are a few others. Furthermore, some anchor manufacturers say their anchors need 7:1 to reach full efficiency.

Science aside, if the wind is blowing 35 knots, and Casey is taking his own advice, we don't want to be to leeward of his boat. Indeed, see this month's Changes about a Cal 29 that drifted ashore after her nylon anchor rode wore through.

↑↓ A PASSION FOR ANCHORING

Proper anchoring is a passion of mine. Having circumnavigated on a Mason 53, it's my belief that few sailors seem to understand or appreciate the need for properly sized anchors, the correct length of rode (chain, of course), proper scope for the conditions, and proper setting techniques.

I agree with *Latitude's* editorial response to 'The Not Always Happy Hooker' letter in the February issue. But based on my discussions with hundreds of cruisers, and on anchoring myself thousands of times in all sorts of bottoms in all sorts of weather conditions in a total of 56 countries, I'd like to add to it.

In the thousands of times that I anchored, I dragged only three times. Once at Bequia in the Eastern Caribbean — as did the publisher of *Latitude*. Once in Bodrum, Turkey — as did the publisher of *Latitude*. And once in Cefalu, Sicily, because I did not let out enough scope. There was a good reason I didn't let out more scope — I was distracted by the two naked women on the boat next to me.

Sailors need to remember that the sole purpose of anchoring is to ensure that you wake up in the same anchorage you went to sleep in. Therefore, there is no such thing as an anchor that is too big. You need a minimum of two pounds of plow anchor per foot of boat length. Nor is there any such thing as too much rode — always chain. Three hundred feet of chain is the minimum.

Sailors also need to remember that to be of any value, anchor chain has to be put out. There are no prizes for surviving the night on the least scope in the anchorage.

I have been known to let out 250 feet of chain attached to my 105-lb CQR in 15 feet of water, just to be certain I stayed where I wanted to be. I had this much out in Bequia and still dragged. But unlike the boats around mine that dragged at nearly hull speed, my boat dragged at the rate of 100 feet per hour.

Of course, the actual physical conditions of the anchorage and the number and type of other boats in the anchorage have to be taken into account. However, the fact that those around you have let out only a 5:1 scope is no reason for you to be equally foolish. Set what you think is correct, and then dinghy around to your neighbors telling them what you have done and why. Chances are your acumen will make you the anchorage's resident anchoring guru, and lead to all sorts of cocktail invitations.

On the other hand, you might also be vilified or assaulted. Either way, you will sleep well.

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LETTERS

In problem conditions, I always have an anchor watch, and use my radar as the position-recording device. I prefer this, as it shows me precisely where I am, where everyone else is, and the way out should I need it. If I know that conditions will get bad, I always speak to the boats anchored upwind of me and politely ask them what they are doing, anchor-wise, so that I can learn from their experience, but primarily so I can decide whether they are likely to be a problem. A couple of times their responses caused me to up anchor and move, but better safe than sorry.

Laurie Pane
Dolphin Spirit, Mason 53
Brisbane, Australia / Marina del Rey

Laurie — We agree that big and long are best.

Indeed, we suspect that a contributing factor to the Uncontrollable Urge tragedy in the Islands Race might — we repeat might — have been that she probably was carrying the absolute minimum of what was required in terms of anchor size and length of rode. When racing a boat where weight is critical and the use of the anchor is unlikely, that's understandable. But when trying to grab the bottom in moderately strong winds and eight-ft seas, it's also understandable that the minimum size anchor and rode might not be up to the job.

In our experience, it's the other boats in the anchorage that are usually the problem. Either there are too many of them or their captains don't care that they are inadequately anchored.

When we anchor Profligate in Mexico, where there is often all the room in the world in the anchorages and the depths aren't too great, we let it all hang out. That means the biggest Fortress anchor made at the end of 150 feet of chain, even when in just 15 feet of water. After all, as you say, the chain doesn't do any good sitting in the chain locker.

The reason we can't do this in crowded places — such as the Caribbean — is that the water is deeper, you've got moored boats mixed with anchored boats, 100-ft boats mixed in with 30-ft boats, cats mixed with monohulls, and sailors who either don't speak the same language as you or are in town getting smashed. In those cases, you have to make a decision. Either try to find a better place to anchor — which may not be possible — or do the best you can and not sleep as soundly as you might have wanted.

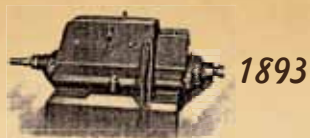
↑↓ THE USE OF CATENARY WEIGHTS EXPLAINED

Thanks for the kind words about me, but comparing what Peter says about catenary curve to my remarks about catenary weights is comparing apples to oranges.

The use of catenary weights to increase scope is such a basic physics concept that when you mentioned that Peter Smith did not see the benefit of it, I looked at his website. I could not find any mention of additional catenary weights by him. It seems clear to me he was only referring to the catenary curve that forms in an anchor chain.

He believes the benefits from just the curve may be offset by using rope instead of chain, and applying the saved weight by carrying a bigger anchor with rope. And we can all agree that an anchor chain can jerk and snap — if the boat is able to stretch it tight. Using lighter rope and a heavier anchor is a different choice, and I have no dispute with that. He seems to be promoting larger anchors with rope, but I prefer chain simply because rope, regardless of size, chafes on sharp rock or coral.

It is an absolute fact that adding additional weight to the middle of a chain or cable makes it more difficult — or even impossible — to straighten it out. If you put enough weight



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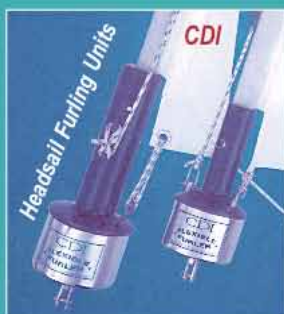
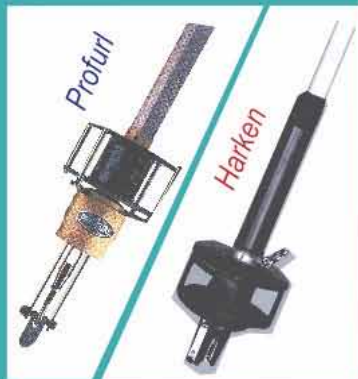
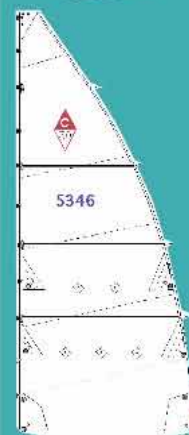
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LETTERS

on it, it will break before it straightens out. Since the scope is calculated from the catenary weight to the anchor, the scope is increased by the weight's being lower than the bow roller.

The additional force required to straighten out a weighted chain is roughly the reverse of the reduced force required to use a lever arm to lift a weight. It is easy to pick up a 22-lb weight by lifting it straight up, but trying to lift it when it is at the far end of a 20-ft lever is much more difficult. I attach my weight close enough to the boat that it does not reach the sea bottom, but it would be of even more help to let it out closer to the middle of the chain.

I carry five different anchors, but generally use the 75-lb CQR with 3/8" chain on my 50-ft boat. I have been anchored in conditions that bent the shank on that very strong, forged, anchor, and I feel the catenary weights add a huge safety factor. I carry additional weights, but have never felt the need for more than the one 22-lb weight. I do not use it in normal weather except in situations where there is very limited room to swing.

Ernie Copp
Orient Star, Cheoy Lee Offshore 50
Long Beach

↑↓SURVIVING HURRICANE INIKI

I recently unearthed some footage I had from when we were anchored in Lahaina, Maui, during Hurricane *Iniki* in 1992. I posted it on YouTube at goo.gl/gyWyX.



Hanak's footage of 'Iniki'-generated waves destroying boats isn't for the faint of heart.

Many boats were destroyed, and I believe you will find it very interesting and educational.

Julius Hanak
Emerald Steel,
Spray 38
San Diego

Julius — Very interesting footage. That's one condition in which we think it might be better to have some nylon rode instead of all chain rode.

↑↓"EPAINT HAS EXCEEDED MY EXPECTATIONS"

I'm responding to the letter by David Miller and the results he had with ePaint bottom paint.

I applied ePaint's SN1 bottom paint in June, 2012, and the paint has exceeded my expectations. After eight months, with no cleaning, I have no growth on the bottom. The paint adhered to the bottom much better than any previous paints I have used, and there is much less growth.

My old bottom paint was thoroughly sanded, then wiped down with alcohol before the paint was applied. There was no loose or flaking paint, and I applied two+ coats of the ePaint in dry weather conditions at about 60 degrees.

Mr. Miller did not state whether he used the water-based paint (EP 2000) or solvent-based bottom paint (SN1), and did not go into any detail about the prep and previous paint. Personally, I prefer solvent-based paints.

Of course, the true test of the effectiveness of a bottom paint is the condition at the next haulout, which for me will be 2014 or 2015, but so far I am extremely satisfied with this paint.

John Sprouse,
Beach Party, Farr 46
Indianola, WA



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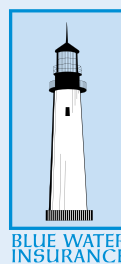
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**LETTERS**

Readers — The subject of ePaint came up when we got photos of La Gamelle on the hard in St. Kitts, showing areas of the ePaint chipping off the bottom. When we finally got to the boat, we discovered that the chipping was limited to certain areas. Nonetheless, having had to buy replacement bottom paint prior to getting to St. Kitts — where no bottom paint or any other supplies are available — we decided to go with Petit's Vivid. Why? Because it was the only white bottom paint we could find in St. Martin.



DION BERRY

'La Gamelle' may get another application of ePaint for further testing.

By the way, the nice folks at ePaint, having learned of our problem, were very responsive and generously offered to supply us with what we needed to give their product another try.

↑↓ **THE TRAGIC LOSS OF CRAIG WILLIAMS**

When we lost Craig Williams on the night of March 8, we lost a great man, father, sailor and friend.

I sailed with Craig for a few seasons aboard his Olson 40 *Uproarious*. He had all the qualities of a great skipper — he was fair, mild-mannered, generous with the helm, and most importantly he kept a cool head even during the most intense situations. He lived to race that Olson 40.

I did the Islands Race a couple of years ago with Craig on *Uproarious*, and I count it as one of the highlights of my sailing life. We sailed balls out, all night, through what I recall as an exceptionally dark night. After we left the lee of the south end of San Clemente Island, it was blowing 20 to 25 knots. We had the big kite up and were hitting close to 16 knots in surfs. The Olson 40 loves to surf! We were also on the edge of control. But that feeling of being on the edge is part of the game. That's why we buy the ticket and take the ride. If you've raced sailboats offshore, you know the feeling. Craig absolutely lived for this. Even though we'd been 25 minutes late to the start, we got second in class for our efforts. It was an amazing experience that night, one I'll never forget.

This year Craig sailed the Islands Race on the brand-new Columbia 32 *Uncontrollable Urge*. The boat's rudder failed near the north end of San Clemente Island. The vessel was eventually set inside the surf, the boat broke apart, and Craig lost his life in the large surf.

He leaves behind a wife, young daughter, and baby on the way. His wife and friends have set up a website for those wishing to make a financial contribution to help this family along in the short term: <http://goo.gl/8ydL5>. Craig will be forever missed.

Michael Migdol
Encinitas

Michael — One of the things that makes it hard to accept this sailing tragedy is that Craig and the others were such good seamen that they felt they didn't need the outside assistance offered by the Coast Guard and other participants — until it was too late. In hindsight, they should have been more selfish.

↑↓ **MORE CRACKED ICOM INSULATION**

Add me to the list of sailors who have had the insulation on an Icom radio crap out on me after six months. It was back in 2010. I called headquarters and got a 'yawn' response. I told

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LETTERS

them I'd buy a new one and offered to send the original back for their geniuses to analyze. I got another 'yawn' response.

Pat Tilson
Shaboom, Westsail 32
Annapolis, MD

↑↓ SAILING AND A SHOW

It was a glorious day on the Bay today, and we were



COURTESY TRY BABY TRI

An AC45 gave sailors a treat in mid-March by practicing near Treasure Island.

current boat, a Telstar 28. What fun!

blessed by the unexpected sight of an AC45 out practicing — rounding the marks, tacking, jibing, massive winch grinding. Whoooooah, what a thrill!

P.S. I used to own a sistership to the Leopard 45 owned by the owner of *Latitude 38*. I sold her in October and got my

Laurie Chaikin
Tri Baby Tri, Telstar 28
San Francisco Bay

↑↓ FINDING FAULT

I know that I'm a little late with this, but did anyone witness a collision between two sailboats in The Slot on February 17 at about 3:30 p.m.? We're looking for someone who can tell us more about the incident.

My wife and I had sailed *Fandango*, our Hunter 36, from Sausalito to the Cityfront on a day when not many boats were out. We were returning on port tack when a boat came out from behind our jib and struck our boat. My wife, who had been at the helm, said she had maybe two or three seconds to let out a yell and turn the wheel to get our boat out of the path of the other boat.

The other boat hit our starboard stern quarter right on the corner of our transom. His anchor caught our starboard aft pulpit, ripping it, our stern seat, and outboard motor aft. Our stanchions bent over on the entire side of the boat, and the bow pulpit broke as the lifelines eventually snapped. Our starboard wishbone backstay was sheared off at the base.

Once my wife and I checked to see that we were both all right, we turned the boat into the wind to drop the sails, jury rig the backstay, and lift the outboard.



BRUCE HAMADY

'Fandango's stern pulpit was torn off in the collision.

After the other boat struck us, he sailed off a distance, circled once or twice, then sailed away to the Cityfront. We did notice the name on his boat, and once our boat was in order, I tried to raise him on the VHF.

He did not respond. Once we began to motor back, he sailed relatively close to us and yelled, "What happened?"

"You hit us," I replied.

"No, you hit me," he responded.

I told him our slip and asked his, which he gave to me.

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LETTERS

He then tacked away from us.

"Besides," he said before taking off for the City, "I was on starboard."

"But that doesn't mean you can hit us," I said.

I know, we'd been on port tack, and hadn't recently checked under the jib, which obscured our view of that side. Rule 12 says he has right-of-way, but Rule 8 says you shall not hit another boat if you can avoid it. It was a clear day, there were no other boats near us, and yet someone who had a clear view of our boat ran right into it. He made no visible attempt to avoid us, and continued on his way without so much as even coming back to see if we were injured or needed assistance.

We suspect he must have been below in the head or getting food or drink with the tiller locked off. We can't imagine his ramming us with the tiller in his hand.

So we're asking, did anyone see this accident? We think not, since nobody else came to our assistance, but we'd really like to know if the guy was even in the cockpit.

Bruce Hamady
Fandango, Hunter 35.5
Sausalito

Bruce — We're glad to hear that nobody was hurt, and we admire your obvious honesty, but with all due respect we think your position is all but indefensible.

First, you were on port, and thus it was your responsibility to keep clear of all boats on starboard. You didn't. The other guy was on starboard, so his responsibility was to sail a constant course so boats on port, like yours, would have no trouble avoiding him.

Second, it's the responsibility of all skippers to keep a proper lookout "by sight and hearing as well as by all available means appropriate in the prevailing circumstances and conditions so as to make a full appraisal of the situation and of the risk of collision." You didn't have a proper lookout.

It seems to us that you violated the two most elemental rules of safe navigation, and thus don't have a leg to stand on. Even if the other guy didn't have a proper lookout — and at this point there is no evidence of that — at least he was on starboard.

You keep mentioning that the other boat "hit" your boat. But just because it was the bow of his boat that made contact with your transom doesn't mean that you weren't responsible for the contact. After all, it's entirely possible that, realizing you were about to t-bone him, he made a desperation attempt, as required by Rule 8, to duck you, but didn't quite make it. Also, from your description it sounds as if the other boat appeared to leeward of you, heading in the opposite direction. If that's true, and your wife swung the wheel hard to windward, that action may have brought your "starboard stern quarter" right into the bow of the oncoming boat.

The insurance companies will work it out, but our feeling is that your company is going to pay for the majority of the damage to both boats. But did we mention that we admire your honesty?

When sailing — especially where there are often lots of boats, such as San Francisco Bay, Newport Harbor, and San Diego Bay — you have to assume everybody is out to hit you, either on purpose or because they're not paying attention or are having some kind of gear failure. No matter what tack you're on, you have to be monitoring the ever-changing situation constantly.

↑↓ REMEMBERING FARALLONES TRAGEDIES

I raced on the Bay back in the late '70s and early '80s. Reading the news accounts of the terrible accident at the Farallones last year, I remembered starting a Doublehanded

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LETTERS

Farallones Race one year in a full gale and turning back because the conditions were too dangerous for my crew and me on my Catalina 27. We were the first boat to quit. Many more followed us. The rest of the fleet continued out into the open sea.

As I recall, three boats were lost that day and 11 sailors perished. Can you tell me if my memory is accurate, and if so, what year it occurred? When I did not see any references to that race in the news accounts from last year, I started to question my memory.

To prevent another tragedy like the one last year, how hard would it be to place a temporary buoy a mile off the Farallones and make it the rounding mark for future races?

Michael McDermott
Palmas del Mar Marina
Humacao, PR

Michael — We think you're referring to the 1982 Doublehanded Farallones Race. Nearly 130 boats started, but only 39 finished, with four sailors and eight boats lost. It was a terrible tragedy.

With regard to a limiting buoy off the Farallon Islands, the US Sailing expert investigative panel considered it and rejected it as not being feasible. Even if it were feasible, if you stop to think about it, one limiting buoy would not do it; you'd need a number of them.

↑↓WHO NEEDS A BOAT?

Latitude was suggested as a good source to reach out to in regards to a swim I'm going to do across the Sea of Cortez. My friend Paul Kent, who is on my crew this year, pretty much demanded I contact you, saying that if anyone knew anything about the Sea of Cortez, it was *Latitude*.

I made an attempt last year, and swam against a current for 24 hours, covering only 31 miles. At one point I swam for one hour and made only 100 yards. After consulting the Navy via a friend from NOAA, I discovered I'd gone the wrong way.

This year, with a new crew, boats and knowledge, I hope to break a world record with the longest unassisted ocean water swim. I plan to start on June 30, and swim from San Carlos to the Baja peninsula. I figure Baja is a big enough target, but Punta Chivato would be the shortest distance. Last year I started from Punta Chivato.

Last year I started three weeks earlier, but this time I want to bring my twin 7-year-old boys. Shamelessly, I'll use them



SCOTT ROKIS

Paul's kids will be his motivation to keep swimming.

as a target to swim toward. I've also assigned my wife as crew chief, and knowing the boys are where we're going, she'll make sure we get there. You have probably heard of a coastal-locked wave (CLW) or coastal-trapped wave (CTW). It's a periodic wave that comes up the eastern coast of the Sea of Cortez and heads west just around San Carlos. Based on satellite images from the Navy, on June 11 of last year, I found myself swimming smack dab right into one of those suckers. I think they are hard to predict, but I might find indicators that would show one forming in the south so I could time my launch appropriately. Unfortunately, with a crew of 12, chartered boats, and limited funds, I could only find a window of three days for launch. But, it's okay, and I'm much better than last year in terms of understanding currents.

As with sailing, there are numerous elements related to this



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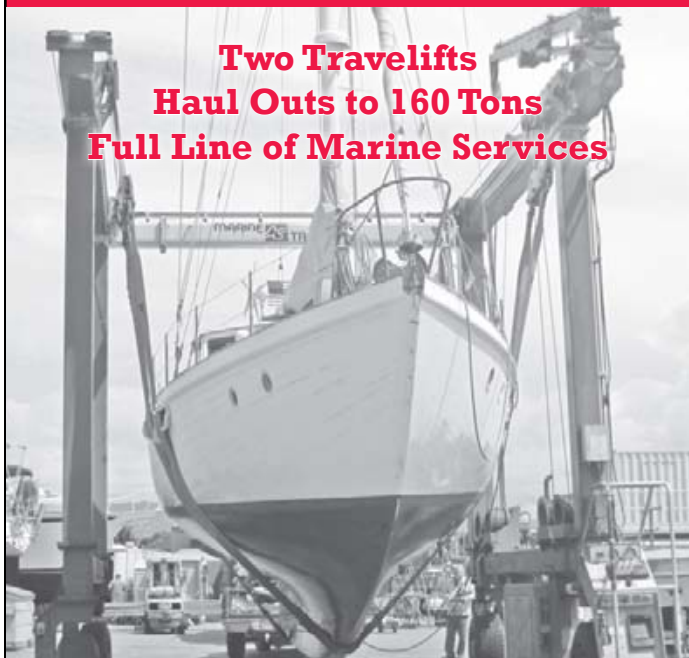


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LETTERS

expedition that could go wrong. Navigation, nutrition, support boats, crew, weather and planning all play an important role. In reaching out to you, I hope at the very least to alert you to the swim so that you might mention it. If you were interested, I would love to bend your ear to see if you have any ideas or might point me in the right direction.

Paul Lundgren
www.SoloCortez.com

Paul — Thank you for the kind words. We have a good overall knowledge of the Sea of Cortez, but not the kind of detail or depth — other than that the water should be warm in June and the wind generally light and out of the south — that would help you. As all experienced sailors know, sailing to a schedule is frequently a recipe for disappointment. A three-day window for swimming the Sea of Cortez isn't a long one. We wish you luck.

SCOTT ROKIS



The last time Paul tried the swim, he was going against the current.

LOOKING FOR A GOOD NAVIGATION COURSE

As a very satisfied reader of your amazing publication, I was wondering if you could recommend a source for navigation courses. I live in San Luis Obispo, but am willing to travel. Also, do you know of any online courses?

Mike Manchak
San Luis Obispo

Mike — The Coast Guard Auxiliary offers a number of navigation courses for all levels, and they make it easy to find one near you at www.cgaux.org/boatinged.

DO WE HAVE AN APP FOR YOU!

We, Nouveda GmbH, have developed an app for iPads and iPhones that might be of interest to your readers, as it offers a function that almost all yachting instruments don't. The app shows the current speed of a sailboat compared with the max speed reached under the same windspeed and wind direction. So it delivers a 'target speed' from real data instead of from the velocity prediction program. The iPad/iPhone stores up to about 3000 values. The increment of the windspeed is one knot, the wind angle is five degrees.

The technical requirements are a WLAN router on board, which gets boat speed, windspeed, wind angle in NMEA format. Readers can check it out in the App Store by searching for 'Racebox Best Speed'.

Axel Ulrich
www.nouveda.com

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

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

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



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SIGHTINGS

joyon going for a 'grand slam'

One of the complaints about the current America's Cup boats is that very little of the technological advances will trickle down to regular boats. We suppose that's mostly true, but then we learned that Frenchman Francis Joyon has equipped his 33-meter trimaran IDEC with foils such as those found on the AC boats. That should make IDEC faster still — and a little more sensitive.



Joyon may be media shy, but he's bold on the water.

For those not familiar with French sailors, Joyon is something special, a soulful single-hander admired by all, who nonetheless has an astonishing record of achievements. We won't go into his whole history, but in the early days it was marked by around-the-world records set with an ancient boat, worn sails, and no outside help — not even a weather router.

Joyon currently holds three of the biggest records in singlehanded racing: First, there is the big one, the singlehanded nonstop around-the-world record of 57 days. That's not too far off the crewed record of 45 days. Last year he

improved on the singlehanded 24-hour distance record, 666.2 nm, averaging 27.75 knots. Recently he set a new Columbus Route — Cadiz to San Salvador — record of 8d, 16h (all aboard the 95-ft tri IDEC). No sailor has ever held these three prestigious records at the same time.

And now Joyon — and his foils — has his sights set on the fourth record in what would give him an unprecedented Grand Slam. That record is the New York-to-Lizard record, currently held by Thomas Colville and his slightly larger and much more sophisticated and comfortable 105-ft trimaran *Sodebo*. The record will be difficult to beat, as Colville did the 2,980-mile (rhumbline) route in just 5d, 19h, an average of 21 knots on the rhumbline.

The following is a list of TransAtlantic sailing records. Note what a tremendous improvement in times there have been in just 21 years.

Solo North Atlantic records

1987: Bruno Peyron, *Explorer*, catamaran, 11d, 11h, 46m, 36s

1990: Florence Arthaud, *Pierre Premier*, trimaran, 9d, 21h, 42m

1992: Bruno Peyron, *Explorer*, catamaran, 9d, 19h, 22m

1994: Laurent Bourgnon, *Primagaz*, trimaran, 7d, 2h, 34m, 42s

2005: Francis Joyon, *IDEC 1*, trimaran, 6d, 4h, 1m, 37s

2008: Thomas Coville, *Sodebo*, trimaran, 5d, 19h, 29m, 20s

The publicity-shy Joyon is a true sailing hero of ours, and we wish him the best of luck. He plans to make his attempt sometime in May.

— richard

sailor lost in islands race

It's unfortunate that California sailors have become far too accustomed to losing friends and competitors in offshore yacht races, but the fact is that offshore sailing is a dangerous sport. This was driven home last month when San Diego sailor Craig Williams died on March 8 while crewing aboard James Gilmore's brand-new, all-carbon Columbia 32 *Uncontrollable Urge* in the Islands Race, a 139-mile race from Long Beach to San Diego, leaving Catalina and San Clemente Islands to port. While her crew consisted of very experienced offshore racers, this was the first offshore race for the boat and the design itself (her builder, Vince Valdes, was aboard as well).

Caught in the trough of compression between an east-moving low-pressure area and the dominant Pacific High, the fourth edition of this now-annual race would be a breeze-on affair with upwind sailing for the beat to Catalina, demanding reaching conditions between the islands and high-speed downwind surfing conditions to the finish. (See this month's *Racing Sheet* for a full race report.) After rounding

continued on outside column of next sightings page

find it all at

With America's Cup Fever sweeping across the Bay Area, there's no doubt that this year's Strictly Sail Pacific is going to be one of the most exciting in recent years. Once again held at Oakland's Jack London Square (April 11-14), the show is packed to the gills (or is that Gill?) with enough to see and do to entertain the entire family.

A guide to the boat show is tucked into the pages of this issue, and in it you'll find details on everything from VIP Day (Friday, April 12), to seminars (free, advanced and on-the-water), to exhibitor parties (including *Latitude's* party), to the spectacular new America's Cup Pavilion

French sailing hero Francis Joyon is going for the Grand Slam of sailing records.



strictly sail pacific

(in the old Barnes & Noble). But before you go tear it out and start planning your assault, keep reading for a few other goodies you won't want to miss.

We'll start at the exhibition hall, the same two-story structure used last year. Both floors will be filled with the latest in boat gear, from high-tech marine electronics to those adorable boat shoes your first mate has had her eye on for months. If you've been researching a big upgrade, the show is a perfect opportunity to pick the brains of bona fide experts who know the ins and outs of such a project.

Speaking of educating yourself, you'll

continued in middle column of next sightings page

williams — cont'd

Catalina's West End, *Uncontrollable Urge* began reaching south, but a strong west-to-east set forced boats to steer up 10 degrees to effectively stay on course.

With the breeze solidly in the 20s and the fleet required to sail a tight angle, both boats and crews were being pushed to their limits. The punishing conditions caused *Uncontrollable Urge*'s rudder to explode after landing off a large wave at high speed. With no steering, the boat began drifting toward San Clemente Island, the southernmost of the Channel Islands.

At 9:26 p.m., the crew of *Uncontrollable Urge* issued a *pan pan* call over VHF radio to inform the Coast Guard of their situation, and activated their radio's digital selective calling (DSC) feature. *Urge* was offered a Coast Guard rescue, but declined, noting they were in no immediate danger. It's clear that the crew believed the situation to be under control, especially since they'd contacted a commercial

continued on outside column of next sightings page



PHOTOS: JEAN-MARIE LIOT

SIGHTINGS

williams — cont'd

tow service to assist them. Unfortunately the tow boat was unable to leave port due to the rough conditions: up to 30 knots of breeze and 8- to 10-ft mixed swells.

By 11 p.m., the disabled boat had drifted closer to the island and the crew unsuccessfully attempted to set an anchor, leaving them drifting closer and closer to the beach and the pounding surf. To understand the situation, it's important to take into account the rough conditions and San Clemente's inhospitable topography. The western shore of the island is a rocky, steep coastline known for its large kelp forests and sharp rise from the depths of the ocean floor. With no sand, mud or anything else that would allow an anchor to set, anchoring to windward of San Clemente Island was impossible given the conditions, which included steep breaking waves. In other words, anchoring was impossible and being swept ashore inevitable.

Just before midnight, *Uncontrollable Urge* rolled twice in the surf zone, breaking the mast in the process. One unconfirmed third-hand report claimed that Williams, who was apparently tethered to the boat when it rolled in the surf, was caught by the mast as it came down. Shortly after midnight, all six crew members — including an

continued on outside column of next sightings page

strictly sail

want to set aside some time to attend some of the 110 free seminars organizers have scheduled. Jimmy Cornell and his daughter Doina, John and Amanda Neal, Brion Toss, Kame Richards, Lee Chesneau and many, many other knowledgeable presenters will be speaking on any number of subjects. Back for a return engagement is *Latitude's* Managing Editor Andy Turpin for three talks: Friday, April 12, 'Baja Ha-Ha How-To' (3:30-4:30 p.m., E Pavilion); Saturday, 'Baja Ha-Ha How-To' (same time and location), immediately followed by 'Tahiti & The Pacific Puddle Jump' at 4:45. Advanced seminars are also available for a fee.

Many of the speakers are accomplished authors, and they'll be stationed at the Author's Corner, where you can



SPREAD: JOHN FULLER; INSET: USCG

— cont'd

meet them in person, chat about their expertise, and buy autographed copies of their books.

New this year is the AC Pavilion, where show attendees will learn more about the 'Summer of Racing', meet Oracle and Artemis team members, and even view the oldest trophy in sports (Saturday and Sunday only). Ambassadors will help you figure out the best place to watch the Louis Vuitton Cup, the Red Bull Youth America's Cup and the America's Cup Finals, and VIP seating tickets will be available for purchase.

Attendees also have the opportunity to go for free sails during the show. Head down to the Discover Sailing Center on the docks to hop a 45-minute ride, or pop on over to the schooner *Seaward*

continued in middle column of next sightings page



The brand-new 'Uncontrollable Urge' at the start of the Islands Race. Inset, USCG footage of her after she rolled.



williams — cont'd

unresponsive Williams — were hoisted into a Coast Guard helo and transported to a San Diego hospital, where Williams was pronounced dead. The San Diego Medical Examiner's Office later reported his cause of death was hypothermia and drowning.

Roll back the clock to 2009. It was a beautiful fall day on San Diego Bay and this writer had just finished a race aboard Craig Williams' Olson 40 *Uproarious*. It was still early in the afternoon, so Craig asked who wanted to sail out of the harbor, put up a spinnaker and then sail back to the yacht club. My arm didn't need to be twisted, so we pointed the big ultralight's bow for the ocean and sailed on.

Craig asked if I'd ever packed a spinnaker before. I replied no, so Craig proceeded to completely remove the kite from its bag, run all of the tapes, locate each corner and then carefully pack it back into the bag to ensure that it launched as it's supposed to. Back on deck, we hoisted the kite and he handed me the tiller. It was the first time I'd ever driven a big boat with a kite up. It's a feeling I try to re-create as often as possible.

This was the effect that Craig had on others and the lasting impression that I, and many others, have of this incredible man. His infectious enthusiasm and love for the sport rubbed off on everyone. He didn't just share his boat with us, he shared a love of sailing. A love that he had learned from his father, who served in the Coast Guard and was an accomplished sailor himself.

In addition to being an ambassador for the sport, Craig was also a devoted husband and father. He is survived by his beautiful wife Kjersti and their two-year old daughter Claire. Their second child is due this summer. A memorial fund has been set up to pay for expensive memorial and burial costs, with anything left over to be rolled into a college account for the kids. You can donate to the Craig Williams Memorial Fund at <http://goo.gl/8ydL5>.

— ronnie simpson



Craig Williams, 36, is survived by his wife Kjersti, daughter Claire, and another baby due this summer.

WILLIAMS FAMILY

banderas bay xxi

The 21st Banderas Bay Regatta lived up to its reputation this year as one of the best cruisers' regattas in the world. The 52 competing boats not only enjoyed incredible racing conditions, but were treated to four days of great parties and live music at the Vallarta YC and Paradise Village Resort. The regatta was kicked off with an opening ceremony celebrating traditional Mexican dance, music and tequila, and was followed by a Cuban night, a *ceviche* festival, a fish fry, and a spectacular sunset beach party and awards ceremony. Those who still had the stamina attended an after-race pool party and jazz concert at the beautiful Los Arroyos Verdes Eco Resort, hosted by owner Lupe Dipp.

This year's regatta was the first event outside the United States to join Sailors for the Seas' Clean Regatta program. As part of registration, each vessel was given two reusable water bottles and unlimited fresh water refills during the week. The race committee offered redress for any boat who picked up trash they found in the water, and everyone was encouraged to reduce, reuse and recycle during the event.

As usual, participants in the BBR ranged from performance cruisers and multihulls to traditional classics. Spectators in boats and on the beaches were as excited to see Tom Siebel's Sig 45 *Vamanos!* fly a hull as they were to see Mike and Dawn Hilliard's 85-ft schooner

continued on outside column of next sightings page

SIGHTINGS

bbr — cont'd

Destiny majestically work her way up the course. *Destiny's* former owner, Howard Hughes, would've been proud.

This year saw a larger number of multihulls than in past years, including David Crowe's *Humu Humu*, Bob Smith's *Pantera* and Cam McCannel's *Dream Chaser*. New entrants this year included Australians Lionel and Irene Bass, who are doing the Puddle Jump in a couple of weeks, in their Gunboat 52 *Kiapa*. Brian Charette's *Cat2Fold* made a point of proving to the committee boat that she could be on port and starboard tack at the same time.



'Destiny' wowed spectators during the Banderas Bay Regatta last month.

Racing conditions this year were classic Banderas Bay: Afternoon thermals touching 18 knots with a little swell to get those in the smaller boats surfing. PRO and VYC Rear Commodore Randy 'The Fun Guy' Hough set excellent courses for the three days of racing, giving the performance boats a chance to show off their speed while allowing for some nice long reaches so crews on the cruising boats wouldn't spill their cocktails.

Awards this year also included a Glitter Award for those boats that did something to demonstrate the corinthian spirit of the BBR. Three First Place Glitter Awards were handed out: *Destiny* received a trophy because the Hilliards smiled their way through a port-starboard conflict, Siebel's *Vamanos!* got one for accepting a -45 handicap just to make it a little more fair for the other performance multihulls, and Thomas Brown's *Wind Trekker* received one for retrieving a refrigerator floating in the bay and handing it over to the Mexican Navy. We're pretty sure the crew thought it was full of beer, but we still gave them kudos for removing trash from the bay.

Unfortunately, the event was not without incident. Sailmaker Mike Danielson was seriously injured during an incident at the start on Day Two. He is now recovering, and took the time to wish all competitors a good regatta from his hospital bed. We all wish him a speedy recovery.

Full results can be found at www.banderasbayregatta.com.

— andy barrow

special jury assembled for bbr incident

As we reported in a special *Lectronic* report on March 23 (and as Commodore Andy Barrow reported above), there was a starting line collision — with a severe injury — in the second race of the Banderas Bay Regatta in mid-March. The collision was between the Hunter 54 *Camelot*, owned by Howard Shaw of Portland, and the J/160 *Blue*, which is based out of La Cruz and owned by Ken and Cheryl Sears of Nashville.

In our special issue of *Lectronic*, we reported that it was our understanding *Camelot* had been luffed up by the 44-ft *Variana Olas Lindas*, as she had the right to do. With *Camelot's* having been brought up into the wind, the question was whether there was enough room for the 54-ft long, 16-ft wide *Blue* to fit in between *Camelot* and the race committee boat without being guilty of barging. Barging is when a boat tries to squeeze between a boat to leeward and the committee boat at the start of a race when there isn't enough room to do so safely.

While the collision — there might have been two bumps — between the two boats wasn't that severe, somehow sailmaker Mike Danielson

continued on outside column of next sightings page

strictly sail

for a free 30-minute dockside class and sail for up to 40 kids (see page 26 of the show guide for the schedule).

When you're done sailing, stroll the docks to see the newest in yacht design, from the sleek McConaghy 38 to the high-performance Nacra 17 to the luxurious Jeanneau Sun Odyssey 469 to the humble 16-ft RS Venture sailing dinghy. Touring boats is encouraged, though you'll need to take your shoes off, so slip-ons are highly encouraged. While you're touring the basin, be sure to stop and chat with the fine folks aboard the research vessel *Derek M. Baylis*, as well as ex-AC challenger *USA 76*. If you're more into one-design racing than cruising, check out the Small Boat Zone, where you can find out how to get started in the Bay racing scene.



— cont'd

Kids will again have their own 'Fun Zone' to let them blow off some steam. In addition to fun sailing-related activities, they can test their rock wall-climbing skills and scream their way down a zipline. Trust us, they'll be telling all their friends about it!

Before you leave the show, drop by the *Latitude* booth (#219-21) to say hi. If you attend Friday, stick around after the show closes for our Baja Ha-Ha, PPJ, Delta Doo Dah, SoCal Ta-Ta & Circumnavigators' Reunion Party. Participants in any of our events are encouraged to join us for some free wine, beer and snacks, but everyone is welcome. Pose with our model Crissy Fields, chat with the editors, buy a t-shirt, or simply grab some grog. We can't wait to see you there!

— ladonna

jury — cont'd

fell aboard *Blue*, and ended up getting his legs in "just the wrong place." One leg was broken in two places between the knee and the ankle, the other leg was broken just above the ankle. We've been told by several people that Danielson had *not* been trying to use his legs to keep the boats apart, which is one of the first lessons you learn when sailing.

Based on information from Vallarta YC Commodore Barrow, Randy Hough, the principle race officer, witnesses on three other boats, and the fact that *Blue* didn't immediately file a protest after the incident or within the stated time limit to file protests, we initially reported that *Blue* had been guilty of barging.

We were subsequently informed that despite their not filing a protest on time, *Blue* never admitted fault. In fact, after the protest period was over, the Searses requested additional time to file a protest based on the fact that *Blue* was equipped with a masthead GoPro camera that had recorded part or all of the incident. Because of the new evidence, Randy Hough agreed to the protest period's being extended, as per the racing rules regarding situations such as this.

As we go to press, we have not seen *Blue*'s protest, and thus don't know the nature of it. One possible basis is that *Blue* believes they have

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Banderas Bay Regatta — (clockwise from below) DeLayne Brin's Sabre 38 Mk1 'At Last' (foreground) and Larry Burton's Columbia 9.6 'Just Right' duke it out; J-World made a serious splash; cruisers such as Dan and Kelly Freeman on their Seattle-based Slocum 43 'Papillon' were who this regatta was designed for; barefoot hiking; Gregory Parfitt's Scappoose, OR-based Westsail 32 'Otter' proves the stout cruiser can race with the best of them; the bikini-clad mutineers aboard 'Moontide' did their best to distract fellow racers; is the future of 'cruiser racing' in jeopardy?



ALL PHOTOS: JAY ALLWORTH

SIGHTINGS

jury — cont'd

evidence that *Camelot* went above head to wind when luffing, which would have been illegal. Another possibility is that *Blue* will protest *Camelot* under Rule 14, which would be a claim that *Camelot* didn't do enough to avoid a collision. Even in cases where a boat has the right-of-way, she still has an obligation to make good effort to avoid a collision.

The sponsoring Vallarta YC organized a three-person jury to listen to the evidence on March 27. The head of the jury was Dan Becker of Newport, who was being flown down for this purpose. Two other sailors, described as "experts," made up the rest of the panel.

The hearing date and our absolute deadline date were the same, so we were unable to report the results in this piece. We will publish them in *'Lectronic* as soon as we learn them.

continued on outside column of next sightings page

delta doo dah

Since its inception in 2009, the Delta Doo Dah — a laid-back rally from San Francisco Bay to the San Joaquin Delta — has evolved every year. We started out with a 30-boat roster but quickly grew to 50 boats. So many Bay Area sailors wanted to join the fun we had to move to a lottery system for selecting participants. Sailors begged us to allow more boats to join but the small marinas and tight anchorages of the Delta limited any expansion.

This year, a big wrench known as the America's Cup 'Summer of Sailing' was



PHOTOS LATITUDE / ANDY

registration opens

thrown into the scheduling works. Planning a 10-day cruise during the middle of it all proved tricky, so instead of asking 50 boats and more than 100 sailors to forego watching this historic event firsthand, we came up with an alternate plan that would not only allow for a flexible schedule, but would also include anyone who wanted to join: The Delta Doo Dah DIY.

The concept is based on another of our events, the Pacific Puddle Jump. Boaters register as a participant for free, leave

continued in middle column of next sightings page



From the beginning, the Ha-Ha Rally Committee has always done their best to keep the event PG-rated from start to finish. That's why so many families bring along their kids.

jury — cont'd

Unless the new evidence from the GoPro is conclusive, it's likely that the 'loser' will be unhappy. For one thing, concepts such as adequate room for safety and making a reasonable effort to avoid a collision are subjective, not objective. In addition, just as in the case of traffic accidents, testimony of witnesses seeing the same thing often differs. It's also possible that the decision can be appealed, which means the situation could drag on even longer.

Our view:

While others disagree, it's our belief that this incident has the potential to undermine cruiser racing in Mexico. We say this as someone who has organized and participated in countless cruiser races between La Paz and Zihua for the last 30 years, and someone who has long-encouraged tentative cruisers to participate. If serious injury, boat damage and acrimony are the price of friends trying to enjoy a little friendly competition sailing their homes, it doesn't seem worth it. At least not to us.

— richard

20 years of ha-ha hilarity

To its Rally Committee members, running the 750-mile Baja Ha-Ha cruisers' rally every year sometimes seems a bit reminiscent of Bill Murray's famous film *Groundhog Day* — no sooner do the memories of one event begin to fade, than it's time to organize the next one. But unlike Murray's disdain for greeting the weather-indicating groundhog Punxsutawney Phil, the Rally Committee thoroughly enjoys each and every San Diego-to-Cabo San Lucas rally, because each one introduces them to a new batch of sailors from all walks of life, and each one is chock full of exhilarating, outdoor fun.

Because this fall's rally — slated to begin October 27 — will be the 20th, it's expected to be a humdinger. Not only are many Ha-Ha vets from previous years threatening to re-run the course just for the fun of it, but the Mexican government has promised to facilitate some special embellishments to the two-week event's customary activities.

Among those who've been chomping at the bit to do the rally, there's always a frenzied rush to get their boat listed at the top of the entry roster. If you're in that category, circle May 1 on your calendar, as online registration will begin at noon that day at www.baja-haha.com. As in years past, preference for slips at Cabo Marina will be based on the signup order — the higher your boat is on the entry list, the better your chance of getting a slip. Sometimes there is room for all, but not always.

As always the 750-mile course will be broken into three legs: San Diego to Bahia Tortugas, on to Bahia Santa Maria, then on to Cabo. Due to a newly enacted Mexican immigration law, however, it is possible that the fleet may have to dip into Ensenada this year to clear in. But the Committee is working on a solution to avoid that.

What sort of boats and crews can enter? Any boat of 27 feet or longer that was built, has been maintained, and is equipped for offshore sailing. Singlehanders are not allowed, and while many couples doublehand, taking additional crew is highly encouraged. (See *Latitude's* online *Crew List* to find willing watch-standers.)

You'll find updates here in the coming months, and boatloads of Ha-Ha info on the website. So what do you say? Anybody up for a cruise to Cabo?

— andy



Creatively costumed cruisers crowd Shelter Island's West Marine for the kick-off party.

making offshore racing safer

The *Low Speed Chase* tragedy last April in which five sailors perished happened in our home waters, so it's appropriate that the principal response has been local as well. A collaboration among yacht clubs and race organizations has resulted in the Northern California Ocean Racing Council (NorCalORC). Organized at the urging of US Sailing's investigation panel, the group — made up of members from the OYRA, BAMA, SSS, USCG and others — is only advisory, but it has delivered in ways that are having a significant impact on offshore racing locally and beyond.

NorCalORC decided to look well beyond the specifics of the *LSC* accident and address a range of offshore race issues, working toward a stronger and safer set of ocean races. Improvements include greater consistency in race practices, education and information about core safety issues such as wave formation, gear lists that are practical and effective, and communications methods.

The items developed by NorCalORC are being integrated by race organizations into their programs and have been reviewed with the Coast Guard. USCG Port of San Francisco Captain Cynthia Stowe is pleased with the council's efforts. "The Coast Guard's main priority is protecting the safety of life at sea," she notes, "and the council has already enhanced the safety of offshore racing through improvements to safety gear and the education of skippers and sailors."

NorCalORC's activities fall into four categories.

The Gear List (found at NorCalORC.org), has the biggest impact on racers. A committee that includes OYRA's Andy Newell and US Sailing Offshore Safety Chair Chuck Hawley threw out the complex 19-page ISAF document and worked from existing races and well-understood practices to come up with a three-page list, in clear simple language covering structure, required gear, and educational requirements. This list, with some modifications, has been adopted by all the local race organizations. Hawley is working with his US Sailing committee to get a version of the list adopted nationally, in lieu of the ISAF tome.

The list is not, of course, without controversy. Some requirements, such as lifelines, stanchion placement, and even depth sounders and VHF's, have irked some fleets. In a few cases, organizers have waived or modified these, and in other cases the discussion continues.

Training, long mandatory under US Sailing/ISAF rules, is being adopted by the local organizations effective in 2014. One finding of the *LSC* incident, also demonstrated in other cases, is that racers sometimes ignore or are unaware of some core safety issues, like staying out of shallow water. (The rule is 2.5 times significant wave height, by the way).

Safety at Sea seminars, and a new half-day version for local coastal racing, are provided by NorCalORC and other groups and will be mandatory for 2014. The inaugural half-day seminar will be provided at the Strictly Sail Seminar on April 14. A full-day NorCalORC SAS seminar, organized in February by Pat Lowther, sold out.

Race Management and **Communications** have been matters lacking consistency. US Sailing Area G Race Officer Nancy DeMauro has put together guidelines and in February presented a training seminar for 40 ocean race PROs. Key points are that inspections take place, ocean races have a consistent pre-race check-in, required information be collected, and racers demonstrate a working VHF radio. Plans are also in the works for a longer-range VHF capability to be made available to race committees, though that is farther off.

The work continues. As the first boats are being inspected under the new gear lists, racers have been incredibly supportive, but some areas, such as effective dates and certain gear specifics, need more publicity. NorCalORC and its member organizations will continue to work to keep our shared passion vibrant, competitive, fair, and reasonably safe.

— michael moradzadeh

doo dah

whenever they want, stay up-Delta as long as they want, and go wherever they want. Registered participants are invited to a grand Kick-Off/Meet & Greet Party at Berkeley YC on May 10 and a Reunion Party at Richmond YC on October 10, and will receive all sorts of great discounts from Bay Area and Delta marine businesses, including marinas!

Officially, the window of opportunity for enjoying the sizzling pleasures of the Delta will be May 24 (Memorial Day Weekend) through September 9 (just after Labor Day), but this is the Delta, so if you're off by a few days — or even a few weeks — we won't mind. We'll collect photos and stories from Doo Dah'ers for



The rudder was also severely damaged.



— cont'd

our recap article in the October issue.

Registration for the event starts April 8 at noon, so mark your calendars to check *'Electronic Latitude'* (www.latitude38.com) for details on signing up. Official swag, from burgees to t-shirts, will be available for purchase at www.deltadoodah.com, where newbies can learn more about all things Delta, from anchoring tips to the best restaurants.

So in between all the AC drama this summer, plan a cruise-out with friends to the Delta — yacht club cruise-out participants are welcome to register, too — then join us at some cool parties to share your photos and stories. See you in the sun!

— *ladonna*

the bizarre theft of *darling*

Last month, the bizarre theft of John Fruth's Sausalito-based Oyster 82 *Darling* and her subsequent grounding at Pacifica's Linda Mar Beach gripped the nation. And why not? The very idea of someone stealing one of the Bay Area's most valuable — and identifiable — private yachts for a casual cruise down the coast to Mexico seemed unfathomable. But that's what authorities say happened.

On the morning of March 4, Leslie Gardner, Dario Mira and Lisa Modawell were plucked off the grounded *Darling* as Linda Mar's killer surf pounded *Darling's* previously immaculate form farther and farther up the beach. The trio was subsequently arrested and charged with grand theft and other charges, though Mira and Modawell were released two days later after prosecutors determined there wasn't sufficient evidence to prove they were aware they were stealing a boat. *Darling* was salvaged by Sausalito's Parker Diving Service and delivered to Bay Marine Boatworks in Pt. Richmond for repairs, which could easily cost upward of a cool half-mill.

continued on outside column of next sightings page



Quite a party was had aboard *'Darling'*.



The keel came loose from the pounding on the beach.



SIGHTINGS

darling — cont'd

But the story started much earlier than that. Word on the docks has it that Gardner had apparently been stalking the boat for some time, hanging around it and even climbing aboard a time or two. We weren't able to confirm this, but the story Mira and Modawell told after they were released goes a long way toward showing Gardner had intimate knowledge of the boat, including the exact location of the spare companionway key.

According to the couple, they'd met Gardner, of Gillette, Wyoming, a few days earlier in Santa Cruz. They say he claimed he'd inherited a fortune, which included *Darling*, and invited them to go sailing. They reported partying aboard all day on March 3 at Sausalito Yacht Harbor, which independent witnesses later confirmed, before heading out in

continued on outside column of next sightings page

maine lobster

It's easy to imagine holding a crab feed at Angel Island — when they're in season, of course — but a Maine lobster feed? That's exactly what I, along with 29 other guests, was treated to when we were invited aboard the 79-ft gaff charter schooner *Freda B* recently.

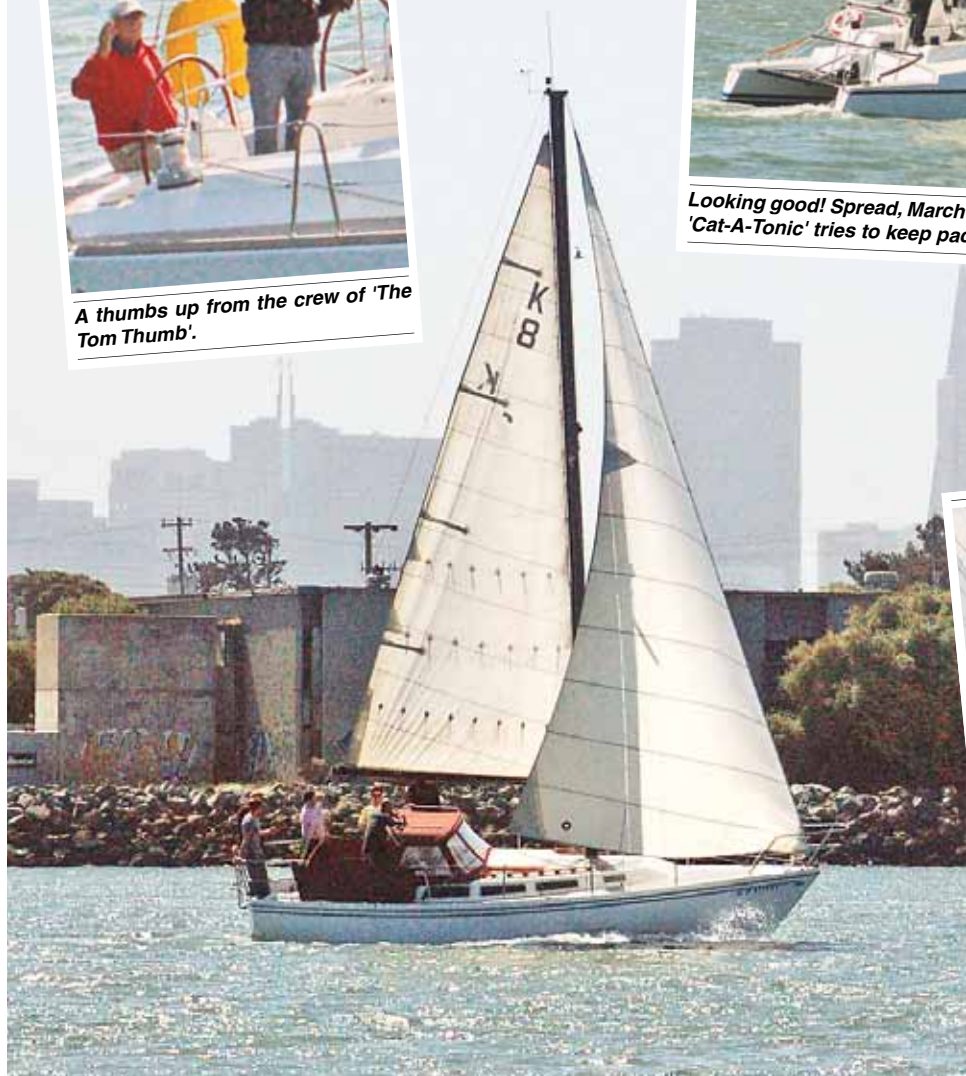
We were invited aboard as a test group for the new charter concept for Sausalito's Bay Adventures, owned by Paul Dines and Marina O'Neil. They plan to offer such 'feeds' during charter season and wanted to gauge our reactions. It came as no



A thumbs up from the crew of 'The Tom Thumb'.



Looking good! Spread, March offered up some gorgeous spring sailing. Above, 'Cat-A-Tonic' tries to keep pace with an AC45 cat but doesn't quite make it.



'Carpe Ventum' seizes the wind, as do a couple hundred other boats on the Bay that day.

on angel island

surprise at the end of the day when we all gave the idea very enthusiastic thumbs up!

Rather than a fancy presentation, John Sorensen Catering (out of St. Helena) went the other way. I thought it would be a major task to feed 30 of us on Angel Island, after offloading pots, pans, propane burners, utensils, live Maine lobsters, shrimp, artichokes, potatoes, corn on the cob, bread, and lots of Napa and Sonoma county wine from *Freda B*, but I've seen barbecue chefs exert more effort cooking

continued in middle column of next sightings page



Stuart Greenberg's *Senorita Helmsman 'Siduri'*.



The *Slot* proved unusually mild this day.

darling — cont'd

the wee hours on a night cruise. The boat's AIS transponder showed a loop-the-loop off Daly City — a course that had Vessel Traffic Service calling the Coast Guard to alert them of the wonky track — before ending up on the beach at Pacifica.

The latest reports note that an unnamed fourth person drove the trio to Sausalito from Santa Cruz. Reader Victor Vesey, who keeps his *Winga 862 Swedish Promise* at South Beach, sent us the following just days after *Darling's* theft.

"On Monday March 4, I passed through Pacifica and witnessed a large sailboat aground in the surf. I studied the tragedy and drove off full of questions.

"They were answered in the form of a scruffy but decently mannered hitchhiker I picked up in Half Moon Bay. Like many thumbers, he came with the stench of a career drinker. I asked him how his day was and he let out a sigh and started telling me his tale.

"He'd been partying hard on a boat that he'd been hired to crew on by a very unpleasant character named Les, who claimed to have recently inherited \$270 million. Things became stressful on board and my passenger was yelled at for having drunk the last of the beer, which he said was really unfair since he hadn't been having any of the speed.

"At 2 a.m., Les, who was not a sailor, said he was going to start the engines and take the boat down to Half Moon Bay. He ordered my passenger to drive Les' Ford 350 truck down the coast to meet them. My passenger refused, saying he was too drunk and at least needed to sleep first. He was told to sleep in the truck and, after a few hours of sleep, he set off without a driver's license or much trust in the state of his borrowed vehicle. He also noted how lucky he had been that they'd removed all the swords and other weapons from the truck, 16 in all, considering what transpired.

"At Devil's Slide his brakes gave out, and he ended up putting out flames on the left wheel as he ditched it in a stub of highway construction road. He then hitchhiked to Half Moon Bay, where the harbor master had no sign of his friends, but did have a report of a grounded boat in Pacifica. However, the boat in Pacifica was blue, and my passenger insisted that the boat his friends were piloting was brown.

"Besides a clumsy radio check with the Coast Guard, there was no understanding or use of regular navigation instruments aboard. That radio check, during which Les did not want to reveal their position, reinforced the unease that my passenger had about the actual ownership of the vessel. 'I think he jacked it. I mean, why else would you leave in the middle of the night if you don't even know how to sail.' He said Les was so high he was chewing his own face.

"It seemed all too obvious that the boat in Pacifica was the one his friends had been on, so I recalled some details, like the scripted single word '*Darling*' on the white boom. That convinced him it was the right vessel, and that he has just been dead wrong about the color. That mistake probably saved him from sustained police attention.

"By this time my passenger was very upset, hoping that the other crew, for whom he cared, were okay, and wondering what to do about the truck he had abandoned.

"Then something strange happened. There was the sound of another voice in the van with us. At first I thought it was the radio, but it wasn't on. Yet the sound of a very different voice continued, incoherent. Then my passenger apologized for his outburst, and quickly moved on to asking about the sage growing on the hills around us. I took this as a clue that my passenger might have a multiple-personality disorder, with the tension causing his other personalities to break through.

"The stress was obvious on him, and I did my best to comfort him before dropping him on the west side of Santa Cruz. I told him he was lucky to have been paid and be alive, gave him a couple of beers for

continued on outside column of next sightings page



Lesley Gardner.

SAN MATEO SHERIFF

SIGHTINGS

darling — cont'd

the rights to report the story, and we were quits."

Gardner, 63, is being held in San Mateo County Jail on \$1 million bail. In late March, a psychological evaluation was ordered by the judge in the case when his attorney voiced his doubts about Gardner's mental competency. The next hearing is scheduled for April 30.

— *latitude / ladonna*

gearing up for the pac cup

It's only in the pre-entry stage, but early indications are that the 2014 Pacific Cup race from San Francisco to Oahu's Kaneohe Bay will buck the low-turnout blues that have afflicted many a West Coast long-distance ocean race in recent years.

With limited space for post-race berths at Kaneohe Bay Yacht Club in Hawaii, next summer's race may well be a sell-out. "We're cautiously optimistic about the entry pace, and hoping this year

will again see a wait-list," says Steve Chamberlin, commodore of the Pacific Cup YC.

Race organizers have reason to be pleased. Although registration doesn't open until May, already 26 boats have put down \$100 to reserve a place on the entry list of next summer's event. Early adopters range in size from 27 to 60 feet, both race veterans and rookies — some whose keels have yet to ever touch water. Now that's planning ahead!

Nearly half of the entries to date plan to sail doublehanded, eight will start in the inaugural cruising class, and seven are signed up as fully crewed race boats.

"Four of our doublehanders are Santa Cruz 27s. We hope to get more and offer them a one-design division and their own trophy," says Chamberlin. "Clearly it's easier for the double-

handed boats to pull the trigger. But I've spoken with several fully crewed race boats that will also be going." If the local Beneteau dealer has her way, there will even be a division for some of those boats.

Although it's still early days, the cruising class appears to be a popular addition for the 16th biennial race. The Pac Cup has long been promoted as the 'Fun Race to Hawaii', but shrinking entry lists in recent years gave rise to concern that the scales were a little too biased to the 'race' aspect and away from the 'fun' part.

Suspecting that there are sailors who want the adventure of a 2,070-nautical-mile, mostly downhill ocean race to warmer climes but who could do without the fuss of a full race campaign, the cruising class was born.

Cruising class participants will sail under their own rules — or shall we say, rule: outside of the race's training, equipment and safety regulations, there are no rules. If you want to turn on the engine because you're in a lull and tired of hearing the sails slat, go for it. Not keen to fly the spinnaker after sunset? No problem.

"Basically, this is for those who want to put down the winch handle and pick up the wine glass at sundown," explains Chamberlin. "Same fun. Less stress. Good company."

And while ardent racers may think such an idea is worthy of being burned at the stake, boats in this division don't even need a rating certificate.

Sound like your kind of 'race'? Although the first start isn't until July 6, 2014, you'll want to get your act together soon. Only two of the initially allocated spaces in the cruising class remain. If it takes a little longer for you to get your ducks in a row, worry not — the PCYC plans to start a division waiting list if interest warrants it.

Regardless of your score on the hard-core-racer-o-meter, if you have

continued on outside column of next sightings page

freda b

up a few steaks. The cooking is timed to the minute, and when it's ready, it's simply dumped onto a plastic-and-paper-covered picnic table. No plates and no utensils, which turns out to be the easiest way to eat this feast.

After the lobster feed, we enjoyed a glorious daysail on the Bay. At the end of it we were all pinching ourselves to make sure it had really happened. "Thank you so much for coming," said Paul and Marina as we disembarked from the lovely *Freda B*. I would have paid a king's ransom for a trip like this, and here they

LATITUDE / ROB G.



Can't you just see yourself sailing across the Molokai Channel?



The pros efficiently cooked up enough grub for 30 hungry sailors.



Marina O'Neil is a gracious and charming hostess.

— cont'd

were thanking *me!*

I've had the pleasure of sailing aboard *Freda B* many times, and I'm always impressed by the hospitality offered by the crew. Whether it's a Cordon Bleu dinner on board, a lobster feed at Angel Island, 'grub' at a pirate festival, hot dogs and beer at a Giants game, or even a local history and wildlife tour of San Francisco Bay, *Freda B* has become synonymous with great sailing and fun on the Bay. You can find more about her chartering schedule at www.sfbayadventures.com.

— john skoriak

pac cup — cont'd

even an inkling of interest in the 2014 event, be sure to sign up for the next US Sailing Safety at Sea course on May 19. (At least 30% of crew, or two — whichever is more — must have completed an authorized safety program within the previous five years of the race start.)

You'll also want to register for the first Pacific Offshore Academy, planned for June 23. The half-day seminar covers essential skills and knowledge applicable to any offshore passage. You can register for both at the Pacific Cup website: www.pacificcup.org. While you're there, download the Notice of Race and pre-enter.

If you need more convincing that the 2014 Pac Cup is for you, stop by the 'Let's Go to Hawaii' seminar at Strictly Sail on April 12. Following the talk, PCYC will host a Mai Tai party. Use the day to chat with previous racers, or perhaps start planning your sundowner rotation.

— ss



It's always a grand party aboard 'Freda B'.



Only the lack of down jackets and snow prove this photo wasn't taken in Maine.



Emeryville Marina

Emeryville Marina's idyllic location in the heart of San Francisco Bay offers views of three bridges and two islands. Dock in Emeryville. Enjoy our amenities and walk to great local restaurants.



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Emery Cove Yacht Harbor

KOSTECKI & CAYARD —

With the main events of America's Cup 34 now only three months away, we thought it appropriate to check in with two of the summer showdown's most respected warriors, John Kostecky, tactician for Oracle Team USA, and Paul Cayard, CEO of Artemis Racing. Being two of the most accomplished sailors ever produced by San Francisco Bay, both have resumes longer than the wake of an AC72. Their accomplishments span decades of sailing in a wide variety of boat types, including Olympic one designs, around-the-world racers and America's Cup innovations. But despite all that, neither has forgotten the simple pleasures of his sailing roots, poking around in sailing dinghies when only in grade-school.

In addition to winning an Olympic silver medal in the Soling class and helming Illbruck Challenge to a win in the '01-'02 Volvo Ocean Race, John Kostecky, 48, has won 10 world championships in different sailing classes.

Lat 38 — John, naturally, we'd like to get your insights into this year's Cup action, but first our readers would probably enjoy hearing about the beginnings of your sailing career. When and where did you start?

Kostecky — My family moved out here, to Marin County, when I was three years old. My parents were just starting to learn how to sail when we moved. They bought a Lido 14, and I started sailing with them when I was three. Coincidentally that was Larry Ellison's first boat too.

When I was about six my parents moved up to a Cal 20, which had a big one design fleet on the Bay at the time, so I sailed with them on that boat. Then when I was about seven or eight, I joined the Richmond YC Junior Program and started sailing there. That was the first time I was able to sail more or less on my own, in El Toros. But I always continued to sail with my father, Jack, on Cal 20s and small keelboats.

L38 — Do you remember those early days as a really joyful time? And did you like the racing aspect of sailing from the beginning?

JK — Very early on I just enjoyed the sailing. But when I joined the junior program is probably when the racing aspect really started intriguing me; that's when the competitive juices started flowing.

L38 — We'd bet you never dreamed back then you'd someday make it to the highest levels of the sport.

JK — No, not then. But in my early teenage years going to the Olympics was a big goal of mine.

L38 — In addition to your father, who were your early sailing mentors?

JK — I had several growing up. During the '80s there were a lot of great sailors around San Francisco — Tom Blackaller, John Bertrand, Paul Cayard, Craig Healy, Steve Jeppesen, Ken Keefe — who

were all in the same age bracket more or less, and really grew together. I was quite a bit younger than some of those guys, and I'd always looked up to them. Eventually I got to sail with them all and against them all. It was great. They really helped me in my career.

L38 — How was it that you ended up in Solings?

JK — Back in the early '80s I started transitioning more to small keelboats. But in '83 I started sailing 470s with Zac Berkowitz. But physically, as a helmsman I was a little too

big. So we struggled in the 470 class, and a lot of that had to do with my size. In the lighter air we wouldn't do that well. When I was down in Long Beach at the pre-Olympic classes regatta in 1983 — the year before the games — Bob Billingham was sailing Solings, I think with Don Cohan. It was during that regatta that we started talking about me maybe sailing the Soling (a 26-ft, three-person boat) because I was complaining about always having to diet and I wasn't having any fun. Shortly thereafter, we put together a program to do the '84 Olympic trials in the Soling, with Bob and Mark Heer. I was the helmsman.

We went to the '84 trials and didn't qualify, but that sort of jump-started our

campaign. Shortly thereafter we started winning a lot of the U.S. and international events in the Soling class. I think we won the '86 World Championships.

L38 — Then, of course, you won the silver medal at the '88 games in South Korea with Billingham and Will Baylis. Going to the Olympics must have been a huge eye-opener in terms of all the possibilities that the sport held.

JK — For sure. During that period we traveled the world, and made friends all over. So it was definitely an interesting time of my life.

"Yeah, things happen a lot faster, but you adjust to it. For me now, this pace seems like the norm."

L38 — How did you migrate to big boat racing. Was it because you'd made a name for yourself and had become a desired commodity?

JK — Yeah, after the '88 Olympics I sailed larger boats in the Big Boat Series and other local races. I also sailed the six meter for St. Francis YC in international events. I started sailing maxi boats in the early '90s.

L38 — And how did the Illbruck connection come about? That was really getting into the big time, wasn't it?

JK — Actually, Russell Coutts, who is our leader here at Oracle Team USA, was sailing with the Illbruck family on their one-tonner, and he had some conflicts. So Willi Illbruck asked him to recommend a replacement. He recommended me, so I did the '94 season with them, and we ended up winning the One Ton Cup, which is like the world championship in that class — it was quite competitive back then. So that was the beginning.

Then Willi turned his company and his sailing operation over to his son Michael in '97. During the '97-'98 Whitbread Michael approached me and said his company wanted to sponsor a boat in the next Whitbread — which turned into the Volvo Ocean Race. They asked me if I was interested, and I said, "Yeah! I'd like to take it on." I'd already been involved with Chessie Racing in the previous race.

L38 — And, of course, you won the race, which made you a huge celebrity in Germany. But we're curious: Buoy racing and around-the-world racing are so



Oracle Team USA tactician John Kostecky

ORACLE TEAM USA / PHOTO: GUILAIN GRENIER

THOUGHTS FROM THE FAST LANE

fundamentally different. Was it difficult to make the transition?

L38 — I just kind of took it in stride. It's kind of similar to being a monohull sailor and now being a multihull sailor. It's a very different part of our sport, but it's still sailing. It's just different. That's one of the things that made it fun to go into offshore sailing or into catamaran sailing. It's so different that you really have to learn a lot to get to a high level, so that keeps it fun and interesting — basically a new challenge within the sport.

L38 — Since joining Oracle's team in 2008 you've really been on a wild ride. You've undoubtedly been on the learning fast track.

JK — Oh yeah. But that makes it fun and exciting.

L38 — Tell us a little bit about calling tactics on the AC72s with the lightning-fast pace of decision-making.

JK — Yeah, things happen a lot faster, but you adjust to it. For me now, this pace seems like the norm. It doesn't seem fast. Although maybe if I went back to sailing a monohull things would seem super slow (he laughs).

L38 — Can you describe some of the biggest challenges in shifting from monohull thinking to multihull thinking?

JK — Well, besides the fact that everything happens much faster, this is more apparent-wind sailing because you're sometimes going triple the wind speed. In the last Cup that was a pretty big factor and learning curve. For this Cup the education is more about the foils, the daggerboards, the rudders — and

"I think I found some autonomy on the boat that you don't normally have when you're 10 or 12 years old."

the boats basically being able to fly!

L38 — It seems to a lot of outside observers that the whole foiling issue is the ultimate wild card in this contest.

JK — It's a big challenge. At the moment, if you had to pinpoint one thing that's going to be the key to winning or losing the America's Cup it would be foiling. Being able to foil through a maneuver, and get the crew work perfect during it, is one of our biggest challenges now.

L38 — Have you ever done anything that's more physical? Has it been

tough?

JK — Yeah, it's been tough. But in a good way. It's great to see the America's Cup be at this level where everybody on the boat has to be in top physical shape. We take it pretty seriously and work very hard at it.

L38 — If you step back and take the long view, you must sometimes say "Wow." Here you are at the zenith of the sport. You've really done it all. It must feel good.

JK — It does feel good. When I take a step back I definitely feel blessed and fortunate to have had all these experiences with all these different people. It's been a great run.

L38 — Indeed it has. Any thoughts for young sailors who are just getting started?

JK — The best advice is to have fun and stick with it if you're into it — and work hard.

L38 — Thanks for your insights, John, and good luck with the AC.



SANDER VAN DER BORCH / ARTEMIS RACING

Artemis CEO Paul Cayard

Among other accomplishments in the world of sailing, Paul Cayard, 53, is a two-time Olympian, six-time America's Cup veteran, seven-time world champion in various sailing classes, and winning helmsman of the '97-'98 Whitbread Round the World Race aboard EF Language.

Lat 38 — Paul, tell us how you got started sailing.

Cayard — The first sailing I did was on Lake Merritt in 1967 in an El Toro when I was 7. I got into sailing by chance because of a kid I went to elementary school with in the City. His family sailed, but just a little bit. So he and I borrowed some boats from the Recreation Dept. at Lake Merritt. My dad could see that I liked sailing, so he built me an El Toro in our garage when I was 8. We lived on Twin Peaks in the City. I sailed that boat for a couple of years, then I moved to fiberglass boats.

L38 — Do you still remember the feeling you got from sailing in those early days?

PC — The thing that I remember is

that at that age you're always having to do what your parents tell you to do. But in the El Toro I was by myself, and I think I enjoyed making all the decisions. I was a competitive kid and I liked racing, so I think I found some autonomy on the boat that you don't normally have when you're 10 or 12 years old.

L38 — Did you ever imagine back then that you'd someday rise to the highest levels of international racing?

PC — No, I had no idea. I didn't even

have an awareness of the America's Cup or anything like that. I think my first awareness of the upper echelons was when I was about 18, when I got to know Tom Blackaller. He asked me to race in the Star with him in the North American Championship or somewhere — racing against Dennis Conner, Lowell North, and guys like that. But even then I didn't think about the America's Cup until probably around '81 or so. I kept sailing with Tom in a lot of different races. Then

he eventually said, "I'm going to do an America's Cup campaign for '83. Will you come and sail with me?"

It was great timing. I'd just graduated from college around Christmas of '81, and then went to Newport in May of '82 and did that first America's Cup.

L38 — Is it correct to say Blackaller was your greatest mentor in your early days?

PC — Yeah, he's really the one who facilitated my career. I sailed with him in two America's Cups. He had a lot of confidence in me; he made me the tactician in my second America's Cup (1986-'87), and gave me a lot of responsibility with the sailing team — I was only 26 years old. After the '84 Olympics... he gave me a job in San Diego working for North Sails one design. And he sent me to Italy to skipper a boat in the Sardinia Cup, which was the springboard for my whole Italian connection, and eventually doing the whole America's Cup for Italy (*Il Moro di Venezia*, 1992 Louis Vuitton Cup winner).

L38 — What do you think Tom saw in

KOSTECKI & CAYARD —

you?

PC — I was very aggressive and competitive, and I think he thought I was a good sailor. You know, I was part of the Laser generation. We learned how to make boats go fast downwind, while the establishment at the time — Blackaller and others — were very focused on upwind speed. Downwind was where you kinda relaxed and caught your breath, whereas with my generation you pushed as hard downwind as upwind. I think we were kind of complementary in that way.

L38 — After winning the Louis Vuitton with *Il Moro* in '92, you joined Dennis Conner's 1995 defender campaign. But his boat, *Young America*, suffered a tough loss to *Team New Zealand* (0-5). What did you take away from that experience?

PC — We just didn't have a quick boat. But it was great to sail with Dennis. He's the master of getting the most out of a boat without much money. It was actually a great experience for me because we were in the finals again — two AC finals in a row for me.

L38 — You skippered the Swedish

entry *EF Language* to a win in the 1997-1998 Whitbread. Around-the-world racing is such a radical departure from the buoy racing you'd done beforehand. Was it hard to adjust?

"More than winning the race, we won the trophy for the best boat in the Southern Ocean."

PC — Yeah, I was really a fish out of water with that kind of offshore racing. I had done the Bermuda Race, the TransPac and even the Sydney-Hobart Race. But sailing around the world, when you're at sea for three weeks, and going through the Southern Ocean, that's just a whole other level. It took some getting used to.

I made some mistakes the first time we got into the Southern Ocean. I basically pushed too hard. I had sort of the day-racing mentality that you have from

the Olympics or from America's Cup-type sailing, where you put the biggest sail up that you can hold onto. But what happens in the Southern Ocean, by the time you're 10 or 12 days into it people are much more worn out. The desalinated water doesn't have any minerals in it, with freeze-dried food people aren't eating enough, they're losing weight, they're not sleeping great. I didn't appreciate enough how that affects people's performance.

So anyway, I made some mistakes, we broke a lot of gear — that was on Leg Two — and at the end of that leg I studied up and we managed things a lot differently on the leg that went around Cape Horn. We won that leg and went on to win the race. I'd say about that whole experience, more than winning the race, we won the trophy for the best boat in the Southern Ocean. That's the real achievement.

L38 — You must have started the *AmericaOne* America's Cup campaign (1999-2000) immediately after winning the Whitbread.

PC — The interesting thing is I had

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THOUGHTS FROM THE FAST LANE

just started *AmericaOne* in 1996 when they came to me and asked if I wanted to do the around-the-world race. I said, "No, I'm doing the America's Cup." They said, "You should think about this. You could bring some of your crew. And if you do well it could help you with your fundraising." So then we actually considered it... They'd basically be funding us to get a core element of our team together. So then we won, which was key to getting funding for *AmericaOne*.

L38 — The *AmericaOne* campaign must have been exciting but frustrating. In the Louis Vuitton challenger series you had a really hard-fought battle with *Prada* that went down to the final race. Prior to this year's Cup, that was the closest anyone ever came to bringing the AC to San Francisco Bay, right?

PC — That's true because the other time we challenged was in '86, with Tom Blackaller (*US 61*), and we lost in the Louis Vuitton semi-finals to Dennis Conner. We had a lot of satisfaction out of *AmericaOne* because we were fairly skinny on the budget. We spent \$30

million and *Prada* would have spent 80 easily... It was sort of a David-and-Goliath kind of thing, where you had a team with an \$80 million budget that had been training for three years against a team that had been training only for a few months. In fact, our second (faster) boat arrived so late that the first time we raced it was in the semi-finals of the Louis Vuitton. We had satisfaction in what we achieved; we had a very good team feeling, but we just came up short against *Prada*, which was a bummer.

L38 — Having worked to bring the Cup to the Bay since your Blackaller days, it must be thrilling to finally see the event staged here in your home town.

PC — Absolutely. I think the vision of what a great stadium that San Francisco Bay is for sailing is something I've been aware of for 25 years. I think it's going to be good for the City. But I also think it's going to be good for the sport of sailing. Even last year when we had the AC 45s racing, I think they said that during the Saturday of Fleet Week there were 350,000 people watching the 45s race.

No sailboat race before has ever had an audience of 350,000 people. That moves the whole thing to a whole other level.

I think San Francisco Bay is going to provide that kind of stage for the America's Cup, and therefore for sailing. Now we've got to put on a good show with these big 72s, and hopefully the racing will be exciting and interesting. If that's the case, I think we have the potential to capture a large number of non-sailing sports fans. That's really where we have to go with sailing... to justify these kinds of budgets. So hopefully we'll hook them, then we'll have to do a good job of keeping them for the next one.

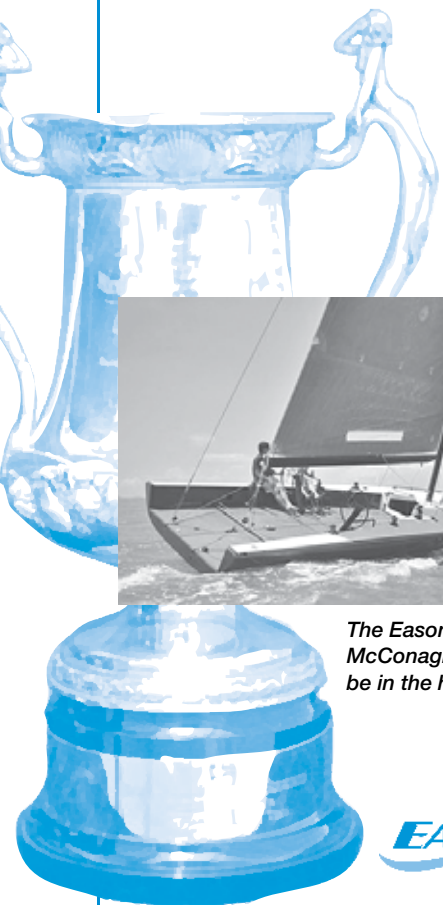
L38 — As one of the world's premier match-racers, we're curious about how important you think the pre-start maneuvers will be with these boats.

Cayard — I'd say the 'trigger pull' — that is, the timing on when you put the bow down and go for full speed at the line — is so critical because the speed deltas that these boats can get is easily 5 or 7 knots, and it's also a reaching start. The way it works is, someone tries to 'own' the leeward position and the other

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boat can either attack them — reach down below them and either force them to tack or push them over the line — or the windward boat can simply sit back, having more distance from the line. Then when they put the bows down to do the trigger pull, if the timing is right the guy that's farther away from the line will have more speed at the start than the guy with the favored (leeward) position. Then you're in a foot race to see if that extra speed that the windward guy got in the 'disadvantaged' position is enough to roll the leeward boat, and therefore be first to the first mark.

L38 — Needless to say, one of the hottest topics among Cup watchers these days is foiling, which seems to be the ultimate wild card in the competition.

PC — I think with any brand new technology no one really knows what the potential really is... everybody has a slightly different setup in terms of the foils themselves and how stable the flight is. Basically you get more stability with a 'draggier' solution, and if you're willing to live with less stability in the flight you can have smaller or thinner foils. So



ERIK SIMONSON / PRESSURE-DROPUS

Perched behind an old trophy that Paul won racing on Lake Merritt, is his original El Toro, which his father recently rebuilt in his garage.

everybody's kind of playing with that fine line.

The one thing that's for sure is we're all pretty new at it. So you can imagine that in three to five years, if we were to

continue evolving, designing and developing, the boats would be much faster because we're right at the beginning of this technology.

L38 — Over the years, you have certainly done it all. When you look back on your long career does it sometimes amaze you that poking around in an El Toro led to such an exciting career?

PC — Absolutely. The thing that's amazing in life is to ask yourself "If I didn't have that friend at Clarendon Elementary whose family sailed occasionally, would I ever have gotten into sailing?" My family didn't sail, so I don't know where the opportunity would have come from to get into sailing. Another thing is, if someone introduces you to sailing when you're 22 years old — say on a cruise to the Caribbean — it's too late to get into it to the point where you can reach the professional level. So the fact that it happened when I was in the second grade... I don't know why that happened. Fate?

L38 — Perhaps so. Thanks for your time Paul. And best of luck this summer.

— **latitude/andy**

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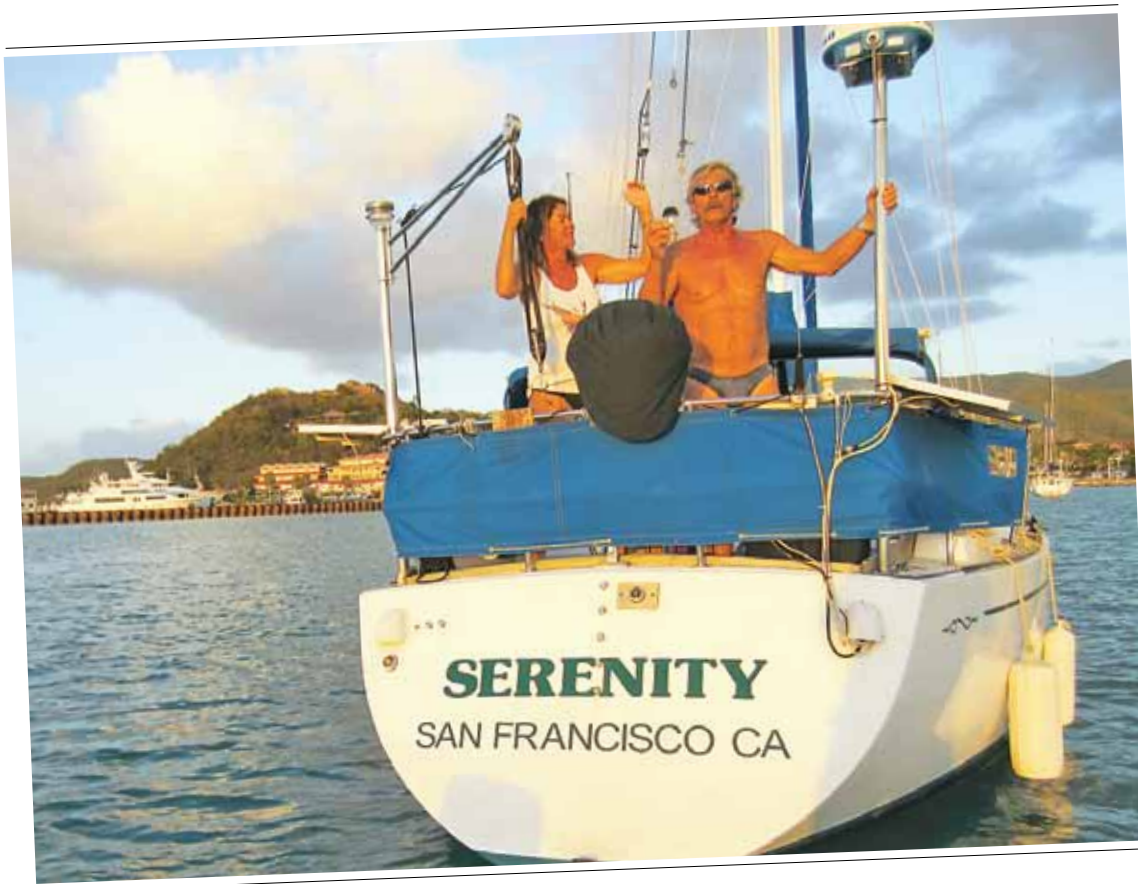
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CALIFORNIANS

Having a Latitude 38 office in the Caribbean gives us a fabulous opportunity to cross paths with West Coast sailors, all of whom have been out sailing for some time. Here are just some of them:



**Giuliano Darbe & Linda Featherstone — *Serenity*
Challenger 40, San Francisco**

Originally from Torino, Italy, Giuliano owned two restaurants in San Francisco, the second one, Giuliano's on Lombard between Scott and Divisadero, for 13 years. Twenty-five years ago he made a move on Lisa, one of his bartenders. When we asked Lisa if they were married, she laughed heartily, but she pointed out they've been together 25 years. A born and bred San Francisco girl, Lisa never learned to drive. "But I'm great driving *Serenity* up to a mooring."

When we asked Giuliano if the restaurant business was stressful, he pulled up his shirt to show us the scar from his heart surgery.

Eighteen years ago Giuliano and Lisa bought the Challenger 40 *Serenity*, and in 2002 they headed for the Caribbean. They actually had a pleasant trip from Panama to St. Martin via the Western Caribbean, Florida and the Bahamas. The only nasty part was from Puerto Rico to St. Martin — the Anegada Passage.

Giuliano and Lisa spend November through June of each year in the Caribbean, mostly St. Barth and St. Martin. They are pretty thrifty, so they get by on about \$1,500 a month. When they get back to San Francisco, they live in their ridiculously inexpensive rent-controlled apartment in the Marina

District. They also own a rent-controlled apartment, for which they hardly get any rent, so it sort of evens out for them.

We asked Giuliano for five tips on the Caribbean:

1) "St. Barth, and particularly the Columbie anchorage, where the mooring buoys are free. We've stayed on them for two or three weeks at a time and nobody said anything.

2) "St. Martin. You can find and buy anything you need there, including boat parts, liquor and wine at much lower prices than at St. Barth. Oddly enough, the food isn't less expensive than in St. Barth grocery stores. But the restaurant food is less expensive, there is more variety, and it's better.

3) "My friend Max, who owns the Time Out Boatyard on the French side of St. Martin. He lets me use his car, he gives me lobster, he gives me fish. Why? Because he likes me.

4) "Trinidad, where we haul out for each summer. Actually, I don't like Trinidad, but I like Don Stollmeyer of Powerboats Ltd, where we haul. Once I had an intestinal infection, and Don put me up for free for as long as I needed in one of his rooms, and checked on me each day. I bring him as many *Latitudes* as I can."

5) When Giuliano faltered on a fifth tip, we sought out Lisa, who was banging away at a computer near our 'office'. "St. Barth and the Columbie anchorage," she said. "I love to snorkel there. Yesterday I swam with turtles and calamari."

IN THE CARIBBEAN

John and Debbie Rogers — *Moonshadow* Deerfoot 62, San Diego

Moonshadow is a well-known boat to *Latitude* readers, as George Backhus, originally from Sausalito, sent frequent dispatches during his 16-year circumnavigation. John and Debbie bought her about a year ago in Jacksonville, Florida. They feared they were going to miss out, as they had to sell their Columbia 52 *Legacy*, their house, and almost everything else before they could make an offer.

"We couldn't have bought a boat from a better person than George," says John. "Anytime I send him an email with a question, he sends me answers that are paragraphs long. He's been absolutely great. Plus, just about everything on the boat had spares, so when something fails, it can be replaced, and a new backup part found at our convenience."

After buying the boat, the couple headed up the East Coast. They went most of the way via the IntraCoastal Waterway, as *Moonshadow's* relatively short rig allowed them to clear the 65-ft bridges without scraping the VHF antenna too often. The couple spent all summer doing the Northeast, including Maine. They later made the nine-day passage from Virginia to Antigua. "The wind was on the beam the entire way, so it was

not the most comfortable of passages," admits John.

He comes from a family of boatowners. While growing up around boats, his dad Bill, now 91, constantly reminded him that they didn't want to do anything foolish. "We don't want people to think we're farmers," the assumption being that farmers know nothing about sailing. (Ironically, our experience has been that farmers, self-sufficient out of necessity, often make excellent sailors.) Anyway, their son Ryan had a John Deere-green-colored flag made for them, with pitchforks crossed in front of it. John and Debbie fly it whenever they screw up "and look like farmers."

Every boat needs a hammock, so while in St. Barth, an all-leather hammock at the Louis Vuitton store caught Debbie's eye. It was beautiful and comfortable, but the price of 27,000 euro — \$35,000 — was a little more than the couple wanted to spend. Don't cry for Louis, as they'd already sold a couple.

John and Debbie, who look more like 39 than having been married for 39 years, have big plans. Without spending a lot of time in the Caribbean, they're headed for the Canal and Mexico. Despite having lived in Southern California their whole lives, they have never cruised Mexico. After doing Mexico, they plan to head to the South Pacific and beyond. *Moonshadow* knows the way.



CALIFORNIANS



Damien & Deborah McCullough — *Ticket to Ride II* Antigua 60, Newport Beach

We met 'D&D' in St. Barth on 2008 while they were on their original *Ticket to Ride*, the Celestial 50 they'd sailed in the 2005 Ha-Ha. The boat was completely outfitted and in beautiful condition, but the couple wanted something a little longer. Such as a Gulfstar Sailmaster 62. It doesn't happen often, but the first person to look at their boat — and it was in remote Ponce, Puerto Rico — bought her. That was in 2008. What's more, he wanted the boat exactly as she was — including all the food that was on her. When he came to take possession, he brought only a laptop, a Kindle and one suitcase.

With the Celestial sold, D&D spent a month touring the East Coast from Miami to Rhode Island looking at 23 boats — including almost every Sailmaster ever made. "I have to say that we saw a lot of boats, such as Little Harbors, with asking prices of \$500,000 to close to \$1 million, that were in no condition to be put on the market," said Damien. "It was sad." It must be noted that D&D both admit they are "a little anal." Both their *Tickets to Ride* have been perfect.

The new *Ticket to Ride* has an interesting history. She's the second Antigua 60 ever made. Her hull was laid up in Florida in 1995, and because the company failed, she sat in the mold for two years. Finally one of the partners started to put in bulkheads in order to complete her, but then sold her to a Florida dentist. Totally anal, the dentist tore out all the bulkheads and started all over again. He spent 10 years finishing the boat to an extremely high standard. For in-

stance, he spent 45 days just building companionway steps that wouldn't sit on the cabin sole. It's hard to say if it was mercury fillings or the fact that he was overly perfectionist, but the dentist's health gave out before he was able to cruise the boat.

Ticket to Ride II has everything you can possibly put into a 60-foot sailboat — dishwasher, garbage disposal, air con, full size washer and dryer, a 40-inch 3D television that rises out of a cabinet and then rotates to face the salon seats, and so forth. And she's got all the sailing gear, too. A Yanmar 167-hp diesel, a big genset, a LeisureFurl main, and on and on. It's the kind of complicated boat that few couples could maintain. But D&D are just that couple.

A cutter-rigged Jack Corey design, she initially had a problem with the Harken electric furling staysail. "Harken was extremely conscientious, sending us a free lower unit, and even paying for half the shipping," said Damien. Ultimately, it was discovered that the problem wasn't the motor or the lower unit at all, but a voltage drop due to an electrical gremlin. The folks at Harken weren't even angry when Damien told them.

Ticket to Ride II has a rather short mast, partially compensated for by a long boom, which allowed her to go under most of the bridges in the IntraCoastal Waterway. D&D have spent the last three years cruising the East Coast. After sailing and diving in the Caribbean this winter, they'll be moving on. They plan to leave the boat at the new IGY Marina in Santa Marta, Colombia, for the summer. Let's just hope the wind doesn't blow all the bauxite on her.

IN THE CARIBBEAN

ALL PHOTOS LATITUDE / RICHARD

Tom Khors & Cary Purvis — *Dragon's Toy* Island Packet 35, Alameda

Sometimes it's easy to spot West Coast cruisers in the Caribbean. For example, when they wear a salmon-colored Baja Ha-Ha T-shirt as Thom Khors did at the Sint Maarten YC. We're not sure what year Ha-Ha shirt he was wearing, because he's done three of them — 2006, 2008, and 2010. Cary, who has been sailing since her youth in Newport Beach, did the 2006 Ha-Ha on *Detente*, a Hunter 40.

But the two didn't get together until later, when they travelled to Panama to help deliver the late Jim Hosey's Catalina 42 *Renassiance* to Florida for sale. Tom and Cary have been a couple ever since.

It was Hosey, by the way, whose pitchpoling dinghy in small surf at Turtle Bay is featured in the *Latitude* Guide To Dinghy Landings that's handed out before each Ha-Ha. "I'd been in the dinghy," says Tom, "but recognizing what was going to happen, bailed out just in time."

Tom and Cary headed south on *Dragon's Toy* in 2011, and spent the summer in El Salvador, which was their base for a lot of land travel. "We loved El Salvador, Bahia del Sol — as a place to leave the boat — and Bill and Jean of the El Salvador Rally," said Tom. "We loved land travel in Nicaragua, too, but we didn't care so much for Costa Rica," said Cary. "The people were too snooty, and it was the only place we had anything stolen."

The couple continued through the Canal, and up the Western Caribbean, stopping at all the usual places, including Belize. "We'd heard it was kind of a sketchy place," said Tom, "but we found the locals to be the warmest people in the world. We got lost once, and even the hoodlum helped

us find our way out. Once we got picked up hitchhiking by a guy rumored to be the number two drug dealer in the country."

Tom and Cary made it all the way up to Maine for the summer of 2012, and loved it. In order to get down to the Eastern Caribbean, they joined the Salty Dog Rally from Virginia to Tortola, arriving on November 20th. "That's a long story," said Cary. "I'll write you about it later." When we met the couple in St. Martin, they'd only been in the Virgins, and had all of St. Martin and south before them.

"Our expenses are running 50 to 100% over budget, as we're living on \$2,500 to \$3,000 a month — not counting boat repairs," Tom confessed. "But a big chunk of the expenses are air fares, as we return to California every three to four months. The couple plan to return to California for the summer, and toy with the idea of doing some work. "In theory I could go back to Intel, where I worked for 20 years," says Tom, "but I don't think I could get my head around it. I just can't do that kind of high-stress work anymore."

Tom and Cary plan to sail to the Med in April of 2014, and do the Med and the French canals. *Dragon's Toy* is a sistership to the Shoveins' *Pacific Star*, which did the French canals with great success, as reported in February's *Changes in Latitude*. "We love our boat," said Tom, "but I bought her new in '95, and she's a little smaller than we'd like."

Why the canals? We were walking around in Paris three years ago, and we heard English voices. One was from the Northwest, the other from Vancouver. They do the summers in the French canals with their boats, and winter on their boats in downtown Paris. It's \$700/month for a berth in Paris."



CALIFORNIANS IN THE CARIBBEAN



Ross Devlin & Missy Rossi — Heroica Frers 76, California

Not everybody gets to the Caribbean on their own boat. Granted, Ross Devlin did it last year when he and his dad

sailed a new-to-his dad trimaran from Scotland to St. Barth. This time he came on somebody else's boat.

After working for Two Swedes Boatyard in St. Barth, Devlin found that St. Barth, "where the women walk like cats," was a little small for the entire year. So he returned to California and did things like race his motorcycle in the Baja 1000. But when a friend from St. Barth called in February and asked if he wanted to help deliver a completely redone Frers 76 down to the Caribbean, Devlin couldn't resist. When he asked his San Diego friend Missy Rossi, who is the epitome of the classic 'California girl', if she wanted to be part of the crew too, she agreed.

If you get a chance to sail from Rhode Island to the Caribbean in February, you should really think twice about it. For one thing, there's the snow on the boat when you cast off. Then there is the probability of bad weather. Missy, who sails out of San Diego, said they had some "moderately bad weather." Ross, who is no wimp, quantified it. "We had 50 knots with gusts to 60, and 20- to sometimes 30-foot seas. Fortunately, it didn't last forever, and once they were past Bermuda, they were good.

The duo's only problem was that Ross and Missy had all of two days in St. Barth before they had to return to obligations in California. "You sailed through hell to get to paradise, and you leave after two days?" we said to them. "Yes," they murmured, looking as if they were both going to break into tears. "But we'll be back!"

— **latitude/richard**

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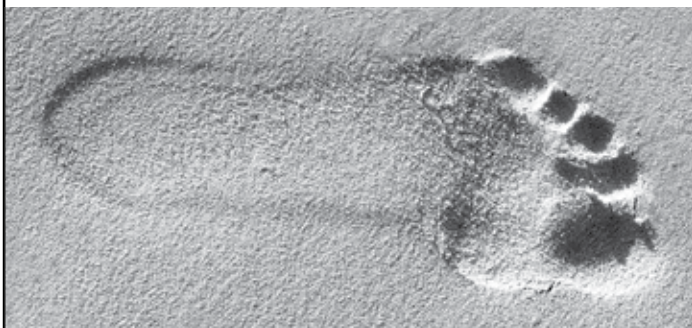
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ROCKSTARS IN THE MAKING

"Sailing isn't cool." It's a misconception that keeps many children on shore and away from sailboats. The typical blue blazer establishment of yacht clubs filled with old people — it's not something that appeals to a lot of youth. Kids want fast. Kids want cool. Kids want extreme. We've seen it with the explosion of extreme sports over the last two decades. If kids are going to drop the video game controller and actually go outside these days, they want

sports. Sailing, especially at the highest level, has to make a choice: either evolve into something that can gain traction with the 'Facebook Generation' or risk losing any and all mainstream popularity.

Fortunately, Larry Ellison and Russell Coutts, the two men at the helm of Oracle Team USA and the 34th America's Cup, have made it a priority from day one to connect with this 'Face-

book Generation'. Out are the archaic 70-ft monohulls that go upwind and downwind at a paltry 10 knots. In are the ultra-sexy winged 72-ft catamarans you'll see in this summer's America's Cup. Constructed entirely of carbon fiber and now riding on foils, the boats are the antithesis of those slow boats of yesteryear that the aging blue-blazer establishment tried so hard to preserve. The new 72s go upwind

at 20 knots and downwind at 40 knots. When foiling, they literally fly with both hulls several feet above the water.

X-Games, meet the America's Cup. Bingo! Sailing is cool again. The boats scream across the water and catch air, and the crews have to wear helmets. It's no secret that the boats were built to appeal to the mainstream, especially young people, and fortunately they do just that. Larry and Russell have been preaching this for a couple of years and, in a move that has been universally praised, they've created a direct pathway for youth to transition into sailing these sexy new America's Cup catamarans. With the creation of the Red Bull Youth

As skipper of his own boat, this young sailor had to learn to multitask — sail the boat well while also keeping her afloat.

Youth sailing programs are seeing renewed interest and serious growth as America's Cup fever grips Bay Area kids.

to either learn how to do tricks on their skateboard, pull backflips on their BMX bikes, or get some stylish airtime on a snowboard.

We've all seen the results of sailing's "not being cool." Yacht clubs struggle to stay alive without new blood entering the club. Aging members, lack of sailors that want to go racing (and the accompanying bar tabs afterward) and declining membership numbers are threatening yacht clubs across the country.

This misconception that sailing isn't cool is something that's killing the sport from the inside out, and has been for decades; a fact that correlates directly to the rise in popularity among extreme



America's Cup, some of the best young sailors (aged 18-25) in the world will be facing off in San Francisco Bay on the wing-sailed AC45 catamarans from last year's America's Cup World Series.

And that's something that kids are getting excited about. And they are. Interest in youth sailing is on the rise, in the Bay Area and around the nation. The trend of declining numbers and aging sailors is being replaced by rising numbers and fresh, young blood in the sport. Fortunately in San Francisco Bay, there's a host of great yacht clubs with world-class junior programs that have produced some of the best sailors in the world. From AC legends like Paul Cayard and John Kostecki (see our interviews with them on page 92) to the legends of tomorrow like the AC45 sailors of the American Youth Sailing Force (AYSF), San Francisco's sailing culture and developmental infrastructure is something that's proven itself time and again. In addition to the junior programs and the rockstars they create, there are some great public access programs that aim to get anyone and everyone out sailing and enjoying the Bay.

Here is a handful of yacht club junior



YOUTH ACCESS TO BAY SAILING



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programs and public access programs, but check the sidebar on page 106 for a more complete list.

Public Access Programs

Richmond YC Sailing Program and Sail-a-Small-Boat Day — Perhaps no club in the Bay Area does more to promote sailing to the general public than Richmond YC. Their Sail-a-Small-Boat Day is the embodiment of getting people sailing, regardless of age. Open to youth, adults and even geezers, RYC rolls out the red carpet one or two times a year to invite everyone to come on down to the club and sail anything in their massive fleet of small boats. With everything from El Toros and Optis to Lasers and FJs, and even skiffs, the program has the right small boat for anyone.

The best part? It's absolutely 100% free. Show up and go sailing — there's no catch. At their last event in March, 100 people who had never sailed a boat before (mostly youth) showed up and received a grand introduction to the sport by sailing dinghies and skiffs with some

of the top local sailors on the Bay. With a huge volunteer staff helping to launch boats, coach new sailors, and sail into and out of the harbor, Sail-a-Small-Boat Day is what public access and community sailing is all about. Keep an eye on *Calendar* for the next Sail-a-Small-Boat Day.

If participants in the event get the sailing bug, RYC sponsors an adult men's sailing group, a women's group and, of course, their huge junior sailing program (more on that later). The program is also supported by the club's generous RYC Foundation, which can offer financial assistance and sponsor-

ship to youth on an individual basis. www.richmondyc.org

Skiff Sailing Foundation — If kids see AC72s buzzing around the Bay this summer and decide they want to go sailing, the Skiff Sailing Foundation might appeal to them. The only public access program in the area that specializes in bringing ultra-high performance sailing to the masses, the Skiff Sailing Foundation uses a fleet of 29ers, 49ers, Moths, A-Cats and Aussie 18s, and has

singlehandedly created a hotbed of skiff activity in the Bay.

Several top sailors in the Bay Area, and now around the world, have benefit-



Ahh... well... it's not exactly a textbook cleat hitch, but it'll do. For these kids, being allowed to 'captain' their own 'vessel' is a thrill.

ted from Skiff Sailing and its program. Chad Freitas, co-founder and director, has worked for more than a decade to help develop young sailing talent and get them to the starting line. Through charitable grants, coaching and the use of donated equipment, the Foundation has been instrumental in the growth and development of many of the AYSF team members. The Foundation also has recently enabled a group of young women dubbed 'Chad's Angels' to make history as the first American all-female team to compete in the prestigious JJ Giltinan 18-Foot Skiff World Championships in Sydney Harbor.

The success of these teams is important to the promotion of youth sailing because young people can relate better to a group of college kids sailing AC45s or three young women racing a skiff than to old dudes on 'boring' monohulls.

Sailing El Toros on the mellow San Joaquin River during Stockton Sailing Club's summer sailing camp is a vacation within a vacation.



RICHARD GILLETTE / PEGASUS PROJECT

TREASURE ISLAND SAILING CENTER

GREG GORSISKI

ROCKSTARS IN THE MAKING

A BAY FULL OF KIDS' SAILING OPTIONS

There are so many youth sailing opportunities in the Bay Area that we only have room to list basic info here. We encourage you to investigate further at: www.latitude38.com/YRASchedule/youth.html and at the websites of individual organizations. (Please alert us of errors or omissions.)

YACHT CLUB PROGRAMS

• **Benicia YC** — Derith Lutz, (707) 746-0739, www.beniciayachtclub.com • Younger Kids' Camp, ages 6-12; DeWitt Dinghies & Optis (provided) • Summer program, ages 12-18; in DeWitt Dinghies, Optis, C15 & FJs (provided) • High School Program, from Benicia HS; in DeWitt Dinghies, Optis, C15 & FJs (provided); scholarships

• **Coyote Point YC** (San Mateo) — Laurel Reid, www.cpyc.com • Summer Camp, ages 8-16; in Optis & Lasers (provided)

• **Encinal YC** (Alameda) — Andrew Nelson, (510) 769-0221, juniors@encinal.org, www.encinal.org • Summer Program, ages 8-18, all levels; in Optis, Lasers, FJs, 420s (provided) • Spring/Fall Program, ages 8-15; in Optis (provided) • High School Program, grades 8-12; in FJs (provided); scholarships

• **Golden Gate YC** — Valerie & Dave Santori, (415) 336-0941, youthsailing@ggyc.com, www.ggyc.com • High School Program, grades 8-12 from any high school (middle school students by arrangement); in FJs (provided); scholarships

• **Inverness YC** — Maggie Harmon, (510) 339-3239, maggieafh@gmail.com, www.invernessyachtclub.org • Summer Program, ages 10-18; in Optis, Lasers, FJs and O'pen Bics (provided); scholarships

• **Monterey Peninsula YC** — (831) 372-9686, summersailing@mpyc.org, www.mpyc.org • Summer Sailing Lessons, ages 8-16; in Optis, O'pen Bics & FJs (provided); scholarships • High School Team, grades 8-12 from Pacific Grove, Salinas & Monterey during school year; in FJs (provided)

• **Richmond YC** — (510) 237-2821, www.richmondyc.org • Winter Program, ages 8-18; El Toros, Lasers (BYOB) & Optis (fee) • Summer Program, ages 8-18; in El Toros, Optis (fee), Lasers, FJs, 420s, & 29ers • Summer Sleepover Camp (at Stockton Sailing Club); in El Toros & Optis (BYOB); scholarships

• **Sailing Education Adventures** (Marin YC, San Rafael) — (415) 775-8779, www.sailsea.org • Summer Camp, ages 8-10; in Picos • SEA Explorers, ages 8-16; in Picos • Fall Advanced Sailing, ages 10-16; in Lasers & FJs; scholarships

• **St. Francis YC** (San Francisco) — Brent Harrill, (415) 820-3729, junior@stfyc.com, www.stfyc.com • Tinsley Island Summer Camp, ages 7-17; in Optis, Lasers, Bytes, 420s (provided) • Learn to Sail Program, ages 7-16; in Optis, O'pen Bics, 420s (provided)

• **San Francisco YC** (Belvedere) — Rob Dubuc, (415) 435-9525, www.sfyc.org • Summer Learn-to-Sail Program, ages 7-17; in Optis, JYs, FJs, J/24s (provided) • Race Teams, ages 8-18, all levels; in Optis, 420s & Lasers (provided) • High School Program, grades 9-12 from Marin Academy, Branson HS or Redwood HS; after school in FJs (provided); scholarships

• **Santa Cruz YC** — (831) 425-0690, www.scyc.org • Pinto Lake Program, ages 8-14; in El Toros (fee) • Scholastic Program, grades 8-12; in FJs (provided) • Advanced Sailing Program, grades 8-12, independent competitors; in Lasers, 29ers

• **Sausalito YC** — Christine Bletze, www.sausalito-yachtclub.org • Summer Program, ages 7-9; in Prams, Optis, Lasers, FJs & 420s (provided) • Spring/Fall Program, ages 7-13; in Optis • High School Program, from Tam High & Marin School; scholarships

• **South Beach YC** (San Francisco) — www.southbeachyc.org • Junior Program, ages 9-16; in FJs & Lasers (provided); scholarships

• **Spinnaker YC** (San Leandro) — (510) 577-3462, www.spinnakeryc.org • Summer Sailing Day Camp, ages 10-18; DeWitt Dinghies (provided)

• **Stockton Sailing Club** — Suzie Wasielewski, www.stocktonsc.org • Learn to Sail Program, ages 9-18; in El Toros, Optis & FJs (provided) • Summer Sleepover Camp (with RYC & SCYC), Leslie Pannell, www.sailcamp.org; in El Toros & Optis (BYOB); scholarships

COMMUNITY ACCESS PROGRAMS

• **Alameda Community Sailing Center** — www.sailalameda.org • Summer Camp, ages 8-13, all levels; in JYs; scholarships

• **Blue Water Foundation** — www.bluewaterfoundation.org

• **Call of the Sea** — (800) 401-7835 or (415) 331-3214, info@callofthesea.org, www.callofthesea.org

• **Oakland Parks & Rec Dept.** — Sarah Herbelin, (510) 238-2196, www.sailoakland.com; Lake Merritt & Jack London Aq Ctr

• **Pegasus Project** — (510) 621-8130, info@pegasusvoyages.org, www.pegasusvoyages.org/project.html

• **Peninsula Youth Sailing Foundation** (Redwood City) — www.pysf.us • Summer Learn-to-Sail Camp, ages 7-12; Lasers, Optis, 420s & FJs (provided); scholarships • High School Sailing, grades 8-12; FJs, 420s, Lasers (provided)

• **Sacramento Delta Youth Maritime Association** — (916) 775-3732, www.youthmaritime.com

• **Skiff Sailing Foundation** — Chad Freitas, skiffsailing@gmail.com, www.skiffsailing.org

• **Sea Scouts San Francisco** (Aquatic Park) — Dennis Lindemann, (415) 585-8825, www.corsair-viking.org • Year-Round Program, ages 13-18; 30ft sailing whaleboats, FJs, Cal 20s & more

• **Spaulding Wooden Boat Center** (Sausalito) — (415) 332-3179, info@spauldingcenter.org, www.spauldingcenter.org • Youth Boatbuilding Apprentice Program; scholarships

• **Stanford Summer Sailing Camp** (Redwood City) — John Vandermoer, www.stanfordsailing.com • Beginner and intermediate sailing program, ages 8-15; in 420s, FJs (provided); scholarships

• **Treasure Island Sailing Center** — (415) 421-2225, youthsailing@tisailing.org, www.tisailing.org • Summer Camp, ages 6-18, all levels; in Optis, JYs, FJs, Lasers, J/24s, Access Dinghies (provided); lifejackets, wetsuits & foulies provided; scholarships

Skiff Sailing challenges the notion that sailing isn't cool, and gives kids positive young sailing rockstars and role models to inspire them.

With donated boats, enthusiastic volunteers and a fleet of fast boats, Skiff Sailing offers an incredible and unique opportunity to promote youth sailing and public access to ultra-high performance sailing. If you or your child would like to begin sailing skiffs, contact Chad directly at skiffsailingfoundation@gmail.com.

Alameda Community Sailing Center —



TIM STAPLETON / RICHMOND YC



RICHARD GILLETTE / PEGASUS PROJECT

YOUTH ACCESS TO BAY SAILING

Local sailmaker and sailing legend Kame Richards of Pineapple Sails sees a problem with kids and the general public not sailing, and he's aiming to address that with the creation of the all-new Alameda Community Sailing Center. The group's long-term goals include building a physical facility with dry storage, but for now, the program is starting off with its first summer sailing program in June. Offering eight one-week sessions throughout

the summer, the program is open to kids 18 and under. For \$250, young sailors get five days of sailing from 8:30 a.m.-5 p.m. using JY Trainers donated from another public access program, Treasure Island Sailing Center. Financial assistance and scholarships for participating in the summer program are available, based on the parents' income level.

The Alameda Community Sailing Center aims to grow into a program that

can benefit people of all ages and offer more than just youth sailing, but for its first season, the focus is on kids. www.sailalameda.org

Yacht Club Programs

Richmond YC Junior Program — In addition to Sail-a-Small-Boat Day and Skiff Sailing, RYC has one of the largest junior programs on the Bay. Not only are they one of the biggest, but they are, hands-down, the most active. With a program that runs year-round, RYC has been training rockstars, freeing up parents' schedules, and promoting a love of sailing for nearly eight decades. Pro-

Kidding around — (top, l-r) Sailing programs usually involve classroom instruction; looks like someone's caught the sailing bug aboard 'Pegasus'; Opti racing at Richmond YC is very popular; (bottom, l-r) "We all scream for sailing!"; cleaning up is part of the fun; hey, sailing is cool!



RICHARD GILLETTE / PEGASUS PROJECT



LATITUDE / LADONNA



PAUL OLIVA / SOUTH BEACH YC



GREG GORSISKI

ROCKSTARS IN THE MAKING

gram director Dan Brandt's tireless and selfless dedication to sharing his love of sailing with youth is paying off with many of his sailors winning regattas at the junior and collegiate levels, and now sailing in the Youth America's Cup.

The summer program runs Monday through Friday from 9 a.m.-4 p.m., and RYC's juniors have access to El Toros, Optis, 420s, Lasers, FJs and more. Their winter program runs on weekends and generally has more than 100 sailors attending, even in the dead of winter. On Saturdays, RYC runs a skiff program using 29ers — the only junior skiff program in the Bay. American Youth Sailing Force and others have proven that the best way to get into AC45s and the America's Cup is to sail high-performance skiffs, something RYC believes in wholeheartedly. www.richmondyc.org

Encinal YC Junior Program — Another big, active junior program is run by

TREASURE ISLAND SAILING CENTER



Are we having fun yet? Oh yeah! Who needs video games when you can be out in the fresh air riding the breeze?

Encinal YC. Sailing on the idyllic conditions of the Oakland/Alameda Estuary, and benefitting from a great club house (complete with a swimming pool!), the EYC program is the perfect place to learn how to sail if you're young. With the flat water and shifting breeze of the Estuary, juniors excel from a tactical standpoint, collecting hardware at some of the biggest youth and junior regattas on the

Bay, with many participants turning into top college sailors.

Three-time winner of the Admiral Chester Nimitz Trophy for most outstanding junior program on the Bay, EYC offers a full summer program, as well as Wednesday Opti Drop-Ins, Thursday High School Drop-Ins, spring break sailing clinics and more. www.encinal.org

These are just a few of the great programs that operate all over the Bay Area. With so many opportunities for public-access sailing, junior programs and some of the best youth talent anywhere, kids have an unrivaled opportunity to learn how to sail the right way, the fun way, and the way that will open up doors for them in the future. Fostering social development, a love of being on the water and the rockstar skill-set that can transfer to big boats or even America's Cup sailing, kids have it pretty good these days! Oh, to be young again . . .

— ronnie simpson

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DIY PROJECTS

The onset of spring means the sailing season on San Francisco Bay is just around the corner. In fact, about half the area's beer can races start this month (see *Calendar* for a full schedule), so if you haven't prepped your boat for some killer summer racing, there's no time like the present.

Even for non-racers there's an annual maintenance list we all religiously follow (*heh hem*) that includes such fun tasks as servicing the engine, repacking the winches, fixing leaks, scrubbing months' worth of mildew and bird droppings from the nonskid, and so on.

So what to do if you've already seen to all these pesky chores but agree with Ratty's opinion that 'There is nothing — absolutely nothing — half so much worth doing as simply messing about in boats'? Well, have we got the to-do list for you! In these pages you'll find a list of upgrades for your boat that are completely unnecessary, but solid arguments can be made for performing them *and* they'll allow you to 'mess around' for quite some time to come.

Let's face facts. The sport of sailing is populated mainly by men. Study after study claims that women make up just about 25% of sailors. Most of the men we know wish they could get their lady loves interested in joining them for some on-the-water outings. Besides making sure her first sailing adventures are mellow, pleasant affairs — Stay out of The Slot! No heeling! Keep it short! No yelling! — making sure she's comfortable on-board should be your top priority.

Most gals would rather not camp out when they're aboard a boat. No matter what she tells you when you first start dating, peeing in a bucket will not be the highlight of her day. By making your boat more like a camper than a tent, you're more likely to tempt her aboard. Your buddies might tease you, but you can just smile and wave as you sail by with your lady at the helm while they're out alone . . . again. Here are a few ideas to try:

Decorate. What exactly this entails can vary wildly, depending on what you buy and where you buy it. Ask your gal

for help with the project and then happily join her for a shopping expedition. Set your budget ahead of time and only buy items you like as well (you're going to have to live with it most of the time). You can pick up inexpensive decorative pillows at any discount store; stop by a remnant shop for a piece of scrap carpet; frame a photo you both like and screw it to a bulkhead. By getting her involved, she'll feel more ownership and be more likely to want to join you in the future. *Estimated cost: \$10-1,000*

New upholstery. Would your salon cushions be better suited to an episode of *The Brady Bunch* than a modern cruiser? If you or anyone you know has decent sewing skills, you *could* try your hand at reupholstering them yourself, but be prepared for them to *look* like a home-job.

We knew a guy who picked up a remnant roll of gaudy floral upholstery fabric and several chunks of foam, and proceeded to create new settee cushions by placing the foam on plywood, tightly wrapping the fabric around it, then stapling it to the underside of the wood. They weren't pretty but the argument could be made that they looked better than the bare wood that had previously been his interior. We knew someone else who used K-Mart chaise lounge cushions, which would have been fine if they'd been relegated to

the cockpit. Honestly, we highly recommend you find a pro to do this type of job because not only will a quality job make your boat look better and be more comfortable, but its resale value will increase. Plus, chicks dig pretty cushions. *Estimated cost: \$20-3,000*

New stove. If you haven't switched out your old pressurized alcohol stove, now's the time. Lighting them is tricky at best, dangerous if you're not sure how to do it properly. And wouldn't it be nice for your gal to disembark at the end of

an outing with the same amount of hair she had when she boarded?

You have a few choices for replacement, from cheap and temporary to expensive and permanent. The quickest and cheapest alternative is to run to an outdoor store and buy a single-burner portable camping stove. These typically sit atop small propane bottles like the ones for your barbecue. But the stoves themselves aren't much better for cooking than a barbecue. *Estimated cost: \$30*

If you see anything more than Cup-O-Noodles and hot tea in your future, you should consider installing an Origo stovetop. They use alcohol canister wicks, so there's no priming involved. They're attractive, efficient — slightly less so than propane — and offer a good, stable cooking surface. *Estimated cost: \$400*

But perhaps you or your mate enjoy cooking and/or baking aboard. You *could* install an Origo oven model, but if it will be used with any frequency, then an installed propane stove and system is the way to go. Though it's not an impossible task to install such a system yourself, due to the dangerous nature of propane we suggest hiring a pro for this job as well. This will add a few hundred bucks to the final bill, but that's better than a blown-up boat! *Estimated cost: \$2,000*

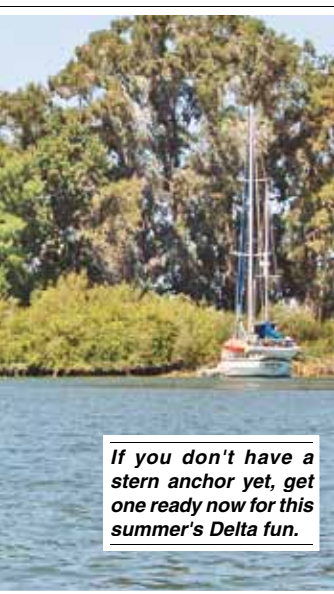
Refrigeration. Many, many sailors enjoy the challenge of cruising without refrigeration, and kudos to



Jeff Zarwell shows off all you need to splice your new halyards.



Find some art that appeals to you and highlight it with an LED reading light.



If you don't have a stern anchor yet, get one ready now for this summer's Delta fun.

them. But if you're looking for a boat upgrade that will really increase your standard of living, a fridge would be it. Cold beer: check! Unspoiled food: check! Not having to track down bags of ice up in the Delta this summer: check! This being April, we'd suggest talking to several of the boat refrigeration sellers at

Strictly Sail Pacific. Find the one that best suits your needs and take advantage of any boat show special they're having. They'll almost certainly have installation services available, but most systems are easy enough for a handy sailor to install. *Estimated cost: \$600-2,000*

Water filter. Onboard water tanks have a nasty habit of making the water they hold taste, well . . . nasty. Instead of stocking up on bottled water every time you want to go out, install an inline charcoal water filter. Find one at any hardware store, and grab a couple of extra filters while you're there to keep your drinking water tasting sweet. *Estimated cost: \$25, plus \$25/cartridge*

Head. If you're forcing your guests to use a bucket because you think it's salty or cool, here's a reality check: It's neither. Buckets are difficult to perch on and they have a disturbing tendency to tip over at the most inopportune time. Yuck! On top of that, dumping said bucket overboard is against the law, so you have to make sure it has a tight-fitting lid, then dispose of it properly when you get back to the dock (most marinas don't appreciate using their bathrooms for this).

Thankfully, very few boats lack some sort of sanitation system. Porta-Pottis (\$150) are fine for short day-trips or possibly even an overnighter, but for trips longer than this, a full marine sanitation system is in order. Installing a full system in a boat that's never had one is a dream come true for anyone who's struggled with upgrading one that's been in the boat for years. But either way,

you'll need the same equipment: a head (\$99-300), sanitation hose (\$6-17/ft) and a holding tank (\$200-1,000). Costs will vary tremendously depending on the amount of hose you need, the size of tank you want, and which head you buy, but it shouldn't be difficult to install a whole new system for under \$700.

Already have a holding tank? Does everyone who walks by your boat hold their noses? Then it's time for an update. This could be considered maintenance, but it needs to be done so infrequently, we'll include it. If your head is working properly, then that's a cost you won't need to incur, but if it's leaking or not pumping correctly,



Water filters are worth their weight in plastic bottles.

do yourself a favor and just buy a new one. You can buy rebuild kits for most heads, but they cost almost as much as a new head on sale. Next, splurge for black rubber sanitation hose. The white stuff seems to be more easily permeated by odor, so consider this an investment in stink prevention. Then thoroughly clean out the holding tank. Unless it's leaking, or showing signs it might do so soon, a good cleaning is enough to eliminate the smell. Going forward, use quality holding tank products to keep the smell down and lubricate

the inner workings of the toilet. *Estimated cost: \$200-300*

It could be argued that all of these upgrades would be enjoyed by anyone who uses the boat — guests and owners alike. Here are a few projects that most guests won't even notice, but they'll increase *your* enjoyment of the boat immensely.

Flashlights. When you need a flashlight in a hurry, rummaging around in a dark cabinet is the last thing you want to do, especially if there's an emergency. Install clips to hold powerful LED flashlights in easy-to-reach locations, such as near the companionway, next to your bunk or in the engine room. *Estimated cost: \$22/flashlight*

Ropework. Marlinspike seamanship

is an ancient art, and one that belongs in every sailor's bag of tricks. Ranging anywhere from splicing halyards to tying Turk's heads onto your wheel to mark dead center, rope work can be used all over your boat, in many different situations.

The Ashley Book of Knots (\$55) is the granddaddy of knot-tying books, but we recommend trying several different books until find one that makes sense to you. This writer failed miserably at tying a Turk's head while using one book, but a different book explained it in a way that made sense. There are also innumerable videos on YouTube for every knot imaginable as well as for splicing, though you might be well-served by attending one of the splicing classes offered throughout the year at various chandleries and clubs (keep your eye on *Calendar*).

Every boat should have a small splicing kit aboard that includes a fid, pusher, pen and tape. You can choose between sewing the ends of your lines or using a lighter to seal them. *Estimated cost: \$50*

Stern anchor. Stern anchors are a must in the Delta during the crowded summer months, so if you have an inkling you might join in this year's Delta Doo Dah DIY (see *Sightings* for details), you should get one before you leave. You can pick up a pre-made anchor setup or build your own for a little less, but keep in mind that you don't need much. A nice fluke anchor, a few feet of chain and 100 feet of rode are more than enough to keep your stern in place. *Estimated cost: \$150-250*

LED/fluorescent lighting. There's no arguing that halogen and incandescent lights suck juice like a horde of thirsty kids. Do your batteries a favor by switching to more energy-efficient lighting. Replacement LED bulbs can often be found for most marine lighting fixtures.



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Strategically placed flashlights can be lifesavers when an emergency strikes at night.

DIY PROJECTS

They're not cheap, but they will last forever and a day and draw almost nothing. The problem is that they're generally better suited for directional lights, such as reading lights. Overhead lights meant to illuminate an entire cabin should be replaced with new LED or fluorescent fixtures.

When deciding which type is right for you, keep in mind that LED and fluorescent fixtures of equal brightness (lumen output) consume nearly the same amount of electricity, so choose the one you like best. *Estimated cost: \$25/bulb; \$80-150/fixture*

While you're at it, change out the bulbs in your running lights to LEDs; just be sure to use the appropriately colored ones (red bulbs for port, green bulbs for starboard). *Estimated cost: \$50/bulb*

Solar panels. Running your engine to charge your batteries is one of the worst ways to abuse it, generators are loud and smelly, and shorepower is getting more expensive every day. But solar is quiet and efficient, and surprisingly affordable. How many watts you'll



Of course a kickin' sound system and enormous 39-inch flat screen are essential components to any sailboat's . . . nevermind.

need will depend entirely on how much electricity your boat uses, but for a boat with no refrigeration or other huge draws, 50-100 watts of solar and a 10-amp regulator should keep you off the grid no matter how long you like to stay at anchor. The more 12-volt appliances you use, the bigger the system will be. But once you cut the dock cord, you'll be running to the battery monitor to see

how many amps are being pumped into your batteries. *Estimated cost: \$100-1,500*

Batteries. Speaking of batteries, the biggest solar panel system in the world won't help dead batteries hold a charge. If you're not sure how to test them, most chandeliers or battery supply centers will do it for you. If any of your cells are dead, you'll need to buy new ones. Look for heavy-duty, deep-cycle, high-amp batteries. Just save yourself some headaches and avoid buying the cheapest ones you can find; the

better the battery, the longer it will last. Word to the wise: test each one before you leave the store! *Estimated cost: \$200 each*

These are just a handful of ideas that will fit a variety of budgets. There are, of course, any number of other upgrades you can make to your boat; this is just a starting point. Hopefully it will inspire even more useful ideas that both you and your lady can enjoy.

— *latitude/ladonna*



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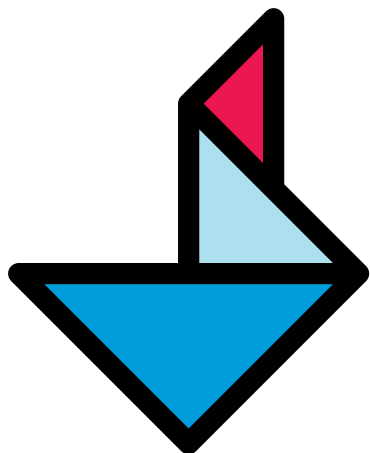
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DREAM CHASERS —

"A man is not old until regrets take the place of dreams."

— John Barrymore."

The sailors you'll meet here may not be familiar with that quote, but we'd bet they are acutely aware of its message: Windows of opportunity for any endeavor in life — from getting an education to crossing oceans — eventually close, and may never reopen again.



We suspect that's why the piece of advice we hear veteran Pacific Puddle Jumpers giving to would-be voyagers most often is "Go now. Go with what you've got." The vets know that even more challenging than getting together an ocean-ready boat and a cruising kitty, is getting all the elements of your personal life in sync — kids, parents, career, health — so that you can break away and pursue your cruising dreams.

As regular readers know, the Puddle Jump is a cruising rally, but only in the loosest terms, as its members depart for French Polynesia from various locations along the west coast of the Americas, anytime between February and June. Ever since coining the phrase Pacific



The 'Octavia' crew can't afford NOT to go cruising.

Puddle Jump nearly 20 years ago, *Latitude* has been reporting on this annual migration of what we like to call 'varsity-level cruisers', and honoring them with celebrations before and after they

complete their 3,000-mile passages. Last month, at our annual Puddle Jump Send-off Parties in Puerto Vallarta, Mexico, and Balboa, Panama — generously co-hosted by the Vallarta and Balboa YCs — we met dozens of Puddle Jumpers and learned the origins of their cruising dreams. We'll share some of the insights of the P.V. contingent here, and

follow up with a second installment next month featuring Jumpers departing from Panama and elsewhere.

Octavia — Anacapa 40 Derek Elliot & Cissy Chase San Francisco, CA

When Derek says, "We can't afford to live in California now that we're both retired, but we live quite well out here," it might sound like he's rationalizing his cruiser lifestyle. But he's been anticipating making this trip to the South Pacific his whole life. He singlehanded this boat to Puerto Vallarta, where Cissy eventually joined him.

"We have friends and family all over the world, so we have plenty of reasons to circumnavigate," explains Cissy. "But right now, the plan is to get to Australia, where Derek has family, and reassess."

Mystic Rhythms — Catana 44 Richard Clark & Claudie Tremblay Alameda, CA

It's easy for Richard, an American, and Claudie, who hails from Quebec, to remember how they met. It was in



Divers Richard and Claudie of 'Mystic Rhythms'.

a beautiful anchorage on the French Polynesian island of Moorea, when she was swimming from boat to boat looking for a ride west. Apparently she knocked on the right hull, as they are now heading off on an open-ended circuit of the South Pacific. Richard has already been around the world once, but this time he's content to stay in the Pacific Basin. As he explains, "It's all about the diving!" which is a passion shared equally by Claudie and him. On their way west they'll stop a second time at Socorro Island, 300 miles off the Mexican mainland, where they dove recently with giant manta rays and "huge" tiger sharks.

Mazu — Outbound 46 Mel & Elaine Bryson, Rainier, OR

Talk about delaying your cruising plans, after meeting in Santa Cruz during the late '70s, Mel and Elaine bought a schooner in Maui with the intention of heading out across the horizon. But as



she says, "Life intervened."

They never lost sight of their dreams, though, and after their last child left for

college in 2010 they set sail from Seattle, and they'll soon head west. We expect they'll have a fine crossing, as their (Chinese-built) boat was named after the Chinese goddess charged with the protection of mariners.



Mel and Elaine of 'Mazu' have been waiting patiently.

Peregrine — Tayana 46 Bill Chapman & Maria Gates San Diego, CA

Bill intended to make the jump last year, but ended up having to delay his departure. That appears to have been a good thing, though, as he recently found "a wonderful woman (Maria) who is adventurous and ready to go."

PACIFIC PUDDLE JUMP PROFILES, PT I



The PPJ Class of 2013 is rarin' to go. Since it first opened, the Vallarta YC has co-hosted our annual send-off fiesta.

As with many Puddle Jumpers, Bill says the idea of sailing to the South Pacific has been "a lifelong dream." He says, "I've always thought of it as a really exotic destination." "Yes," adds Maria, "like going to the final frontier; a region



'Peregrine's' crew is all smiles when they think about what awaits them in the islands.

where you can still visit remote parts of the planet that are unspoiled. I'm *really* excited!"

A newly recruited Frenchman, Francois Bonneau, will round out the crew.

Nereid — Delphia 40 Steve Raea, Auckland, New Zealand

Steve is one of only a few 2013 Jumpers who've sailed this route before. But this time it's his boat, so he'll be the skipper instead of tagging along as crew. Steve bought *Nereid* on the West Coast two years ago for a good price — thanks to New Zealand's relatively strong economy — and he's now taking a leisurely trip home to Auckland. Two Kiwi buddies will join him as crew.



Kiwi Steve already knows the way.

Osprey — Island Packet 35 Richard Brown & Brian Bournival Seattle, WA

Richard and Brian have been sailing buddies for years. They first explored their home waters in and near Puget Sound, and have been expanding the scope of their travels ever since.

"A couple of years ago we sailed to

Hawaii," explains Brian. "During the 25-day passage back to Seattle, on about day 8 or 9, we both came to the conclusion that we'd like to do a longer offshore



Brian and Richard of 'Osprey' have expanded their horizons substantially.

trip." This 3,000-mile crossing to the Marquesas ought to fill the bill. "Our plan is simply to keep going west until we get tired of it," says Richard. Nice plan!

Blackjack — Hunter 46 Jack Peebles, Australia

We don't know much about Australian financial regulations, but some Aussie regulator apparently deserves a pat on the back because the Land Down Under managed to avoid the financial catastrophe that crippled both the U.S. and European economies in recent years. So, thanks to prudent management — or perhaps dumb luck — a pile of Aussie dollars can buy you a whole lot more boat now than it used to. And that fact has put a smile on the faces of Jack and many of his countryman.

Jack couldn't be happier with the big Hunter he bought a year ago in San Diego at the Coronado YC. Since heading south he's always been lucky to find "enthusiastic young crew who wanted to go sailing" through *Latitude's* Crew List and elsewhere. "I'm looking forward to seeing the islands," he says, "although the weather at home (south of the Whitsundays) is almost as nice as in Tahiti!"



'Blackjack' is homeward bound.

First Tracks — Island Packet 32 Jim Hiemstra & Brian Casey Lake Tahoe

"Sailing has always been a passion, but this plan just came together in the last six months," explains Jim. He and his buddy Brian — both of whom are "big time skiers," hence the boat name — have been cruising Mexico off and on since 2006 on OPBs (other people's

DREAM CHASERS —

boats).

Cap'n Jim apparently picked up the South Pacific cruising bug while in Banderas Bay. He already had the boat,



Jim and Brian of 'First Tracks' are partners on the sea and on the slopes.

so it was easy to succumb to the often-heard advice "Go now." This season he and Brian will make 'fresh tracks' to Fiji, then explore Papua New Guinea with Jim's dad aboard after the cyclone season ends.

Kiapa — M&M 52 cat Lionel & Irene Bass Fremantle, Australia

Having purchased this well-known cat two years ago, Australians Lionel and



Irene and Lionel will sail over the top to get home.

Irene are now on a leisurely cruise back home. Unlike the Aussie boat-buyers who return to the country's east coast, though, this couple will sail an extra 3,500 miles

before reaching Fremantle, on Australia's southwest coast. Along the way they'll skirt many miles of undeveloped shoreline where few travelers venture.

It's anybody's guess when they'll actually arrive at their home port, as there's sooo much to see along the way.

Cariba — Bayfield 36 Gabriel Cote & Isabelle Valois Vancouver, Canada

Gabriel and Isabelle are among the younger Jumpers this season. Appropriately, they seem to have an open-minded, take-it-as-it-comes attitude toward this adventure. "We've got 18 meals ready for the crossing, so what could go wrong?" quips Gabriel with a laugh. "It's been a dream of mine for many years to do this," he explains, "and I think Isabelle has

fallen into that dream as well. "Yeah, I'm following," she says nonchalantly. "Whatever. I'm a trooper."

After reaching French Polynesia, their itinerary is intentionally vague. "Seriously," says Gabriel, "the game plan changes every week."



Gabriel has sold Isabelle on his cruising dreams.

"We have absolutely no idea where we'll end up."

Tahnoo — Spencer 44 Bill Burr & Brenda McNair Vancouver, BC

"I didn't do that well in school because I was always designing boats instead of doing school work," recalls Bill. "I've been dreaming about sailing since I was about two feet tall, and now it's all coming true."

His sailing partner Brenda is looking forward to cruising the islands, but ad-



No night watches for Brenda. She'll fly out to meet Bill after 'Tahnoo' arrives.

mits she doesn't like night watches, so she'll fly out and meet *Tahnoo* after her arrival.

Bill's friends Mel Storer and Ken Garfinkel will crew on the crossing.

Cherokee Rose — Alajuela 48 Michael Moyer & Anita Chapanond Newport Beach, CA

Michael explains that like many Puddle Jumpers, "doing this has been a lifelong

dream for me." But he feels he's "sort of dragging Anita into it." She's understandably a bit nervous about making such a long crossing, but she's no stranger to the liveaboard lifestyle. "I've had years of preparation, including living aboard for several years," she says. "Meeting other



Eventually, Michael and Anita plan to visit family in Thailand.

westbound cruisers at the *Latitude* send-off party has added to my confidence." The couple's game plan is to meander toward Thailand — where Anita

has family — during the next three years, unless they run out of money first.

Double Diamond — Lagoon 44 Jeff & Melody Christensen Anacortes, WA

"Doing this has never been on our bucket list," explains Jeff. "But we got tired of the weather at home during the past few summers. Someone said, 'You should think about going to Mexico. After all, you own a boat.' So we did the 2011



Melody and Jeff live by the phrase 'Go big or go home.'

Ha-Ha and plans have just sort of cascaded from there."

"And we have absolutely no idea where we'll end up," adds Melody. As their boat name implies, Jeff

and Melody love to ski, and they've now adopted their skiing mantra to sailboat cruising: "Go big or go home."

Slowride — Downeaster 38 Michael Sturn & Julie Godd Ventura, CA

"I learned to sail in the sailing capital of the world," explains Michael, "Helena, Montana." When he was a kid he traveled the world through the pages of Tania Aebi's best-seller *Maiden Voyage*, and he's wanted to follow her lead ever since. Michael hooked up with Julie 12 years ago and has brought her around to his way of thinking. "Mike's passionate about sail-



PACIFIC PUDDLE JUMP PROFILES, PT I



Will and Sarah of 'Hydroquest' started talking about making this cruise on their first date six years ago.

ing," she says, "and I'm passionate about Mike. His dream has become mine."



Michael and Julie say, "Goodbye Montana, hello Tahiti."

there'.

Hydroquest — Beneteau First 40 Will & Sarah Curry, Vancouver

Will and Sarah are practicing what they preach: going cruising while they can with the assistance of a Hydrovane windvane steering system. You guessed it, their family sells them.

"We've actually been planning this trip

since our first date six years ago," explains Sarah. "We started talking about long-term cruising and I found out that Will and his family had already done it. I told him I was eager to go cruising too, and the rest is history."

At the time, the cruising bug was already festering inside Will, as he'd cruised Mexico with his family when he and his brother were teenagers. That same brother and his girlfriend — "who has never sailed before" — will be along as crew on this crossing.

Patanjali — Catalina 42 Michael Bowe Marina Del Rey

Upon arrival at French Polynesia, North Americans normally get a 90-day visa, which is a small amount of time to explore the vastness of that French Overseas Territory. Most cruisers don't realize until it's too late that they might have gotten a six-month visa if they'd jumped

through a bunch of hoops before heading west.

Michael was one of only a few in this year's fleet that went through the Long Stay Visa process, but now he's smiling because he did. "The whole process took about two months," he explains. At the French Consulate in L.A. "They wanted to see a police report, bank account records, and evidence of medical insurance." (He used the inexpensive DAN program.) "Then they fingerprinted me, I gave them photos, and had to sign a letter promising not to work in FP."



Michael will get to stay twice as long as most.

Last year, having sold Angel City Brewing company, Michael was faced with the quandary of what to do next. "I've been sailing all my life," he explains. "All of a sudden I had some money, so I bought this beautiful Catalina 42 in April and headed south with the Baja Ha-Ha last fall. It's turning out to be a personal journey of growth as well as a sailboat trip."

Two young travelers will crew for Michael on the crossing.

Realtime — Norseman 447

Bob & Karyn Packard, Long Beach

We're always curious about the inspirations that lead to making this bold voyage. Bob recalls, "When I was a kid I read a lot of books that touched on the South Pacific — Jack London and others. They always had this romantic, mystical flavor. So when I got the idea to buy a



DREAM CHASERS —

boat I said, 'Let's think about getting one that could do the South Pacific.' Here we are, four years later."



Bob and Karyn say it's time to get 'real'.

It didn't take much arm-twisting to get Karyn to sign on: "I'm from Hawaii, so Polynesian culture is very special to me — the language, the music and the cultural traditions. I'm always happy to be with those people."

Breeze — Moody 64

The Fischer-Eliasson family Stockholm, Sweden

A few years before their daughter Ella was born, Per and Sabina made their first Pacific crossing via the Galapagos. So you might say they already know the

way to Tahiti. Although Ella has been aboard since the family bought this boat in the BVI two years ago, she seemed a bit tenuous about crossing such a big patch of water. One thing that she's looking forward to, though, is turning 11 in



This lovely Swedish family has sailed the Caribbean. Now it's time to see the Pacific.

the middle of the passage. That might happen right about the time she goes from being a 'pollywog' to a 'shellback' — that's sailor talk for one who has crossed the equator.

After a year in French Polynesia (the

time allotted to EU citizens), the family will slowly meander toward Australia.

Huck — Shannon 43

Joe Rademacher & Heidi Camp New Orleans, LA

"We quit our jobs and retired four weeks ago," Joe explained last month, "so we're headed off to go sailing — open-ended — with no land-based ties at all. No storage units, nothing. As clean as it gets." That's gotta feel good.

Of course it stands to reason that folks who'd name their boat after Mark Twain's Huck Finn would be attracted to the notion of carefree wanderlust: "We're just going to get on the raft and go!"



Joe and Heidi of 'Huck' left their baggage behind.

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PACIFIC PUDDLE JUMP PROFILES, PT I

Haulback — Spencer 35

Jim & Jan Kellam, Vancouver, B.C.

What's the game plan for Jim and Jan? "Continue round and round the world until we get dizzy and fall off," says Jim. Being a longtime offshore sailor, he



Meeting Jan cured Jim of sailing solo.

can joke about such things. Jim's sailing resume includes three Singlehanded TransPacs (to Hawaii). After the second, in 2004, he continued on around the world and made it back to Kauai's Hanalei Bay in time to

greet the finishers of the '06 TransPac.

He and Jan met at a sailing club in Vancouver and were married just 11 months ago. Offshore voyaging is new to her, but she's game. "This is all his idea, but I'm going along to be sure he does it right this time!"

En Pointe — Searunner 31 tri

Tom Van Dyke, San Francisco

"I've been wanting to do this for 25 years," says Tom, "and I'm finally getting to it." He's been upgrading this classic tri since buying her four years ago.

Crewing on the passage, and perhaps beyond, will be a bright young Mexican girl named Tulia. "My dream is to go all around the world. So I'm starting with this huge, huge, step, and I'm very ex-

"We'll continue round and round the world until we get dizzy and fall off."

cited." She hails from Guanajuato, which is a long way from the sea, but she took to sailing like a natural. Already worldly, she earned a nursing degree, did medical research at UCSF, then got a job working for the World Health Organization in Geneva, Switzerland. So why did she

jump off that fast track? "The trouble was, I had never seen the world, so how could I relate?"



Young Tulia is eager to see the world. And Tom of 'En Pointe' is happy to get her started.

Bella Vita — Hylas 45

Brett & Stacey Hoopes, Seattle

"I grew up in the era when Robin Lee Graham's adventures aboard the *Dove* were being published in *National Geographic*, and I guess I always thought I'd do something like that," Brett recalls. "After we met, he told me his dream and I

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Jim Quanci, after placing 1st Overall in the 2012 Singlehanded TransPac in his Cal 40 *Green Buffalo* says:

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DREAM CHASERS —

thought, 'Hmm, traveling with my house. I like it.' I love to travel, but I hate living out of a suitcase," says Stacey. We can relate.



Brett and Stacey are livin' the good life.

Having paid their dues — including living aboard for three years in Seattle, snowy decks and all — Brett and Stacey are ready to live the *bella vita* (good life) as they continue on around the world.

Pacific Highway — Davidson 44 Bruce and Laura Masterson St. John, US Virgin Islands

For years Bruce and Laura ran a charter boat in the Virgin Islands, while raising their family. They worked up to this cruise in a roundabout manner. "Actually, I never thought we would get to the South Pacific," confides Laura. "It just seemed so overwhelming." But after they

sold their boat in the Caribbean, they got crew spots on a supposed cruise to the Pacific. But by the time they reached Panama the relationship with the rest of the crew seemed "unworkable," so they went up to California to visit their grown daughter. "But after a few days there," Bruce explains, "we realized, 'We've to get a boat and get out of here.'" So South Pacific, here they come.



Laura and Bruce of 'Pacific Highway' know where they belong.

Red — Waterline 48 Richard Dowling & Fran Kelly Juneau, AK

Having descended 38 degrees of latitude since leaving Alaska, Richard

and Fran have acclimated to the tropics and are ready to hang a left. "I lived in American Samoa back in the mid 60's," says Richard, "and I always wanted to go back.

Fran was curious but cautious about the idea of going cruising. But six years ago, while boat shopping, the couple flew out to the Marshall Islands to check out this boat. Three weeks of interisland cruising there sealed the deal — both the boat deal and Fran's enthusiasm for tropical cruising.



Fran and Richard's blood has already thinned considerably.

The game plan? "Open-ended," says Richard. "We're thinking of just going around in circles in the South Pacific.

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PACIFIC PUDDLE JUMP PROFILES, PT I

Exit Strategy — Wauquiez 41 Tom Christensen & Kim MacLean Victoria, B.C.

It is absolutely amazing how many ocean voyagers attribute at least part



Tom and Kim 'Exit Strategy' are following in the wake of 'Dove'.

of their inspiration to former teen circumnavigator Robin Lee Graham — especially since he retreated to a quiet life in the Rockies not long after publishing his famous book *Dove* and, as far as we know, never returned to sailing. As Todd explains, "I read about Robin Lee Graham when I was in junior high school and the images never went away."

"For me," says Kim, "the South Pacific is just the ultimate destination. The adventure of crossing the Pacific Ocean

is one aspect, but I also look forward to the cultures there, the beautiful warm water, the scenery... it's all going to be wonderful."

"When he bought that first boat, I thought he was crazy."

Starship — Islander 36 Chris & Anne-Marie Fox, Victoria, BC

In contrast to those who've spent their whole lives sailing, Chris admits he was initially attracted to sailboats six years ago as a cheap way to live in South San Francisco while working there. Little did he know when he took his first test sail how much he'd love the sport. "We were engaged at the time," explains Anne-Marie, "but I was in Canada working on my master's. When he bought that first boat, I thought he was crazy. But I

eventually agreed to move aboard with him, then later to do this."

Johnathan Busby will round out the crew. All three are now avid kitesurfers who are partially sponsored by KiteFix.



Chris' need for a cheap place to live was the first step toward this SoPac adventure.

Mary Powell — Discovery 37 Steve Dolman, Vancouver, B.C.

So if Steve is a singlehander, who is his boat named after? Actually, he doesn't have a clue. He thought about changing the name, but after learning that the boat is well-known in the

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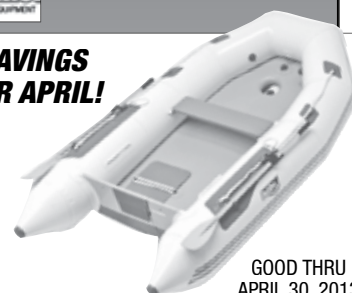
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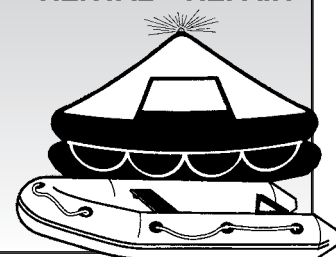
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DREAM CHASERS

Northwest, he decided to leave the name alone.

He did a South Pacific circuit with his girlfriend three years ago that included a loop up to Japan and a long haul home across the North Pacific — including six nasty systems with gale-force winds. This time he's got his sights set on a different destination: the Caribbean island of Trinidad, via South Africa. Steve lived there as a kid and has always wanted to go back.



Steve of 'Mary Powell' will sail solo.

Morrigan — Dolphin 46 cat Arne Langsetmo & Kristen Metzger Chippewa Falls, WI

Arne and Kristen were living in San Francisco before they started this trip. An interesting footnote about departure day was that they sailed out the Golden

Gate on the same afternoon that Oracle Team USA's AC72 cat #17 capsized and drifted four miles outside the Gate, where her wing mast broke up in the chop. The couple wasn't quite sure if that was a bad omen or just a quirk of fate.

In any case, it's been smooth sailing so far, and after countless hours of preparation, they're thrilled to be heading to the South Pacific. "It's been a dream that we've been working toward for about six years," explains Arne. "We're finally ready, so now is the time!"



"Now is the time," say Arne and Kristen of 'Morrigan'.


Well said. We wish the entire fleet the best of luck as they set off across the blue Pacific. And we salute their fortitude in completing preparations and finally casting off the docklines. Sadly, even after years of upgrading every possible system aboard, many would-be world cruisers can't seem to quit procrastinating and head offshore.

Tune in again next month and we'll introduce you to another batch of 2013 Puddle Jumpers — representing more than a dozen nations — that we met recently in Panama.


— **latitude/andy**

Readers — In addition to next month's installment of profiles we'll also publish two additional Pacific Puddle Jump reports this summer: a report on the annual Tahiti-Moorea Sailing Rendezvous (June 28-30), and a recap of this year's crossing experiences.

If you hope to do the Puddle Jump yourself someday, check out our archive of articles on the passages of previous fleets at www.pacificpuddlejumper.com.



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MAX EBB

You never really know how much extra time to allow for traffic on the bridge. But I'm conservative about things like this, so when the traffic is light I usually arrive ahead of schedule.

That was why I was so early for a dinner appointment with a friend at a local yacht club recently. The door was locked and the building was dark. Like any good sailor, I decided to pass the time by taking a walk along the waterfront. It was an easy call because this waterfront is far more interesting than most, being the home base to one of the Bay Area's most active youth sailing centers. It was a busy afternoon, too. Some sort of college or youth regatta was in progress, and there must have been 50 Flying Junior dinghies filling up the cove. They were racing in two groups of about 25 boats each and, with two crew per boat, there were something like 100 young sailors on the water and another 100 on shore waiting their turn.

"Every harbor should have small boat sailing activity like this," I thought to myself as I took some photos of a mark rounding with my cellphone camera.

The kids looked young, even for college students, and I learned from a few of them that this was not intercollegiate racing, but interscholastic, with high school sailing teams from all over the state represented. Most of the teams brought their own boats but, to level the fleet, the sails were all owned by the sailing center, and all boats were rotated between races.

There was lots of college racing back when dinosaurs roamed the campus, but nothing for high school kids, and I never had an opportunity like this when I was a teenager. All my school sailing club could manage was a leaky old 13-ft wooden Blue Jay that a parent had donated.

The shoreside facilities of the sailing center were as impressive as the fleet on the water. Lots of small boats of all kinds, nice new ramps and hoists, docks, storage yards, and a few run-down temporary buildings and trailers for the indoor space. The priorities of this program were dead on.

"**M**ax!" shouted a familiar voice from the window of one of the trailers. "You're just the person we need!"

It was Lee Helm, and I was not surprised to see her involved in this sort of event. But she was helping to run the

races, not competing in them. In a flash she was out the door and bearing down at a high rate of knots, steering to intercept.

"Max, we need you!"

"What, another fundraising drive? I already gave at the—"

"No way, this is totally more urgent. Can you chair a protest committee?"

"I'm supposed to meet someone over at the yacht club for dinner," I said as I glanced at my watch.

"No prob, it'll be quick, just one simple request for redress."

Lee explained that almost every other adult within cannon shot range either had been coaching one of the teams or was running a crash boat, so they really needed another independent person who knew the rules.

"But Lee," I argued, "I don't know the rules well enough to hear protests."

"You'll be, like, way better than dragging in a parent."

"I did arrive a little early," I said as I studied my watch again. "Can you promise this will be quick?"

"For sure, for sure."

"Okay," I finally conceded. "Bring 'em on."

Lee whisked me into another trailer, and I was directed to sit in the middle position behind a table with Lee on one side and a young assistant sailing instructor on the other side.

"We usually hear protests for one fleet while the other fleet is on the water," Lee explained. "So we're used to running through them pretty fast."

That was good news. Maybe we could actually finish this quickly.

"The first protest is a petition for redress," Lee briefed us before the petitioner was in the room. "He's claiming equipment failure."

"He gets redress for equipment

failure?" I asked.

"Maybe," explained Lee. "Because of the round-robin boat rotation, equipment failures are beyond the control of the racers. If something breaks, you get 'breakdown points', which is the average of your other finishes for the regatta. But under the interscholastic rules, something has to, like, actually break. If a control line just comes untied, that's totes your fault, and you should have

"It's a shame that all they learn is how to game the system."



checked it, so no points."

While she was elaborating further on the definition of breakage, the sailing instructor passed me the written protest form. It was hard to read the scribbles, but I could make out "hiking strap broke" as the essence of the claim.

"When I was racing in college," the instructor remarked, "we joked about having a 'breakdown kit.' If we had a bad race, all we had to do was take out the vice grip pliers, or maybe the little hacksaw, and make sure something on the boat was broken so we'd get our average points instead."

"Did anyone really do that?" I said in astonishment.

"I think it existed in legend only," he assured me. "But that was the mindset. If we tightened up our jib halyard and adjusted the leads, it was considered fair game to undo the tuning before passing the boat to the next school. So every time we got into a new boat, we had to go over it pretty carefully."

— GETTING SCHOOLED



CFJ CLASS

Junior sailing programs teach kids many wonderful lessons about sportsmanship, and occasionally some dubious ones.

When we were ready to begin the hearing, a young racer sailing for a prep school in Marin was invited into the room. We introduced ourselves and ascertained that the petitioner had no objections to the make-up of the protest committee. Then we checked the time stamp on the protest, noted that no flag or notification of other boats was required on the course, confirmed that the RC had been hailed at the finish, and duly found the petition to be properly filed.

"Your write-up says that the hiking strap broke," I began the questioning. "Did you finish the race?"

"Yes, we re-tied it," he said. "But we nearly capsized when it broke, and we lost a lot of places before we could get it fixed."

"So you jury-rigged it somehow?" I

asked.

"Yes, we were able to tie the strap back together."

I was wondering how there could be enough slack in the hiking strap webbing for a square knot when Lee took up the questioning.

"Did you tie a knot in the end of the webbing and then tie the lacing line around that?"

"Yes, that's it."

"What part of the hiking strap actually broke?" asked the sailing instructor.

"It was the end of the strap, where it attaches to the line that attaches it to the bottom of the boat. The stitches broke."

"The stitches pulled right out?" asked Lee.

"Yes, that's it. The stitches broke."

"That's the kind of gear failure they usually get points for," whispered the sailing instructor.

"Can we take a look at the boat?" I asked.

"Sure, if we can figure out which one it is," said Lee, looking at her clipboard of race results. "All we have recorded here

on the rotation sheet is the sail number and school, and that fleet just came in from their last race."

"The sails are being taken off the boats as we speak," said the instructor as he glanced out the window.

"Do you remember what color boat you were sailing?" asked Lee.

"No, no idea," the racer answered.

That seemed implausible to me, but Lee and the instructor had no problem with it. "They race so many different boats in one day," the instructor whispered, "there's no way they would remember a detail like that for any particular race."

"Isn't there any way to correlate the hull number to the sail number?" asked Lee.

"No, we just don't record that," the instructor explained. "Unless, if there's a photo . . ."

"Wait, let me check my camera," I said as I took out my cellphone and scrolled back through the shots of the fleet rounding the mark. "What's that sail number again?"

As luck would have it, there was a clear picture of the boat in question. "Cool!" exclaimed Lee. "We got the hull number! Let's go take a look."

We were almost out the door of the hearing room when the racer decided to add some more information.

"Actually," he said, "I think maybe it just came untied."

We all fetched up short and got back in our chairs.

"So the stitching in the hiking strap webbing didn't break?" I asked.

"No, I don't think so."

"The line that holds the hiking strap to the bottom of the boat just came untied?" I asked again.

"Yes, that's it."

"Anyone else have any more questions?" I asked the other Committee members.

"Would you like to make a closing argument?" I asked the petitioner.

He had nothing more to say, and there were no more questions, so we asked him to leave while we deliberated.

"Rule 69?" suggested Lee as soon as the door closed behind the racer.

"The kid lied like a rug," I added.

"Rule 69 carries some really severe penalties," said the sailing instructor. "It's for 'gross breach of good sportsmanship' and usually results in a suspension from racing. And there's a lot of paperwork, not to mention that we would have to open a new hearing. I think this is

MAX EBB

mostly the fault of an over-zealous coach who gives the kids a playbook for how to make a bad race result go away. Let's just deny the petition, he knows he was caught in the act."

I scribbled "disallowed" on the protest form and passed it to the instructor.

"Thank you, Max," said Lee. "You are, like, off-duty."

"Always happy to contribute," I said. "If you're off-duty, too, let's see if the yacht club is open now. I'll buy you a carrot juice or some other adult beverage."

"Mmm, carrot juice!" she said as we left the trailer and walked back along the waterfront, through the crowd of sailors de-rigging their boats and loading them back onto trailers for the trip back to their home waters.

"You know," I said as I took in the scene, "It's really a shame to have all these resources directed at youth sailing, and then all they learn is how to game the system."

"Competition does that to people," Lee

observed.

"How does that old quote from Paul Elvstrom go?" I asked. "You haven't really won unless you've also won the respect of your competitors, or something like that."

"They learn that, too, eventually," Lee added in defense of the program.

"I blame the Laser for a lot of what's gone wrong with junior sailing," I remarked as we walked past a large rack structure holding several dozen of them.

"Wow, that's a stretch," said Lee. "I really liked sailing my Laser when I was in a junior program, and I think that design did a lot to popularize dinghy racing."

"But if you were 10 or 12 years old, you couldn't really be turned loose in a Laser just to hack around, the way my generation did in Sunfish. We didn't have a junior program; me and my friends just had a boat, a harbor, and time to kill. We sailed that Sunfish everywhere the water was more than three inches deep at high tide. And way out

into Long Island Sound, too."

"You could have done the same in a Laser and had even more fun," suggested Lee.

"Not when those summer squalls came through," I noted. "A Sunfish is as safe as a house in a bad blow. Even if the wind goes up to 40, you just cast off the halyard and those spars and the sail come crashing down on the deck, and you can ride out anything under bare poles."

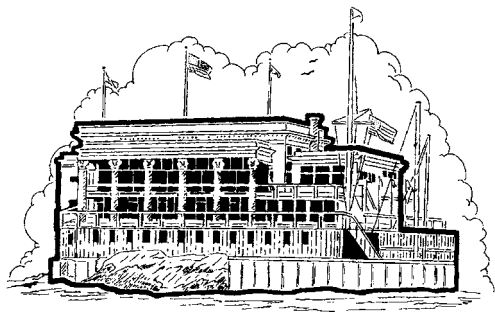
"I guess," Lee reluctantly agreed. "In a Laser, you're stuck with the full rig. I mean, you can ride out a squall with the boat capsized, but unless it's a new boat, the hull will probably be half full of water when it's time to start sailing again. You can't bail the inside of the hull, and you can't really reef it in flight. So, like, if there's a bunch of post-frontal wind after the squall, you're toast."

"That's my point. The Laser would have been great if it at least had a halyard and a deep reef point. But as it is, you'd never send a beginner out in a Laser without a rescue boat and adult supervision. Kids need boats they can

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— GETTING SCHOOLED

use without all that structure, boats that are vehicles for fun and adventure, boats that give them freedom and independence. They don't have to be fast boats to do that."

"Cept I got into plenty of trouble in my Laser," Lee confessed. "Had to sneak out of the junior program sailing area first."

"Not all kids are willing to break rules to find adventure on the high seas, the way you did," I surmised. "But I'm wondering if some of the more high-profile youth events will spark some of that initiative down in the rank and file, via media exposure. Back at my club, there were some kids who took a keen interest in following the *Morning Light* TransPac entry a couple of years ago."

"Max, that was a case study in how to spend the most money on the fewest sailors," Lee proposed.

"What about the Youth America's Cup?" I asked. "That's really high-profile media exposure for youth sailing."

Lee rolled her eyes. "A case study in spending even more money on even

fewer kids," she complained. "Max, do you realize how many Optimist dinghies could have been bought for the amount of moolah going into that youth A-Cup circus?"

"Probably thousands," I ventured.

"Thing is, the sponsor doesn't want kids sailing. They want kids watching sailing on TV and buying the product. Same with just about every other sponsored sailing event. It's not for the sailors, it's for the eyeballs."

"Still," I countered, "sponsorship can really help keep an event going when it needs a little financial support."

"Most of those sponsored events could be run much cheaper without the demands of the sponsor. And entry fees are still a small part of the cost of racing. There isn't an event anywhere worth sailing in that, like, couldn't be run on entry fees alone."

"I don't know. Racing is expensive, and that's the reason a lot of people are dropping out."

"But the cost of racing a boat is proportional to LOA to the fourth power," Lee asserted. "If racing is too expensive that just means your boat is too big. Drop down 15 or 20 percent in size, and all the costs are cut in half."

"Still, sponsorship that raises the public profile can be good for the sport."

"The growth in event sponsorship tracks perfectly with the decline in new boat sales," Lee countered. "Causation ain't cause, we know that, but if sponsorship is good for the sport, then the sport hasn't gotten the memo."

By then we were back at the yacht club, and I spotted my friend running up from the parking lot to meet us.

"Sorry I'm a little late, Max," he huffed. "Traffic on the bridge, you know."

I introduced him to Lee, and he asked if she could join us for dinner.

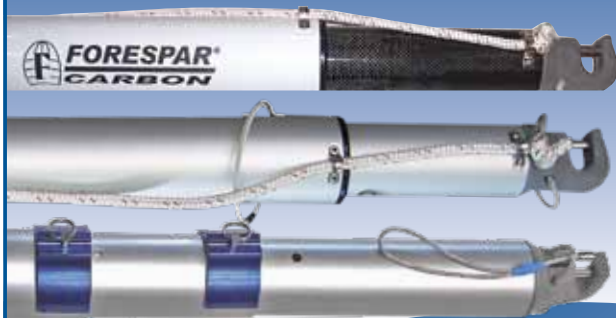
"Lee, can I sponsor you for a nice meal?" I asked.

"I think that would be good for the sport," she replied.

— max ebb

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THE RACING

March brought varied conditions for the remaining **Midwinter** series on the Bay. Some days were lovely and light, others more resembled summer racing — and some were a mix of both! RYC's **Big Daddy** and the Singlehanded Sailing Society's **Corinthian Race** also benefitted from both types of conditions. Ronnie Simpson reports on the epic — and ultimately tragic — **Islands Race**. And we round things out with a **Cabo Race** preview, **Race Notes** and **Box Scores**.

Big Daddy Pays It Forward

Richmond YC's Big Daddy Regatta is named for the late Bob Klein, who was called Big Daddy for his habit of taking kids out sailing. David Maggart, a former RYC junior himself, came up with the idea of getting as many juniors as possible hooked up with rides on big boats in March 10's pursuit race. Dick Loomis did the leg work, putting 27 youngsters on 12 boats.

But before Sunday's pursuit race, competitors sailed in Saturday's more traditional-style races: three windward-leewards in two racing areas. Brad Copper sailed his Tripp 43 TNT on the Deep Water course near the Berkeley Pier and described the conditions: "The wind was light to start and built to 15-19 knots, so the races were very diverse — like a dog's breakfast — one of each."

Brooks Dees, sailing his own design, the Dees GP26 *Salt Peanuts*, raced on the same course in a different division. "The Express 37s dominated our fleet," he said. Once the wind filled in, the big Expresses had the waterline advantage. "We didn't have enough wind for *Salt Peanuts* to plane, but we almost beat *Golden Moon* in the last race." They did win that final race on corrected time. Dees attributes that to a relaxing PRB — pre-race beer — and the quick thinking of crewmember Bart Hackworth. Between the second and third race, Hackworth

a couple of 10-year-olds onboard.

The Express 27s were the small boats on the Deep Water course. Fortunately, with five boats entered, they had their own division. Steve Katzman, sailing #0, *Dianne*, was grateful for staggered starts, which separated them from the bigger boats. "I like the bang for the buck that Big Daddy provides. It doesn't get any better than this." Marcia Schnapp's *Libra* won the first race and led at the weather mark in all three, but *Dianne* was able to catch her to win the second and third races.

Mike and Jen Holden of the Laser 28 *Firebolt* took their young boys sailing on Saturday in the small but fierce SF Bay 30 division on the Olympic Circle course. Four of the five boats pushed one another up over the line early in the second race, resulting in a general recall.

The Olympic Circle course got the wind first and started right on time at 11:30. "We gave them a once-around course to get one in the bag — 'one and done'," said race committee volunteer Chris Straub. "The Moore 24s acquitted themselves extremely well. I give them credit for behaving themselves." He described a row-and-a-half of them "hack-sawing each other" to stay on the correct side of the start line for the second race. "The chop kicked up for that race. It got sporty." For the third race, Straub asked if the racers wanted three times around.



rounding of Alcatraz in the either-way pursuit race. In the ebb, the fleet could fetch the Rock on one tack. Once around Alcatraz, the big boats ran smack into a race course set up for StFYC's Spring Dinghy. Didn't they know about Big Daddy? Fortunately, no incidents were reported.

The fast cats turned in the fastest performances. Ian Klitza's *Rocket 88* led six of them to the finish ahead of the first monohull, Sy Kleinman's Schumacher 54 *Swiftsure II*, sailing with two of the aforementioned juniors aboard. Which is why the top multis and monos each get prizes. Out of 101 boats starting, 89 were able to finish, including the IACC boat *USA 76*, skippered by former RYC junior Jon Buser. For complete results, see www.richmondyc.org.

— latitude / chris



'USA 76' joined in some Big Daddy action. Find more Big Daddy photos later in *The Racing Sheet*.

said, "Hey, the wind shifted. I'll bet the line's not square." The pin end was now favored. "We lazed around there," said Dees, "then port-tacked the whole fleet." On Sunday, *Salt Peanuts* would sail with

"No, two laps is fine," was the response.

Sunday dawned an hour late (for Daylight Saving), but the sunshine filled in just fine. So did the wind, after a 10-minute postponement. With more breeze east of Angel Island than in Raccoon Strait, almost everyone opted for a clockwise

RICHMOND YC BIG DADDY PURSUIT RACE

MULTIHULL — 1) **Rocket 88**, D-class cat, Ian Klitza; 2) **HMB Boys & Girls Club**, D-class cat, Alan O'Driscoll; 3) **Shadow**, ProSail 40, Peter Stoneberg; 4) **BridgeRunner**, SL33, Urs Rothacher; 5) **Adrenaline**, D-class cat, William Erkels. (9 boats)

MONOHULL — 1) **Swiftsure II**, Schumacher 54, Simon Kleinman; 2) **Whiplash**, McConaghy 38, Don Payan; 3) **E Ticket**, Beneteau Moorings



'Alchemy' and 'Holua' duel during the epic — and tragic — Islands Race from Newport Harbor YC to San Diego YC.

JOHN FULLER

38, Noble Griswold; 4) **Intruder**, Melges 32, Greg Dyer; 5) **BustinLoose**, Sydney 38, Jeff Pulford; 6) **Twisted**, Farr 40, Michael Pohl; 7) **Desdemona**, J/120, John Wimer; 8) **Golden Moon**, Express 37, Kame Richards; 9) **Arcadia**, Mod. Santana 27, Gordie Nash; 10) **Deception**, Santa Cruz 50, Bill Helvestine. (92 boats)

Complete results for Saturday's buoy races and Sunday's pursuit race at www.richmondyc.org

NHYC/SDYC Islands Race

Starting inside Long Beach's seven-mile-long breakwater, 39 boats lined up to compete in the 139-mile Islands Race on March 8. Co-hosted by the Newport Harbor YC and San Diego YC, the race takes sailors from Long Beach to the northwest tip of Catalina Island and then jogs down the west coast of Catalina and San Clemente Islands, before turning east and sailing for the finish just off San Diego. In this fourth edition of the race, the fleet was treated to solid breeze and big northwest swells that saw no fewer than 10 boats — a quarter of the fleet — finish under the 12h, 17m course record, previously established by the Andrews 80 *Magnitude 80*.

Unfortunately, this year's race won't be remembered for the epic surfing conditions and adrenaline-pumping

speed runs that stoked so many sailors. No, this race will be remembered for the tragic loss of San Diego-based sailor Craig Williams, crew aboard the Columbia 32 *Uncontrollable Urge*, which suffered rudder failure and wound up on the rocks at San Clemente Island. The full story can be found on page 76.

Just as the fleet was leaving the dock to motor toward the start line, an east-moving low finished passing over coastal Southern California, creating typically sunny SoCal sailing conditions. The big boat ORR fleet started last, and what a start it was! Eleven 64+ft boats, including a record six Santa Cruz 70s, engaged in a long tacking duel that lasted for the length of the Long Beach breakwater before taking the northernmost exit and sailing on a mostly starboard-tack beat to West End, the northwestern point of Catalina. Unfortunately for the crew of the STP 65 *Bad Pak*, they never made it out of the harbor, as their 16-ft keel found less than 16 feet of water

and they ran aground. Hard. Stuck on a shoal, they could only watch as the other 10 boats in their class set out to sea.

As the low continued moving east, the barometer began rising . . . rapidly. A trough of compression between the low and the typical Pacific High created breeze-on conditions, which met the fleet just east of Catalina Island. The fleet, sailing on starboard, began peeling from #1 headsails to #3 headsails before engaging in another tacking duel up the northern side of the island. Just before dark, the fast boats were rounding West End and peeling to jib-tops and reaching sails to begin their drag race down the west sides of Catalina and San Clemente.

With breeze now building into the low 20s and still on a tight angle, much of the fleet was overpowered and on the edge of control in demanding reaching conditions. So demanding were the conditions that two boats suffered rudder failures: *Uncontrollable Urge* and the Flying Tiger 10-meter *Mile High Klub*. *MHK* sourced a spare rudder blade from a local Flying Tiger owner and had it delivered via the Coasties. With a transom-hung rudder, the crew of *MHK* simply dropped in the new blade and motored for port.

For the rest of the fleet, the breeze eventually backed past Catalina and created an epic spinnaker run that won't be soon forgotten by any of the sailors in this race, this writer included. With breeze solidly in the mid-20s and max puffs around 30 knots, all the ultralight boats were thoroughly lit up with big, rolling northwest swells to surf. When boat speeds were solidly in the high teens and 20s for hours, it became apparent that *Mag 80's* record would fall.

First to finish and first overall was Peter Tong's Santa Cruz 70 *OEX*, which shattered the course record by more than an hour, lowering the mark to 11h, 5m.

Consistency was the key to competing in Oakland YC's Sunday Brunch Midwinter Series, which ended on March 3. Two divisions were decided by tie-breakers and others were decided by just one point.



GREG MATTHEWS

THE RACING

Second overall on corrected time was Brack Duker's Santa Cruz 70 *Holua*. Loaded with Bay Area talent, *Holua* lost out to *OEX* by just nine seconds on corrected time — after more than 11 hours of racing! All in all, it was a good race for Santa Cruz 70s, giving them a chance to stretch their legs and take four of the top five spots.

— ronnie simpson

NYHC/SDYC ISLANDS RACE (3/8)

OVERALL — 1) *OEX*, SC70, Peter Tong; 2) *Holua*, SC 70, Brack Duker; 3) *Pyewacket*, Andrews 68, Roy P. Disney/Robbie Haines; 4) *Grand Illusion*, SC 70, Edward McDowell; 5) *Retro*, SC 70, David Team/Doug Baker. (39 boats)

PH-1 — 1) *Resolute*, J/125, Tim Fuller; 2) *Sin Duda!*, SC 52, Fritz Duda; 3) *Varuna*, Rogers 46, Chris Hemans. (15 boats)

PH-2 — 1) *Patriot*, J/44, Paul Stemler; 2) *Shenanigans*, J/120, Gary Winton; 3) *J Almighty*, J/120, Mike Hatch. (10 boats)

PH-3 — 1) *Aimant de Fille*, Beneteau First 36.7, Steven Ernest; 2) *Dorade*, S&S 52, Matt Brooks. (4 boats)

ORR — 1) *Pyewacket*; 2) *Holua*; 3) *Grand Illusion*. (11 boats)

Full results at www.sdyc.org

SSS Corinthian Race

On the warm and sunny morning of March 16, 38 singlehanders and 72 doublehanders milled about the Corinthian YC and Belvedere Cove as they waited while a mild westerly meandered its way down to the entrance of Raccoon Strait.

The race featured a set course that zigged from CYC to Little Harding and Blossom Rock, up through the St. Francis YC Spring One Design Race on the

realized by those who recognized the opportunities.

The overall singlehanded monohull division was won by Bren Meyer aboard the Richmond-based Wyliecat 30 *Uno*. In fact, the fleet would have been completely dominated by Wyliecats were it not for Alameda's Scott Owens and his faithfully restored Schumacher 1/4-tonner *Summertime Dream*. He logged a second among the six wishbone-rigged catboats.

In the overall doublehanded division, former Moore 24 class champion *Bandito*, owned by Richmond's John Kernot, finished almost a minute ahead of Peter Schoen's *Mooretician* as both boats put a temporary stop to the dominance of Dan Alvarez's Alameda-based JS9000 *JetStream*.

Perhaps the best performance of the day was by Darren Doud and his crew Chris Lewis, who managed to strand the start pin between *Roshambo's* main hull and port ama as the entire fleet sailed away. Although it took more than five minutes to partially deflate the mark to free the stricken F-31R trimaran, once underway the two absolutely crushed all comers. Doud focused on speed and Lewis on navigation, earning them first-to-finish and first-in-class.

— dave wilhite

SSS CORINTHIAN RACE (3/16)

SINGLEHANDED:

Multihull — 1) *Three Points*, F-27, David Morris. (1 boat)

Sportboat — 1) *Archimedes*, Express 27, Joe Balderrama; 2) *Verve*, Express 27, Ron Snetsinger;

3) *Starbuck*, Black Soo, Stephen Buckingham. (7 boats)

PHRF ≤108 — 1) *Freedom*, Worth 40, Jim Martens; 2) *Coyote*, Beneteau First 42, Steve Hill; 3) *Temerity*, Olson 34, David Nabors. (3 boats)

PHRF 111-150 — 1) *Firefly*, Dehler 34, Chris Case. (1 boat)

PHRF ≥153 — 1) *Summertime Dream*, Schumacher 1/4-ton, Scott Owens; 2) *Emerald*, Yankee 30, Peter Jones; 3) *Egret*, Tartan 30, Tom



Boussie. (10 boats)

Non-Spin — 1) *Luna Sea*, Islander 36, Dan Knox; 2) *Hot Ice*, C&C 110, Mike Haddock; 3) *Ex Indigo*, Diva 39, Larry Riley. (10 boats)

Wyliecat 30 — 1) *Uno**, Bren Meyer; 2) *Whirlwind*, Dan Benjamin; 3) *Dazzler*, Tom Patterson (tie) & *Nancy*, Pat Broderick. (6 boats)

*Overall Singlehanded Monohull

DOUBLEHANDED:

Multihull — 1) *Roshambo**, F-31, Darren Doud/Chris Lewis; 2) *Ma's Rover*, F-31, Mark Eastham/Richard Wodehouse; 3) *Humdinger*, Walter Greene 35, Lawrence Olsen/Kurt Helmgren. (5 boats)

Sportboat — 1) *JetStream*, JS 9000, Daniel Alvarez/Rob Blackmore; 2) *Dianne*, Express 27, Steve Katzman/Jarian Westfall; 3) *Dragonsong*, Olson 30, Sam Mcfadden/Don Shultz. (10 boats)

PHRF ≤108 — 1) *RedSky*, Olson 34, Brian Boschma/Craig Klu; 2) *Tupelo Honey*, Elan 40, Gerard Sheridan/Michael Bishop; 3) *Shamrock*, C&C 41, Jim Connolly/Tim Prouty. (13 boats)

PHRF 111-150 — 1) *Silkye*, Wyliecat 30, Steve Seal/John Skinner; 2) *Paradigm*, J/32, Luther/Robert Izmirian; 3) *Ione*, J/30, Peter Jermyn/Curt Brown. (12 boats)

PHRF ≥153 — 1) *Ergo*, Ericson 35 MkII, Scott Cyphers/Bill Gutoff; 2) *Zeehond*, Newport 30 MkII, Donn Guay/Dave Salinovich; 3) *Time Bandit*, J/22, Scott Mack/Ransom Burford. (10 boats)

Non-Spin — 1) *Iolani*, Hughes 48, Barry/Sylvia Stompe; 2) *Voyager*, Beneteau First 345, Alan Barr/Alan Engbrecht; 3) *Flicker*, J/32, Ed Ruszel/Joe McClune. (17 boats)

Moore 24 — 1) *Banditos***, John Kernot/Chris Chapman; 2) *Mooretician*, Peter Schoen/Roe



The Tunas school downwind in Encinal YC's final Jack Frost Midwinters races.

way to Blackaller, back down to Southampton Shoal, returning to Little Harding, and finishing off the deck of CYC.

The fleet was challenged by light breezes as they exited and entered Raccoon Strait, and by a building flood through which very big gains could be



'Tinker' is pursued by pelicans and 'Freedom' in the Singlehanded Sailing Society's Corinthian Race.

ROXANNE FAIRBAIN / ROXSHOTS.SMUGMUG.COM

Patterson; 3) **Moorigami**, John Siefel/Toby Cooper. (5 boats)

*Overall DH Multihull & First to Finish

**Overall Doublehanded Monohull

Complete results at www.sfbaysss.org

VYC Tiny Robbins

The Vallejo YC Tiny Robbins Midwinter race held on March 2 ended its sixth race in the series very much as it started the previous races . . . under gray skies, mild breeze and, of course, our normal winter currents. With a fine 10 knots of breeze on the bow, three classes charged south to the weather mark. An hour later, the breeze had dwindled to 2- to 5-knot zephyrs. As usual, the current took no notice, so only half the racers were able to finish. Shortly after the race, one smiling skipper said, "The only thing predictable about midwinter racing is its unpredictability."

— gordon smith

VYC TINY ROBBINS MIDWINTERS #6 (3/2)

"A" SPINNAKER — 1) **Velocita**, Mumm 36, Mary Mueller; 2) **Dry Land**, Etchells, Jim Wallis. (5 boats)

"B" PHRF ≤149 — 1) **Somewhere In Time**, Schock 35, Tom Ochs. (4 boats)

"C" PHRF ≥150 — 1) **Citlali**, Olson 25, Frank Gonzales-Mena; 2) **Ringer**, Cal 2-27, Gary Ciccarello; 3) **Margaret**, Newport 30, Richard Leijonflycht. (5 boats)

OYC Sunday Brunch

The last race of Oakland YC's Sunday Brunch Series was held March 3, with 36 boats sailing in seven divisions. Racing was competitive, with four divisions decided by one point or a tie-breaker.

In the non-spinnaker PHRF <211 division, consistency was hard to beat. Michael Maurier on *Scrimshaw* took bullets across the board. In PHRF ≥148, Steve Douglass on *My Tahoe Too* won the four-boat class by just two points. The Merit 25 fleet had the closest racing, with Laraine Salmon on *Bewitched* and Dave Mosher on *Student Driver* finishing with eight points each. Laraine got the win through the magic of the tie-breaker.

In the big boat fleet, Bill Mohr on *Spirit of Freedom* took no prisoners with five bullets. The multihull division also had very competitive racing. Gary Helms on *White Knuckles* and Bill Gardner on *Peregrine Falcon* both finished with six points. The mysteries of the race committee computer declared Helms the winner.

Now to the division with the best name: The Fat 30s. Wow, the image of a division of chubby 30-year-old skippers! Alas, not to be, rather a fleet of boats about 30 feet long which have a Rubenesque shape when viewed from astern. Don Guay on *Zeehond* won the division with seven points. But demonstrating that consistency is competitive, Martin Jemo on *Joanna* was only one point back

while not having a single bullet.

The final division could be a fleet of Santana 22s, except a Mercury and a Wilderness 21 were competing, too. Deb Fehr on *Meli'ki* won it all with seven points.

— jim hild

OAKLAND YC SUNDAY BRUNCH FINAL (5r.1t)

NON-SPIN — 1) **Scrimshaw**, Alerion Express 28, Michael Maurier, 4 points; 2) **Jackal**, Ranger 33, Roger Wise, 9; 3) **Music**, Catalina 34, Bob Engelhart, 11. (6 boats)

PHRF >148 — 1) **My Tahoe Too!**, Capri 25, Steve Douglass, 6; 2) **Wings**, 5.5 Meter, Mike Jackson, 8; 3) **Rapture**, Capri 25, Jerry Johnson, 10. (4 boats)

MERIT 25 — 1) **Bewitched**, Laraine Salmon, 8 points; 2) **Student Driver**, Dave Mosher, 8; 3) **Meritage**, Jenifer Haas, 9. (6 boats)

PHRF ≤147 — 1) **Spirit of Freedom**, J/124, Bill Mohr, 4 points; 2) **Audacious**, J/29, Scott Christensen, 10; 3) **TAZ!!**, Express 27, George Lythcott, 11. (6 boats)

MULTIHULL — 1) **White Knuckles**, F-27, Gary Helms, 6 points; 2) **Peregrine Falcon**, F-27, Bill Gardner, 6; 3) **Triple Play**, F-31, Richard Keller, 12. (5 boats)

FAT 30s — 1) **Zeehond**, Newport 30, Donn Guay, 7 points; 2) **Joanna**, Irwin 30, Martin Jemo, 8; 3) **Lelo Too**, Tartan 30, Emile Carles, 10. (5 boats)

NON-SPIN PHRF >211 — 1) **Meli'ki**, Santana 22, Deb Fehr, 7 points; 2) **Kitten**, Santana 22, Kristy Lugert, 8; 3) **Loco 2**, Mercury, Paul Mueller, 11. (6 boats)

Full results at www.oaklandyachtclub.net

EYC Jack Frost

March 16 offered up a little of everything wind-wise for the final installment of the EYC Jack Frost Series. Fog swirled in on the flood current as the wind clocked

For more racing news, subscribe to *'Electronic Latitude* online at www.latitude38.com.

March's racing stories included:

- GGYC, VYC, RYC, TYC, SeqYC
- Midwinters • EYC Jack Frost
- Big Daddy • SF Cup • DH Lightship
- Rites of Spring
- Banderas Bay Regatta
- Spring Dinghy • San Diego NOOD
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THE RACING



WWW.NORCALSAILING.COM



Hey there, Big Daddy! — Top (l-r): 'Golden Moon' and 'Expeditious' take the Express (37) lane; 'Bad Hare Day' and 'Mr. McGregor' are wily Wylie Wabbits; another and another enjoy Sunday's pursuit race on the Alerion Express 38 'Another Girl'; more Express action. Middle: Ian Klitza couldn't stop smiling after finishing first on 'Rocket 88'; 'Raven' flies after 'BustinLoose'. Bottom: Shark Sandwich rocked Saturday night's party; getting ready to round the mark on the Bianca 414 'Avion'; 'Another Girl' and 'Eclipse' are just two ships passing...; junior sailors Colm Hayden and Rebecca Bauman wait for wind on John Dukat's Mancebo 24 'Sister Roseta Tharp'; it's the running of the J/120s with (l-r) 'Twist', 'Grace Dances', 'Desdemona' and 'Chance'.

around the compass, filling, then dying and filling again, not settling into a steady westerly until 1 p.m. The 5- to 10-knot breeze of Race 7 picked up to a fresh 15+ knots for the final Race 8, testing the spinnaker takedown skills of some of the crews.

Sailors completed two short races to complete their scores for the series. In Division A, *Red Cloud* garnered two bullets for the day to solidly hold onto her second-place overall standing. First was already sewn up by *Twisted*, which had previously won six races, and was hauled to prep for the upcoming season.

Elusive won Race 7, giving her the needed points to win the series for Division C without competing in the second race of the day. Only *Green Onions* came out to play in Division D (Wyliecat 30s), which assured her third place over *Crinan II*. *Whirlwind* had already locked in first.

Shadowfax was on a roll in Division E (Olson 25s) with two first-place finishes for the day, giving her a perfect six-point overall standing. The Santana 22s had

close racing, sharing firsts among all the top boats, but *Oreo* took top honors with 10 points, followed by *Tackful* and *Zingaro*.

— margaret fago

ENCINAL YC JACK FROST SERIES FINAL (8/21)

PHRF ≤110 — 1) *Twisted*, Farr 40, Tony Pohl, 6 points; 2) *Red Cloud*, Farr 36, Don Ahrens, 10; 3) *Frisky*, J/105, Tom Hintz, 16. (8 boats)

PHRF ≥111 — 1) *Elusive*, Olson 911, Charles Pick, 7 points; 2) *Osituki*, Cal 28, RJ Pimentel, 11; 3) *YPSO*, Cal 2-27, Tim Stapleton, 20. (7 boats)

WYLIECAT 30 — 1) *Whirlwind*, Dan Benjamin, 9 points; 2) *Life Is Good*, Andrew Hall, 14; 3) *Green Onions*, John Tuma, 17. (6 boats)

OLSON 25 — 1) *Shadowfax*, Mark Simpson, 6 points; 2) *Synchronicity*, Steve Smith, 10; 3) *Balein*, Dan Coleman, 17. (5 boats)

SANTANA 22 — 1) *Oreo*, Garth Copenhaver, 10 points; 2) *Tackful*, Frank Lawler, 11; 3) *Zingaro*, Jennifer McKenna, 14. (11 boats)

Full results at www.encinal.org

Cabo Race Preview

As this issue of *Latitude 38* goes to press, the 2013 edition of Newport Har-

bor YC's Cabo Race will have just concluded. The biennial race takes sailors 800 miles from Newport Beach to Cabo San Lucas, and while the race generally offers Champagne sailing conditions and a pleasant run down the Baja coast, the last race in 2011 was a real ass-kicker. A cold front and its associated low ripped through Southern California the day after the Saturday big-boat start (small boats start a day earlier) and decimated the fleet. Nine of 15 Saturday starters bailed with broken boats, broken crew and one dismasting. Incredibly, the boat that dismasted (Hap Fauth's Mini Maxi *Bella Mente*) went on to take line honors four months later in the TransPac.

If the weather cooperates, this year's race looks to be one for the ages. With the largest fleet in recent memory — entries are up from 29 in 2011 to 35 this year — the fleet is stacked with the best sailors on the West Coast's hottest offshore boats. Among the entries are a strong



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Bay Area contingent that includes the R/P 45 *Criminal Mischief*, R/P 63 *Invisible Hand* and R/P 52 *Meanie* in the 28-boat strong ORR class, and the beautiful S&S 52 *Dorade* in the six-boat PHRF class. Watch the race unfold on its tracking page (www.nhyccaborace.com), then check the May edition of *Latitude* for a full recap.

— ronnie simpson

Race Notes

It's still half a year away, but we've already gotten a press release about the **Rolex Big Boat Series**. Host St. Francis YC will use the emerging Universal Measurement Form (UMF) for all handicap classes in the regatta, which will be held later than usual this year, on September 26-29, due to the America's Cup. According to series Co-Chair Norman Davant, UMF incorporates data elements from IMS, IRC, ORR, ORC and HPR. "We can offer our competitors an easy solution to obtaining a rating based on certificate information they already have, eliminating the need for re-measurement," said Davant. Find more info at www.rolexbigboatseries.com.

Islands Race organizing authorities San Diego YC and Newport Harbor YC

have jointly requested that US Sailing conduct an **independent review** of the loss of *Uncontrollable Urge* on March 8. (See Ronnie Simpson's report on the race on page 129, as well as on the loss of *Urge* and Craig Williams on page 76.)

The all-Californian review panel will consist of Bill Stump, John Jourdane, Dave Ullman, and Betty Sue Sherman. Dr. Steve Shea, Chief of Emergency Medicine at St. Mary's Hospital, will provide medical expertise. Chuck Hawley, Chairman of the US Sailing Safety at Sea Committee, will act as an advisor.

Hawley will be one of the presenters, along with Bruce Brown and Jim Antrim, at the **Coastal Safety at Sea Seminar** at Strictly Sail Pacific on April 14. The new four-hour seminar will meet the requirements for OYRA and other local offshore races. Anyone planning to sail in the TransPac, Pacific Cup, Coastal Cup or Spinnaker Cup should still take a full eight-hour SAS Seminar — the next one is coming up at Cal Maritime Academy on May 19. The last chance in California before this year's TransPac will be on July 7 at Shoreline YC in Long Beach.

Among the 34 sailors announced for US Sailing's **Team Sperry Top-Sider** are a dozen from the West Coast. The team

competes in the 2016 Olympic and Paralympic classes, and are chosen based on their 2012 results or performance at February's ISAF Sailing World Cup Miami. Among them is 23-year-old Newport Beach Laser sailor Charlie Buckingham, skipper of the USA45 Racing Red Bull Youth America's Cup team. For the complete list, see <http://sailingteams.ussailing.org>.

At the **Butler Cup** in Long Beach over the weekend of March 23-24, Dustin Durant won 13 and lost only one race (to StFYC's Bruce Stone), sweeping the 2012-2013 California Dreamin' Series. The Butler Cup was sailed in LBYC's matched Catalina 37s. The young Durant's next challenge will be the Ficker Cup on April 6-7. The highest ranking skipper of that regatta not already entered in the Congressional Cup will be extended an invitation to compete in the world class Grade 1 event on April 9-13. For more on all three Cups, see www.lbyc.org.

Buzz Blackett and Jim Antrim on the Antrim Class 40 *California Condor* were the first finishers in Island YC's **Double-handed Lightship** on March 23. We'll have more in May's *Racing Sheet*.

— latitude / chris

THE RACING SHEET

THE BOX SCORES

Another season of midwinter racing has come to a close. We won't keep you waiting any longer for the final results.

GOLDEN GATE YC MANUEL FAGUNDES SEA-WEED SOUP SERIES FINAL (5r, 1t)

PHRF 1 — 1) **Tai Kuai**, R/P 44, Daniel Thielman, 6 points; 2) **Twisted**, Farr 40, Tony Pohl, 7; 3) **TNT**, Tripp 43, Brad Copper, 12. (14 boats)

PHRF 2 — 1) **Quiver**, N/M 36, Jeff McCord, 8 points; 2) **Alpha Puppy**, 1D35, Alex Farell, 11; 3) **Ragtime**, J/90, Trig Liljestrand, 15. (11 boats)

PHRF 3 — 1) **Hawkeye**, IMX-38, Frank Morrow, 4 points; 2) **Uno**, Wyliecat 30, Bren Meyer, 10; 3) **Harp**, Catalina 38, Mike Mannix, 13. (12 boats)

PHRF 4 — 1) **Arcadia***, Mod. Santana 27, Gordie Nash, 4 points; 2) **Xarifa**, IOD, Paul Manning, 10; 3) **Youngster**, IOD, Ron Young, 11. (15 boats)

CATALINA 34 — 1) **Mottley**, Chris Owen, 6 points; 2) **All Hail**, Page van Loben, 10; 3) **Quemada**, David Sanner, 10. (6 boats)

KNARR — 1) **Narcissus**, John Jenkins, 7 points; 2) **Benino**, Mark Dahm, 8; 3) **Fifty/Fifty**, Brent Crawford, 9. (7 boats)

FOLKBOAT — 1) **#116**, George Cathey, 5 points; 2) **Nordic Star**, Richard Keldsen, 7; 3) **Thea**, Chris Herrmann, 14. (5 boats)

* Overall winner

Full results at www.ggyc.org

ISLAND YC ISLAND DAYS FINAL (5r, 1t)

PHRF <168 — 1) **Double Trouble**, Moore 24, Kevin Durant, 4 points; 2) **Crazy Eights**, Moore 24, Aaron Lee, 8; 3) **Wile E Coyote**, Express 27, Dan Pruzan, 11. (8 boats)

168 RATERS — 1) **Bewitched**, Merit 25, Laraine Salmon, 6 points; 2) **Dream Catcher**, J/24, George Lythcott, 10; 3) **Double Agent**, Merit 25, Robin Ollivier, 12. (6 boats)

PHRF >168 — 1) **Wuvulu**, Islander 30, John New, 13 points; 2) **Bagheera**, Columbia 5.5, Peter Szasz, 15; 3) **Tinker**, Wilderness 21, Matt Beall, 15. (8 boats)

NON-SPINNAKER — 1) **Scrimshaw**, Alecion Express 28, Michael Maurier, 4 points; 2) **Galatea**, Aphrodite 101, Amy Snell, 10; 3) **Pueo**, Santana 22, Kristen Soetebier, 13. (4 boats)

Full results at www.iyc.org

LAKE MERRITT SC ROBINSON MEMORIAL MIDWINTERS FINAL (4r, 0t)

EL TORO SR. — 1) **Art Lange**, 113 points; 2) **John Pacholski**, 101.25; 3) **Fred Paxton**, 90.25. (16 boats)

EL TORO JR. — 1) **Charlotte Lenz**, 87.25 points; 2) **Josselyn Verutti**, 81; 3) **Mary Marlett**, 46. (10 boats)

SUNFISH — 1) **Roy Jordan**, 32 points; 2) **Bob Cronin**, 28.75. (5 boats)

RICHMOND YC SMALL BOAT MIDWINTERS FINAL

EL TORO SR. (12r, 1t) — 1) **Art Lange**, 29 points; 2) **Gordie Nash**, 44; 3) **Vaughn Seifers**, 46. (24 boats)

EL TORO JR. (11r, 1t) — 1) **Charlotte Lenz**, 21 points; 2) **Josselyn Verutti**, 24; 3) **Connell Philipps**, 58. (29 boats)

SNIPER (13r, 1t) — 1) **Tom O'Neill**, 26 points; 2) **Doug Howson**, 36; 3) **Vince Casalaina**, 41. (10 boats)

DAYSAILER (13r, 1t) — 1) **Steve Lowry**, 27 points; 2) **David Keran**, 44; 3) **Dean Iwahashi**, 51. (4 boats)

BYTE (13r, 1t) — 1) **Michele Logan**, 15 points; 2) **Laurie Davis**, 24; 3) **Karin Knowles**, 69. (11 boats)

POTRERO OPEN CLASS (13r, 1t) — 1) **Ron Tostenson**, Wing Dinghy, 18 points; 2) **Neil van der Plas**, FJ, 60; 3) **Karen Kittle**, 420, 61. (9 boats)

INTERNATIONAL 14 (8r, 1t) — 1) **Kate Arnold**, 10 points; 2) **Chris Rutz**, 24. (2 boats)

29ER (7r, 1t) — 1) **Robbie Englehart**, 26 points. (1 boat)

LASER (8r, 1t) — 1) **Peter Shope**, 21 points; 2) **Emilio Castelli**, 25; 3) **Ryan Nelson**, 35. (34 boats)

LASER RADIAL (8r, 1t) — 1) **Markus Suorsa**, 17 points; 2) **Emma Drejes**, 18; 3) **Jack Robertson**, 29. (9 boats)

THISTLE (8r, 1t) — 1) **Michael Gillum**, 9 points; 2) **Ronald Smith**, 16; 3) **Dan Clark**, 23. (6 boats)

WETA (8r, 1t) — 1) **Jonathan Weston**, 7 points; 2) **Gordon Lyon**, 22; 3) **Quintin Boe**, 32. (4 boats)

OPEN 5.70 (8r, 1t) — 1) **Marc Finot**, 7 points; 2) **Frank Ross**, 33; 3) **Barry Demak**, 35. (6 boats)

ULTIMATE 20 (8r, 1t) — 1) **Phil Kanegsberg**, 11 points; 2) **Tom Burden**, 14; 3) **David Woodside**, 16. (7 boats)

MELGES 20 (8r, 1t) — 1) **Dan Thielman**, 9 points; 2) **Skip Shapiro**, 23; 3) **Charles James**, 25. (4 boats)

WYLIE WABBIT (8r, 1t) — 1) **Kim Desenberg**, 12 points; 2) **Melinda Erkelens**, 12; 3) **Tim Russell**, 16. (5 boats)

SOUTHAMPTON OPEN CLASS (7r, 1t) — 1) **Christopher O'Leary**, 50.5, 17 points; 2) **Buzz Ballenger**, FD, 19; 3) **Mike Herbert**, Vanguard 15, 21. (10 boats)

Full results at www.richmondyc.org

SANTA CRUZ YC MIDWINTERS FINAL

SPINNAKER <88 (10r, 2t) — 1) **Octavia**, SC50, Shepard Kett, 11 points; 2) **Heartbeat**, Wylie 46, Lou Pambianco, 13; 3) **Animal**, Sydney 38, Scott Walecka, 19. (8 boats)

SPINNAKER >89 (9r, 1t) — 1) **Sumo**, SC 27, Henry Cassidy/Jim Livingston, 18 points; 2) **Jersey Girl**, SC 27, Pete Woodhouse, 14; 3) **Wildthing**, Express 27, Bryan Myers, 29. (15 boats)

NON-SPINNAKER (9r, 1t) — 1) **Gypsy**, Santana 22, Fred Molnar, 10 points; 2) **Sailing Pair-a-Dice**, Catalina 30, Barry Keeler, 14; 3) **Hamachi**, Santana 22, Stefan Berlinski, 31. (8 boats)

DOUBLEHANDED (9r, 1t) — 1) **Lowly-Worm 2.0**, Moore 24, Scott Nelson, 13 points; 2) **Cadenza**, Moore 24, Bruce Donald, 21; 3) **Nobody's Girl**, Moore 24, Sydnie Moore, 25. (9 boats)

Full results at www.scyc.org

SAUSALITO YC MIDWINTERS FINAL (5r, 1t)

SPINNAKER PHRF <95 — 1) **Q**, Schumacher 40, Glenn Isaacson, 6 points; 2) **Ohana**, Beneteau 45f5, Marika Edler, 11; 3) **Escapade**, Express 37, Nicolas Schmidt, 11. (7 boats)

SPINNAKER PHRF >95 — 1) **Youngster**, IOD, Ron Young, 6 points; 2) **Grey Ghost**, Hanse 342, Doug Grant, 8; 3) **Nancy**, Wyliecat 30, Pat Broderick, 10. (5 boats)

ISLANDER 36 — 1) **Vivace**, Bill & Pattie O'Connor, 6 points; 2) **Califia**, Tim Bussiek, 11; 3) **Windwalker**, Rich Shoenhair, 13. (6 boats)

NON-SPINNAKER — 1) **Homus**, Ericson 27, Josh Dvorson, 5 points; 2) **La Mer**, Newport 30, Randy Grenier, 8; 3) **Tackful**, Santana 22, Frank Lawler, 16. (8 boats)

SPORTBOAT — 1) **Ragtime**, J/90, Trig Liljestrand, 6 points. (1 boat)

MULTIHULL — 1) **Origami**, Corsair 24, Evan Freedman, 6 points. (1 boat)

Full results at www.sausalitoyachtclub.org

SEQUOIA YC REDWOOD CUP FINAL (5r, 1t)

OVERALL — 1) **Magic**, Express 27, Mike Reed, 8 points; 2) **Relentless**, J/92, Tracy Rogers, 12; 3) **Mellani**, J/105, Richard Butts, 14. (15 boats)

SEQUOIA YC WINTER SERIES FINAL (5r, 1t)

SPINNAKER — 1) **Frequent Flyer**, Farr 30, Stan Phillips, 5 points; 2) **Dare Dare**, Jeanneau 32, Nico Popp, 9; 3) **Sweet Grapes**, Ericson 36, Alan Orr, 16. (16 boats)

NON-SPINNAKER — 1) **Pole Cat**, Wyliecat 30, Dan Doud, 7 points; 2) **Iowa**, Hunter 380, Rick Dalton, 13; 3) **Linda Carol**, Catalina 320, Ray Collier, 14. (6 boats)

Full results at www.sequoiayc.org

SOUTH BEACH YC ISLAND FEVER FINAL (5r, 1t)

SPINNAKER PHRF ≤ 113 — 1) **Aeolus**, Beneteau 34, Rob Theis, 7 points; 2) **Leglus**, Ohashi 52, Hiro Minami, 10; 3) **Aero**, Hobie 33, Joe Wells, 10. (9 boats)

SF 30/SPINNAKER PHRF ≥ 114 — 1) **Lazy Lightning**, Tartan Ten, Tim McDonald, 4 points; 2) **Sirocco**, Soverel 30, Bill Davidson, 7; 3) **Solar Wind**, Martin 32, Max Crittenden, 14.5. (8 boats)

SPINNAKER CATALINA 30 — 1) **Friday's Eagle**, Mark Hecht, 7 points; 2) **Goose**, Mike Kastrop, 7; 3) **Adventure**, Jack McDermott, 7. (5 boats)

NON-SPINNAKER — 1) **Alpha**, Sonar 23, John Wallace, 6.5 points; 2) **La Maja**, Islander 30, Kenneth Naylor, 10; 3) **Seaview**, C&C 115, Pete Hamm, 10.5. (8 boats)

Full results at www.southbeachyc.org

TIBURON YC MIDWINTER SERIES FINAL (3r, 0t)

DIV 1. PHRF <174 — 1) **Stink Eye**, Laser 28, Christine Weaver, 7 points; 2) **Sonata**, Laser 28, Alice Shinn, 10; 3) **Natural Blonde**, J/105, Dennis Deisinger, 19. (9 boats)

DIV 2 PHRF ≥ 174 — 1) **Siento el Viento**, C&C 29, Ian Matthew, 3 points; 2) **Diversion**, Harbor 25, Gerry Gunn/John Sullivan, 7; 3) **Wind Dance**, Cal 2-27, Ann Watson, 8. (8 boats)

Full results at www.tyc.org



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An ergonomic deck layout with a wide open cockpit and an easily handled sail plan eliminates the need for an army of crew and guarantees to put a smile on all those who sail her. A handsome and functional interior meets the needs of distance racing and provides for comfortable family cruising.

We continue an annual springtime tradition this month by bringing you a comprehensive overview of **Greater Bay Area Bareboats & Crewed Charter Yachts**.

Meet the Charter Fleet:

A Wealth of Bay Sailing Options

Meet the Charter Fleet:

A Wealth of Bay Sailing Options

As you'll read below, there are a boatload of situations when you might want to enlist the services of a Bay Area charter boat, even if you own your own boat. But this summer, with the staging of the Louis Vuitton challenger series in July and August, and AC 34 finals in September, there will be more reasons than ever to leave the boat prep, piloting and clean-up to someone else, while you sit back and take in the show.

Below you'll find a comprehensive list of all the Greater Bay Area charter boats that we're aware of. They vary in size from 20 to 100+ feet, in comfort from stripped-out racers to comfy world cruisers, in performance from mellow daysailers to ex-racing machines, and in service from bareboat (sail-it-yourself) to fully crewed. Pick and choose, mix and match, whatever your pleasure. And if you don't think a local charter is right for you, read on for some reasons why it could be, then save this list — which is also available (and updated) on our website — for when you realize that a charter is just what you need.

Bareboats — There are roughly 250 bareboats available for rental here in the

Greater Bay Area, but the businesses that manage them are not simply rental agencies. Almost all of the boats listed below are offered by sailing schools — usually called 'clubs' — which offer a full spectrum of courses, from basic sailing to coastal cruising and celestial navigation.

In most cases, you don't have to be a member of the club to rent a boat, although nonmembers may pay somewhat higher rental prices. Be aware also that the first time you charter with a company you'll probably have to do a 'check-out' with their staff so they'll feel confident that you're not going to run the pride of their fleet into a cruise ship. Getting checked out a few days in advance will save precious charter time.

Beyond rental discounts, there's usually added value to club membership such as dockside barbecues; 'social sails', where everyone pitches in a few bucks to cover costs; and charter flotillas to idyllic venues in the Caribbean, South Pacific or elsewhere.

If you don't own a boat and/or don't have close friends that are into sailing, joining a club can be a smart move. The friendly ambience of a club creates a low-pressure forum for advancing through the hierarchy of classes. And the natural camaraderie that comes with shared activities on the water often spawns lasting

friendships.

As you can see by the listings below, many popular types of late-model production boats are available through Bay Area fleets, which makes them an ideal resource for extensively 'road testing' boat types that you are considering buying.

Chartering a large, fully equipped bareboat in the Bay Area can also help you prepare for future cruising. Once you've taken total responsibility for a good-sized keelboat in Bay waters — including anchoring practice — you'll be able to step aboard a bareboat anywhere with confidence in your abilities, and spare yourself the angst brought on by trying to fake it.

Crewed Charter Vessels —

The vessels listed in this section are accessible to folks of all ages with no sailing skills required whatsoever, as their charter prices include the services of professional crew.

Even if you are a long-time sailor with your own fleet of sailing craft, there are special occasions when chartering one of the vessels listed here might be the perfect solution to a particular challenge, such as entertaining a large group of out-of-town family members, creating a unique office party, or celebrating a special 'benchmark' birthday.



BAY AREA BAREBOATS

As the following list demonstrates, there is a wide variety of sail-it-yourself bareboats available for rent in the Bay Area. Compiled here are listings from the area's principal companies (listed alphabetically). We've attempted to be as up-to-date and comprehensive as possible. We regret any errors or omissions.

SAILING SCHOOLS

Afterguard Sailing

Oakland & Treasure Island
(510) 535-1954
www.afterguard.net

• 30' & UNDER •

Ranger 23 (2)
J/24
Cal 25
Catalina 25
Ranger 26
Islander 28
Seafarer 29

• 31' - 35' •

Erickson 32
Columbia 32
Targa 10.1

Ericson 34
Pearson 35

• 36' - 40' •

Seawind 1160 cat [38']

Club Nautique

Sausalito, Alameda

(800) 343-SAIL

www.clubnautique.net

AL = Alameda; SA = Sausalito;

• 30' & UNDER •

Colgate 26 (7) AL, SA

• 31' - 35' •

Hunter 31 (7) AL, SA

Beneteau 31

Jeanneau 32 (2) AL, SA

Hunter 320 (2) AL, SA

Hunter 33 (3) AL, SA

Beneteau 34 (2) AL, SA

• 36' - 40' •

Dufour 36 (2) AL, SA

Hunter 36 (3) AL, SA

Beneteau 37 (2) AL, SA

Beneteau 40 SA

Caliber 40 AL

Jeanneau 40 SA

Norseman 40 cat AL

• OVER 40' •

Hunter 41 (2) AL, SA

Hunter 49 AL

J/World

Oakland, Puerto Vallarta

(800) 910-1101, (510) 271-4780

www.sailing-jworld.com

• 30' & UNDER •

J/80 [26'] (7)

• 31' - 35' •

J/105 [34'] (4)

• 36' - 40' •

J/109 [36']

J/120 [40']

• OVER 40' •

Dehler 41

Jeanneau 43 DS

Santa Cruz 50

J/160 [53']

Modern Sailing School & Club

Sausalito (800) 995-1668

www.modernsailing.com

• 30' & UNDER •

Ericson 30

Catalina 30 (3)

• 31' - 35' •

Beneteau 31

Pearson 32

C&C 32

Beneteau 33

Beneteau 35

• 36' - 40' •

Catalina 36

Catalina 38

Seawind 1160 cat [38']

Beneteau 38

Caliber 40

• OVER 40' •

Beneteau 41

Beneteau 42

S&S 44

Monterey Bay Sailing

Monterey (831) 372-7245

www.montereysailing.com

• 30' & UNDER •

Pearson 27

• 31' - 40' •

Celestial 32

San Juan 33

.....

OCSC

Berkeley (800) 223-2984

(membership required)

www.ocscsailing.com

• 30' & UNDER •

J/24 (22)

Olson 25 (4)

• 31' - 35' •

Catalina 320 (4)

Catalina 310

J/105 [34'] (5)

J/109 [36']

• 36' - 40' •

Catalina 36 (3)

Sabre 362

Mahe 36 cat

Beneteau 373

• OVER 40' •

Jeanneau 494

Tartan 4100

OF CHARTERING



MARIAH'S EYES

By enlisting the pampering services of a professional crew, you'll maximize the time you have for socializing and playing tour guide, while minimizing potential headaches. And hosting your guests on a

The 51-ft Alden ketch 'Pegasus' blasts across the Central Bay toward the Blackaller buoy. She does six-pax charters and kids' programs. classy, meticulously maintained crewed yacht means your guests will probably

be a whole lot more comfortable than on your tired old daysailer, and you're likely to make a better overall impression.

Guests who care to pitch in with the sailing chores are usually welcome to lend a hand, while the rest of the group soaks in the salt air and takes in the sights.

The Bay Area's fleet of fully crewed charter vessels breaks down into two principal categories: 'Six Pack' boats, which are licensed to charter with up to six passengers for hire, and 'Multi-Passenger Vessels' (technically called Inspected Vessels). In some cases these can legally carry up to 49 passengers or more.

We've attempted to be as comprehensive and up-to-date as possible in these listings. We regret any errors or omissions.

'Multi-Passenger' Vessels (7+)

(In alphabetical order.)

Adventure Cat: A familiar sight on the Bay, this 55-ft catamaran was custom-built specifically for chartering here. Definitely one of the fastest local charter boats, she's been clocked at 20 knots with a full complement of passengers aboard. Guests can choose to ride on the open-air trampoline, forward, or within the sheltered salon.

- Carries up to 48 passengers.
- Berthed at Pier 39, Dock J, in San Francisco.
- Available for scheduled sails daily (individually ticketed), private group charters and special events, including weddings, whale watching and corporate programs.

• (415) 777-1630 or (800) 498-4228; sharon@adventurecat.com; website: www.adventurecat.com

Pacific Yachting/Sailing

Santa Cruz
(831) 423-SAIL (7245)
(800) 374-2626
www.pacificsail.com

• 30' & UNDER •

Santa Cruz 27
Catalina 28
Olson 911s [30]

• 31' - 35' •

Catalina 31
Catalina 32 (3)
Beneteau 32
Hunter 33
Catalina 35

• 36' - 40' •

Catalina 36
Hunter 36

• OVER 40' •

Beneteau 46.1

**San Francisco
Sailing School & Club**
(415) 378-4887
www.sailinglessonsf.com

• 30' & UNDER •

Ranger 23 (5)
Columbia 23
Catalina 27

• 31' - 40' •

Islander 36

Spinnaker Sailing of San Francisco

(415) 543-7333

www.spinnaker-sailing.com

• 30' & UNDER •

Viper 640 [21]
Ultimate 20
Ultimate 24
Santana 22 (2)

Santa Cruz 27 (3)

• 31' - 35' •

Flying Tiger 10
Catalina 320
Catalina 34
Catalina 35
Hunter 356 [35]

• 36' - 40' •

Beneteau 393
C&C 40

• OVER 40' •

Hunter 410

Spinnaker Sailing of Redwood City

(650) 363-1390

(membership required)
www.spinnakersailing.com

• 30' & UNDER •

Cal 24 (3)
Merit 25 (10)
Catalina 27 (4)

• 31' - 35' •

J/29 [29]
Hunter 33
Hunter 34
J/120 [40]

Sunsail

(877) 651-5610

www.sunsail.com

• OVER 40' •

Sunsail First 40 (8)

Tradewinds Sailing School & Club

Marina Bay, Richmond
(510) 232-7999

www.TradewindsSailing.com
Brickyard Cove / Richmond Marina Bay

• 30' & UNDER •

Capri 22 (7)
Catalina 270
Ericson 28
Catalina 30 (4)
Newport 30

• 31' - 35' •

Beneteau 323 (2) [33]
Beneteau 31
Beneteau 34
Cal 31 (3)
Dufour 31
Dufour 33
Hunter 31
Hunter 34
Island Paket 32

• 36' - 40' •

Beneteau 343 (1) [35]
Hunter 356 [36]
Catalina 36 (2)
Catalina 38

• OVER 40' •

Bavaria 42
Beneteau 42
Catalina 42

NONPROFIT ORGANIZATIONS

Cal Sailing Club

www.cal-sailing.org
(membership required)

• 30' & UNDER •

Laser Bahia (8)
JY15 (7)
RS Vision
Precision 15 (2)
Laser (2)
Bytes (2)
Merit 25 (2)
Capri 25
Pearson Commander (3)

Sailing Education Adventures

(415) 775-8779
www.sfsailing.org

• 30' & UNDER •

Lasers (12)
Catalina 16.5 (4)
Santana 25 (2)



'Argosy Venture' is a rare classic.

Adventure Cat 2: Designed by cat connoisseur Kurt Hughes, 65-ft *Adventure Cat 2* was launched several years ago. Like her older sister (above), she is fast and fun, yet is much larger and, consequently, can carry twice as many passengers. For really big groups, consider chartering both boats and sail together in tandem.

- Carries up to 99 passengers.
- Berthed at Pier 39, Dock J, in San Francisco.
- Available for private group charters and special events, including weddings, whale watching and corporate programs.
- (415) 777-1630 or (800) 498-4228; email: sharon@adventurecat.com; website: www.adventurecat.com

Argosy Venture: One of the largest and more unique yachts in Northern California, this 101-ft Nevins motorsailer does occasional charters on the Bay as well as annual expeditions beyond the Golden Gate. Built as a private luxury yacht in 1947, her gleaming brightwork and period styling make her an eye-catching sight when she roars across the Bay at 12 knots.

- Carries up to 12 passengers.
- Berthed at Brisbane Marina.
- Available for special custom charters locally (including corporate), family charters and expeditions, as well as film and dive charters.
- (650) 952-4168; email: charters@argosyventure.com; website: www.argosyventure.com.

Bay Lady: At 90 feet in length, *Bay Lady* is the largest Coast Guard 'certified' traditional sailing vessel on the West Coast. Licensed to carry up to 80 passengers, she holds the second-largest capacity of any sailing charter vessel in the region. *Bay Lady* was built of steel in New England specifically for the charter trade. Her design combines modern strength and safety features with an old-time sail plan — she carries great clouds of sail on her traditional gaff rig. Guests are always invited to participate in sailing this great schooner.

- Certified for 80 passengers (most comfortable with about 70).
- Berthed at South Beach Harbor, San Francisco.
- Some scheduled sailings (individually ticketed), private group charters, offshore charters (such as to Monterey) and special events including corporate and baseball parties to McCovey Cove.
- (415) 543-7333; email: rendezvous@earthlink.net; website: www.rendezvous-charters.com

Bay Wolf: This pedigreed Santa Cruz 50 ocean racer is a veteran of many Hawaii and Mexico races. With her new mast, rigging and other upgrades, she promises fast, exhilarating Bay sailing.

- Certified to carry up to 30 passengers, but



'Adventure Cat 2' is fast and fun.

focuses on groups up to 18.

- Pickups in San Francisco and Sausalito.
- Available for private group charters, corporate charters and special events. Passenger participation is welcomed.
- (650) 492-0681; email: captkirk@sfbaysail.com; website: www.sfbaysail.com

Cat Ballou: Originally a Caribbean charter yacht, this sweet-sailing Catana 42 catamaran joined the Bay Area charter fleet after owner Chuck Longanecker upgraded her substantially during an extensive refit. Chuck is a management consultant by trade, and specializes in teambuilding and private charters.

- Carries up to 12 passengers.
- Berthed at Schoonmaker Marina, Sausalito.
- Available for private group charters, special events and corporate charters, including teambuilding.
- (888) 566-8894; email: chuck@sanfranciscosailing.com; website: www.sanfranciscosailing.com

Chardonnay II: This sleek Santa Cruz 70 is one of the most popular charter vessels operating on Monterey Bay. She was custom built for fast sailing, yet with the comforts to accommodate up to 49 passengers. She offers a wide array of 'themed charters' such as wine tasting, sunset cruising, and corporate teambuilding.

- Carries up to 49 passengers.
- Berthed at Santa Cruz Harbor.
- Custom private charters, ash scattering, and corporate teambuilding.
- (831) 423-1213; email: charters@chardonnay.com; website: www.chardonnay.com

Eros: This exquisite 103-ft schooner was built in the U.K. in 1939 for aristocracy. A museum-quality restoration of her was recently completed, making her one of the Bay Area's most eye-catching yachts.

- Carries up to 12 passengers.
- Berthed at Sugar Dock, Santa Fe Channel, Richmond.
- Available: for private group charters, special events including weddings and corporate events, and for America's Cup viewing this summer.
- (510) 232-4282; email: schoonereros@gmail.com; website: www.schoonereros.com

Freda B: The classic 80-ft gaff schooner *Freda B* was built of steel in '92 in Florida, and was bought several years ago by Paul Dines and Marina O'Neil to be the flagship of their company, S.F. Bay Adventures. Inspired by the traditional 1860's coastal schooners that worked up and down the West Coast, *Freda B* has excellent ocean stability. She is one of the largest-capacity crewed charter boats



The steel schooner 'Bay Lady' carries 80.

on the Bay.

- Carries up to 49 passengers.
- Berthed at Sausalito Yacht Harbor
- Officially accredited for the America's Cup races allowing priority viewing for guests. Crew will pair local California cuisine with Sonoma and Napa Valley wines, offering guests the ultimate epicurean event on the Bay! Available for private spectator charters, corporate team-building, Napa Valley Wine tastings, Angel Island BBQ's, traditional lobster boils, local history and wildlife sails, and other private special events. ABC licensed to sell beer and wine; PUC compliant; iPod compatible & flat screen TV.
- (415) 331-0444; email: info@sfbayadventures.com; website: www.sfbayadventures.com

Gas Light: Built in Sausalito by master shipwright and owner Billy Martinelli, this 72-ft schooner is a beautifully crafted modern example of an 1874 SF Bay scow schooner. *Gas Light* has a bright and comfortable 30' x 18' cabin with a 12' mahogany salon table and plenty of on-deck seating, and offers an exceptionally stable sailing experience, heeling only a few degrees, even in a brisk wind. She offers a unique glimpse into San Francisco's maritime history plus a hands-on experience for those eager to help raise sail.

- USCG certified for up to 49 passengers
- Berthed at Schoonmaker Point Marina, Sausalito.
- Available for private group charters; special events, corporate outings and teambuilding, weddings, birthday parties and educational excursions on the Bay.
- (415) 331-2769; email: gaslightcharters@hotmail.com; website: www.gaslightcharters.com

Glory Days: This classic Morgan Out Island 51 is owned and operated by Pam Powers, one of the few professional female skippers in the local charter trade. Before going out on her own years ago with the purchase of *Glory Days*, Pam skippered many of the Bay's biggest charter vessels.

When Morgan Yachts first began producing the Out Island line in the late '60s, these comfy boats quickly became popular with both cruisers and charter companies — especially the 51-ft version, like *Glory Days*.

- Certified for 42 passengers — probably the only O/I 51 that is.
- Berthed Pelican Harbor, Sausalito.
- Available for corporate events, private charters, weddings, ash scatterings, teambuilding sails and Angel Island BBQ sails. Occasional scheduled sails (individually ticketed) such as Friday night sunset sails and full moon cruises (see website for schedule).
- (800) 849-9256 or (415) 331-2919; email: captam@sailsfbay.com; website: www.sailsfbay.com



'Woodwind II' glides across Lake Tahoe.

com

Nehemiah: Among the things that make this classic wooden ketch unique in the Bay's charter fleet is the fact that she has circumnavigated — twice — under previous owners.

Her current use is also unique, however. Capt. Rod Phillips and his wife, 'Admiral' Joni, enjoy doing Bay charters for the general public, which finance their true passion, youth sail training — particularly for 'at-risk' youth. Solidly built and traditionally rigged, she is an ideal platform for hands-on training, as well as pleasure sailing. A lifelong mariner, Rod also captains S.F. Bay ferries.

- Carries up to 33 passengers.
- Berthed at Richmond's Marina Bay.
- Available for youth sail training, scheduled sails (individually ticketed) and private charters.
- (510) 234-5054; email: captain@sailin-gacross.com; website: www.sailingacross.com

Osprey: This sleek Gulfstar 50 ketch was built for cruising in comfort. Passengers can spread out on her ample deck to take in the sights, stay high and dry in the center cockpit or enjoy the large salon below. Participation in the sailing is encouraged. On deck Osprey has many comfortable places to sit, perhaps with a chilled glass of Chardonnay or frosty microbrew in hand. Extensive upgrades since 2011 acquisition.

- Carries up to 25 passengers, but focuses on groups up to 18
- Berthed at Jack London Square, Oakland
- Available for corporate team-building, birthdays, anniversaries, and ash-scattering charters.
- (650) 492-0681; email: captkirk@sfbaysail.com; website: <http://www.sfbaysail.com>

Privateer: This Islander Freeport 41 cutter has teak decks, finely varnished trim and many bronze fittings. Come see her mysterious stained glass.

- Certified for 28 passengers.
- Berthed at San Francisco's Pier 39
- Specializes in scheduled 90-minute and 2-hour Bay sails (individually ticketed). Also available for private charters for all events and occasions. Will be sailing during every AC34 race day.
- (415) 378-4887; website: www.sailsf.com

Ruby: At 64 feet in length, this double-ended steel sloop has been a familiar sight on the Bay for as long as we can remember. In fact, *Ruby* has been chartering longer than any other boat on the Bay — 27 consecutive years. She's also become a landmark at her San Francisco Boat Works homeport, adjacent to The Ramp restaurant. Owner/skipper Josh Pryor designed and built her himself back in the '70s with thoughts of long-distance cruising, but once he started chartering her, he discovered that both he and she were well-suited



The Morgan O.I. 51 'Glory Days'.

to the business. In addition to scheduled sailings, she does a variety of special charters.

- Carries up to 31 passengers.
- Berthed at The Ramp restaurant, foot of Mariposa St., San Francisco.
- Available for lunch and evening sails daily (individually ticketed), private group charters and special events, including corporate functions and ash scatterings.
- (415) 861-2165; email: rubysailing@sbc-global.net; website: www.rubysailing.com

Santa Maria: Interestingly, this Islander Freeport 41 ketch was built for Wiley Coyote Cartoonist Chuck Jones. A complete refit was done on her in 2006, with a wall-to-wall teak interior.

- Certified for 36 passengers.
- Berthed at Pier 39
- Offers private charter for all occasions, also match racing with the *Privateer* for team-building events. These are the only two identical inspected vessels on the Bay.
- (415) 378-4887; website: www.sailsf.com

Seaward: Originally based in Boston, this 82-ft staysail schooner has a different focus from that of most others. During the spring, summer and fall her primary function is running hands-on education programs for Bay Area youngsters, which are partially funded by public sails and private charters. When winter approaches, she heads for the sunny latitudes of Mexico, where she offers a series of programs that combine education in traditional seamanship, study of the marine environment, and fun in the sun. She is owned and operated by the nonprofit organization Call of the Sea.

- Carries up to 40 passengers on day trips; 15 for overnights.
- Berthed at Sausalito.
- Available for youth and adult sail training, day sails, scheduled (individually ticketed) sails, overnights to Drakes Bay and the Farallones, private group charters and corporate events, plus 'adventure sailing' in Mexico during the winter.
- (415) 331-3214; email: info@callofthesea.org; website: www.callofthesea.org

Tahoe Cruz: This beautiful custom Santa Cruz 50 sails daily out of the Tahoe City Marina from May thru October. Captains Jim Courcier & Mike Pavel are accomplished racers and cruisers who love sharing the joy of sailing the pristine waters of scenic Lake Tahoe. Prevailing SW afternoon breezes averaging 10 to 15 knots make for ideal sailing conditions.

- Certified for up to 25 passengers.
- Specializes in affordable & scenic 2-hour cruises with complimentary refreshments. Also available for private parties, company charters & Emerald Bay luncheon sails.



The sail training schooner 'Seaward'.

- Daily departures from Tahoe City Marina (home of the Tahoe YC).
- (530) 583-6200; website: www.TahoeSail.com

Team O'Neill: As her operators like to say, "For an Extraordinary Santa Cruz Adventure, just add water!"

Promising a unique and specialized sailing adventure on Monterey Bay, this 65-footer gives you a true appreciation for big catamaran sailing. Her length and 28-ft beam provide an exceptionally smooth and stable ride, with plenty of deck space to move around freely. Her full galley can accommodate catered sails, or guests may choose to bring along picnic-style meals. Ideally suited for both family and friends or groups.

- Carries up to 49 passengers.
- Berthed at Santa Cruz YH.
- Available for private group charters and now offering public 1-hour daysails on Saturdays during the summer.
- (831) 475-1561; email: sailingsantacruz@gmail.com; website: www.oneillyachtcharters.com

Woodwind II: She's the largest sailing charter boat on Lake Tahoe and, as her owners like to say, "the world's highest catamaran." Coast Guard certified to carry up to 50 passengers, she carries 1,500 square feet of sail and is capable of blasting across the lake at 20 knots.

With her full bar, sun deck, two underwater observation windows, and seating for 36 in her fully enclosed main salon, she offers plenty of creature comforts and a ride that's smooth enough for Great Grandma, even at top speeds.

- Carries up to 50 passengers.
- Berthed at Zephyr Cove Marina, NV
- Available for daily public sails (individually ticketed) from early April through October, in addition to private charters year-round for weddings, receptions, corporate functions and other special events. Complimentary shuttle service from the Stateline area casinos.
- (888) 867-6394 or (775) 588-1881; website: www.tahoecruises.com.

Yukon Jack: Although a remarkable amount of 'big boat' racing takes place on the Bay each year, only a minuscule portion of the sailing community ever gets to ride on those sleek, go-fast machines. But if you'd like to check out the adrenal thrill of blasting across the Bay on an ultralight, this proven Santa Cruz 50 is the boat for you. A former ocean racer, she once sailed from San Francisco to Tahiti in an impressive 19 days.

- Carries up to 25 passengers.
- Berthed at South Beach Harbor, San Francisco.
- Race charters (including offshore), private group charters, and special events including

WORLD

corporate.

• (415) 543-7333; email: rendezvous@earthlink.net; website: www.rendezvous-charters.com

Six-Passenger Crewed Yachts

Please note that in addition to the six-passenger vessels that follow — many of which are operated by their owners — **virtually every sailing school (aka 'club')** listed at the beginning of this section also has boats **available for 'six-pack' charters with captain and crew.**

Some of the larger boats in those fleets are very nicely outfitted for both **comfortable daysails and overnight charters.** Call them for details and pricing.

Apparition: Sleek and speedy, *Apparition* was custom-built in Sausalito with small-group chartering in mind. Captain Stan Schilz loves to introduce guests to the ease and comfort of multihull sailing by letting them take the helm. One of the few crewed charter yachts that does overnights, this 38-footer has two double cabins and a full galley. If you're planning to bareboat a cat soon, spending some time aboard *Apparition* would be good preparation.

- Carries up to 6 passengers for private charters. Can also be bareboat by special arrangement with up to 13 passengers.

- Berthed at Schoonmaker Marina, Sausalito.



'Apparition' is a familiar sight on the Bay.

- Available for private group charters, special events, multihull sailing instruction, and trips up the Delta or the Petaluma or Napa rivers.

- (415) 331-8730; email: info@sailapparition.com; website: www.sailapparition.com

Bolgeskrekk: This carefully maintained Irwin Citation 34 is a stiff and comfortable boat, well-suited to Bay sailing conditions. On blustery days she often does better than 7 knots, thus outperforming many other sailboats of her size. Her spacious cockpit is roomy enough to accommodate six passengers easily, and her teak interior is a delightful space for lounging and relaxing. Captain Bob has 20 years of experience sailing the Bay and he loves to share his knowledge of local geography

and historical spots.

- Carries up to 6 passengers
- Berthed at Treasure Island Marina
- Available for private charters, sailing instruction, corporate events, special events and sunset sails.

- (510) 499-0134; email: capt_bob@goldengatesailingtours.com; website: www.goldengatesailingtours.com

Carrera: At the smaller end of the spectrum is Gene Maly's well-kept Capo 32 racer/cruiser. Based at Monterey, *Carrera* balances her busy schedule between intimate group daysails and instructional sails that feature plenty of one-on-one attention.

- Carries up to 6 passengers.
- Berthed at Municipal Wharf #2 (A-Tier Gate), in Monterey.

- Available for scheduled daysails including Monterey Bay Marine Sanctuary tours, private charters, accredited instruction, and "team-building challenges" for corporations.

- (831) 375-0648; email: captaingene@sailmontereybay.com; website: www.sailmontereybay.com

Caprice: This lovely Seawind 1160 was purchased new in Australia in '07, after which owners Dan and Carol Seifers spent most of '08 delivering



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Or: +1 284 494 4289

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charters@bviyc.com

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Bareboat Charter Sailing

Fly to Bellingham, WA and set sail to explore the beautiful San Juan Islands! Charter bareboat or with a skipper. Our fleet of 33 sailboats and a growing fleet of trawlers offer you the newest vessels available for charter.

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OF CHARTERING

her back to the Bay. Dan holds a USCG Master's license and is also an ASA sailing instructor qualified to instruct on both catamarans and monohulls. He and Carol would be pleased to introduce you to the joy of flat, dry catamaran sailing aboard *Caprice*. Her spacious salon offers a 360° view, while riding her trampoline offers thrill-a-minute exhilaration. Hands-on participation is encouraged.

- Carries up to 6 passengers (capacity increase soon pending USCG approval).
- Berthed at Brickyard Cove, Pt. Richmond
- Available for private charters, sailing instruction, special events, intimate weddings, corporate team building, preparation for bareboat catamaran charters and private celebrations of life with ash scattering.
- (510) 232-5820; website: www.sailingcaprice.com

Evening Star: This fastidiously restored C&C Concors 43 is the 'dream boat' of 30-year charter skipper Mark Sange (aka Capt. Marco). He had been looking for a stiff, high-performance boat that was well balanced and responsive. And to hear him tell it, *Evening Star* fills the bill perfectly. Having skippered big luxury charter yachts in the Med for a decade, Mark knows a thing or two about putting excitement back in his clients' lives. "I like to introduce them to the therapeutic effect of bashing to windward in 20 knots of breeze with



'Caprice' has crossed the Pacific.

the lee rail buried."

- Carries up to 6 passengers.
- Berthed at Sausalito Yacht Harbor.
- Available for all types of private charters, including corporate and special events; specializes in instructional 'performance sailing' charters.
- (415) 868-2940; (415) 987-1942; email: captainmarco@cs.com; website: www.captainmarco.com or alternately, www.sailingsf.com

Excalibur: This Sabre 30 is in great shape, and is perfectly suited to the Bay conditions. She's available for charters and sailing lessons. She's owned and operated by Jonathan Ganz, who has been sailing on the Bay since the '80s and loves to introduce people to the world of sailing. His USCG

license allows him to take guests offshore if they so desire. He's also a certified US Sailing and ASA instructor.

- Carries up to 6 passengers.
- Berthed Pt. Richmond.
- Available for all types of charters, including teambuilding events, relaxed day charters, day and nighttime sailing lessons, and various workshops, such as COB practice and motoring skills.
- (415) 754-3801; email: info@sailnow.com; website: www.sailnow.com.

Fanseas: Captain Paul Adams sails the Bay and beyond on his modern Catalina 34 Mk II yacht. Guests may participate in driving and sail trimming if they wish.

- Carries up to 5 passengers.
- Berthed at Sausalito (near parking).
- Takes small groups, often two couples. Marriage proposal and special-occasion charters are Capt Paul's specialty.
- (415) 269-1973; email: captainpaul@sailsausalito.com; website: www.sailsausalito.com.

Flying Tiger: This sleek former racing yacht was originally designed to race in the SORC. She was later fitted out for comfortable cruising and explored both Mexico and Alaska. Kirk Miller (a.k.a. Capt. Kirk) gave up a successful career in the energy business to pursue his dream of chartering on the Bay aboard *Flying Tiger*.

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WORLD

She is ideally suited to charters with those who enjoy high-performance sailing — it doesn't take much to convince Kirk to put up the chute on the downwind run past the Cityfront. She has recently undergone an extensive refit.

- Carries up to 6 passengers.
- Based at Sausalito.
- Available for private group charters, corporate charters and special events. Passenger participation is welcomed.
- (650) 492-0681; email: captkirk@sfbaysail.com; website: www.sfbaysail.com

Gentle Storm II — Rick Niles bought this lovely Catalina 42 new in 2004. Since then she's been active in local PHRF racing and chartering, in addition to cruising Mexico.

- Carries 6 passengers
- Berthed at Clipper Yacht Harbor, Sausalito
- Available for custom skippered day trips on San Francisco Bay, team-building, ash scattering and America's Cup viewing.
- (707) 539-6738 or (707) 235-6295; email: rick@gscharters.com; website: www.gscharters.com

Hasty Heart: One of the largest and most elegant boats on the Bay, this immaculately kept yacht was the longtime pride and joy of a S.F. *bon vivant*, and has only recently joined the charter fleet.

- Carries up to 6 passengers (bareboat w/ 12)
- Based at Clipper II, Sausalito



'Evening Star' is Capt. Marco's dream boat.

• Available for all types of charters including corporate, photo shoots, weddings, and other special events.

- (415) 690-7245; email: sailhastyheart@gmail.com; website: www.sailhastyheart.com

Iolani: This gorgeous Sparkman & Stephens-designed Hughes 48 yawl was built in Toronto in 1970. She is one of only 20 of this design by the famous designers of many America's Cup contenders and premier ocean racing sailboats, such as the iconic Dorade. *Iolani* has been racing and sailing SF Bay regularly since 2008.

- Carries up to 6 passengers
- Berthed at Libertyship Marina, Sausalito
- Available for all types of daysails with gourmet food.

"We can tailor the sail to your choice of relaxing and mellow or adventurous and exciting, or a combination!"

- (415) 488-1066, email: iolani@hotmail.com

Karisma: This sweet-sailing Catalina 470 is the queen of the Lighthall Yacht Charters all-Catalina fleet. Her roomy cockpit and nicely appointed interior make her ideal for either daysails or overnights. Primarily run as a crewed yacht by longtime Santa Cruz sailors Krista and Scott Lighthall, she can also be bareboated by special arrangement.

Catalina 42s and 34s are also in the Lighthall fleet.

- Carries up to 6 passengers.
- Berthed at Santa Cruz Yacht Harbor.
- Available for private or shared charters, corporate charters, sailing lessons, bareboating, scattering at sea services, with affordable prices.
- (831) 429-1970; email: sail@lighthallcharters.com; website: www.lighthallcharters.com.

Kuani: This comfortable Cascade 42 ketch is a proven blue-water vessel with a colorful sailing history. Originally intended to be a sailing fishing vessel, she later came to be part of SF Bay's Peace Navy, and eventually made her way to Panama and back several times before her current owners bought her. Her ample deck, cockpit and cabin make a great platform for any Bay excursion.

- Carries 6 passengers

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OF CHARTERING

- Berthed at Marina Bay, Richmond
- Available for all types of private Bay charters.

(530) 263-5214; website: www.wingandwing.net

Lady J: This comfortable, well-cared-for Islander 34 MKII is the 1st boat in SF Sailing Company's fleet, started with 10 years ago, which has now grown to 11 sailboats.

- Carries 6 passengers
- Berthed at Pier 39
- Available for private charters of all types
- (415) 378-4887; website: www.sailsf.com

MagnifiCat: This Prout 38 cat is owned and operated by Jim Keenan's company "Skippered by Veterans". After Jim retired from IBM, he and Maria cruised both the US East and West coasts for three years before dropping the hook in the Bay Area. As a former US Army Infantry Airborne Ranger Officer, Jim has a passion for helping returning vets find jobs with help entering a new career by becoming USCG captains in his charter business. "Skippered by Veterans" has a comprehensive support program to help vets pass the USCG Captain's license, achieve the sea time requirements and then be hired by his company to skipper charters.

- Carries up to 6 passengers (can be bareboat with 12 by special arrangement).
- Berthed Emery Cove Marina, but will pick up elsewhere.



PATRICIA DUNN

'Hasty Heart' features a center cockpit.

- Available for corporate events, private charters, ticketed cruises, sunset/full moon, sightseeing tours, weddings and showers, Giants games, Bay events, holidays and team building.
- (415) 889-0428; email: captainjimk@gmail.com; website: www.invite-sailing-sf-bay.com

Magnum: The design of this sleek Nordic 44 combines sailing performance with a luxuriously appointed interior. She serves as a comfortable daysailer or comfy overnighter. (The owners also book large group charters on a variety of Bay vessels.)

- Carries up to 6 passengers; available for bareboat charter to qualified sailors, up to 12 guests.

- Berthed in Sausalito.
- Available for private group charters, sunset sails and corporate events. This boat can be bareboat to well-qualified sailors.
- (415) 332-0800; email: atlantis@yachtcharter.com; website: www.yachtcharter.com

Next Adventure: This Beneteau 423 desing was named Boat Of The Year by *Cruising World* in 2006. She is elegant, roomy, fast, well-appointed and extremely comfortable. She's a 3 time Newport to Ensenada Race vet, now sailing waters of the bay, California coast, and occasional trips down to Channel Islands. Capt. Brad has more than 30 years of sailing experience, and brings a wealth of expertise, local knowledge, and humor for a fun, safe, sailing experience.

- Carries up to 6 guests
- Berthed in Berkeley Marina
- Available for private groups, corporate charters, special events: weddings, birthdays, bachelor(ette) parties, memorial services, and photo shoots. Also Americas Cup 334 viewing.
- (925) 984-9697; website: www.nextadventuresailing.com

Oli Kai: This lovely 38-ft Seawind 1000 cat provides a comfortable and stable platform for all sorts of Bay charters. Her Treasure Island berth makes her easily accessible to all.

- Carries up to 6 passengers; or bareboat with 15 passengers, max



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- Berthed at Treasure Island
- Available for private group charters, sailing lessons, teambuilding, wine and sail trips and more.
- (510) 535-1954; website: www.afterguard.net

Perseverance: Captain Jeffrey Berman has been a mariner his entire life. An accomplished racer, cruiser and commercial captain, he enjoys sharing the experience aboard this Catalina 36 Mk II through a wide variety of charter offerings, including lessons.

- Carries up to 6 passengers.
- Berthed at Alameda.
- Available for private group charters, sailing lessons, teambuilding, memorial services, and overnights to Drakes Bay or Half Moon Bay.
- (415) 302-0101; email: captain@charterperseverance.com; website: www.charterperseverance.com

Pegasus: For the past 18 years this beautiful 1972 John Alden 51-ft ketch has specialized in taking school groups and at-risk youth out on the Bay (at no charge to schools or parents). In order to subsidize those programs, they've made this Philippine mahogany beauty available for private charters.

- Carries up to 6 passengers.
- Based at Berkeley Marina.



The S&S 'Iolani' is new to chartering.

• Available for private group charters, corporate charters, and special events including weddings and ash scattering, in addition to special youth sails. Passenger participation is welcomed.

- (510) 717-4439; email: info-at-pegasusvoyages.org; website: www.pegasusvoyages.org

Sensei: Sensei: Create your own tales of adventure on San Francisco Bay in comfort and informal elegance. This 44-ft center-cockpit Norseman 447, built to the highest standards, is

an ideal yacht for a tour of the Bay. Guest participation is welcome. Or sit back, relax and enjoy the sea breeze, fabulous views gourmet dining. New live sports monitor on aft deck so you won't miss a thing experiencing the AC races on the water while watching a live racing sports feed.

- Carries up to 6 passengers
- Berthed at Marina Bay, Richmond
- Available for private or shared charters, sunset cruises, corporate and special events; menu selections to suite your event

- (415) 886-7245 (SAIL); email: sfsailingadventure@gmail.com; website: www.GotSailing.com

So there you have it, as complete a list of Bay Area charter boats as we can compile without an army of researchers. If we've left any out, we apologize. Please let us know by writing editorial@latitude38.com.

Now that we've gone to all this effort we hope that you — our readers — will make good use of our research and sample the offerings of this fine fleet. We hope to see you out there.

— latitude/andy

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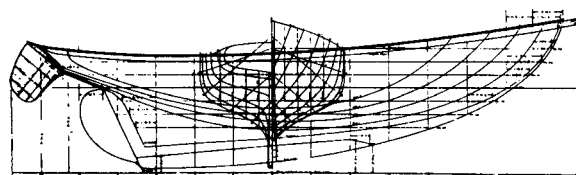
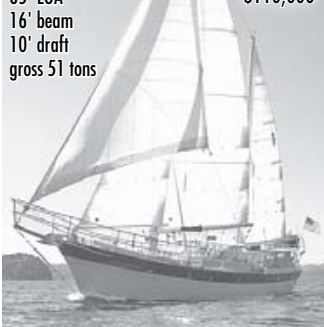
Since 1973, *SV Shawmanee* has been an icon in Bellingham and around the PNW. She cruised to the South Pacific and has been in charter since then. An Inspected Vessel since 1995 (2012 COI max 41 passengers). Designed by Ian Ross, she's a fantastic example of ferrocement design, construction, use and maintenance, hauled and surveyed in 2012.

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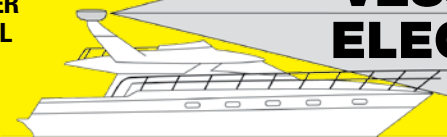
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CHANGES

With reports this month from **Serendipity** on a boatyard run by women in Mazatlan; from **Moonshadow** on watching the schooner **Raindancer** perish on a reef in Grenada; from **Curare** on taking Latitude around Cape Horn; from **Alant of Court** on a long sailing life in the Caribbean; from the **Celebration** crew on excitement in the Bahamas; from **Pacific Star** on an Atlantic crossing; from **Cocokai** on a return to Plan A; and a double helping of **Cruise Notes**.

Serendipity — Peterson 44 Barritt and Renee Neal Women In Charge In The Boatyard (San Diego)

Just before taking a skiing break in California, we took our boat to Marina Fonatur Mazatlan to get a new bottom. After 33 years, we decided she finally has more blisters than we like.

The Marina Fonatur boatyard operation runs smoothly and is clean as a whistle. We don't want to be sexist, but we suspect the reason for this is that the entire operation — from the marina management to the Travelift itself — is run entirely by women! My wife Renee and I have

cruised both Mexico and the Caribbean for many years, but never before have we looked up to see an attractive and attentive woman operating the Travelift. It's very cool indeed.

There are two separate operations at the facility in Mazatlan. Fonatur runs the haulouts and the small marina, while Total Yacht Works does the work in the yard. So Total is doing the bottom of our boat. From what we've seen, the two organizations work well together.

Total Yacht Works is owned by Canadian Bob Buchanan, who has been in Mazatlan for 10 years, and Raffa Serano. Both are certified Yanmar mechanics, and Total Yacht Services claims to

This isn't 'Serendipity', but all boats hauled at Total Yacht Services in Mazatlan are lifted out with the woman's gentle touch.

"install and service more Yanmar engines than anyone from Southern California to Cape Horn." While they work on all brands of engines, they stock lots of Yanmar parts.

Anyway, we're now off to Copper Canyon, and hope our bottom job will be completed by the time we get back.

— barritt 02/18/13

Moonshadow — Deerfoot 62 John and Debbie Rogers The Loss of Schooner Raindancer (San Diego)

We were at Clarkes Court Bay, Grenada, for the South Grenada Regatta on February 20. The regatta events started with a concert based on a barge anchored in the middle of the bay. You attended by coming in your dinghy. There were maybe 100 dinghies rafted around the barge for the live music. The beautiful 75-ft staysail schooner *Raindancer*, built by Stevens in Lunenburg, Nova Scotia, was front and center for the festivities. Nobody could suspect that she was just hours away from her demise.

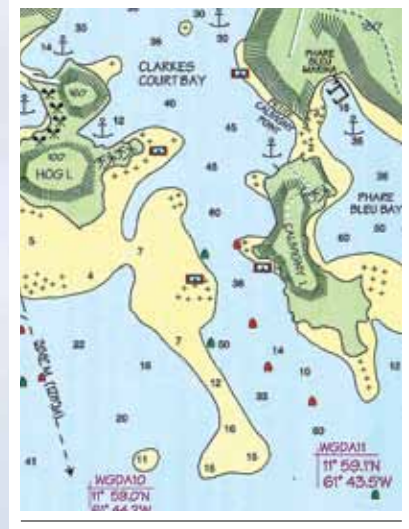
After the concert, we watched *Raindancer* make her way out through the reef in the direction of the Le Phare Bleu Marina, which is in the next bay to the east. To tell you the truth, I was glad that I didn't have to navigate *Moonshadow* through the reef at night, because I wasn't sure that I would make it. Unfortunately, *Raindancer*, which has been based out of Grenada for years, didn't make it through the narrow passage. She hit the reef and was driven hard onto it.

Pumps were quickly started and more brought out to the stricken schooner, and fingers were crossed that she could be pulled free during the next high tide. It was gut-wrenching to see such a beautiful boat in distress.

The owners attempted to refloat her the next day by pulling her off the reef with a tug. But she began to break up under the strain. They had no choice but to abandon the salvage attempt. So it looks as though *Raindancer* will stay on the reef until there is nothing left of her.

— john 02/24/13

Readers — According to *Raindancer's* website, she's



been working out of south Grenada for about five years, and had "prospered" under two captains: owner John Whitsett and his associate Kevin Dakin. We're not sure if either was in command when she went on the reef.

The website noted that Whitsett started sailing while growing up in Southern California. After a tour in the Navy, he moved up to Northern California, and "eventually purchased the famous Stone Boat Yard in Alameda." During his tenure the yard built six boats, including one of the last wooden 6 Meters, and three cold-molded yachts — including Whitsett's own racing boat, the 36-ft Chuck Burns-designed Rolling Stone. After leaving the marine industry for a time, Whitsett returned to the Stone Yard to help in the restoration of the 103-ft schooner Eros, now owned by Bill and Grace Bodle of Pt. Richmond. It was during the reconstruction of Eros that Whitsett located

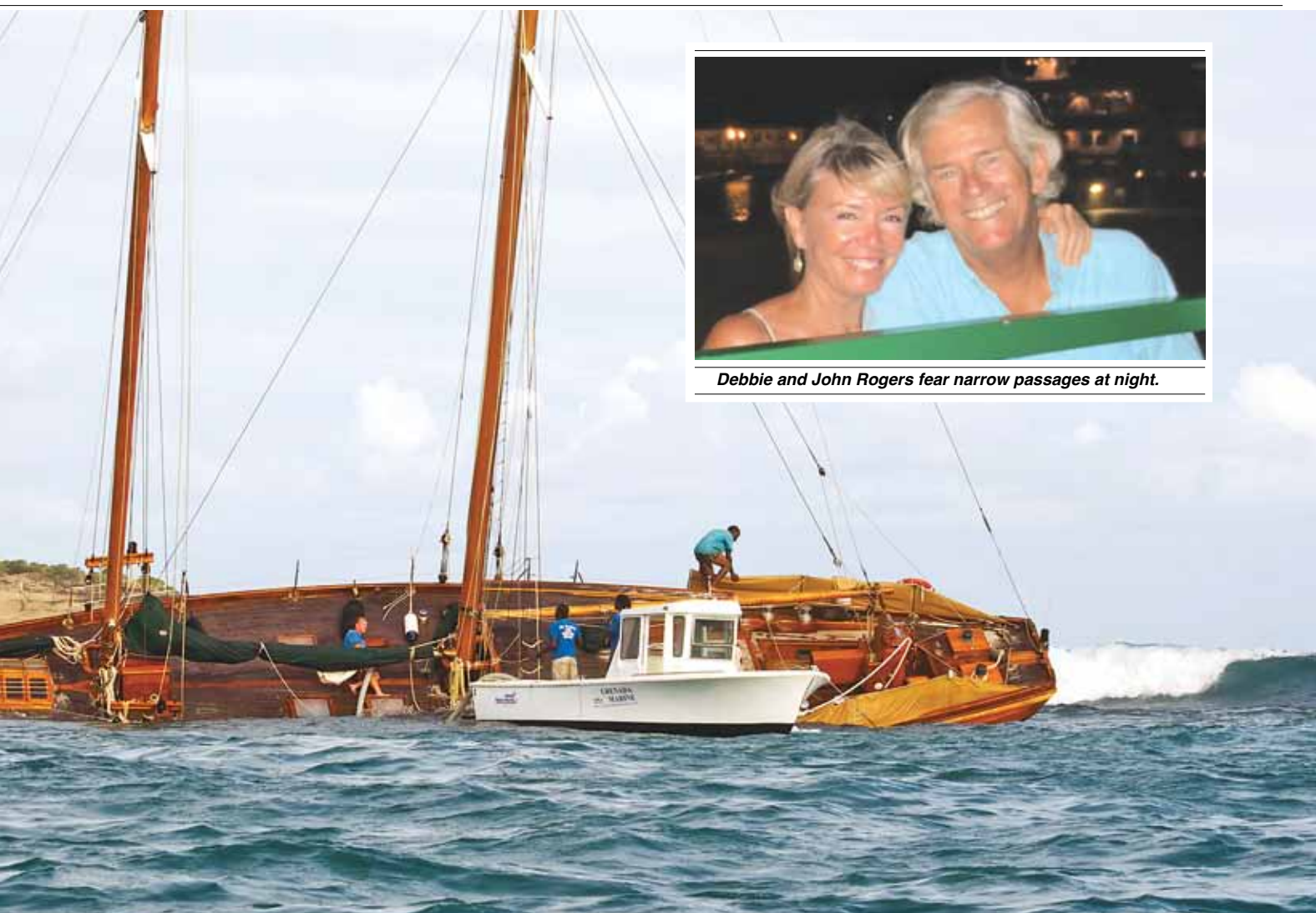
SERENDIPITY



Myriam, at the controls of the Travelift, does the heavy lifting.

SERENDIPITY





Debbie and John Rogers fear narrow passages at night.

Raindancer in Grenada, purchased her, and began her restoration."

Whitsett and Dakin met in Grenada during the restoration of Raindancer. Both men, with the help of a boatbuilder from Trinidad, spent close to a year rebuilding her. Since her refurbishment, the schooner had logged more than 6,000 miles in classic regattas and on various charters.

**Curare — Bowman 36
Geoff and Linda Goodall
Latitude Rounds Cape Horn
(Vancouver)**

Since the publisher of *Latitude* has several times mentioned a lack of fondness for high-latitude sailing, we had a pretty good idea that he wouldn't be rounding the Horn anytime soon. So we decided to take *Latitude* with us on our recent rounding. Or at least an electronic version of it.

After a three-month trip south down

Spread; The varnished schooner 'Raindancer' dying on a reef. Inset left; The entrance to Clarkes Court Bay is a narrow one.

the channels of Chile, we arrived in Puerto Williams, the gateway to the Horn. While resting up at the Micalvi YC there, we were able to download the February issue of *Latitude*. We soon had a reasonable weather window for rounding the 70-mile distant Horn. There are only three anchorages on the way that are authorized for foreign vessels by the Chilean Armada.

The first night we stopped at Puerto Toro, which has a small dock for fishing vessels. We rafted to a fishing boat. The next morning we were off early in order to cross 25-mile-wide Bahia Nassau before the forecast westerlies picked up. For this part of the world the winds were light — 15 to 20 knots out of the southwest. But by the time we

made it to Canal Franklin, the tide had turned, so the last hour of this leg was quite choppy and slow. We anchored in a small cove at Puerto Maxwell, complete with two shore lines to keep us close into the beach, and a healthy length of chain out on our kelp-digging Fortress anchor. The winds kicked up pretty good

Puerto Williams, Chilly, gateway to the Horn. All right, Chile, but it's cold down there, as you can tell from the snow-covered mountains.



CHANGES

that night, so we were again thankful for the extra security of shore lines. The winds the following day were stronger, 35 knots and gusting well into the 40s, so we stayed at anchor all day, and took

a couple of shore excursions with our dog Jessie.

Everything was quiet the following morning. The forecast was for calm conditions. This was confirmed by a VHF call to the crew at the Cabo de Hornos lighthouse, which replied, "mas calmas".

So at 7 a.m. we untied our shore lines, raised anchor, and went to go have a look at the famous cape. It was a 27-mile trip from secure anchorage to secure anchorage, and as the winds were from the west, our easterly course was downwind. Nonetheless, the seas were still quite sloppy from two weeks of nearly constant stormy conditions. We had to make eight miles to the south to clear the rocks off the Cape, and that meant a rolly ride in 12-foot seas for a couple of hours. But once we could run off with the wind and seas, it calmed down, even though the wind increased to a little over 20 knots. This is Cape Horn and "mas calmas" is a relative term.

In fact, it was 'calm' enough for us to anchor in Caleta Leones on the northern lee side of the island. Linda was able to take the dinghy ashore, have a look at the sailor's monument, and get our logbook stamped. But it wasn't calm enough for Geoff and Jessie to risk leav-

Linda and Geoff may not have done a classic '50 South to 50 South' rounding of the Horn, but they were rightfully jubilant.

ing *Curare* on her own.

After a couple of hours of basking in the unprecedented sunshine, we set off again for 12-mile-distant Caleta Martial. There we anchored off a beautiful white sandy beach — something like you'd find in Mexico. This gave Jessie a chance to run around after a tedious day aboard.

The wind came up from the east at 3 a.m., leaving us totally exposed to a big swell coming in off the Atlantic. So we had another early start to return to Puerto Toro, and then on to Puerto Williams the following day, thus completing our circuit of Cape Horn.

A week later, the wind was in our favor for making what is generally an upwind trek 35 miles west from Puerto Williams to Ushuaia, Argentina. And there, at the AFASyN YC library, we pulled a September 2012 issue of *Latitude* out of the stack. So you see, *Latitude* really does get around.

— linda 02/15/13

Readers may remember that Geoff and Linda decided to cruise South America rather than the South Pacific because the latter was not going to be welcoming to their dog.

Alant of Court — Gallant 53 Ron Arens and Carol King The Sailing Life is the Long Life (The Caribbean)

The Caribbean winter office of *Latitude* had been open for but a few hours when we stumbled across Ron Arens at the welcome party for the Sweethearts of the Caribbean Regatta at Nanny Cay in the British Virgin Islands. Originally from San Francisco, Ron sailed to the Caribbean long ago in pursuit of a long life. As you'll learn in the following mini-interview, he found it.

38: You came from a sailing family?

Ron: Paul Arens, my dad, was a member of the St. Francis YC and owned both *Marilen*, a 65-ft cruising ketch built by the Stone Yard in Alameda in 1931, then one of the finest yards on the West Coast, and the 53-ft Alden racing cutter the *Yo Ho Ho*.

38: We remember the *Yo Ho Ho* being tied to a dock at a then scruffy area of the Sausalito waterfront back in the '70s. She was already in pretty bad shape.

Ron: My dad had owned her decades before then, so



she was already a pretty old boat. I'm nearly 70, and I have photos of myself as a young boy at the helm of the *Yo Ho Ho*. My dad later sold *Marilen* to Denny Jordan, a well-known developer who was also a member of the St. Francis YC. My dad also owned the Gang Plank Bar and Restaurant on the ground floor of the St. Francis Hotel, then one of The City's finest.

38: So you went to UC Santa Barbara in the early '60s, a few years before we did. How did you end up in the Caribbean?

Ron: I learned some big lessons relatively early in life, as my dad died when he was in his early 40s. I was then raised by my uncle, who also died in his early 40s. "That's not one lesson," I said to myself, "that's two. I'm going sailing now, and if I have to work later in life, I will."

So when I was 35 — this was in the early '80s and I was living in Olympia, Washington — I took off cruising aboard an old 40-ft Newporter ketch — the hulls were made of plywood. After transiting

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Geoff checks out a 'Latitude' at a high latitude.

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IN LATITUDES



A happy Geoff gestures toward the Cape Horn Sailor's Monument, and Cape Horn itself. Jessie the dog was safely down below.

the Canal, I sailed up to the U.S. Virgins. When I got to American Yacht Harbor in St. Thomas, I said to myself, "Time to get back to work."

I got back to work by founding the Latitude 18 Bareboat Charter company at American Yacht Harbor. It started with my taking care of boats for about 12 owners who wanted to leave them at St. Thomas while they returned to the States for hurricane season. I made a proposal to keep them under my management. Then I incorporated what had been CQR Charters, and later what had been a J/World facility.

Early on, there was no place to even get a cold beer at American Yacht Harbor. So I put together a couple of sawhorses, a cooler full of beer, and a bucket for people to put money in. That was the start of what would become Latitude 18° Bar and Restaurant. I owned it a couple of different times, and she's still

doing great — since the current owners brought back my original formula and some of the old employees. They've even brought back some of the original musicians. We had a lot of good musicians play over the years, including Spencer Davis. We had a great run with that restaurant.

38: So what other boats did you own?

Ron: There were a bunch. Since I took over the J/World facility, we did a lot of racing in J/24s and J/30s and other J/Boats. But for the last 19 years I've owned a Gallant 53.

38: We know that design well, as she's sort of the baby sister of the Ocean 71s. Like the 71s, she was designed by van de Stadt and built by Southern Ocean Shipyard in England.

Ron: Right. In 1978, the then-29-year-old Naomi James, a one-time Kiwi hairdresser, used the Gallant 53 *Express Crusader*

to become the first woman to sail non-stop around the world. It was actually Chay Blyth's *Spirit of Cutty Sark*, which he loaned to James. Despite her being a novice sailor, she bested Sir Francis Chichester's record of 274 days by two days.

A total of 22 Gallant 53s were built, and my *Alant of Court* is the third one I tried to buy over a six-year period. It took that long for me to get one!

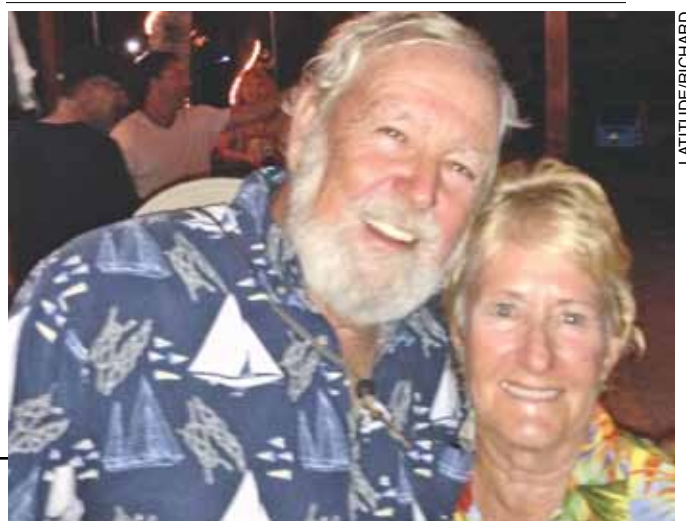
One of the first ones I looked at was owned by a German doctor who had raced her at Antigua Sailing Week. When I tried to negotiate with the guy on the boat to buy her, he couldn't come up with any boat papers, so I became suspicious. I found a list of previous owners, and called the last one on it, which was the doctor. He told me that having done Antigua Sailing Week, the boat was all provisioned for the sail back to Europe. But when they went down to the boat the next morning to take off, she'd been stolen, and he never saw her again.

When I told him that I knew where his boat was, he said he didn't care because he'd already been paid off by the insurance company. When I called the insurance company, they wouldn't release her to me either because she'd already been charged off. Since I couldn't get papers, I couldn't buy her.

38: There are still plenty of pirates in the Caribbean, aren't there?

Ron: Oh yes. *Alant of Court*, the Gallant 53 I ultimately ended up with, was first owned by the Governor of Bermuda. But it wasn't easy buying her, either. First of all, she'd been busted for having been used to smuggle drugs, so she sat in St. Barth for years in the late '80s and early '90s. But in the early '90s I had some moorings in American Yacht Harbor, and therefore worked with marine

Ron Arens, originally from San Francisco, and Carol King, originally from Redondo Beach, have been in the Caribbean for 30 years.



CURARE

LATITUDE/RICHARD

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surveyors. One day a surveyor asked if I would help tow in a boat that had been seized by the U.S. Marshal. "Sure," I said. When I went out to get her, she was a Gallant 53. "Thank you, Lord," I said.

38: That sure was easy.

Ron: Actually, it wasn't. (Laughter.) It took several years for the court case to play out, so she didn't come up for auction until then. And when she did, an airline pilot who didn't know what he was doing bid way too much money for her, beating out my reasonable offer. A year or two later, she almost sank out in the harbor from neglect. I pumped the boat out and then called the owner's wife. "My husband's off flying somewhere," she said. "You should have let the damn thing sink." A short time later I became the owner.

38: So you sail 12 months a year here in the Caribbean?

Ron: Yes. But we move all around. We had a wonderful summer last year in Grenada. We did Bocas del Toro, Panama the year before. There is so much to see. During the season we do a few day charters to help cover expenses and so we can write them off.

38: Has your wife been with you during this whole adventure?

Ron: My wife's name is Carol King — not the singer — and no, she joined me later. She's from the Manhattan Beach - Redondo area of Southern California. We later discovered that we'd cruised Baja at the same time. We never met, but knew many of the same people. Anyway, she was the notary public for the bill of sale of *Alant of Court* in St. Thomas 19 years ago. "You're buying a nice boat," she said. We've been together ever since. But I had known her for 11 years before that.

38: So was it worth leaving the fast-paced life of the 'real world' on the West Coast in order to do what you've been

The great Alden 53 cutter 'Yo Ho Ho' heads out the Gate in the 1940 Farallones Race, on the way to winning that year's Season Championship.



COURTESY R.C. KEEFE

doing and live a longer life?

Ron: Oh yes! Why die of a heart attack when you're young? I'm 68 now, and don't feel bad at all.

38: What are your favorite places in the Caribbean, or is that a silly question?

Ron: There are so many great places. We still love St. Barth, but it's almost gotten too Gucci for us. We had a great time in Grenada. And the British Virgins are always beautiful. The one thing that bugs me about the British Virgins is that they've put in so many moorings that it's becoming harder and harder to find a place to anchor. If you're semi-retired and trying to stick to a budget as Carol and I are, we don't think it's fair to have to pay \$30/night for a mooring.

— latitude/rs 02/15/13

Celebration — Taswell 58 Cherie Sogsti and Greg Retkowski Crewing For 'C&C' (San Jose)

Falling in love with a sailor has consequences. My husband Greg and I met in 2001 at a Ha-Ha Crew Party in Alameda. Since then, we've sailed over 10,000 miles together on our own Morgan 41 and while crewing for friends on their yachts. Last month, we joined fellow sailing fanatics Charlie and Cathy Simon, whom we met sailing in Puerto Vallarta. Our destination was the warm winds and clear waters of the Bahamas.

Charlie and Cathy — whom we affectionately call 'C&C' — recently purchased a Taswell 58 and signed up for the World ARC, the 15-month Around-the-World Rally, which begins in the Caribbean in January of next year. Greg and I met up with them in Ft. Lauderdale for a shakedown cruise of their new boat.

Our two-week sail included unexpected gusts to 50 knots, swimming with pigs, diving on plane wrecks, chasing lobster, standing knee deep in a school of big sharks, and a curious octopus. Most people don't think you can take a boat with a 7-ft draft to the Bahamas, but we had an incredible time exploring the Exumas. And who knew there would be pigs in paradise?

The four resident pigs on Big Major Cay eagerly greet cruisers who dinghy up to the beach, because they know they're going to be fed. They



were so darned cute that I couldn't resist jumping in with them when I went snorkeling. For \$6 — the cost of a loaf of bread at the local 'grocery' — you get the least expensive great entertainment in the Bahamas.

When we were done swimming with the pigs, we headed over to Staniel Cay, where dozens of sharks swim in the clear waters near the yacht club. Although nurse sharks can grow to 14 ft and over 700 pounds, they rarely bother humans. So it was a perfect opportunity to squelch my fear of sharks.

You never know what to expect when you're cruising, from swimming pigs, to plane wrecks in shallow water, to harmless sharks — which is one of the reasons we like it so much.

— cherie 03/15/13

Pacific Star — Island Packet 35 Julia and Horst Shovein Our Atlantic Crossing (Paradise)

IN LATITUDES



PHOTOS COURTESY CHERIE SOGSTI

Fun in the Bahamas. Spread; Cherie swims with one of the human-loving pigs at Big Major Cay. Inset left: Fighting for time at the helm jeopardizes martial bliss. When not getting accustomed to the presence of nurse sharks, Cherie dove on plane wrecks to check for survivors.

[Continued from the previous two months.]

We chose Kinsale, Ireland, as the departure point for the first leg of our transatlantic passage to the Caribbean. Making a good decision when to leave for the Azores is crucial, as frequent gales and southerly windshifts can turn this 1,000-mile leg into a miserable passage. After watching the weather for weeks, we decided to call on the professionals at Commander Weather to help us. For about \$100, they suggested a best departure date. Despite its being the best date, we left Kinsale in thick fog and rain, and thus had to use radar, AIS, and the good electronic charts from C-Map to navigate. The northwest-to-westerly winds lasted five days until a south-westerly gale — accurately predicted by Commander's — impeded our progress. We had to heave-to for about 24 hours

before resuming our course.

Our landfall in the Azores was the town of Praia on the island of Terceira. It was a great choice because it was beautiful — and because they had just begun their 10-day Gastronomie Festival. There was a huge parade every night at midnight, and the young guys loved the 'running of the bulls' on the beach — which was just a few meters across the water from our slip in the marina. Since the slip fees were less than \$10/night, the marina was full of long-term — and very friendly — cruisers. We spent a month exploring three of the nine islands in the archipelago, and found them to be relaxing and charming.

We then made a four-day passage to Madeira, another archipelago that

is an autonomous region of Portugal. It was there that we began meeting other cruisers who were getting ready to 'cross the pond'. Some would begin their crossing in the Canaries, including some who were part of the 225-boat Atlantic Rally for Cruisers fleet.

From Madeira we had a fast two-day downwind sail to Tenerife in the Canaries. Even though we were in the process of making an east-to-west passage of the Atlantic, we'd sailed southeast from both the Azores to Madeira and from Madeira to the Canaries.

While at Tenerife, we took a berth at Dársena Pesquera, a fishing harbor that is about five miles north of Santa Cruz. The town had a small boatyard where we hauled *Pacific Star* for a couple of coats of bottom paint. The yard was delightful and the staff as friendly as they were helpful.

Santa Cruz, the nearby capital city, was buzzing with traffic and tourists. Indicative of the masses of tourists that visit, there were 94 check-in stations at the airport. And this doesn't even take into account those who arrive by cruise ship. But unlike the warm welcome we got in the Azores, the people of the Canaries seemed weary of tourists.

We then had another routing decision to make. If we sailed directly from Tenerife to Grenada, it would be an open-ocean passage of about 2,900 miles. But if we sailed from Tenerife 800 miles SSW to the Cape Verdes, it would reduce our nonstop Atlantic crossing to just 2,300 miles. The latter also improves the wind angle, as well as offering a greater chance of finding tradewinds early in the winter.

We took the Cape Verdes option and ended up having a fast and boisterous downwind sail. Thanks to favorable currents in big and confused seas, we covered 850 miles in five days — our

It's not quite the running of the bulls in Pamplona, Spain, but the folks at the Gastronomie Festival in Terceira have a great time anyway.



PACIFIC STAR

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fastest pace ever.

While in the Cape Verdes, we were happily reunited with folks on *Cyan*,

whom we'd met in Darwin and had last seen in Thailand, and *Southern Cross*, whose Aussie crew had shared a rental car with us while touring Israel. On the beach near Mindelo, the crews of a dozen boats came together for a potluck —

and a chance to put faces to the names we'd be hearing on the informal Westward SSB radio net during the crossing.

Twice a day during our 18-day crossing, we communicated with each other to check in, share weather info, and cheer each other on. In the evening, we talked with Herb Hilgenberg, the legendary weatherman who has long served the Atlantic cruising community from his *Southbound II*. His routing advice was very helpful.

We had NE winds for the first half of our crossing, were becalmed for about five days in the middle, and then finished strong. The predominant wind direction shifted from NE to E in moderate to light tradewind conditions. The seas, however, were always about six to 10 feet from the north, and short and steep at times. It was never comfortable, even though we had no discernible swell until we closed on the Caribbean. We much prefer the sea state of the Pacific to that of the Atlantic.

As we sailed across the Atlantic only

Julia in Grenada with a friend. Even if there wasn't a discernable swell, it was uncomfortable sailing across the Atlantic Ocean.



Waves hit the Cape Verdes Islands hard.

about 900 miles north of the equator, there was lots of convection. This meant evening squalls were common. After a sudden increase in the strength of the wind and 15 minutes of downpour, it would be all over. We had our whisker pole permanently set up with a topping lift and secured with fore and after guys. The genoa sheets ran freely through the outboard end of the pole, making it easy for us to furl the headsail to adjust to the wind conditions, and the main was secured with a boom preventer. As a result, we never had any problems getting ready for squalls or adjusting quickly to the conditions.

For about a week when we only had about 6 to 15 knots of apparent wind, we flew our large 1.5-oz spinnaker. But we always took it down at night because most squalls hit late in the day or early at night.

Despite the unusually light winds, we made the 2,450-mile crossing to Grenada in 18 days. We'd been at sea for so long that we wobbled when we walked to dinner at Prickly Bay, Grenada.

There were dozens of boats in the anchorage at Prickly Bay, and there was a well-established cruising community with a morning radio net. We smiled when one guy came on the net to exclaim, "We're in the Caribbean, man, that means stay cool and laid back, and don't be so organized, man." The net controller thanked him for his input. Many folks we met spend years in the Caribbean, going home for six months of the year during hurricane season.

We went from the lush and tropically green Grenada to the barren and rocky Bonaire, where we could snorkel right off the boat moored in a national marine park. We spent Christmas in this world-class dive area, and where hymns were sung in joyful harmony accompanied by drums and dance moves in the pews during Mass.

We wrote this report from Willemstad, Curaçao, Dutch Antilles. After a brief stint home in Paradise, California to pick up some boat supplies and have a look at our house, we will be off to Cartagena and Panama's San Blas Islands. After transiting the Canal, we'll head up to Mexico, where we'll complete our six-year circumnavigation. It's been a great journey around the world, but we look forward to returning home, too.

—julia and horst 02/15/13



Cocokai — 65-ft Schooner The 'Coco Nuts' Back to Plan B. Er, Plan A (Long Beach)

I am happy to report that we 'Coco Nuts' — Greg King, my daughter Coco, and I, Jennifer Sanders — are officially on to Plan B. Which used to be Plan A before Plan B became Plan A — if you follow me.

After listing my 67-ft schooner *Cocokai* for sale last fall in distant Phuket, Thailand with no success, Capt Greg and I decided to return to our original circumnavigation plan. As a result, Greg returned to Phuket yesterday to supervise preparation for a quick 'second half'. After crossing the Indian Ocean to Mauritius this summer — from which Coco and I will return to the U.S. from South Africa so my daughter can continue her schooling in September — Greg will sail around South Africa and across the Atlantic to Brazil by next spring with crew. Anybody looking to sail across the



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LATITUDE/RICHARD

in Phuket and Coco sweating out 8th grade, I'm going to get back to writing. My inspiration was the *Latitude* interview with Fatty Goodlander and the advent of inexpensive ePublishing. Wish me luck!
—jennifer 03/15/13

Cruise Notes:

You know when you're in **the Caribbean** . . . when one of the biggest displays in the frozen food section of the grocery store is "beef feet". Just \$1.14 a pound in Road Town, British Virgins. Anybody know how you prepare them?

"There was excitement in the La Cruz, Mexico, anchorage a few days ago when a boat got loose," reports Patsy Verhoveen of the Gulfstar 50 **Talion**, who was down from La Paz to get ready for the Banderas Bay Regatta. "The Cal 29 **Duct Tape** — which I believe belongs to 2010 Ha-Ha vets Sig and Phyllis Horneman of Berkeley — had been anchored right next to me. With the afternoon breeze up to 15 knots, with *Talion* a little close to the boats around us, and with a rocky lee shore, I decided to re-anchor somewhere else. I was just about to weigh anchor when I noticed that *Duct Tape*, which had been anchored on quite a bit of rode, was gone. Their rode had parted just below the surface, and the boat was quickly drifting to the rocks. I whistled as loud as I could, which brought a head out of the cabin. "You have no anchor, start your motor!" I shouted to what appeared to be a skipper who had just awoken from a nap.



Beef feet. Yum?

When your boat drags — or its road parts — it's nice to have friends around. But dinghies alone couldn't pull 'Duct Tape' free.



Shots from a St. Kitts haulout. Despite having the biggest travel lift in the Caribbean and nothing else — not even sandpaper, bottom paint or acetone — the 14-acre yard sells out each summer. Reggie, the jovial young West Indian owner from Massachusetts, is developing another 14 acres.

South Atlantic? So maybe we'll see the Wanderer and Doña de Mallorca in the Caribbean sooner than you think.

When putting *Cocokai* up for sale, we were not intending to abandon the cruising lifestyle. We were just looking to trade her in for a — gasp! — catamaran closer to home. And also to enjoy a little 'land yachting' across the United States while Coco has four more years of schooling. This plan would have allowed us all to be together most of the time. And as the Wanderer knows, it is difficult and expensive to leave a large yacht unattended halfway around the world. The only real downside of the new plan is that Greg will be gone for most of the year. But we are looking forward to a Christmas safari in South Africa during Coco's school break.

One of the silver linings of Plan B is we are taking advantage of *Cocokai's* current location to have beautiful new teak decks put on the ol' gal. After the leaky

deck problem is solved, we can finally install those headliners and finish up the interior. We expect to get this done at a fraction — 20% — of what it would cost in the States. And new teak decks will really doll her up.

When we reach the East Coast of the Americas next spring, we will make the decision to 'love her or list her'. We're looking forward to cruising the Caribbean and East Coast of the United States over the next few years.

We had a fun time last summer sailing from Langkawi, Malaysia, to Phuket, Thailand, then had an amazing road trip through Cambodia and Vietnam. I will send you a proper update on that soon, as it was such an amazing experience. With Greg off sweating



KLAWFUL

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"He got the motor started," Patsy continues, "got his crew to the helm, and he went forward to retrieve what was left of his anchor line. But *Duct Tape* was drifting toward the rocks so fast that the helmsperson's efforts to steer

her clear were in vain. Crash! The boat went on the rocky shore, bumping, dragging, and heeling way over. It was ugly.

"My crew jumped into my dinghy," Patsy continues, "as did Arjan Bok of **RotKat**, Bill of **Amaranth**, and

lots of other cruisers from the anchorage. But it seemed as if they were moving in slow motion, as the surf continued to pound the fiberglass boat on the rocks. Once the little dinghies arrived on scene, they pulled and pushed, and they heeled the boat over by pulling on her spinnaker halyard. But to no avail. After 45 minutes of the old girl being beaten on the rocks, a *panga* full of fishermen showed up and pulled. They didn't get anywhere either. Then a second *panga* showed — and ran over the tow line! After untangling his prop, the *panganero* pulled from one angle while the other *panga* pulled from another angle. When the swell lifted the sloop, they gave a mighty pull and dragged *Duct Tape* off. I don't know how badly she was damaged, but they were able to tow her to a slip. As Capt. Ron said, 'If anything is gonna happen, it's gonna happen out here.'"

"I saw the March 18 *Lectronic* about the pleasant Pacific to Caribbean Canal transit Richard Owens and his crew had

Despite the look of terror on the face of a 'Meredith' crewmember, the Owens' Sausalito-based Norseman 535 had an easy transit.



Pangas to the rescue.

with his Sausalito-based Norseman 535 **Meredith**," writes Benjamin Doolittle of the Sacramento-based Catalina 38 **Knee Deep**. "Well, my family — wife Molly, sons Mickey and JP, as well as my mom Sally and Molly's dad Jerry, and crew Michael Bell of **Epiphany** — had an entirely different experience. And a very different one from the transit I'd made years before with my Ericson 29.

"To make a long story short," Ben continues, "we had a ferry come off a chamber wall while still rafted to us and another sailboat, and nearly crush both our boats on a far wall of the chamber. Then in Lock 2, a tug captain took off as if he'd stolen the thing, and nearly flushed us out of the back of the chamber. The last lock that day and Lock 1 on the other side of the Canal the following morning went all right, but the last two locks on Day 2 were also a mess. Let me emphasize that 95% of all transits are drama-free, but ours was wild. The lesson we learned is that you have to be on guard at all times, and things can get crazy fast."

Details on that transit next month.

As *Latitude* has been asking for the last 10 years, why in the world do sailboats use the **Panama Canal** locks at all? After all, a Canal transit mostly consists of motoring across a man-made lake that's nearly the width of Panama. The locks on both sides could be bypassed quickly and easily by recreational boats using either hydraulic trailers or a Sea Lift — as seen in the accompanying spread at The Shipyard in St. Martin. The latter sucker can easily lift boats up to 90 feet and 65 tons. To our thinking, recreational boats bypassing the locks would be cheaper and faster, and save billions of gallons of fresh water needed for the Canal to operate.

"My wife Cathy and I signed up for the 26,000-mile **World ARC Rally 2014/15** circumnavigation and have just received our 'welcome packet' from the organizers," writes Charlie Simon of the Spokane, WA-based Taswell 58 **Celebration**. As readers know, the Simons have a Puerto Vallarta connection, too, but have been on the East Coast and the Bahamas since buying their Taswell. "We'll be one of 35 entries for the 15-month adventure, and for us the countdown has already begun."

Other U.S. entries includes



Altair, Rick and Julie Palm's Saga 48; **American Spirit II**, Brian Fox's Beneteau 40; **Chez Nous**, Jonathan and Donna Robinson's Leopard 40 cat; **Golden Eye**, John Calvin's Waterline 47; **Audeacious** Tommie Aude's Contest 48DS; Russ and Laurie Owen's **50-ft Custom cat** yet to be named; and **Vivo** Michael Robert's F/P 65 cat. We're sorry that hailing ports were not listed, so we don't know where in the United States the other entries are from.

If the number of entries in the World ARC doesn't surprise you, maybe this will. **Oyster Yachts**, the luxury Brit brand, has just started its first around-the-world rally for Oyster yachts only. They originally planned to have just 30 boats, but thanks to such great demand, they had to add three more slots — and another Oyster Round the World Rally to start in 2015.

The body of **William Hoffman** was found aboard his Ilwaco, WA-based Cal 34 **Dark Star** on March 6 at the Perula anchorage in Chamela Bay on Mexico's Gold Coast. Other cruisers had alerted



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LATITUDE/RICHARD

Why should recreational boats use the Panama Canal locks when machines such as the Sea Lift, made in the great state of Washington, could be modified slightly to do the job more quickly and safely, less expensively, and with much less wasted fresh water needed for normal Canal operations?

the Mexican Navy to the lack of activity on the boat and a strong odor emanating from her. The navy secured the boat, then towed her to Barra de Navidad. At last word, the death was being considered a suicide based on the facts that there was no sign of a struggle, Hoffman's wrists were cut, nothing seems to have been taken from the boat, the boat was not in disarray, and there was a partially completed suicide note.

In more upbeat news from Chamela Bay, Glenn Twitchell of the Newport Beach-based Lagoon 380 **Beach Access** reports that the bay's Isla Pajarera has become his girlfriend Debbie's "newest favorite spot in Mexico". Apparently it appealed to her culinary muse because she prepared a spectacular — but inexpensive — little feast.

"We had Mediterranean chicken with sun dried tomatoes and artichoke hearts, with a mixed green salad and Dijon vinaigrette dressing," reports Glenn. "For

dessert I made bread pudding, but it didn't last long enough for photos. We had the terrific anchorage to ourselves for two days — and would probably still be there had a SW wind not come up and made a trip up to and around Cabo Corrientes so inviting. Since we arrived back in Banderas Bay a week earlier than planned, we divided our time between Punta Mita, Chacala and Yelapa."

Not everyone is hot on the tropics. Mike Johnson has been cruising to far-flung corners of the earth with little fanfare for decades. Although his exploits could easily be the focus of a series of *National Geographic* features, he travels to and explores remote destinations aboard his 44-ft fiberglass schooner **Gitana** — and previously aboard his Westsail 32 **Aissa** — for personal satisfaction.

The former Army paratrooper with a masters in psychology has been around Cape Horn three times, up to Greenland, Iceland, Spitzbergen, and through the Gulf of Aden, having wonderful and sometimes terrifying experiences along the way. The worst was a 360° rollover in his Westsail in the Southern Ocean with Californian Becky Walker aboard as his only crew. Although Mike, now 68, is not from the West Coast, we've gotten to know him because he says his most effective way of recruiting crew has been through *Latitude's Classy Classifieds*. He recently dropped by our Mill Valley offices to show us his next planned adventure: doing the Northwest Passage, east-to-west, with two crew this summer.



Adventurer Mike Johnson.

LATITUDE/ANDY

Although Mike, now 68, is not from the West Coast, we've gotten to know him because he says his most effective way of recruiting crew has been through *Latitude's Classy Classifieds*. He recently dropped by our Mill Valley offices to show us his next planned adventure: doing the Northwest Passage, east-to-west, with two crew this summer.

As Johnson pointed out the route on a chart, it was clear that it will take him through a maze of potentially ice-covered waterways, so there's no guaranteeing that *Gitana* will even make it. As he explained to a potential crew, "There are four possible outcomes: We'll: 1) Make it all the way; 2) Haul out halfway across and winter over at an Inuit village; 3) Turn back; 4) Disappear and never be heard from again."

Playing one country off the other for fun and thrift. When one small island is divided and administered by two governments, you have options. Dutch **Sint Maarten / French St. Martin** in the Eastern Caribbean is a good example. If you check in on the computer on the French side at Marigot, it's quick and costs only \$5. If you check in at Simpson Bay on the Dutch side, you never

There's something new coming to Simpson Bay Lagoon — a bridge. Will it stop mariners from playing the Dutch off the French?



LATITUDE/RICHARD

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know what kind of hassle you're going to get from the mercurial officials. And no matter if you use their bridge into the lagoon or not, they charge you \$40 a week to anchor. Nobody would check in on the Dutch side if it weren't for the fact it's on 'the highway' from the BVIs to St. Barth and St. Kitts. The clever way around the Dutch? You go through the bridge on the Dutch side, motor over to the French side of the lagoon, and check in at Marigot. Yes, the Dutch take a photo of every boat passing through the bridge opening, but as long as you never check in on the Dutch side, they have no way of collecting it. Our friend Stan the Man apparently owes the Dutch hundreds of dollars, but as long as he never checks in on that side, he's good.

Ice is nice on a boat in the tropics. Real nice. At least that's our opinion. Doña de Mallorca drinks everything at room temperature, so not everyone agrees with us. For years we've seen all these ads for ice makers that cost just over \$100. They seemed so cheap we assumed they had to be rubbish. While visiting with John and Debbie Rogers of



LATITUDE/RICHARD

Debbie Rogers holds up ample proof that the inexpensive ice-makers really do work. But they don't keep the cubes frozen.

the San Diego-based Deerfoot 62 **Moonshadow**, we noticed they had one, so we asked about it.

"We've had them on our boats for

years, and they work great." said John. "You can run them off an inverter and get a bunch of cubes in about 20 minutes. They claim to make 27 pounds in 24 hours. Two things to remember: First, they are not a freezer, so once you make the cubes you have to put them in your freezer or they melt. Second, the cubes have holes in the middle, so if you're pouring a sundowner, you're going to get a lot more alcohol than if you use solid cubes."

Twenty-three trips between the Northeast or Nova Scotia and the Caribbean? By a sailor from Chico? Herb Clark told us we ought to get in touch with fellow Chico YC member **John Franklin**, and suggested that Franklin contact us. As a result, we got the following letter from John:

"Like most people who have boats and use them, I always have time to talk about sailing and passage-making. At this point in my sailing life, I don't think most of my stories are all that interesting or different from any of the other million stories out there. I no longer bother to

An advertisement for Southbound Solar. The background is a photograph of a sailboat's deck with several solar panels mounted on it. A man and a woman, John and Lynn Ringseis, are standing on the deck. The text "Southbound Solar" is written in a large, stylized font at the top left. Below it, the text "Affordable solar solutions for sailors... from California to the Caribbean." is written. On the right side, the text "John & Lynn Ringseis on their BVI-based Leopard 43 Moonshine." is written.

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read any sailing magazines except *Latitude* — and sometimes *All At Sea* just to see what Fatty Goodlander has dreamed up. Anyway, the following is a short history of my sailing.

"I was raised around Balboa YC at the same time as Kim Desenberg, Argyle Cambell, Dave Ullman, and my good friend Carl Schumacher. After college I moved to Chico, where I started a construction company. That took me away from sailing for about 10 years. Carl and I then bought an Express 27. We later sold the 27 and bought a Mercury, and later talked about getting an Express 37. Carl's unexpected death at a young age ended my desire to sail on the Bay. In 2000, my wife Jane and I bought the Atlantic 42 catamaran *Lightspeed* to explore the East Coast and the Caribbean. In 2004 we purchased an Atlantic 55 catamaran *Spirit* and sailed to Nova Scotia. I think it was around 2006 that Jane decided we should buy a house in Nova Scotia. That ended our exploring, but I continue to sail between Nova Scotia and St. John in the U.S. Virgins. So

far I have made 23 trips between somewhere on the East Coast or Nova Scotia and the Caribbean. I have departed from the north as early as September and as late as December. It doesn't matter which month you pick, they all have their good points and bad points. For me, I'll take the hurricanes over the big lows that blow off the coast in the fall. This last trip, we were concerned with three hurricanes — *Raphael*, *Sandy* and *Tony*. It was not a happy time, but they were all avoidable, which is more than I can say about winter storms."

Twenty-three trips between the Northeast and the Caribbean by someone who lives in Chico? We're impressed! As we've reported countless times, **getting to the Eastern Caribbean from the Northeast** is exceedingly more difficult and danger-



This is a sistership to John Franklin's Chico YC-based Atlantic 55 catamaran. He previously had an Atlantic 42 cat.

ous than it is getting to the tropics from the West Coast.

If the name **Lightspeed** sounds familiar, it might be because David and Kathy Kane, who have been full-time cruisers since 2005, and who did the 2011 Ha-Ha, now own an Atlantic 42 named *Lightspeed*. We're confused, however, as to whether theirs was the one once owned by Franklin.

"We're currently anchored in Taiohae Bay, Nuku Hiva, the Marquesas after

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doing a 'Reverse Puddle Jump' this past cyclone season. Dissatisfied with Pago Pago, American Samoa as a cyclone hole after a near-miss by *Evan* back in December, we decided to embark on an unconventional easterly sail through the tropics. Utilizing the disruptive winds associated with approaching cyclone *Garry*, we set sail for Penrhyn atoll in the northern Cook Islands in mid-January. The first 500 miles of the 900-mile trip were a little dicey as *Garry* spun up behind us, but we made it. After a few amazing weeks at Penrhyn reuniting with friends from our last visit in 2006, we again used the tradewind disrupting effects of yet another approaching tropical depression for a 750-mile sail SE to Rangiroa Atoll in the Tuamotu Archipelago of French Polynesia. That was followed by a short 750-mile sail to Nuku Hiva in the Marquesas, where we're staging for a sail to Hawaii and then Alaska. Our goal is to catch a few months of summer in Alaska, and then jam down the coast to San Francisco in time for the America's Cup. It will sort of be our grand finale of cruising, as we wrap up eight years and



DAVID KANE

Having hiked 13 miles on Nuku Hiva in the Marquesas, David and Kathy made it to the radio tower overlooking Taiohae Bay.

55,000 miles at sea. As planned, we've pretty much spent every last cent of our savings, and now need to find a 42' x 23' slip in the Bay Area and get back to work. I'd love a job where I could talk boats and share our cruising experiences, maybe as

a marine manufacturer's product rep, or put my USCG captain's license to use on the Bay.

"If anybody wants a boat review of our Atlantic 42, hull #3, she was designed by Chris White, built by Lombardi, and was *Cruising World's* Multihull of the Year in 1998. John and his crew poured their hearts into building boats as though they were going to be their own, and *Lightspeed* is a spectacular example of craftsmanship. She's been a great ocean cruiser."

The Kanes' 'Reverse Puddle Jump' strategy of using periods of disrupted trades to make their way east was interesting. That's exactly the same strategy often employed to get from Panama to the Eastern Caribbean. You wait until something — anything — screws up the normal weather pattern, and then you make a run for it.

It's hard to figure out how **food can be so expensive and medical care so inexpensive** in St. Barth. A 'friend' was afflicted by a nasty rash on his upper right thigh. When it didn't go away after a few days, he visited the emergency

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room at little DeBruyn Hopital. After he'd waited for about three hours, the doctor took a three-second look, declared the problem to be contact dermatitis — caused by anything from detergent to epoxy to dyes — and prescribed an antihistamine and topical ointment. The cost for the emergency room visit came to \$36 U.S. The medicines were another \$14. Heck, if you order a cheeseburger and rosé at Hotel Isle de France on Flamands Beach, \$50 isn't going to cover it. And the hotel is owned by the vicar's family! As for dental care, a good friend from Martha's Vineyard whose husband runs a schooner out of St. Barth in the winter says her St. Barth dentist as good as or better than the one in the Vineyard, and less expensive, too. Curious.

"I flew to New Zealand early in March to join Dietmar Petutschnig and Suzanne Dubose, vets of the 2008 Ha-Ha, for seven months of cruising in New Caledonia, Vanuatu and Indonesia aboard their Las Vegas-based Lagoon 440 catamaran **Carpentia**," reports Kurt Roll of San Diego. "I'd previously sailed across the Pacific with them. For this trip I bought a DJI

Phantom Quadcopter — range of 1,000 feet — equipped with a new GoPro video camera. You can go to YouTube and see the stuff I've shot while skiing. It's great. My plan is to make a lot of five-minute videos of our sailing adventures. I'm dying to take aerial shots of *Carpentia*, the crater mouth of the volcano at Vanuatu, and stuff like that. In fact, I hope to get AC72 footage off Auckland later this week."

It's a brave new world, because now personal drones — the manufacturer describes the Phantom as a "drone" — can be had, with a GoPro video/still camera, for a total of about \$1,000. And check out these features:

- Ready to fly and film in minutes from delivery.
- Advanced Autopilot Naza M + GPS + Altitude hold.
- And get this one:
- Fail-safe auto go-home and landing function.



The DJI Phantom Quadcopter, coming to law enforcement agencies, terrorists, and nearby cruising boats soon.

The mind reels at the potential peaceful — and hostile — uses of the Phantom and other drones.

"Magic Island Petroleum at Keehi Lagoon on Oahu, aka 'The Fuel Dock' and 'The Poor Boyz Yacht Club', closed for business on March 31 after a long run," report Eric Willbur and Emmy Newbould of the Brickyard Cove-based Flying Dutchman 37 **Nataraja**. The land is still owned by the State of Hawaii,



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but it is now going to be developed by a Japanese wedding chapel company, and it's unclear when they might reopen or what services they may offer. For years a Japanese wedding chapel company tried to get in at the Ala Wai Yacht Harbor. What their interest is in being near marinas, and not very attractive ones, is a mystery to us.

"U.S. Passports are good for 10 years, but if you don't have any more blank pages, countries can refuse you entrance," report Ed and Sue Kelly of the Iowa-based Catalac catamaran **Angel Louise**. "So we just got back from applying for new passports at the US Consulate in Izmir, Turkey. If things go well, we'll have our new passports in a couple of weeks. The passports will be completely new, but at a price of \$110 each, so the federal debt crisis will have eased a bit. We're both suffering from terrible colds right now, so we are ready to say goodbye to winter and the colds that go with that season. *Angel Louise* will be on the hard in Marmaris in late March to get her ready to start a new season on April 1. Having decided that we won't

be rushed into early cruising this year, we've withdrawn from the Eastern Med Cruising Rally. This means we'll have a lot more time to explore some of the bays of the old Greek Empire. By the way, the Wylie 65 **Convergence**, owned by West Marine founder Randy Repass, just went back into the water a few hundred yards from our boat. *Convergence* has been on the hard here for 18 months after she came to the Med from Asia. I'm a former part-time employee of West Marine from the days when I worked in the U.S. Senate in Washington, D.C. I must confess that I made off with the official employee shirt. I'll have to put it on when I introduce myself to Randy. But if he demands it back, I'll be shirtless."

We always love to hear from thrifty small boat cruisers. "I had my last day of work in early March and am out of here!" gushes Stephan Ries, a German who has been working, surfing and sailing on the north shore of Banderas Bay for the last

bunch of years. Ries previously lived on a 25-ft boat in front of the Palladium all-inclusive resort where he worked. But after she was blown on the rocks and destroyed, he picked up — and fixed up — the Triton 29 **Mintaka** for \$5,000. He's already made two summer cruises down to Central America with her — including the one where a needlefish flew all the way through his thigh. "I'm going to spend six more weeks in Mexico," he writes, "then I'll be off to El Salvador, Nicaragua, Costa Rica — and this time I want to visit Panama, too. I got the Zydler's cruising guide and the locations of some great surf breaks."

The **Banderas Bay Regatta** for cruisers happened right before we went to press. (See reports on pages 79 and 80.) The event attracted over 50 entries, and for the first race at least, a great breeze. Tom Siebel's SIG 45 catamaran *Vamano!* blistered the fleet by averaging just under 10 knots for the entire course.

Remember, **we'd love to hear from you**, no matter where you are cruising. A paragraph or two, plus a high res photo or two, are all we need.



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Jean and Stephanie on SV Le Letty, a Roberts 44 Ketch, in Barra de Navidad, Mexico. Hydrovane mounted with dingy davits.

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Joel on SV Compañera, a Tartan 3800, in La Paz, Mexico. Hydrovane mounted off-center to preserve the swim platform.



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8-FT CARIBE IF25, 2005. South Beach Marina. \$1,950 with 5hp 4-stroke Tohatsu engine. Caribe dinghy and motor. Used only 3 seasons in San Juans and BC. Neoprene Beaching Kit on pontoons and bottom. Contact (650) 344-1416 or richard.smith@electro-venture.com.



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21-FT PRO OPEN, 2001. Sausalito. \$21,750. 2001 Yamaha 115hp 4-stroke outboard motor. Flowscan fuel gauge. New tubes 03/09. Pacific Manufacturing single-axle galvanized trailer-permanent tags. Interlux barrier coat and fresh bottom paint 9/12. All manuals and service records. Two owner boat and professionally maintained since new. More at www.sfbayadventures.com. Contact (415) 331-3006 or (415) 331-0444 or paul@sfbayadventures.com.

24-FT MELGES, 1993. Sausalito. \$17,000. Melges 24 hull #39. Ready to sail. Great sportboat for fun sailing or racing. New tires, 3hp outboard, jib, main, chute, practice condition. All rigging in good condition. See pictures on craigslist. Contact cascaderstarlight@aol.com or (415) 302-7333.

22-FT CATALINA, 1985. Auburn, CA. \$4,500/obo. *Athena*. Swing keel, pop-top, galley, mainsail, jib and a genoa. Includes trailer and 4hp Yamaha. *Athena* is well maintained and has seen Tahoe, San Juan Islands, Catalina, SF Bay. (530) 392-5651 or Nrowland@inreach.com.



18-FT MARSHALL SANDERLING. 1970. Portland, OR. \$10,000. Thurston sail, like new, slightly smaller for ease of handling. Tabernacle mast hinge, 6hp Evinrude, Shore Land'r trailer, excellent hull paint, excellent varnish on wood. (503) 659-2354.



24-FT ISLANDER BAHAMA, 1964. Marina Bay. \$1,800. Well kept, full keel Bay boat. 9hp outboard with push-button start. Sleeps 3 adults and 1 small person. 2 jibs, 1 mainsail, all lines, anchor, power converter included. Great boat! (510) 693-6416.

VANGUARD 15, 2003. Berkeley. \$2,000. Great Bay sailer, solid hull integrity, custom reefable main, good condition overall, with trailer. Contact (510) 642-5703, (510) 333-1460 or mpwilson@berkeley.edu.

14-FT SUNFISH, 1971. Santa Cruz, CA. \$1,300. Boat and trailer ready to go sailing. Both in very nice shape. Much newer sail and a recently updated hub, wheel and tires with spare for the Little Dude trailer. Email for photos. (831) 239-4093 or 82flicka@comcast.net.



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26-FT CONTESSA, 1978. Santa Cruz, CA. \$12,000. Small sailboat that'll take you anywhere. Tabernacled mast. Good new main, 4 jibs, spinnaker, non-installed Harken furler. Yanmar 2GM diesel. Tiller autopilot. 2 Bruce anchors. Fresh bottom paint over barrier coat. (831) 566-0442.



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28-FT BRISTOL CHANNEL CUTTER. 2003. San Mateo. \$149,000. Sam L Morse factory-built and -finished. All teak exterior and interior. Bronze fittings. 27hp Yanmar. MaxProp. Radar. Garmin touch-screen GPS. X-5 autopilot. EPIRB. Hot water. Refrigeration. Freehand windvane. More at www.leoregius.org/adventure.html. Contact adventure@leoregius.org or (650) 430-0731.



27-FT ANTRIM, 2000. Redwood City. \$38,000. *Head Rush*. Multiple wins in YRA, summer solstice, Yankee Cup, Vallejo race, Jazz Cup. Many extras: 5 spinnakers, 3 mains, 2 jibs, Carbon mast and boom. Two-axle galvanized trailer. Excellent condition. Dry sailed. Email cwatt1100@gmail.com.

25-FT LANCER SLOOP, 1980. Sausalito. \$2,000. Nice Lancer sloop, 3' shoal keel, 2000 Honda 9.9 long shaft with SS mount on anodized aluminum transom plate. 50 hours. Good sails and interior. Lucite drop-down doors. (209) 694-6280 or chillingill@hotmail.com.

28-FT NEWPORT, 1983. \$5,000. Furling main and jib with new sails. Oversized standing rigging. New head and lifelines. Wheel steering. 15hp Univesal diesel which will need to be re-powered. Call for more details. (510) 797-6067.

26-FT CAPRI, 1993. Vallejo. \$19,500. Price reduced 25%. Pristine. Fin keel, inboard diesel. Open transom, custom walk-thru dodger. Galley, enclosed marine head, holding tank and macerator. Forehatch and 5 opening ports. Two batteries w/charger. 120/12 v. systems. VHF. WS/WP, speed, depth, autopilot. Cockpit cushions, teak cockpit table. Jibs: self tacking, 115, 150, and asymmetrical spinnaker, all in perfect condition. New last 4 years: main, jib, Harken furler, standing/running rigging. New bottom paint 2012. (707) 252-4467 or LivelyLady2@att.net.



27-FT CAL, 1973. \$8,500. Pop Top. Universal diesel 16hp, approximately 500 hrs on rebuild. Raymarine 2000 autopilot, Garmin GPS sounder, AM/FM cassette and VHF, Harken roller furler. Barient winches. Transferable Morro Bay slip. Spare parts and more. Phone Bob. (805) 440-7125 or (805) 528-4377.



25-FT VANCOUVER, 1985. Brookings, Oregon. \$10,900. Double-ender, Yanmar diesel, furling, SS portholes, CQR, dodger, self mast raiser, ramp launch trailer, solar, more. Have \$20,000 invested. Will take \$10,900 without engine running. When engine runs, will ask \$16,900. (541) 469-9379 or sandsatons@nwtec.com.

26-FT CLIPPER MARINE, 1973. Antioch. \$1,500. New standing rigging 2011. "Quarter-tonner" fixed keel. New standing rigging 2011. 7.5hp long-shaft outboard in great condition. Dual-axle trailer available (extra). (530) 274-0569 or (530) 265-0264. smurphdvm@yahoo.com.



25-FT PACIFIC SEACRAFT, 1976. DeSabra, CA. \$35,000/obo. The boat is loaded with all the extras. Too many to list. Well maintained. Comes with nearly new EZ Loader trailer; used once. Seller has two boats; one is enough. Email vjohannesr@yahoo.com.



27-FT CATALINA, 1983. Sausalito. \$8,800/obo. Universal 11hp diesel inboard with low hours. Rigged for heavy air. All lines led aft, Tiller steering, dinette model, enclosed head w/tank, sails = one battened main, one spinnaker, 120, 90 and 70 jibs, all Pineapple (good condition), VHF radio, autopilot, traveler above companionway. More at <http://plus.google.com/photos/100812583125198105975/albums/5852426468985232481?authkey=CMib7pKcwl2B>. Contact (415) 717-4726 or powpowsail@gmail.com.



25-FT B-BEAT, 1986. Long Beach, CA. \$11,950. Ultralight racer/cruiser! Hawaii TransPac record, Mexico, Puget Sound vet. Comfortable to sail, surfs to 24kts, 9 sails, boat cover/cushions, instruments, all Harken gear, carbon rudder, professionally maintained. Proven winner. Contact (562) 714-2455 or (808) 230-5551 or tikkibill@gmail.com.

25-FT OLSON, 1984. Berkeley Marina. \$10,000. Solid fiberglass, Yamaha motor. 3 jibs. Original owner, dream to sail. Good condition.

CS-27, \$16,000. A classic racer/cruiser. Everything works. Yanmar 8hp diesel. New sails, rigging. Raymarine instruments. New LP paint. Bristol condition. Also 7kw Kohler AC diesel generator. (415) 272-5776 or 1944baby@gmail.com.

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28-FT ALERION EXPRESS, 2002. Sausalito. \$65,000. Hoyt boom, boom extender, custom rigging, B&G instruments, Navman GPS, North sails, Dutchman sail flaking, Yanmar diesel, MaxProp, Dripless shaft seal, BottomSider cushions. Original owner, professionally maintained, excellent condition. (707) 479-1400 or Konphlix@gmail.com.



25-FT CAL, 1965. San Rafael. \$3,000. The best \$3K boat on the Bay! Well-running electric-start Evinrude outboard. Very good sails, roller furling, very nice canvas. Custom doghouse/dodger for standing headroom! VHF, anchors, battery charger, fresh battery, clean interior, Porta-Potti. Recent bottom job. See pix: bit.ly/ZocZuh. Call Rob, (503) 490-3305.



26-FT RANGER, 1970. Alameda \$5,350. Great SF Bay boat. Gary Mull design, 2nd owner. Pineapple main. 125% jib, 3 spin, Quantum 125% and North 100% jibs. Fastest R26 on Bay. Won Jazz Cup (2x), PHRF division champ 2002/03, #1 in South Beach YC Beer Can series 2006-2010, #2 in 2011. Good condition, ready to race or cruise. Rigging by Scott Easom. Stern pulpit, oversize Lewmars, new boom 2003. Bottom painted April 2011. Evinrude 7.5hp OB rebuilt 2012. Contact simon@escalatecapital.com or (650) 269-0546.

29 TO 31 FEET

30-FT NEWPORT, 1979. Alameda. \$7,900. Yanmar YSM12 diesel. New head gasket, valve clean up by List Marine. Extra sails include storm jib and spinnaker. Complete new varnish inside. Call for photos, more info. (360) 333-8900 or (510) 499-5129 or johnjillboat@yahoo.com.

WYLIECAT 30, #3. Silkye, 1996. \$75,000. Faux-finished carbon mast. Carbon rudder shaft, upgraded wishbone, Autohelm, spinnaker, new nonskid, 5hp outboard. A chance to own one of these fast, fun, stable, easy-to-sail boats. By original owner. (510) 521-7730.

29-FT ERICSON, 1976. Vallejo. \$5,900. Rebuilt Atomic 4 engine in excellent condition with every modification Moyer Marina offers, low hours. New fuel tanks and hoses. Excellent main, used only a few times. New canvas. New standing and running rigging. Clean original interior in good condition. For more info email: svsilentsun@yahoo.com.

30-FT CATALINA, 1981. Stockton Sailing Club. \$16,000. Nearly new diesel engine, wheel steering, dark blue interior cushions, spinnaker with pole, tall rig, bimini-dodger assembly. (209) 481-0448 or d.felkins@sbcglobal.net.



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 at www.tigress-bcc.com or (650) 868-0348.

30-FT NEWPORT, 1977. Sausalito. \$9,950. *Sturdy, attractive, fast, comfortable, reliable, fun to sail, a true racer in excellent condition.* Mainsail and reefed, and sock. Edson wheel steering, depth sounder, VHF, stereo.

30-FT OLSON, 1981. Trailer at Brickyard Cove, Pt. Richmond, CA. \$15,000. *Killer Rabbit*, One Design season champ (4x), second (4x). Race or cruise. Contact original owner Bill. (415) 603-8370 or wmcovdale@gmail.com.

30-FT RAWSON, 1964. San Rafael. \$7,900/obo. *Blue Moon*. 100 hour Yanmar 3-cyl 30hp diesel. Radar, GPS, 12-ft Livingston tender, VHF, hot water, fully found, 6-tonner, 6'4" headroom. New bottom paint 2/2013. Lying San Rafael liveaboard berth. Call or email for more info. (562) 899-0774 or sswells@att.net.



ISLANDER 30 MK II, 1971. Redwood City. \$10,500. Volvo Penta inboard diesel, folding prop, 4 jibs (including tape drive 110, 125, 155), spinnaker, pole, roller furling, Harken self-tailing winches, autopilot, VHF, recent (2011) survey. (650) 969-1105 or trp43@aol.com.



30-FT BABA, 1979. Marina Del Rey, CA. \$54,000. Classic Bob Perry-designed sturdy, canoe-stern cruiser. Mexico veteran. Major refit 2003, including new Yanmar diesel, fuel tank, electrical system and much more. Well cared for. www.boats.com/boat-details/Ta-Shing-Baba-30/142922651. (310) 310-5718 or baba30sale@gmail.com.



31-FT WYLIE CUSTOM, 1974. Brisbane. \$20,000. *Moonshadow*. Designed by Tom Wylie and still a winning boat. Flush deck. New Ballenger mast 2010, main 2011, jib 2012. Raced singlehanded division 2012 1st overall. Solid boat to safely take you there and back. Simrad VHF, chartplotter, tiller pilot, wireless remote, dripless shaft, dodger, LED lights, stove, 5 berths. Ready for 2013 season. Fresh bottom paint and polish. Dave Morris. More at <http://sfbay.craigslist.org/pen/boa/3644729007.html>. Call (602) 743-7129.

30-FT CAPE DORY, 1984. Marina Del Rey. \$40,000. Bristol cutter, renowned for their quality and craftsmanship, 8 bronze ports, blue water. Equipment: new Mylar genoa on roller furling, staysail, lazy jacks, new dodger and canvas, new interior and exterior cushions, hand held GPS, low hours on diesel engine, autopilot 4000, manual windlass, knot depth and wind speed, hot and cold pressure water. (310) 528-4994 or marellasuzette@yahoo.com.

ISLANDER 30 MK II, 1972. Sausalito berth. \$7,000. (707) 514-7405.



30-FT MUMM. Perennial winner 8 Ball is for sale. For complete details email: season@sbcglobal.net.

30-FT OLSON, 1981. Brickyard Cove, Richmond, CA. \$20,000. Two-axle trailer. Nisport 20. Double spreader, 20hp. On the trailer at BYC.

32 TO 35 FEET



32-FT CORONADO, 1973. South Beach Marina. \$10,450. Center cockpit, two-cabin configuration. Roller furl jib, lazy jacks main, Yanmar 3GM diesel, and electronics. Large interior spaces, 2 heads, shower, refrigeration, propane stove and water heater. Pictures and details available. Contact (415) 729-1139 or garret@world-accents.com.

34-FT O'DAY SLOOP, 1981. Brisbane Marina. \$32,500/obo. *Cleo*. Well maintained, clean. Bluewater and Baja Ha-Ha capable. Universal diesel, 3-cylinder, 24hp. Fresh water cooled. Fuel tank 50 gallons; water 50 gallons, holding 15 gallons. Aluminum mast and boom, new standing rigging, new running rigging, lazy jacks. Mk III Harken roller furler. All lines led aft. Lewmar windlass, Edson wheel steering, emergency tiller, Navik wind vane. Mainsail fully battened, 110% jib and 150% genoa in very good condition. 2-burner stove, hot/cold pressured water. Furuno radar, Lawrence Global Map 2400 GPS, Raymarine Autohelm 4000, depth sounder, knotmeter, compass, VHF, etc. Bose sound system. Cockpit cushions, sail covers and dodger. West Marine R7 dinghy, Mercury 4hp outboard. Photos available. (650) 355-5166 or (650) 996-4631.

COLUMBIA 34 MK II, 1971. Berkeley. \$15,000/obo. Bill Trip bubble-top design, Yanmar 3GM30FV diesel <30hrs installed by List Marine, 6'4" headroom throughout, very roomy boat. (415) 935-1007 or columbia34mk2@gmail.com.



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34-FT CATALINA, 1986. Long Beach, CA. \$39,000. Very good condition, excellent maintenance, a nice basic boat ready to sail. Shoot me an email and I'll send you a link to my spec sheet with lots of photos and info. Email heliraf@yahoo.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. Varnished 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=2oz7ad9pf1um>. Contact (415) 435-9565 or sswan200@aol.com.

33-FT SPAULDING, 1969. \$25,000. *Auroral*, built 1969 by pattern maker Ivan Davies. Hull made of bruyneel, 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.

31-FT PACIFIC SEACRAFT (35 LOA). 2004. Dana Point. \$139,900. Excellent condition. 135 Universal diesel, 200 hrs. Monitor var, autopilot, dodger, 3-burner propane stove, 3-burner refrigerator, depth, VHF, spare parts.

32-FT WESTSAIL. Pillar Point Harbor, Half Moon Bay. \$25,000/obo. Hull #417. Original owner, center table interior. Perkins 4-108. 6 bags of sails, lots of extra gear. Needs work. Must sell. (650) 303-3901 or pgclausen@gmail.com.

34-FT CATALINA, 1987. Emeryville. \$38,000. Nice clean Catalina, Hood sails 2 years old, bottom painted 10-12. Engine professionally maintained, Universal 25. Brand new cockpit cushions (BottomSiders). Sails nice, no spinnaker. Electronics include Signet wind, depth and speed. Email beatys2@aol.com.

35-FT SANTANA, 1979. South Beach Marina. \$14,750/obo. Replaced mast and boom in 2004. Extensive suit of racing sails, including unique Elvis spinnaker. Great boat for racing or cruising. Email spiritofelvisyacht@gmail.com.

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. (650) 454-6950 or mcdonaldmarine@gmail.com.

ERICSON 35 MK II, 1977. Newport Beach. \$24,000. Bruce King-designed classic Ericson 35 Mk II racer/cruiser sailboat equipped for bluewater cruising or day sailing. A must-see jewel, ported in beautiful Newport Beach. More at <http://ericson35.weebly.com/index.html>. Contact dan9991a@gmail.com or (310) 623-2299.

34-FT CATALINA, 1994. Stockton Sailing Club. \$40,000/obo. *Jennifer Anne* - PacCup Vet. 135 and 90% self-tending jib. Freedom Inverter/charger. Universal MD35. Autohelm 4000. Tridata. SSB. EPIRB. Adler Barbour. Dodger. Open transom. Portaboat and Yamaha 5 horse. Many extras. Contact (209) 470-3889 or glwestcott@yahoo.com.



32-FT CENTURION, 1970. San Diego. \$34,000/obo. By Wauquiez, France's premier builder. A classic yacht with varnished teak trim. Solid glass (no core). New Yanmar 3YM30 with 221 hrs. Flexofold 3-blade folding prop. New LP paint, batteries, electrical system. Tall rig, excellent North sails. Cruising chute and snuffer. Harken primaries. Autopilot. Rigged for singlehanded. Strong seaboat. Fully restored. Best offer. See photos: <http://centurion32.shutterfly.com>. (858) 755-7295 or rpinkel@ucsd.edu.

33-FT RANGER, 1976. Oceanside, CA. \$23,900/obo. 25hp Universal diesel, 200 hrs. New hull, bottom and cabin paint. 2012 batteries, cushions and dodger. Furler, wheel, rigid vang, autopilot, ST winches. Slip included, buying larger boat. (760) 519-9863 or Leeprior@cox.net.



32-FT CATALINA 320, 2000. Berkeley. \$69,000. Dodger, new main sail, roller furling jib, good condition; well maintained within the OCSC fleet. Contact (209) 872-0331 or moody_robert@hotmail.com.

36 TO 39 FEET

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



JEANNEAU 36.2 SUN ODYSSEY. 1998. San Rafael. \$89,000. Immaculately maintained, ready for cruising. Recent haulout, beautiful inside and out. Re-rigged for singlehanded sailing. See web address for pictures and equipment list. More at <http://hitchcraft.net/Zingara>. Contact (415) 299-0263 or miglopra@gmail.com.



37-FT GOZZARD, 2001. Blaine, WA. \$249,500. Beautiful yacht: below market price. Classy, strong, easy to sail. Offshore capable, equipped for cruising. Roller furling genoa and staysail. Cruising spinnaker, snuffer, full battened main, whisker pole. 63hp Westerbeke, dual Racors, watermaker, hydronic heat, refrigerator, freezer, Surrrette batteries, 190A alternator, 3 stage regulator, radar, chartplotter, autopilot, charger/inverter, galvanic isolator, VHF, EPIRB, PSS no-drip, three anchors, windlass, Lifesling, dodger, bimini, RIB dinghy, 4hp Suzuki. www.boativated.com/gozzard-37. Contact (509) 687-6236 or (509) 423-7845 or ravenclaw@boativated.com.



39-FT PEARSON P-39, 1987. Ventura. \$84,500. Solid boat and active cruiser. Solar panels, SSB, GPS, AIS receiver, 24-mile radar, autopilot, StackPack, electric windlass, centerboard, kayak, 8-ft inflatable w/10hp Evinrude. Many upgrades, very good condition. www.theseastory.blogspot.com. Contact (916) 276-2937 or pearson39@gmail.com.



36-FT CRUISING CUTTER, 1978. Newport Beach, CA. \$34,500. A no-compromise cruising boat, designed for a couple to cruise. Fiberglass. VERY solidly built. Long, cruising keel, with cutaway forefoot. Large, warm, wooden interior - large tankage, large locker space and much in the way of storage. Center cockpit, cutter rigged. A cozy aft cabin, with much storage, and a comfortable, athwartship double bunk. Main cabin has an L-shaped galley, large settee area (convertible for sleeping), much storage, full head, and separate shower. A solid, roomy, cozy boat - perfect for living aboard, extended weekends, or long distance liveaboard/cruising. Contact (949) 500-3440 or nb92663@hotmail.com.



38-FT MORGAN CATALINA. Center cockpit, 1993. Oyster Cove Marina, South San Francisco. \$83,900. Westerbeke 38hp, 5KW generator, in-mast furling, Sabot dinghy w mast/sails, davits, Adler-Barbour refrigerator/freezer, dodger, bimini, Heart inverter/charger, tri-data, autopilot, GPS/chart, 2 VHF radios, 2 electric 1-man bilge pumps, NEW: Furuno radar, flat screen TV w/DVD player, 2 electric heads, 3 batteries, Force 10 stove, manuals for everything. (415) 515-9210 or karlhrech@yahoo.com.



36-FT CATALINA, 1987. Sausalito Yacht Harbor. \$44,000/asking. Will deal. Self-tending jib. Doyle system for main. Great Bay and coastal cruiser. Beautiful interior, sleeps 6-7. 6'4" headroom. Forced air, heat, air conditioner, propane stove. Hot and cold water. New batteries. Almost new bottom paint. Must sell. Call/leave message. (415) 472-7527.



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39-FT FREYA, 1978. Berkeley Marina. \$78,000. Very clean, turnkey, ready for cruising. Professionally built and maintained, beautiful. Custom light interior, maple sole, ash bulkheads, rigged for singlehanding, loaded with equipment. Don't miss this opportunity to own a legend. (510) 917-5229 or dalydolphin@aol.com.

36-FT CATALINA 350, 2003. South Lake Tahoe. \$126,000. Bristol C-350 fresh water, many extras, low engine hours, 35hp diesel, light usage, new bottom paint, new Autoprop, furling main and genoa, dinghy, outboard, expertly maintained, full maintenance records, all manuals. Email gengm@charter.net.



36-FT MORGAN NELSON/MAREK. 1983. Channel Islands. \$38,500/obo. Very clean. Sleeps six in three cabins. Many extra sails, 42" wheel, autopilot, Raymarine E80 GPS chartplotter, w/AIS, windlass, newer canvas, furler, removable bowsprit, asymmetrical spinnaker, Selden continuous line furler. M25 diesel, new heat exchanger, water pump, cooling hoses and glow plugs. 12V refrigeration, propane stove/oven w/remote shutoff and sensor, stereo, rebuilt head, new hoses. Magma grill. Fast coastal cruising. www.facebook.com/morgan.nelsonmarek. (805) 495-1979 or cisailor@dslextrême.com.



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. More at <http://catalina380bonnevièdeux.shutterfly.com>. Contact (408) 828-0837 or (916) 780-9888 or Billsails2@yahoo.com.



37-FT CREALOCK, 1978. Morro Bay, CA. \$49,500. An "all-time" classic bluewater cruiser. Inducted into the Sailboat Hall of Fame in 1992. This boat is Hull #17, built by Cruising Consultants prior to being acquired by Pacific Seacraft. Boat was recently inherited by family and we are seeking a new home for her. Marine survey available upon request. Please contact Rob for more information at: (818) 406-2573 or rvezina@wastequip.com.



37-FT HUNTER 376, 1999. Redwood City. \$109,000. Extensive refit, extremely well equipped for coastal cruising, turn key! Mexico ready! Low hours Yanmar 36hp, new standing/running rig, 2 C90W's, radar, AIS, 270w solar, 400w wind, 430ah 6v Bank, Xantrex monitor, M802 SSB, autopilot, windvane, HRO watermaker, Viking liferaft, EPIRB, PSS Dripless, spare jib, full batten main, Forespar davits, separate stall shower, 2 LED HD TV's, washdown, Rule 4000gph and more! Interior of a 40+ footer! www.h376.com. Contact (650) 427-9539 or svpv376@gmail.com.

37-FT CT, 1977. Puerto Vallarta, MX. \$25,000. Classic Bob Perry design. Volvo 3-cylinder, radar, chartplotter, autopilot, depth finder, SSB, AIS, Viking liferaft, 10-ft Zodiac, Ballenger spar and boom, Lee main, Schattauer genoa on Profurl. www.flickr.com/photos/pauldemeire. Email tillerking@centurytel.net.

40 TO 50 FEET



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



43-FT SERENDIPITY, 1981. Jack London Square. \$89,000. Doug Peterson design 43 customized for serious offshore racing/cruising, comfortable yet it can regularly sail 10+ knots. Recent remodels and this Serendipity 43 is one of a kind, see website. <http://gosailsf.com>. (510) 926-7245 or hookedailing@gmail.com.



41-FT BENETEAU OCEANIS 411, 2001. Mediterranean. \$119,000. The perfect couple's cruising boat with offshore capabilities. Two-cabin owner's version. Designed by Groupe Finot and built by Beneteau in France. Well-equipped and meticulously maintained. Never chartered. Stored on the hard at least six months per year since new. No sales tax, personal property tax, or value added tax for USA buyers. USCG Registered. Lying in the Med. Price reduced from \$139k. (415) 269-4901 or sail@voleauvent.com.

40-FT OLSON, 1983. British Columbia. \$73,000 CAN. Race- and cruise-equipped, Vic-Maui vet and ready to go again, proper emergency rudder, good sail inventory, Espar furnace, fridge, stove/oven, SSB, well maintained. (604) 898-9484 or jgugins@telus.net.



45-FT GARDEN YAWL. One-off double ender, 3 years in restoration, 98% completed, cold-molded over original strip planking. \$30K as is, or \$? to finish renovation. Contact (916) 847-9064 or steve@paradigmpilgrim.com.



42-FT CASCADE, 1972. Redwood City. \$40,000. New sails, watermaker, Autohelm, 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.



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.



44-FT TARTAN 4400, 2003. Channel Island Harbor. \$379,000, or trade? Reduced price! Dark green hull, low hours, bow thruster, electric winches, vacuflush heads, spinnaker, new batteries, new LP and bottom paint, numerous other options/upgrades. See test sail at: www.youtube.com/watch?v=ckZHxXEAMec. Contact amgjohn@sbcglobal.net or (530) 318-0730.



40-FT KAURI WARWICK. (one-off), 1983. Whangarei, New Zealand. \$200,000. Kiwi-built triple-skin cold-molded kauri cutter. Details go to house website below. Also see separate *Latitude 38* property ad (house for sale), click on link for photos. More at www.americkiwihome.com. Email neptune@ecentral.com. 150A Beach Road, Oneahi-Whangarei, 0110, New Zealand.



41-FT SCEPTRE, 1986. Crescent Beach, BC. \$168,000. Original owners. Professionally maintained. Recent survey and bottom paint. Email for more info and pictures. Email raceaway@shaw.ca.



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.



41-FT CT, 1976. Vallejo. \$55,000/obo. Veteran cruiser. Owned by the same owner since 1976. It has many cruising extras. Sails, anchors, and ground tackle. Set of world charts. 75hp Volvo diesel. (415) 726-3322 or maspragg@aol.com.



45-FT MAPLE LEAF, 1986. Rio Dulce, Guatemala. \$225,000. Center cockpit sloop. Envy of the anchorage. This immaculately maintained, majorly upgraded, proven cruiser can take you anywhere. A full description, inventory list and pictures are at www.yachtsoffered.com, #1291907. Contact (604) 309-4554 or searorchid@telus.net.



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. www.mindemoya.info. (231) 620-3920 or mindemoya@gmail.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. (415) 516-1299 or cc40sailboat@aol.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 liveaboard and long-range blue water cruiser with rare two-cabin, two-head layout. Center cockpit with hard dodger. Recently recaulked teak decks. Aft cabin has transom windows above the thwartships queen size bunk and opening portholes for ventilation. Go to YachtWorld.com for specs. Contact (530) 541-4654 or mortmeiers@aol.com.

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.



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 Qquestus mount. B&G instruments including autopilot with remote at helm. Icom 502 VHF with remote and Icom 802 SSB. Espar heat. Xantrex 2500 watt inverter with Proline Advanced Digital Control. Pro-Mariner galvanic isolator. Original owner. Maintained as new. (916) 969-8077 or curtis@surewest.net.

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41-FT KETTENBURG K-41 F/G, 1970. Ventura West Marina. \$45,000. Cruise ready, Raymarine electronics, Yanmar 40hp 3JH3E, Mermaid A/C Adler-Barbour refrigeration/freezer. Asymmetrical spinnaker. 65 gal water, 68 gal fuel. Seakindly from the golden age of fiberglass boat building. Sell or trade for real estate or classic car. Seller is a competent sailor and will instruct new owners. www.kettenburgboats.com. (805) 320-3549 or (805) 646-6707 or wmmors@dslextrame.com.



41-FT ISLAND PACKET SP. Cruiser Motorsailer, 2007. Alameda. \$324,900. Purchased new in 2009. Excellent condition. Great platform for viewing America's Cup racing. Large pilothouse with inside steering. Roller furling main, jib, and reacher. Also includes a standard mainsail for improved performance. Lewmar electric sheet winches for main and jib. 110hp Yanmar diesel with 200 hours, burns .75 gallons/hour at 5 knots. Includes window coverings, feathering prop, bow thruster, radio, wind instruments, knotmeter, depthsounder, autopilot. (510) 366-1476 or mountainguy@mountainguynews.com.



47-FT VAGABOND FG KETCH, 1984. San Diego. \$159,000. 4 cabin aft queen stateroom, sleeps 8. 85hp Perkins. Radar, AP, GPS, depth, inverter, solar, Windgen. New tanks, 3 AGM batteries, tankless w/h/lifelines. 2 heads, showers/tub. Carib and OB. (949) 439-5679.



46-FT FS FORD CUTTER/SLOOP. *Califa*, 1961. Mazatlan, Mexico. \$30,000. F.S.Ford design cold-molded red cedar over planked hull 1996, 45,000 miles sailed Mexico and South Pacific. S.S. rigging, aluminum spars. See *Califa* on Yacht_World.com for photos. Owners TFO. www.mazmarine.com. Email kd6pgz@aol.com.



41-FT CT, 1976. Alameda, CA. \$50,000. Center cockpit. New everything: tanks, wiring, Yanmar 50 and transmission, sails. All decks and cabin top, cockpit are covered with Flexiteek. Moored at Oakland Yacht Club, Dock 7. Recent in-water survey. (209) 541-4387 or (209) 968-4387 or tuckeroo@sbcglobal.net.



40-FT TRIPP, 1991. Newport Beach. \$29,000. Fiberglass racing sloop, built by Carroll Marine. Great PHRF starter boat, good size for Ensenada Race, beer cans, etc. Tripp 40's are a well-regarded design, excellent cockpit layout and good overnight interior. See <http://occsailing.com> or call (949) 645-9412.



47-FT CATALINA 470, 1999. Monterey. \$199,900. Well maintained Catalina 470 with transferable slip in Monterey. All systems upgraded or rebuilt in the last 3 years. Please email for photos. (831) 747-4691 or pryor@monterey.org.



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



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51 FEET & OVER

51-FT JEANNEAU, 1994. Puerto Vallarta. \$159,000. Will consider interesting trades of equal or greater value. See her at: <http://lagunachapala.com/sirius-star>. Contact bluhernonmex@yahoo.com or (650) 447-3382.



68-FT DERECKTOR, 1971. Richmond, CA. \$350,000. Fantastic aluminum pilot-house expedition yacht set up for single-handing. 2011 refit including new Yanmar, mast, sails, refrigeration, electronics. Just returned from voyage across Pacific to Fiji, ready to go again. More at <http://sites.google.com/site/yachtpandion/home>. Email svpandion@gmail.com.

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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 more at website: http://loonasea.gibbons.web.stanford.edu. Contact loon.asea@yahoo.com or (650) 380-3343.

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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. Contact (415) 246-7712 or pgaetani@gmail.com.



30-FT GEMINI 3000, 1984. Puerto Escondido, Mexico. \$39,000. Hull repairs completed. Need steering cables and 9.9 Honda repairs. Not cosmetic gem, but self-sufficient/functional, 3 cabins with queen, solar, 8 amp hour/day refrigerator, chartplotter, autopilot, watermaker, well equipped. Contact (510) 846-6417 or ssnick@gmail.com.



40.5-FT NORDEREY, 1952. Moss Landing Harbor, Dock A71. \$13,000/obo. Built in St. Monance, Scotland. All wood. Hull in excellent shape. Needs work. One owner for 35+ years. Perkins 4-108 engine. Full sail inventory plus, Aries self-steering. Looking for a good steward. Contact Tim: norderey1@yahoo.com or (209) 570-9951.

50-FT CSK, 1970. Alameda. \$75,000. 50-ft catamaran motorsailer, 4 cabins, 2 heads, 80hp diesel, large salon, galley up. (925) 212-8940.



24-FT HIRONDELLE, 1970. Shoreline, WA. \$21,500. Trailerable cruising catamaran. Major refit 2003-6. Featured in issue #57 Small Craft Advisor magazine. See photos and info at www.YachtsOffered.com, #1291883 and www.hirondele-association.org. Contact (206) 999-5034 or genebuchholz@gmail.com.



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38-FT FOUNTAINE PAJOT ATHENA. 1995. San Francisco, CA. \$169,000. Our beloved ocean cruising vet *Family Circus* is for sale. New LPU in the salon, new canvas, new trampoline, dual Yanmars, one just rebuilt. 4 cabins, two heads. Radar, GPS, plotter, etc. Ocean gear - drogue, liferaft, autopilot, spares, etc. Fantastic sailing platform for Bay and ocean fun. Ready to go! Our family keeps growing - the boat needs to as well! More at <http://htzortzis.wix.com/family-circus>. Contact ctzortzis2014@gmail.com or (925) 878-9659.



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. It has new motors, sails, canvas, hull paint and thru hulls. Frank. (Photo is sistership.) Contact Cabosportsfrank@yahoo.com or (512) 750-5735.



27-FT CORSAIR F27, 1989. Carlsbad, CA. \$44,900. Classic F27 in great shape. 2 owners since new. Trailer kept since new. Custom screecher and bowsprit. Full marine head with holding tank. Newer electronics. Custom trailer. Everything works and ready to go. Nissan 8hp. Lightly used for last few years. This boat is ready for a trip to Catalina Island. (760) 692-4732 or browning2851@gmail.com.

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29-FT MONTEREY, 1929. Masons Marina, Bodega Bay, CA. \$16,500/obo. Turn-key operation. Ready for the 2013 salmon season. (775) 426-9821 or (707) 900-1228 or bonde@phonewave.net.

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

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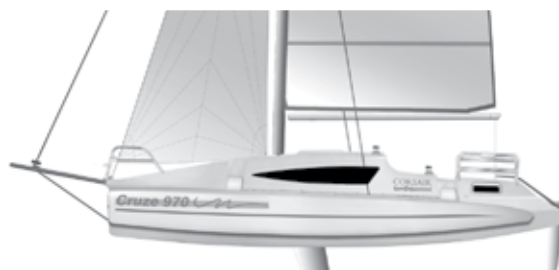


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37' TAYANA, 1977 Nice example of a very popular model with exterior canvas and brightwork in good shape. The Perkins 4-108 diesel runs like a top, and interior shows well. A must-see for anyone in the market for a well-found, well-priced bluewater classic. **\$49,900**

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ERICSON 35 Mk III, 1983 Coverted Mk III in very nice shape (she's had \$30k+ spent since 2004--new sails, standing/running rigging, electrical panel, keel bolts, etc.), attractively priced; lying in Sausalito YH slip. Quality, sound construction and style. **\$48,000**

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30' FORTUNE PILOTHOUSE CUTTER, 1978 This charming custom pilothouse feels WAY bigger than 30'! She also has much new equipment (including new Isuzu diesel installed in '95), shows pride of ownership throughout, and is a must-see. **\$29,500**

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20' PACIFIC SEACRAFT FLICKA, 1985 Never cruised, this late model Flicka was factory built and finished to Pacific Seacraft's exacting standards. Updated stem to stern and shows bristol; probably one of the nicest Flickas on the market today. **\$29,000**

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30' ALBIN BALLAD, 1978 Classic plastic in very nice shape inside and out. \$30,000+ spent on upgrades including new Yanmar dsl, new custom Ballenger spars, roller furler, sails and dodger. Hauled & painted Dec. '12. Transferable Sausalito YH slip. **\$24,500**

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35' ERICSON MK II Sloop. Yanmar diesel, roller furling, weather cloths, windlass, two mains & 90% jib, galley, enclosed marine head/shower, autopilot, great interior, full rails & pulpit. Very nice example of this venerable & well loved Bruce King design. Asking **\$24,950**



35' SPARKMAN & STEPHENS Center Cockpit Sloop. Diesel, aft stateroom, hard (fully enclosable) dodger, good sail inventory, wheel, extra strong fiberglass construction, well found quality cruising boat. Asking **\$28,950**



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34' FRERS CUSTOM Sloop by renowned German Frers. Beautiful, highest quality, cold-molded construction. Dsl, like new sails & lots of cruising gear. She's ready to go, fun to sail, & nice to look at. Asking **\$59,000**



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30' CAPE DORY Cutter. Alberg design. One of the finest smaller bluewater cruisers ever built. Famous for comfort, durability, seaworthiness & stout construction. Dodger, near-new dsl, RF, radar, GPS, MORE! Asking **\$34,950**



34' TIFFANY JANE Sloop. Rare & lovely sailing icon from C&B Marine of Santa Cruz, CA. An elegant double-ender. Very well maintained & thoughtfully rigged. *Dancer* comes with like-new dodger, full complement of sails, laptop w/chart software & more. Asking **\$34,950**



41' NEWPORT Mk II C&C-designed performance cruiser w/comfort & excellent seaworthy qualities. Dsl, dodger, bimini, roller furling, gen/cruise spinn, self-tailers, wheel, AP, dedicated nav station, very fresh & nice vessel in apparent great cond. Asking **\$49,000**



42' BENEteau FIRST Unusually well-found, comfortable & spacious bluewater performance cruiser always kept in beautiful cond. by long time owners. Dsl, highly desirable double-spreader tall rig, new upholstery, many upgrades, furling-spinn, more. Just hauled & ready! Asking **\$84,950**



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53' ISLANDER Sloop. Big, comfortable cruiser, 4 cabins, 2 heads, diesel, dodger, many upgrades reported: new standing/running rigging, furling, headsail, radar, etc. 6'4" headroom and MORE! We think this vessel is a great value... Asking **\$57,000**



32' CATALINA 320 Great example of this great design. Ready to go with low-hour Yanmar diesel, furling genoa, Dutchman, electronics package, wheel steering, dodger and MORE! Nice boat and attractively priced. Asking **\$59,000**

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LEARNING THE LINGO... can be a real challenge in a boatyard. For example, the other day a boat owner asked approximately how much it would cost to 'paint the topsides.' The Project Manager prepared an estimate and then was asked, "does this include the removal of the deck gear?" Quickly the PM clarified the misunderstanding...explaining that in the maritime industry to 'paint the topsides' actually means to paint the hull sides...not the deck. The PM went on to ask... "Do you want us to change the corrosion control sacrificial anodes...you know, zincs?" They both laughed. There's certainly no substitute for good communication. From sharing the meaning of nautical lingo to sending photos of your project as it progresses...KKMI does try to be cool and avoid quoting "what we got here...is a failure to communicate."

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