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VOLUME 431 May 2013

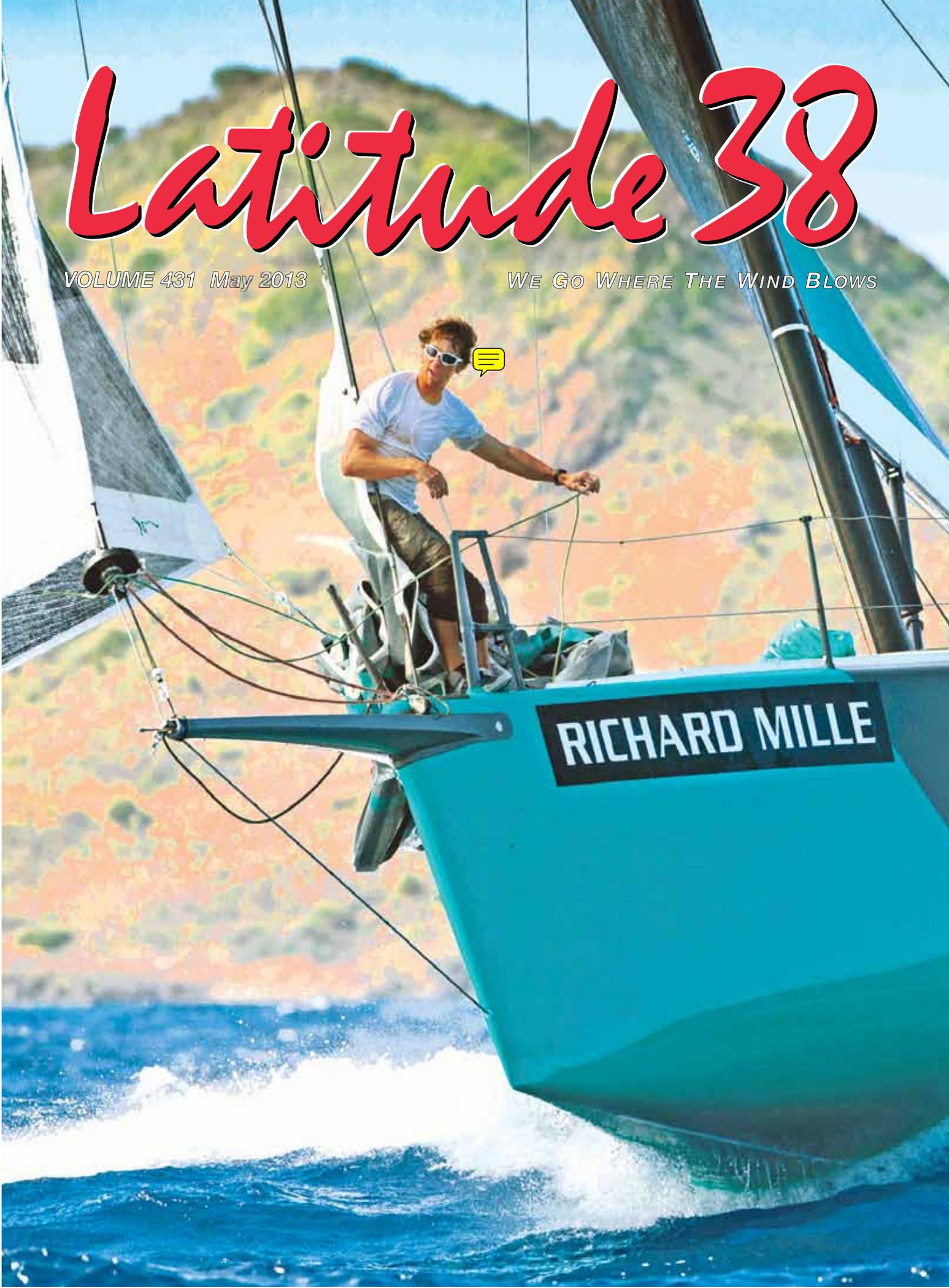
WE GO WHERE THE WIND BLOWS



MAY 2013

RICHARD MILLE

VOLUME 431



A BRIEF HISTORY OF

Ever wonder why so many people care so much about the America's Cup? It's the history.

Start at the beginning, in 1851. Queen Victoria was on the British throne. The Industrial Revolution was in full swing. Victoria's husband, Prince Albert, organized The Great Exhibition to showcase British technology, inviting all nations to come and exhibit their wares also. The Royal Yacht Squadron took up the "all nations" theme, offering the £100 Cup as the prize for a race open to yachts belonging to the "clubs of all nations." A syndicate from the New York Yacht Club won the £100 Cup with their fast schooner *America*. The trophy became known as the America's Cup, and it is now the oldest trophy in international sports competition.

The schooner *America* was built to make money, as the NYYC syndicate hoped to win wagers on match races with British yachts. Unfortunately, as *America* was approaching Cowes, she was met by *Laverock* — one of the newest and fastest English yachts. They wound up in an informal speed test, which *America* dominated. Word quickly got out in England: "Do not bet with these guys!" The



GILES MARTIN-RAGET / ACEA

The so-called Auld Mug, which now resides in San Francisco, is the oldest trophy in sport.

America was the American syndicate's leader, John Cox Stevens, proposed stakes up to £10,000 — a staggering sum at the time. The British press scolded local yachtsmen for not taking up the challenge. Ultimately, however,

they did manage to recover some money, however, when they unemotionally sold *America* in England.

America won on superior technology. Her lines were based on the fast pilot boats of New York. In that line of work speed meant money: the first pilot boat out to an incoming clipper got to put her pilot on board; everyone else sailed home empty-handed. Like the pilot boats of the time, *America* had sharply raked masts, tightly woven Egyptian cotton sails, and a hull that was narrow at the bow and wider aft. British yachts of the day were the opposite, with a "cod's head and mackerel's tail" — broad in the bow and tapering to the stern. After *America*'s dominating victory, one British yachtsman said it made him realize he'd been sailing his boat backward all those years.

With five syndicate members and only one trophy, a suggestion was made to melt the trophy and make a medallion for each member of the syndicate. Fortunately, the owners decided it would be better to give the Cup to their club, as a perpetual challenge trophy between countries, and thus the America's Cup competition was born. And so were the legal battles. Against the wishes of their commodore, the NYYC membership voted to defend the first challenge by sailing their entire fleet against a lone British yacht, even though the Deed of Gift specified a "match." James Ashbury, the owner of the British yacht, complained of the unfair treatment, brought his lawyer with him for the second challenge a year later, and got the New Yorkers to agree to a boat-on-boat match.

This time the New Yorkers insisted on choosing the defender yacht on the day of each race — choosing a good light-air boat or heavy-air boat depending on conditions. Ashbury stormed home empty-handed, accusing the New York club of engaging in "unfair and unsportsmanlike proceedings." The club responded by returning a number of trophies he had donated in the previous year. It's ironic to note that the Deed of Gift stated that the £100 cup was donated for "friendly competition between foreign countries."

The New York Yacht Club held the Cup for 132 years — until 1983, when *Australia II*, with her winged keel, took the Cup to Australia. The 1983 America's Cup — now 30 years ago — included spying and bitter legal and PR battles over whether the winged keel broke the

'America' had sharply raked masts . . . and a hull that was narrow at the bow and wider aft.

12 meter class rules, and whether it was designed by Australian Ben Lexcen or Dutch designer Peter van Oossanen.

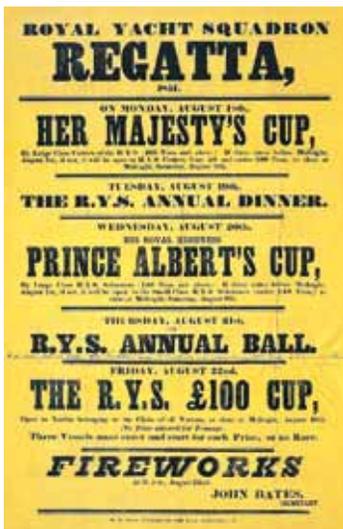
Like many readers, I first heard of the America's Cup during the 12 meter days, in Newport. That period seems like the 'traditional' America's Cup, but really it is not. There was no AC Match between 1937 and 1958. The Deed of Gift had to be modified to allow the 'little' 12 meters to be used, as they were smaller than the minimum waterline length specified in the original deed.

The NYYC came up with Interpretive Resolutions — new rules that had not been in the Deed of Gift, like nationality requirements for the crew. The nationality requirement in the Deed of Gift deals with the challenging yacht club and the country of construction of the yacht, not the crew. On board *America* in 1851 was a British pilot who helped with crucial local knowledge of the waters around the Isle of Wight. *Reliance*, the American defender in 1903, had a Scottish helmsman named Charlie Barr, five Americans as afterguard, and 66 Scandinavian fisher-

In '88, when Kiwi Michael Fay brought out the 120-ft 'KZ1', Dennis Conner responded with the 60-ft cat 'Stars & Stripes H3' and won.



SHARON GREEN / WWW.ULTIMATESAILING.COM



A poster from 1851 announces the inaugural race.

the £100 Cup became the biggest prize the New Yorkers would take home after they defeated the English fleet in the race around the Isle

THE AULD MUG



Rigged with a freakish amount of sail, 'Reliance' (202-ft LOA) was the greatest anomaly of the Cup's early years.

men as crew. But in 1899, the defender, *Columbia*, got a lot of press coverage for an unusual attribute: all the crew were Americans.

It has been said that late 19th and early 20th century yachtsmen were no more concerned with the nationality of their helmsman or crew than they were with their butlers or house servants. That said, it's this writer's opinion that nationality rules for the crews would increase the likelihood of building a successful TV sports entertainment business around the America's Cup. I'd like to see nationality rules. But you can't try to justify imposing them as "tradition."

The '88 campaign proved that the parameters of the original Deed of Gift had loopholes broad enough to sail Fay's monster monohull through.



RICH ROBERTS

In the years between the first challenge and *Australia II*'s victory, there were stormy incidents, including accusations in 1893 from Lord Dunraven of cheating by the Americans. But there were also periods of good sportsmanship, including the five unsuccessful attempts by Sir Thomas Lipton "to lift the auld mug." Even good sport Lipton gave the New Yorkers fits, though.

Faced with needing to fund and build yet another defender for Lip-

ton's third challenge and wanting to scare off the pesky Irishman, the NYYC responded with *Reliance*, the largest yacht ever to sail in the America's Cup. With a maximum allowed waterline length of 90 feet, *Reliance* was 202 feet overall, from bowsprit to the end of her overhanging boom.

Her mainsheet was 1,000 feet long and four inches in diameter in the middle, and needed to be wound on drums below deck when sheeted in. *Reliance* had a fin keel with a bulb that weighed 102 tons. Designer Nat Herreshoff used the latest high-tech materials, like Tobin bronze for the hull. The topmast telescoped down into the steel mast when a topsail was not set. Herreshoff replaced hoops for the mainsail with mast tracks, and he invented two-speed winches. He made *Reliance*'s rudder hollow so water could be let in or pumped out to change the

In 2010, BMW Oracle's tri took on Alinghi's cat and triumphed — after an equally contentious courtroom battle.



BMW ORACLE RACING

feel of the helm in varying conditions. The America's Cup has always been a technology battle.

Reliance was described in the press as dangerous, a freak and a menace to the crew, having nothing to do with normal yachting. Does that sound like some of the comments about the AC72s? Even Herreshoff agreed that *Reliance* was extreme. In his America's Cup career he designed and built the winning yacht for six successful defenses, and he even helmed one, *Vigilant*, in 1893. Herreshoff's yard built two more defenders in the 1930s, after he stopped designing: the J Class



FITZ HUGH LANE / PEABODY COLLECTION

In 1851, American artist Fitz Hugh Lane recorded the yacht 'America's historic victory in this classic portrait.

yachts *Enterprise* and *Rainbow*. Will anyone ever surpass his America's Cup record? I think not.

What would Captain Nat think of the 2013 America's Cup in San Francisco? He would love it. Believe it or not, while still the age of our current Facebook generation, Herreshoff designed and built the first racing catamaran, *Am-*

With their revolutionary foils, the new generation of AC warhorses, such as Oracle Team USA's '#17' (below), venture into the realm of flight.



GUISLAIN GRENIER / ORACLE TEAM USA

A BRIEF HISTORY OF OF THE AULD MUG



Herreshoff was bitter for years after his revolutionary cat was disqualified.

stood, catamarans were banned from yacht racing, and the New Yorkers tried to console Herreshoff with a medal for having the fastest sailing craft on the planet. He remained bitter, noting that the charter of yacht clubs said they were

The tradition of the America's Cup as a technology battle has never been more intensely showcased.

aryllis, in 1876. He sent a description with his entry in the NYYC's regatta celebrating the U.S. centennial, and sailed *Amaryllis* from Rhode Island to New York, sleeping on the wooden platform under a tent rigged over the boom. The entry was accepted, but when *Amaryllis* took line honors, she was disqualified: "Not a yacht; you can't sleep on it." He showed them his tent but to no avail. The DSQ

Of course, the 1988 Defense was won by the catamaran *Stars and Stripes* over the New Zealand "Big Boat" in the "Coma Off Point Loma" — a completely lopsided regatta followed by two years in the New York courts to decide who would keep the Cup. Twenty years later, we were back to multihulls and the America's Cup spent another two years in court before Golden Gate Yacht Club's challenger, BMW Oracle Racing's wing-sailed trimaran *USA 17* defeated Switzerland's defender, the catamaran *Alinghi 5*, off Valencia, Spain in 2010.

There will be five AC72 cats training and racing on the Bay this summer — two from Oracle Team USA, and one each from challengers Artemis Racing of Sweden, Luna Rossa from Italy and Emirates Team New Zealand.

Artemis and New Zealand will each have two boats but will only sail one, keeping the other as a spare, and hoping they don't need it, since the second (later built) boats should be much faster than the first. Luna Rossa will only build one boat and hope they can develop it continuously to match the others' firepower.



Ahead of his time: In 1876 Nat Herreshoff shocked traditionalists with the introduction of his revolutionary racing cat, 'Amaryllis'.

crew and a lot of sophisticated, heavily loaded control systems for the wing and foils, deck layout and crew choreography may be the sleeper design issue.

In the 30 years since Australia took the cup from the NYYC, there have been many changes. Only four countries have now held the Cup: USA, Australia, New Zealand and Switzerland. We have gone from 12-meter yachts to the Big Boat-vs-catamaran match in 1988. Then the relatively friendly period of the International America's Cup Class (IACC) from 1992 to 2007. That period ended with one of the best America's Cups ever when Switzerland's *Alinghi* defended in 2007 against 11 challengers from 9 countries in Valencia.

Unfortunately, that episode was followed by one of the most painful periods in America's Cup history, with the legal battle leading up to Golden Gate YC's win by Larry Ellison's monster trimaran. One thing is for sure about the next chapter of AC history: the sight of hydrofoiling wing-sailed cats on San Francisco Bay this summer will be spectacular!

— jack griffin

Sailing and taking flight used to be two distinctly different endeavors. But this summer AC72s will be 'flying' around the course.

for the advancement of naval architecture. In his memoirs he remembered his catamarans as his favorite designs.

now the focus of attention has shifted to the daggerboards and their control systems that allow the boats to hydrofoil — flying, with both hulls completely out of the water. All the teams are testing foil shapes and configurations, looking for the tradeoffs between lift and drag, trying



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ST. BARTH

If you wanted to participate in three of arguably the best, most popular and diverse sailing events in the Caribbean, you only needed to be at the French island of St. Barth between March 28 and May 5. Although the island is only eight square miles and has a population of fewer than 10,000, it's becoming an ever-more-powerful magnet for great boats, sailors and sailing events. That's because it has the great Caribbean sailing conditions, it's stylish in a chic French way, and the events have the enthusiastic support of the locals and the government. It doesn't hurt that St. Barth is the cleanest and safest island in the Caribbean.

In the 1970s, St. Barth was among the poorer and less-visited islands in the Eastern Caribbean. Then came the photographers, supermodels and rock 'n' rollers to join the free-spirited pot smugglers. The island has prospered dramatically since then. While the island culture has necessarily suffered as a result of the hedge fund managers and Russian oligarchs replacing the pot smugglers, St. Barth has somehow managed to hang onto most of its soul. While not quite as magical as it was 25 years ago, the island is still free of big hotels, fast food joints and other concessions to mass tourism. And it still has special moments. One evening we walked by the Anglican Church and heard the voices of the choir sending Pink Floyd's *Another Brick in the Wall* off with the trades.

St. Barth's signature event is the Bucket, held for the 18th time this year. When it comes to sailing spectacles, we think it's the greatest in the world. It would be hard for it not to be, as the concept is to invite 40 of the world's biggest sailboats — surely over 100 feet — to compete in three days of friendly racing.

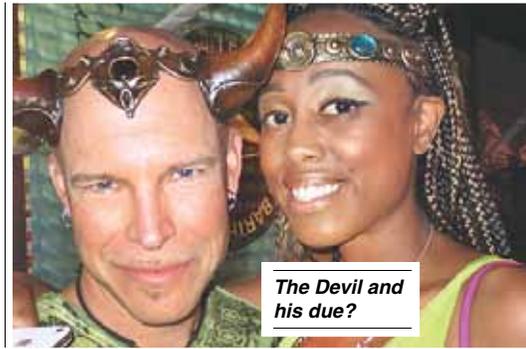
The year's Bucket was terrific, with 31 boats in four classes, headlined by the 289-ft *Maltese Falcon*, now owned by Cypriot hedge fund manager Elena Ambrosiadou. In addition, there were five J Class yachts, the largest gathering of these 135-ft monster racing machines since World War II.

In order to avoid multimillion-dollar smashups, each Bucket boat has a Safety Officer, boats are prohibited from coming within 140 feet of each other, and the races — except for the J Class — use pursuit starts. Safety considerations now keep the boats farther apart than in the past so it's not quite the spectacle it once was, but there's still nothing else like it.

This year's Bucket featured every-



**Russell of England,
Tammy of South Africa.**



**The Devil and
his due?**



**The 140-ft 'Rebecca' being
chased by the 105-ft 'Chrisco'.**



**The Bucket's Overall Winner was the 181-ft
schooner 'Adela', launched in 1903.**



SAILING TRILOGY

PHOTOS BY LATITUDE / RS & LATITUDE / DDM



The 203-ft schooner 'Athos'.



Mimi of Paris, off to Laos.



The 174-ft sloop 'Salperton IV'.



Yoyo and Edith of St. Barth.



The 185-ft Perini Navi 'Panthalassa'.



Gerry of Paris; Alice of St. Barth



The 164-ft 'Zefira'.



Ethan of the Vineyard; Dal of S.B.



ST. BARTH

thing from light winds and bright sunshine to 28 knots and pouring rain. No matter the weather, spectators had many opportunities to get up close to the huge yachts as they glided by. It's hard to appreciate the majesty of a 180-footer at speed until you can nearly reach out and touch one.

Even watching the crews at the dock was entertaining. After most races there were riggers dangling from 150-ft mastheads for long periods of time, and it took 25 people to pack the chutes. Putting the boats to bed after each race is a major project that requires private navies.

How much does it cost to race in the Bucket? Too much, if you have to ask. The owner of one 150-footer reportedly spent \$30,000 on logo wear alone, rented six villas for the crew at about \$15,000 each, picked up the tab for \$10,000 dinners, and naturally had to pay a bundle for airfares. Racing the more competitive of these giant boats around the courses safely requires top-flight sailors, at least in the skilled positions, and they have to be flown in from the distant sailing centers of the world.

While winning is supposed to be a secondary consideration, more than half of the Bucket boats sailed competitively. This year's overall winner was the 181-ft schooner *Adela*, launched 110 years ago. She was skippered by Shag Morton, the antithesis of today's clean cut, corporate helmsmen. Although Shag has been partially mellowed by marriage and fatherhood, he was one of the original unkempt wild sailors of the Caribbean. Dennis Conner, who used to drive *Adela* in the '90s, was along to critique the crew work and maybe hit a starting line.

The other great schooner in the event was the gorgeous dark-hulled 203-ft Hoek-designed *Athos*, which had to drop out of the final race because of a crew injury. When a big wave hit *Athos*, a pile of sails was knocked over, one of them onto the leg of a strapping young crewmember. Racing sails for 200-footers are huge and weigh a figurative ton, so there went the ligaments in his knee.

If the Bucket is for billionaires, the Voiles de St. Barth, now in its fourth year and the island's up and coming event, is for everyone. Sure, there were some big boats among the 65 entries. The Swan 100 *Varsovie*, run by Mill Valley's Patrick Adams, was the biggest until she was knocked out of the first race by a broken headstay. That left the door open for another woman who likes big boats, Vicky



The Seattle based 'Hamachi' with Carl Buchan.



Girrrllll power trimming on 'Wild Horses'.



The Island Water World Melges from St. Martin, soon to be dismantled.



When you take a wave in the Voiles, it's a relief.

SAILING TRILOGY

PHOTOS COURTESY VOILES / TIM WRIGHT / CHRISTOPHE JOUANNY / LATITUDE 38

Peter Aschenbrenner's S.F.-based Irens 60 tri 'Paradox.'



Lucky Poupon



S.B. Zen sailor Rosemond



Six Melgi went at it in the ocean. Racing was often close.



The layday party at Nikki Beach. Dancing on the tables!



Karl of S.B. and Amsterdam



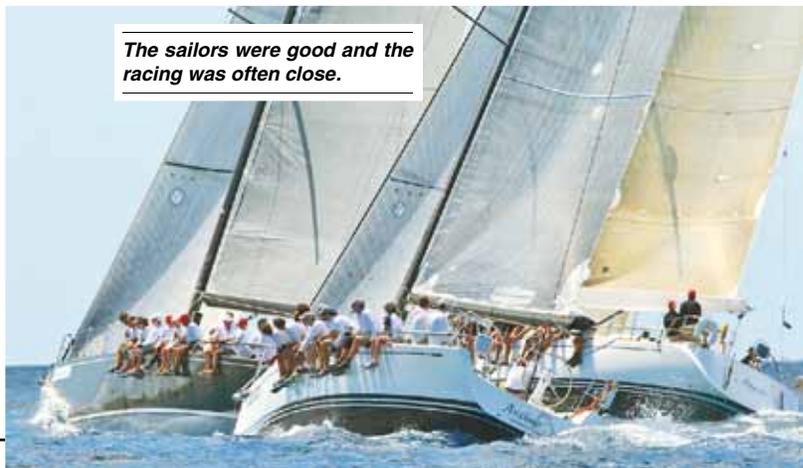
If you're gonna start racing, why not on a Volvo 60?



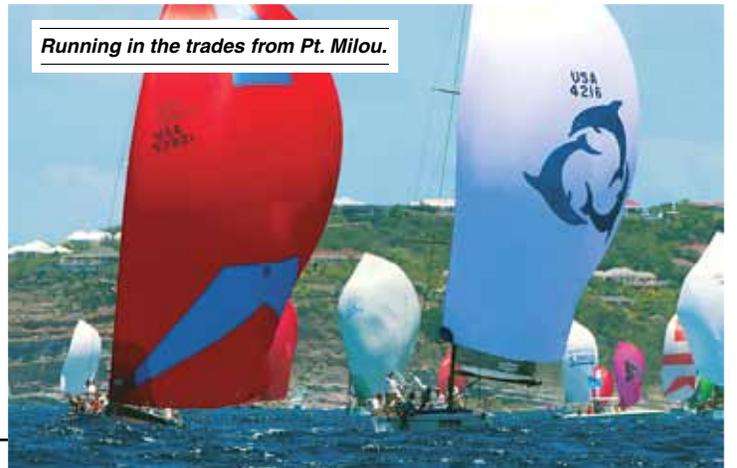
Alan of St. Barth



The sailors were good and the racing was often close.



Running in the trades from Pt. Milou.



ST. BARTH SAILING TRILOGY

Schmidt, to take the maxi division with her Swan 80 *Serene*.

There were some no-expense-spared all-out race boats, too, such as the class-winning TP *Vesper*, managed by Ken Keefe of KKMI in Sausalito. She was first to every mark of every race. But the Voiles was also home to some hardcore small boat sailors, including the crews of six Melges 24s who braved the open ocean conditions.

Lucky Poupon, a vet of three races around Cape Horn and many transoceanic events, is not one to give small boats and non-spinnaker entries easy courses. On the last of four races, for example, he sent the Melges and non-spinnaker classes on a 25-miler — which meant they sailed close to 35 miles before it was all over — into the Atlantic, where the trades were gusting to 25 knots and the seas to six feet. Not that there were many complaints, as the Voiles competitors are a hardy bunch.

Thanks to the 120 volunteers, the Voiles does a fantastic job of organization and taking care of owners and

crews. Each boat, for instance, is given a conciegre. Crew are given their own wild and crazy nighttime beach party in addition to the nightly dock parties with live bands at the quay. And as each boat crosses the finish line, she is given two bottles of icy Champagne. The French know how to put on a race, and they wrote the book on *joie de vivre*.

Another great thing about the Voiles is that there seemed to be lots of crew positions open on fun boats. For example, more than a few crew made their racing debuts on either of two Volvo 60s, *Cuba Libre* or *Ambersail*.

The last event of the St. Barth season is the West Indies Regatta, which is going to be about as different from the Bucket as could be. The idea of the regatta is to celebrate the Caribbean's work boat heritage. Back in the day, neither the fishing boats nor the cargo carriers had engines, and making those basic and sluggish boats go in challeng-

ing conditions took extraordinary skill and patience.

St. Barth has really gotten behind the West Indies Regatta this year, and 14 boats are expected, each hopefully bringing goods from their respective islands in order to recreate an old-time market on the quay.

Typically the boats that participate in the West Indies Regatta are rough and in need of much deferred maintenance. And their owners and crew are usually light on funds. But based on their visit last year, they've got more sailing soul than most of the owners of boats in the Bucket. We're proud of St. Barth for recognizing the importance of the Caribbean's sailing heritage, even if there's no money in it.

If you're a sailor who likes the tropics and variety in sailing events, you might keep the St. Barth trilogy in mind, as even the calms between the storm of events are a pleasure.

— **latitude/rs**



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BOATYARD TOUR

April offered boaters a great opportunity for serious outdoor boat work for the entire month. Gorgeous weather and mellow temps drew many to the yard, though every last one would rather have been sailing — or at Strictly Sail, which was running as we made our way around to Bay Area boatyards with our trusty Nikon for our annual Boatyard Tour.

As always, we met wildly different sailors. Some of them were content to sail on the Bay, while others were planning circumnavigations. Everyone was doing a bottom job, of course, but some were in the final — and not-so-final — stages of extraordinarily long refits. We talked to a Ph.D., a cosmetologist, an architect, a boatwright, a business owner and a few things in between.

That's the thing about sailing and sailboats. It doesn't matter how many letters you have behind your name or how fat your bank account is, we're all trying to harness the same breeze and current to take us wherever they will. And you can't put a price on that!

— **latitude**/*ladonna*



Angelique, Columbia 57 — "You think watching grass grow is boring, try watching epoxy dry," laughs Andy Kurtz as he waits for some five-minute epoxy to cure, posed like the little boy holding his finger in the leaking dike. But if Andy's refit of *Angelique* proves anything, it's that he's a patient man.

"I bought her in Florida seven years ago and moved her to my home in Hawaii," he says. He chartered the boat there for about a year before moving back to the Bay Area, where he'd grown up and run his own boatwright business. Now working for the family plastic injection molding business, he's spent the last six years working on the boat.

"I knew I needed to replace the teak decks," he recalls, "but when I started the project, I realized I had termites. I ended up replacing 80% of the deck."

Of course removing the decks meant the joiner work belowdeck would be ruined so he gutted the boat and started from scratch. "It's an old hull with new everything else."

And when he says everything, he means it. New engine, new plumbing, new electrical system, new interior, new carbon strut. *Angelique* even has new topsides. "There were millions of crazing cracks so, during this haulout, I ground it all down, glassed, faired and primed," says Andy. "I've only been out six months!"

Andy says he hopes to be back in the water soon, but it'll be another year before he's done restoring *Angelique*. "Then I'll be out chartering her on the Bay, and getting ready to sail her around the world."



Rapture, Caliber 40 LRC — Boat partnerships often fail because one partner isn't interested in doing the maintenance required to keep a boat in tip-top — or even sailable — condition. So when a longtime owner of a boat is approached by someone wanting to join forces, he might wonder about the wannabe partner's dedication. Not so with Mike Warner and Greg Newman.

Immediately after buying *Rapture* new in 2004, Mike put her in charter at Club Nautique. Greg was one of the untold number of people who learned to sail aboard *Rapture*. "I got my offshore sailing certification on this boat," he notes, "so I know how she behaves in heavy weather offshore."

When Greg and his wife Susan started talking about going cruising one day, they knew they would need to be as self-sufficient as possible, which meant learning about more than just sail trim. A mutual friend introduced the couple to Mike and his wife Laurie, and the Newmans made an offer the Warners couldn't refuse: They would become full boat partners on the condition that the Newmans be allowed to work on every system on the boat and be involved with every aspect of maintenance.

"We've done all the fresh and sea water hoses, impellers, pumps and so on," says Mike, a retired engineering executive.

"The learning curve has been hyperbolic," laughs Greg, who spends his days as the head of the Geophysics Department at Lawrence Berkeley Labs. "But it would be foolish to take off for Mexico and the Marquesas without knowing boats and boat systems."

Rapture had been hauled for just five days and was ready to splash when we met Mike and Greg. In that time, they'd managed to complete a bottom job, serviced the thru-hulls, and installed a new prop shaft and Autostream feathering prop. And they did all the work — with the exception of cutting the shaft — themselves. Now that's teamwork!

Kittiwake, Bird Boat #9 — When a wooden boat owner is nearing the end of a long haulout, he doesn't have a lot of spare time for visiting. "The challenge is keeping people away who just want to chat," says Rob Fenner, an architect who's owned *Kittiwake* for 23 years — ever since he moved to San Francisco Bay from Michigan.

When we distracted him, he'd been hauled for five weeks and was firmly in crunch time. "We're jamming." During her time on the hard, *Kittiwake* underwent more than her normal yearly bottom job. Not only had Rob reefed out miles of original caulking, but he pulled every square iron nail that held the Bay classic together and replaced them with bronze screws.

The caulking itself was primarily handled by Rick Mercer. "Rick is a seasoned caulker, and is actually restoring another Bird Boat — *Puffin* — in Larkspur," says Rob. He went on to note that two other Birds are being restored in the Area, soon to join the fleet: *Teal* and *Bobolink*.

As any wooden boat enthusiast knows, keeping a woodie out of the water for so long can cause her to dry out (that's bad). To combat this, Rob carefully timed his haulout to coincide with cool, damp — but not soaking — weather, and sprayed the boat down with fresh water seven times a day! "But now the tarp is up and it's go time," he notes. "No time for water, just get it done."

And if anyone wants to chat for too long, Rob invites them join in the fun. "Caulking school starts at 6 p.m. — come back then!"



BOATYARD TOUR

ALL PHOTOS LATITUDE / LADONNA

Sail On Salon, Cheoy Lee 41 — We can't remember ever meeting anyone working on their boat who was as dolled up as Laura Jensen. "I'm a cosmetologist and my makeup has sunscreen in it," she explains. "I have to use that anyway, so once that's on, I might as well finish!"

Laura and her partner Daniel Perkins, a musician and mechanic, bought their beloved Cheoy Lee 41 *Sail On Salon* nearly three years ago and have been steadily upgrading her ever since. "We replaced all her interior wood, went through all her systems, rewired and turned her into our home," Laura says.

They'd been living aboard in Half Moon Bay until it was time to haul out, when they brought her north to the Bay. "I really believe boats are alive," says Daniel, "and we rescued her. She'll take care of us. On the way up, we went over a 14-ft wave with such grace and smoothness. She's a great sea boat."

They were hoping to be back in the water within a week of our meeting, but had a ways to go. They'd already replaced the prop shaft and some thru-hulls — they also got rid of a few along the way — installed a grey-water tank, and rechromed the portlight frames. "Now we're stripping off 11 layers of bottom paint as well as varnishing," Daniel notes.

Once in the water, the couple plan to head south to Southern California to be closer to their grandkids and possibly start up a charter business with the boat. "Life is once and they'll be grown and gone before you know it," says Daniel. "The only way you get to do it is to go there."



Benevento, Pacific Seacraft 40 Voyagemaker — What's wrong with this picture: A man kicked back in a lawn chair enjoying a cold brew while his wife is suited up like one of the bad guys from E.T. and rolling bottom paint like crazy. Ask Darold Massaro and he might say, "Sounds about right to me!" His wife Jennifer might disagree.

"You caught us at the end of a very long to-do list," he says. "We're leaving here October 2 for a two-year trip and, with the exception of new standing rigging, she's ready to go."

The Massaros — including 9-year-old son Dante — have planned for a circumnavigation but accept the very real possibility they may get sidetracked along the way. But the ultimate goal is to end up in Italy before heading back to the Bay. "Unless I can sell two more years," Darold says, nudging Jennifer.

"That's his not-so-secret plan," she replies, rolling her eyes a little. "We'll see."

During their trip, Dante will be homeschooled. "We call it boatschooling," the energetic young man corrects. And once the floodgates were opened, there was no stopping Dante from sharing his excitement for the upcoming adventure.

"I'm nervous to leave my friends," he admits, "but since I'm in Miss Dufor's class this year, I'm going to send them photos and they're going to ask me questions about the places we go. They're even going to put up a gigantic chart of the world and put pin marks in it to show where I am!"

Having been sailing since he was six months

— DOIN' IT DIY-STYLE



Now & Zen, Newport 30 Mk II — As a lifelong Bay sailor, and a longtime solo racer, it's little wonder that Tony Bourque (center) has thought a lot about doing the Singlehanded Sailing Society's premier event: the Singlehanded TransPac. It doesn't help that he often crews for Jim Quanci, overall winner of last summer's running of the event aboard his Cal 40 *Green Buffalo*, and a multi-year Pacific Cup vet.

"We both work at AutoDesk," says Tony, "and he almost has me convinced that, instead of prepping *Now & Zen* for the race, I should buy a Moore 24 and just sell her when I get there."

While he might get there faster on a Moore, it would be a shame for Tony to live in such discomfort when he's put so much work into *Now & Zen*. "For this haulout, we're doing a bottom job and having some prop work done," he notes. "But last summer she got a new rig." (We couldn't help noticing the reflective vinyl he'd applied near the masthead, a trick he learned in the pages of *Latitude*.)

Tony had the help of friend Jaimie Jensen and crewmember Daren Heldstab during his haulout. Nowhere to be seen were his other occasional crewmembers: two daughters and his mom. "They'll normally go up to the Delta with me every summer," he says. "But this year my 15-year-old made it perfectly clear that she's not going."

The next item on Tony's list is a new suit of sails. "Mine are really old," he says. Sounds like a trip to Hawaii and back would be the perfect way to break them in!



old — a greater percentage of his life than his dad, who grew up sailing on the East Coast — Dante is an old hand at stuff like navigating with a sextant, taking bearings, doing the dishes, handing Dad tools and, his favorite boat job, fishing. "I've caught, like, 30 fish in my life. No! Probably even 50!"

As the co-owner of a social media company, Darold plans to work along the way with the help of onboard satellite — "It's pricey!" — while Jennifer is taking a two-year leave of absence from her communications job. But don't worry; Dante's comic company, *The Funny Pages*, will continue to thrive as long as he continues to draw.

"Kids are interested in learning when they don't know they're learning," says Jennifer of Dante's education in the business world. "We found a great company that works with us to design a program to suit him."

During their haulout, the Massaros did a bottom job, as well as changing the PSS shaft seal and MaxProp. "We learned about galvanic corrosion when we had our boat berthed in Santa Cruz," Darold says. "We had to have the MaxProp repaired and are putting it back on. At least we have a spare prop!"

As for Darold's job 'supervising' Jennifer's painting, we never did get a straight answer, but it was easy to see that this entire family is working as a team toward a common goal. We can't wait to hear from them — especially Dante, we must admit — during their trip.

BOATYARD TOUR

BOTTOM JOB TIPS FOR DIY-ERS

If you're a glutton for punishment — or just want to save a few bucks — painting the bottom of your own boat isn't a complicated process. It's difficult, but not complicated. Here are a few things to keep in mind.

- Call around to various yards for rates and to make sure they allow DIYers.
- Before hauling out, be sure you know what's included in the price quoted by the boatyard. Most include pressure washing, which is a must before starting your bottom job.
- Most yards require that you tarp under your boat to capture particulate. Some supply the tarps, some don't.
- While the hull is drying, you can check for any previously unknown issues. Any cracks in the rudder? Does your hull-to-keel joint have a 'smile'? Are your thru-hulls in good shape? Any blisters that need repairing? Unless you like the smell of curing epoxy, save yourself some time and trouble by focusing on blisters larger than the size of a quarter.
- If your bottom has eleveny-one old coats of heavy bottom paint, you should consider stripping it all down to the gelcoat. Think about how heavy one can of copper-based bottom paint is. Now multiply that by however many

gallons your boat takes times the number of bottom jobs she's had. That's a lot of weight!

If you do decide to strip, check with the yard about their policies on using chemical strippers vs. hiring it out to someone with a machine.

- Before you start sanding, head down to your local chandlery and pick up the following items: Two Tyvek suits per person (at least); a box of latex or nitrile gloves, or a pair of heavy-duty rubber gloves (these will last longer but are clumsy to work in); one respirator per person; eye protection; ear plugs; paint rollers and trays; 1" blue masking tape; cheap chip brushes; a gallon of acetone; blue paper towels; bottom paint. The amount of paint depends on the size of your boat and type of paint, so read the manufacturer's recommendations. Also pick up a can of whatever clean-up solvent they recommend.

- Most yards require that your orbital sander (preferred) be connected to a vacuum. Some want you to rent their equipment, others not. Regardless, make sure you have spare filters for your vacuum because you *will* clog it.

- If you're not stripping the paint, suit up. Take care to tape the cuffs of your sleeves around your gloves to minimize the amount of toxic dust that will touch your skin — it burns!

- An orbital sander will save you time and sore muscles . . . oh, who are we kidding? You'll have sore muscles regardless, but they'll be *less* sore. Buy the roughest sandpaper you can find (60 grit, typically), and get to work. Sand until you have a smooth, solid surface.

- Assuming you're not doing any other work, use the blue paper towels to wipe the hull down with acetone. Most yards won't want you washing your bottom paint dust down the drain, plus the acetone will remove any oils.

- Tape off the waterline with the blue tape, being careful to get as clean a line as possible.

- Have the yard shake your paint, or use a special paint mixer on the end of a drill to mix the heavy sediment into the paint.

- Roll on the paint. Use brushes to get hard-to-reach spots. By the time you make it around once, you're ready for a second coat. Apply one last 'hot lap' around the waterline. Be sure to save a small amount of paint.

- Either have the yard move the jack stands or, when the boat is in the slings, use the last of your paint to coat those bare spots and the bottom of the keel.

- You're done! Now hie over to the nearest pub and lift a cold one — if you can — to all your crew's hard work.



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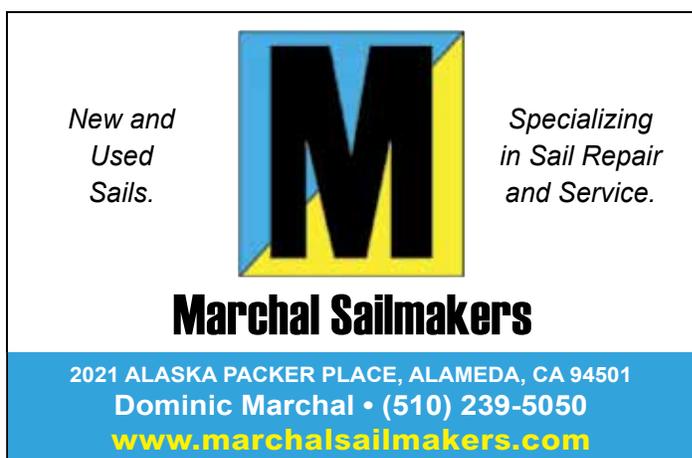
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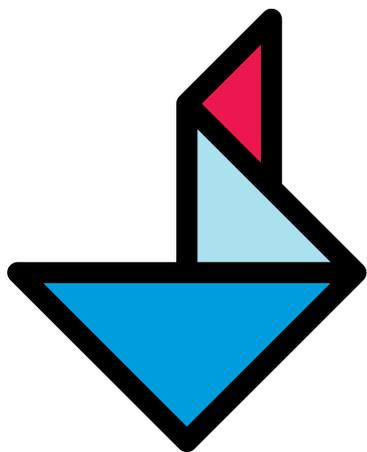


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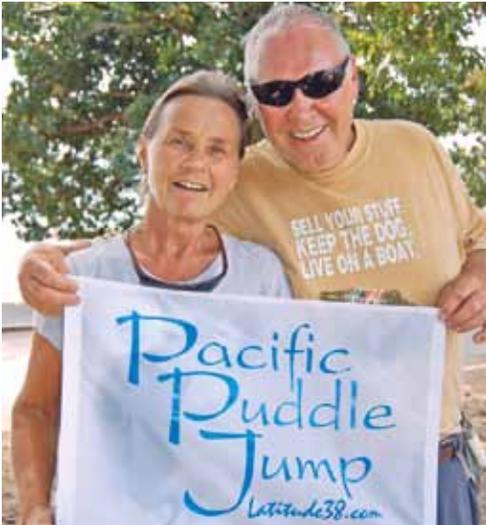
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DREAM CHASERS —

Just under 200 boats registered for our loosely structured Pacific Puddle Jump rally this year. That tally makes this annual migration from the West Coast of the Americas to French Polynesia one of the largest cruising rallies in the world. It's also one of the most internationally diverse — especially the contingent who are now jumping off from Panama.

Although often referred to as The



Kaija and Gary of 'Kaijason' are a bit behind schedule, but what do they care?

Ditch, we think of the Panama Canal as 'The Great Funnel' because it is the conduit through which westbound boats from all over the world must pass in order to enter the Pacific — unless, of course, they want to make the 9,000 mile diversion around South America.

At our PPJ Send-off Party in March at Panama's Balboa YC, we met sailors from the U.S., Canada, Europe, South Africa,

"We set a 10-year goal to go again and 12 years later we made it."

Australia, New Zealand and elsewhere, all eagerly anticipating making sunny, palm-fringed landfalls in the fabled isles of Polynesia.

We'll introduce you to them here, and hopefully some will share tales of their South Pacific adventures with us in future editions of *Latitude*.

**Kaijason — Beneteau 50
Gary & Kaija Leno, Vancouver, BC**

Cruiser quiz: How do you get a reluctant partner to go cruising with you?

Name the boat after her or him. This tactic isn't guaranteed to work every time, but it was successful for Gary. Not only that, he made this 50-footer a Christmas present to Kaija. "How could I say no?" she asks with a broad smile.

Their long-term cruising dreams were born in 1992 when they did an ARC Rally across the Atlantic. Although they're from BC, they bought this boat on the East Coast in 2003. "We said we'd give it 10 years or until the fun stops. But it took us the first eight years just to get through the Caribbean. So if it's another 10 years that's fine with us." One thing you can bet on is that cruising plans always evolve.

**Shellback — Custom Schooner
Gerrit & Sue Drent, Long Beach**

Gerrit and Sue took the old-fashioned approach to fulfilling their cruising dreams: They built their own boat. And not just any boat. *Shellback* is a 65-ft Bill Crealock-designed schooner built of steel. Gerrit claims his earliest inspiration to sail the South Seas was watching the 1950s TV show *Adventures in Paradise*, so this trip has been a very long time coming. "We've sold everything but the boat," explains Sue, "so we're just going to take our time and enjoy it."



With the boat finally built, the 'Shellback' crew is all smiles.

**Full Monty — Privilege 48
Will & Jenny Lang
Topsail Beach, NC**

We're not sure how the boat name *Full Monty* relates to this family of sailors — it was famously used in a hilarious British comedy film to describe the strip-teasing antics of a bunch of unemployed steel workers. Captain Will, his wife Jenny, daughter Justine, 12, and son Colin, 10, all seem to have a healthy sense of humor, so perhaps that's the connection.

In any case, this happy crew seems thrilled to be heading west this season, as departure to the islands has been a longtime dream. "I was a cruising kid myself," explains Jenny. "Will and I started cruising before kids, 14 years ago. We thought we were going west then,



but plans change and things happen." Things like having two kids. "So we set a 10-year goal to go again and 12 years later we made it."

So far the kids seem to be having a ball, "I've loved all the things we've seen,"



As far as we can tell, 'Full Monty' is a boat full of happy sailors.

says Justine, "whales in Maine, dolphins in the Bahamas..." Her brother feels the same, "I love snorkeling sooo much. It's amazing, magical," says Colin.

**Voyageur — Morgan 461
The Bauza family, Berlin, DEU**

Michael, who hails from Germany, and his Trinidadian wife Maina think of their boat as a floating classroom, as they are educating their 14-year-old son

PACIFIC PUDDLE JUMP PROFILES, PT II



Posing here in front of the Balboa YC, the Panama contingent of the PPJ Class of 2013 is a wildly diverse group of adventurers.

Nikolai as they cruise. How does he like the boating life? It appears that he loves it, but then it's the only life he's known, as he was "born aboard a boat," and has lived aboard ever since.



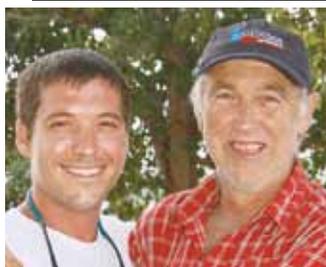
Young Nikolai will get a real-world education on 'Voyageur'.

Miss B'Haven — Morgan 44 John Marshall & Paul Amone Tasmania, AUS

In the U.S. you rarely find farmers who are sailors, but in Australia and New Zealand it's easy to find folks who till the soil all week, then grind winches on the weekends. John, whose home is on the Aussie island of Tasmania, is a perfect example. The way we understand it, he bought this boat in the Virgin Islands three years ago during one of several six-month stints away from his farm.

Through a friend, he met crewman Paul who was working as a scuba instruc-

tor in St. Thomas. Goes to show, you never know what opportunities might come



The 'Miss B'Haven' crew have a reputation to uphold.

your way when you get away from the main-stream.

Sheer Tenacity — Shearwater 39 Rod & Mary Turner-Smith Cape Town, ZAF

Although John was born and raised in the South Pacific, he's not yet seen French Polynesia — as it lies 2,000 miles to windward.

Rod built this Dudley Dix-designed sloop in the couple's garden over a three-year period, while Mary wound down the family business. Despite the years of preparation, though, Mary wasn't totally sure such an adventure was for her. "She said she'd bail out at St. Helena Island if she didn't like it," recalls Rod. "But we've done 10,000 miles since then, so I guess she's okay with it."

The highlight so far was spending nine months in Brazil, which they loved. After that they spent a couple of years in the Caribbean before transiting the Canal.

Beez Neez — Warrior 40

Pepe & Big Bear Millard, Plymouth, GBR

"We're on a 10-year plan to circumnavigate," explains Pepe. But Big Bear quickly adds, "Which is already five years behind schedule!" They left Plymouth, England, in 2008 and have had so much fun exploring the Caribbean and Eastern Seaboard that their original schedule was thrown overboard long ago.

Their kids have been complaining that *Beez Neez* has been doing too much zigzagging north and south, so now, at last, they're headed west again.



Pepe and Big Bear are having big fun.

Rogla — Alubat Ovni 38

Tom Robinson, Edmonton, AB, CAN

On the 3,000 mile passage to the islands, Tom will be in the company of his brother Larry and good friend Bevan Slater. "I was a sea cadet," explains Larry, "and I've been going to sea for 50 years. Tom needed crew and it was minus 20° at home, so joining him was an easy decision."

Cap'n Tom and his wife set out from Seattle in 2008 and have been working their way south ever since. "It's been a long-held dream to do an ocean crossing



We tested the 'Rogla' crew to see how well in sync they were with each other.

like this," he says.

Apparently his wife feels differently about so much open water. She will fly out and join him soon, however, for some interisland cruising.

DREAM CHASERS —

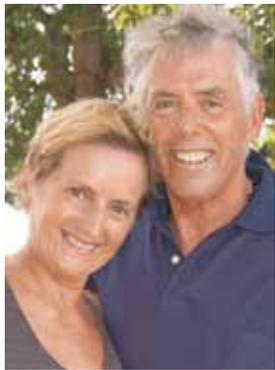
Sea Whisper — Fraser 50
Lionel Dobson & Barbara Erickson
Vancouver, BC, CAN

The tale of how Lionel and Barbara got together may warm the hearts of many wanna-be cruisers. They first met in the Med two years ago. When Lionel finally got back to Canada, he found Barbara's card in his chart table and looked her up — she's from Victoria. Lionel recalls,

"Life is not a dress rehearsal."

"On our first date she said, 'Where would you like to sail to next?' I said the South Pacific. She had the same idea, so we hatched a plan together."

He's a lucky guy, as Barbara seems to be an ideal traveling partner: "I've always loved sailing — I'm very passionate about it. I love visiting other cultures and learning about their traditions, and I love the journeys."



Lionel of 'Sea Whisper' found an ideal partner.

Gallivanter of Lymington — Gallant 53
The Elgar family, London, GBR

Adam and Tamlin's kids probably don't remember a thing about it, but they did a stint of cruising when son Jack was only two and daughter Katinka was only two months old. "It was fun," recalls Tamlin, "but mostly it was a lot of hard work." Now that Jack is 10 and Katinka is 8, things are different — everyone is having a fine time. "This time it's been a wonderful experience with the kids," says Adam, who is British.

They bought this boat 13 years ago in South Africa, where Tamlin was born and raised. We learned that her dad is one of the weather gurus there who advise cruisers about the best weather windows for sneaking around the Cape of Good Hope with its tricky Agulhas Current. Before this family has to worry about navigating those waters again,



The Elgars are heading to South Africa on 'Gallivanter', where Grandpa will keep them safe.

though, many adventures await them on their way around the planet.

Saliander — Tayana 55
Peter & Raewyn, Auckland, NZL

The *Saliander* crew proves there's more than one approach to South Pacific cruising. After a stint in French Polynesia, this Kiwi couple plans to reach up to Hawaii, then continue north to Alaska. The start of their cruise was different



The 'Saliander' crew will divert to Alaska.

from the norm also, as they bought this boat in Greece and started heading west — slowly — from there. "Here we are five years in and only a third of the way to New Zealand." But

what's the rush, right? In addition to visiting Caribbean islands, they spent a couple of seasons cruising the East Coast of the U.S. and loved it.

Tempest — Amel Mango 53
Bob & Annette Pace, Baton Rouge, LA

"Growing up in Colorado I dreamed about blue water sailing," recalls Bob, "but I had never actually set foot on a sailboat until I was 45." Annette, however, had three sailboats before this and a whole lot of powerboats.

They'd been friends for 10 years,

when one day at work they both found they were having a bad day. Bob said, "Wouldn't you just like to get on a boat and sail away?" Annette replied, "Well I've got the boat!" Turned out she'd been left with this boat in a recent divorce and was looking for someone to sail with." You never know where casual conversations around the watercooler might lead you. They've been out for six years now, and are apparently ready to take their adventuring up a notch.

Giggles — Hallberg-Rassy 42
Ben Kooiman & Anya Drok, NLD

In 2009, Ben left Holland for the Caribbean.



The 'Giggles' crew are taking their time.

When he got to the Dutch island of Curaçao in 2011, he met the ideal cruising partner, Anya. Like Ben, she's had a longtime dream of sailing to Tahiti. So the couple is now heading west with no particular timetable. "Someday," they expect to return to Curaçao.

Nirvana — Irwin 37
Marcus & Wendy Blackburn
St. John, USVI

"In 2006 we decided we wanted to take off on a sailboat," explains Marcus, "although we didn't have one and I didn't even know how to sail! But we bought one, fixed it up and took off. We never dreamed at the time of sailing around the world, but we did pretty well in our first year and liked it."



The 'Nirvana' crew made a long pit stop in the Virgin Islands.

After a stint exploring the Eastern Caribbean, the couple settled in St. John, USVI, in order to replenish their cruising kitty. While they were there, their South Pacific fantasies were nurtured after meeting

PACIFIC PUDDLE JUMP PROFILES, PT II

Tom and Amy Larson of *Sadie Sea*, who were just completing a circumnavigation, and humorist Fatty Goodlander and his wife Carolyn, who'd just completed their second lap!

Eric Anaclerio will be along as crew.

MacPelican — Whitby 42 The Lambert-Ryan family Southport, AUS

You guessed it, this boat's name was taken from one of nine-year-old Finn's storybooks. Since buying the sloop in Guatemala 15 months ago, this Aussie family has had a lot of fun aboard her while exploring the coast of the Western Caribbean.



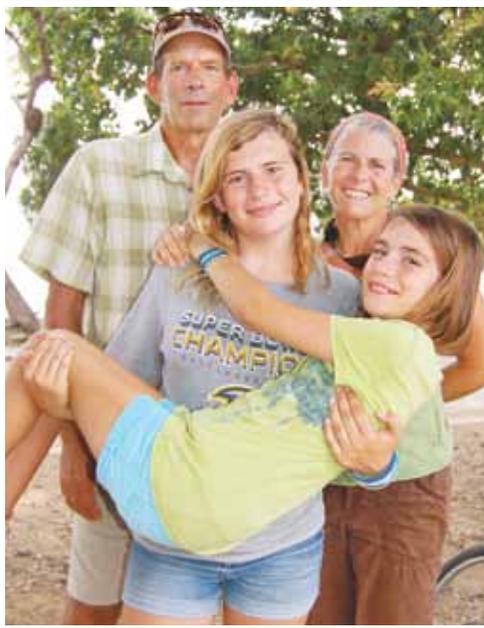
The 'MacPelican' crew calls the Land of Oz home.

But now it's time to start heading home to Southport, on an island (with a great surf break) south of the Great Barrier Reef. As you may have heard, the Australian economy avoided the melt down that the U.S. and Europe have suffered, so the Aussie dollar stretches a long way when shopping for boats in the U.S., Caribbean and Europe.

Elcie — 62-ft Custom Cat The Johnson Family, Oxford, MD

We found it interesting that this family that's based in a pre-American Revolution town with houses that date back to the 1600s has one of the most cutting-edge boats in the fleet. She's an aluminum cat custom-built in New Zealand to a David DeVilliers design.

As Cap'n Richard explained, the family lived in the land of the Kiwi while the cat was being built, but when their visas ran out they had to sail *Elcie* home — unfinished — to Oxford. "You mean, around the world?" we asked. No, they took her east through the roaring 40s of the Southern Ocean to Easter Island (4,500 miles), then east to Panama, upwind across the Caribbean, and home to the Chesapeake. Amazingly, neither Jessica (mom), nor her daughters Emma,



The Johnsons will help finance their travels on 'Elcie' by taking along paying crew.

12, or Molly, 10, jumped ship along the way.

After two years of finishing *Elcie* in Oxford, they're off again. "She's a working boat," explains Richard, meaning they take up to six additional (paying) crew on passages.

Pélagie — Lagoon 38 cat Nils Honhoff & Hanna Klaver Oostmahorn, NLD

"I always wanted to sail the world as a child," recalls Hanna, "but there was school, university, jobs... But then when you're in your 40s and 50s, and you've had a good life, you ask yourself, 'What else do I want to do with my life?'" At first I thought a sailing trip like this was not possible,



The 'Pélagie?' crew just might circumnavigate.

but then my husband said, 'Oh, I think I'd like that lifestyle too!'" So they started taking courses, sailing on bigger and bigger boats and, as Nils says, "Here we are!"

Plan A is to circumnavigate — unless the pull of their grandchildren becomes too strong.

Westwind — Yankee clipper 49 Randal & Carol Barnhart, Juneau, AK

This salty Alaskan crew has had some amazing adventures since setting sail from Valdez 15 years ago. Now, having

circled the globe via the Cape of Good Hope and the Panama Canal, they plan to head back to the northern latitudes of Alaska where they'll cross their outbound track, with a pit stop at Clipperton Island along the way. That said, these are hardcore cruisers so their plans are always subject to change. "Actually, we haven't ruled out another visit to the Marquesas along the way," admits Carol.

Good News — Pearson 37 Lonnie Rupert & Bona Gordovez Lima, Ohio

Although Lonnie is from the Midwest, he says he's been dreaming of South Pacific cruising for a couple of decades. He learned to sail in the Great Lakes 25 years ago. But for his girlfriend Bona, the sailing life is still pretty novel.

After meeting three years ago, they hatched a plan to sail to her home country, the Philippines, then bought this boat in Mexico in 2011. "It's a new challenge for me," she says, "but I'm loving it." No doubt that's 'good news' to Lonnie.



Lonnie and Bona expect plenty of 'Good News'.

Vindicator — Custom 60-ft Woodie Brian Milgate & Lily Yang Brisbane, AUS

It's not every sailor who can say nonchalantly, "Yeah, we're heading across the Pacific to Australia, then back up to China a year from now." But then Brian



Ever met farmers who love sailing? Meet the 'Vindicator' crew from the Land Down Under.

is no ordinary sailor. Although he doesn't look appropriately weather-worn, he's currently on his fourth circumnavigation! His Chinese wife Lily is on her second lap, and seems as eager to cross

DREAM CHASERS —

another ocean as he is. Interestingly, Brian counts Madagascar as his favorite destination, followed by the Marquesas and Bora Bora.

Rounding out the crew are former backpackers Ben Corke and Jenny Parsons (both British) who met Brian through working on his farm. Now they're heading back for another stint of manual labor — after a few glorious months of trade wind sailing.

Flour Girl — Cheoy Lee Offshore 44 The Edwards Family, Coral Bay, USVI

Unfortunately Cap'n David missed our shindig in Panama, but we met his wife Kim and seven-year-old son Zack. Interestingly — to us anyway — this family has been living in our old stompin' grounds, Coral Bay, St. John, USVI.

They're very excited about exploring the South Pacific, especially since they'll be buddy-boating with a French-Canadian family on *Sueño*. After cruising together for the past eight months, the two families now seem almost inseparable. Luckily, their boats travel at roughly the same speed. (Sorry, *Sueño* didn't of-



Kid boats attract each other. The crews of 'Flour Girl' and 'Sueño' will sail west in tandem.

ficially register, so we don't know much about them, except that they seem to be very happy sailors.)

Scott-Free — Contest 43 Steve & Chris Rawlinson Falmouth, GBR

"Sailing to the Galapagos then onward to the South Pacific has been a lifelong dream," says Steve. He and Chris are obviously thrilled to finally be on that

track. Now in their fifth year of cruising since setting sail from the UK, they've spent two years in the Med and three in the Caribbean.

"We started feeling bad that we were behind schedule," admits Chris, "but then we figured, what's the rush?" One of their unplanned side trips took them up into the Black Sea, which they found to be fascinating.



Schedules don't work for the 'Scott-Free' crew.

Kuan Yin 1 — Shannon 38 Bob Carey, Victoria, BC

Remarkably, Bob only started sailing eight years ago, after buying this boat. He explains, "I've always been attracted to the sea. After an experience living aboard a powerboat, I wanted something

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that would give me total freedom and allow me to go anywhere in the world — where the only limitation would be my interest, courage or skill." You've got to admire his attitude.

The boat's unusual name, by the way, comes from Buddhism. Kuan Yin is the "patroness of shipwrecked sailors."

Sharing the highs and lows of the crossing will be longtime friends Adam Wanczura and Edie Dittman, and Janet and Gord Macatee.

Waka Irie — Mariner 32

Seatz Hof & Jen Murray, USVI

With a name like *Waka Irie*, you might think this boat is crewed by Rastafarians. It isn't, although its Dutch captain, Seatz, sports a pretty respectable mop of dreadlocks.

He and his Kiwi girlfriend Jen are definitely living a lifestyle that a lot of young people would love (both are 31). They met in the Canary Islands while crewing on different boats in the ARC Rally. By the time they got to St. Lucia, both were thinking about buying a boat of their



The 'Waka Irie' crew will avoid the usual milk run.

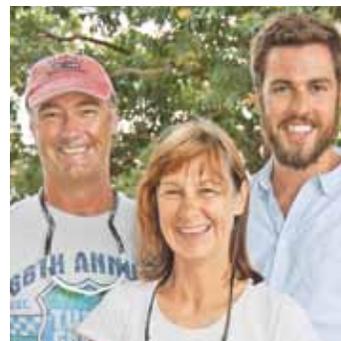
own. And they both soon focused on this affordable 32-footer. So rather than getting into a bidding war, they bought it together. And the rest, as they say, is history. During her travels so far Jen's favorite spots have been Dominica, Colombia, Sicily and Sardinia. Looking ahead, they both agree that they'll try to stay off the 'cruiser milk run'. Seatz, who's sailed the South Pacific before, says, "I think the South Pacific offers the best cruising for us. If you're independent, self-sufficient and you don't mind doing everything like the locals — eating like them, traveling like them — places like the Solomon Islands and Papua New Guinea are amazing!"

Zenna — Westerly Ocean 49 **Mark Dunn & Marion McQuarrie** **London, GBR**

"We're jumping off and jumping in with PPJ," say Mark and Marion. They're Brits who intend to retire in Australia after they tire of cruising. Or is that *if* they tire of it?

Having bought this boat in England

more than three years ago, they've taken their time to reach Panama. So far, their favorite stops have been Grenada, the Colombian port of Santa Marta and Panama's



The 'Zenna' crew plan to eventually end up in Australia.

San Blas Islands. We'll bet their next stop, the Galapagos, will soon be added to that list.

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DREAM CHASERS —

A Canadian crew named Matt had just joined them the day before our *fiesta*.

Moonbeam — Island Packet 52 **Ken Bardon & Jim Drinane** **Marco Island, FL**

"I've crossed the Atlantic three times," says Cap'n Ken, "but I had to wait until I totally extricated myself from business to do this."

He and his first mate, Jim, aren't worried about making such a long passage together, as they are longtime friends who've been boat partners in the past. Their wives will fly out to join them for some interisland cruising. The way we understand it, the plan is to leave the boat in Tahiti for the off-season, then return and continue around the world via South Africa.

It's common to have 'small world' experiences in the sailing community, but how about this one: Adam and Tamlin of *Gallivanter of Lymington* (profiled earlier) used to live right next door to Jim in Brooklyn. But of course, everybody knows everybody in Brooklyn, right?

Sunny — Catana 471

Aaron Worrall & Laura Payano, AUS

Aaron bought this boat in Florida two-and-a-half years ago and began exploring the Caribbean. While in Trinidad he met — and fell in love with — lovely Laura, and eventually invited her and her adorable son Javier to join him on the trip back to Australia.

Asked if she'd ever imagined that she'd someday sail to Tahiti, she replied, "No way at all. But it's a good adventure, so I'm very excited." Although born and raised in the islands, she'd only been sailing once before meeting Aaron. "I never expected to go to the other side of the world."

Javier seems to love the boating life so far, and we're told he has an uncanny

knack for alerting his mom and Aaron when any of the boat's gear is out of place.

Chat d'O — 42-ft Manta Cat **Bill & Marta Gervan, CAN**

"I've seen the world the fast way," says Bill, who is a retired Air Canada pilot. "Now it's time to see it the slow way and smell the roses as we go."

Bill's Colombian wife Marta is a bit nervous about making such a long crossing, particularly after recently suffering through 18-hours of strong *Papagayo* winds and rowdy seas in the Gulf of Tehuantepec. But typically, few Puddle Jumpers experience extreme conditions for long, if at all.

After several years cruising Mexico and Central America, Marta says, "For me the best part is fishing. I love to fish! And also getting to meet new people and learn new customs."



During his travels on 'Sunny' young Javier will be sure all is shipshape.

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Millennium — Jutson 60 John Clayton & Nat Kamphang Sydney, AUS

We met John and Nat at last year's send-off party, but due to a few substantial setbacks — such as replacing *Millennium's* engine — they had to delay their plans. "This year we'll make it, though," says John with confidence.

An aircraft engineer by trade, he built this fiberglass sloop 20 years ago, and set sail from Sydney six years ago. Somewhere along the way he met Nat — perhaps in her native Thailand — and they've been sailing partners ever since. The game plan is to work their way back to the Land Down Under, but as is wise for any cruiser, they're in no particular rush to get there.

Spruce — Hallberg Rassy 42 Sue & Andy Warman, GBR

By the time we threw our PPJ *fiesta* in Panama, Sue and Andy were already en route to the Galapagos. But we learned about their background via an email sent from mid-ocean.

Both grew up sailing and racing dinghies, and as adults they explored Northern European waters whenever

"I never expected to go to the other side of the world."

they could. They liked the cruising life so much that they retired early to pursue it.

Today, after cruising the Eastern Caribbean, the Eastern Seaboard as far north as the St. Lawrence Seaway, and elsewhere, they each have 40,000 offshore miles beneath their belts.

In the future they hope to explore Alaska and the Northwest. But that will be *after* island-hopping to Australia. Sounds like the good life to us.

Orca Suite — Morgan O/I 33 Bill & Belinda Tackett, San Diego

We'll close this month with an introduction to Bill and Belinda of San Diego

— whom we've met only via email. They didn't make it to either of our send-off parties, but didn't want to miss out on their 15 minutes of fame in these pages.

When they did their first stint of cruising in 1996, Bill was confident, as he'd grown up sailing in California. But for Belinda, who was born and raised in the Midwest, the sailing life was a completely new adventure. That trip took them from San Diego through the Canal and up to Florida.

This year, newly retired, they're thrilled to be back 'out there' again with an open-ended timetable. "Our motto," says Belinda, "is: 'Live, laugh, love, show respect for all cultures, and make time to dance while you can, because life is so precious.'"

Words to live by, and an excellent sentiment to close on.

In the coming months, after all these voyagers make their landfalls, we'll bring you a recap detailing both the highs and lows of the fleet's passage to Polynesia.

— **latitude/andy**

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MAX EBB

"Pole up! Pole back!" I shouted from the helm. "Pole back, now!"

I'd promised myself I wouldn't raise my voice at this crew. Most of them were very new to big boat sailing, although there were a couple of very accomplished dinghy sailors on board.

Lee Helm was to blame. She had recruited the entire crew from among her grad student friends at the local university sailing club, explaining that anyone who could sail a small boat could easily figure out a big boat. But she also insists that the reverse is not true at all; many experienced big boat sailors are helpless on dinghies.

She is probably right when it comes to handling the helm of a big boat, but her theory was proving false for cockpit crew. These kids were many steps behind the action as we rounded the windward mark and tried to set the spinnaker.

"Please . . . square the pole back," I pleaded.

"Foreguy! Foreguy off!" shouted the mechanical engineering student. He had never raced on a big boat before, but he had a good steep learning curve and was picking it up fast.

"I can't!" replied another beginner, this one a math major. "It's out to the knot!"

"Free the other side," shouted a post-doc physicist who had properly diagnosed the problem. "You left all the tail on the leeward side!"

The foreguy on my boat is double-ended, and there was nothing left to let out on the windward side cleat, the one within reach of the pole trimmer. It was only a small example of the kind of thing good crew will anticipate automatically, but it doesn't occur to beginners no matter how good they are with a Laser in 20 knots.

Lee Helm was the first to push past the confused sheet trimmer to pop the leeward-side foreguy out of the cleat. Then the pole came back, the spinnaker filled, and after the pole was topped up the rest of the way and the sheet trimmed out, the spinnaker finally started to look good. We were still in the hunt.

To be honest, the problem was only partly due to my novice crew. I had just upgraded to the double-ended system, to allow the afterguy trimmer to reach the foreguy control while working the windward primary winch. It's a common enough arrangement and a long-overdue change — but getting stuck with all the tail on the wrong side was an unintended consequence. When the spinnaker was stabilized I began a brief lecture about

the importance of "balancing the tails" on all double-ended controls.

"Max," Lee interrupted, "do you still have that splicing kit onboard?"

"It's in the green ditty bag under the starboard settee," I answered. "Why? Did something break?"

"No, but I think I have time to, like, fix the problem."

"Lee," I said as she jumped down the companionway, "I'd rather you stay on deck and coach the trimmers. Especially your friend, the math major."

But it was no use. She had the splicing tools out and was bringing both free ends of the foreguy line down into the cabin where she could work on them.

"Don't tell me you're going to put a long splice in the foreguy tails before we get to the jibe mark," I said incredulously.

She looked back at me from inside the cabin and nodded.



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Changes to any system should be thoroughly explained to all crewmembers.

"I asked you not to tell me that. Those splices are difficult, even in new rope."

"I'll come up for the jibe," she assured me. "Only be a minute or two."

"What's she doing down there?" asked the physicist. "And what's a long splice?"

"Oh, I get it," said the mathematician. "She's going to join the two ends of the foreguy together into a continuous loop, so we don't have to worry about which side has enough rope to let out. Nice."

"But it must take hours to splice this stuff," said the engineer as he switched to his reading glasses to examine the line more closely. "Look at this intricate braided pattern."

"I'm not going to braid anything," Lee shouted back up from the cabin. "The rope is made of a core and a cover. Both

components are about equal in strength. Observe."

"No!" I commanded. "Trimmers, keep your eyes on the spinnaker! Lee can teach splicing 101 after the race."

My instruction was forceful enough to shift the cockpit crew's attention back to the sail trim, and they squared the pole back a little more as I worked down closer to our course to the next mark. Speed was good — the diver had done a good job on the bottom, and the sailmaker had made a fast spinnaker — and we established a leeward overlap on a boat that had rounded ahead of us. When the Windex pointed at the mark, I called for the jibe. It would put us inside and to windward at the leeward mark.

Lee popped up as promised, working the spinnaker pole through the jibe while explaining that when the apparent wind points at the next mark, it's time to jibe.

"Of course," said the engineering student. "That's because the boat speed vector is about the same magnitude as the apparent wind speed, so the vector diagram for true and apparent wind is an isosceles triangle."

"Sheet in!" I had to yell to get his attention back on his immediate job.

We managed a reasonable jibe considering that for three of my crew it was their first ever on a boat over 15 feet long.

Lee ran below again to finish her splice, but I was getting worried as the leeward mark drew closer. There was still a lot to do up on the bow.

"Done," she announced as she threw the ends of the foreguy back into the cockpit. Except there were no ends now, just part of a loop. I couldn't even see where she had spliced it together.

"It's, like, only half-strength," she admitted, "because I cut off and throw away the core and just use the cover for the splice. But the rope is sized for handling, not strength, so it's totally strong enough. No more worries about which side has all the tail."

"Thank you, Lee," I said quickly. "Now let's get the jib ready to hoist and the spinnaker halyard ready to run."

As I spoke, I noticed that the spinnaker halyard had never been made up after the hoist. It was a tangled mess.

"Coil the spinnaker halyard for the drop," I ordered the physics student.

"Right!" he answered as he searched for the loose end, finally locating it among the spaghetti in the cockpit sole. He started to coil from the end.

"No, coil from the winch out," suggested the engineer. "That way the twists

— WHOSE LINE IS IT ANYWAY?

can come out as you coil. And run it first to make sure it's not tied in a knot."

"That's topologically impossible," said the math major without looking down from the spinnaker. "The end was never free to loop through itself."

The physics major dropped the end of the line and started again at the rope clutch on the cabin top, making rather small coils as he pulled the tangled line out of the cockpit well. With a little shaking, the tangles did eventually sort themselves out.

Meanwhile Lee was on the bow getting the jib ready for the hoist, but she looked back long enough to suggest that the halyard should be made up in figure-eights instead of circular coils.

"Why?" asked the physics post-doc. "I'm running from the fixed end out, so the twists are all gone when I get to the end. Look!"

He held up the almost-finished armful of circular coils.

"Looks pretty clean to me," said the engineer.

"No, each loop will transform into one full twist rotation when the rope unwinds," said the mathematician.

"Not true," said the physicist as he rotated the coil as if it were rolling off a spool in the chandlery. "No twist at all."

"But it will pay out on an orthogonal axis," said the math major.

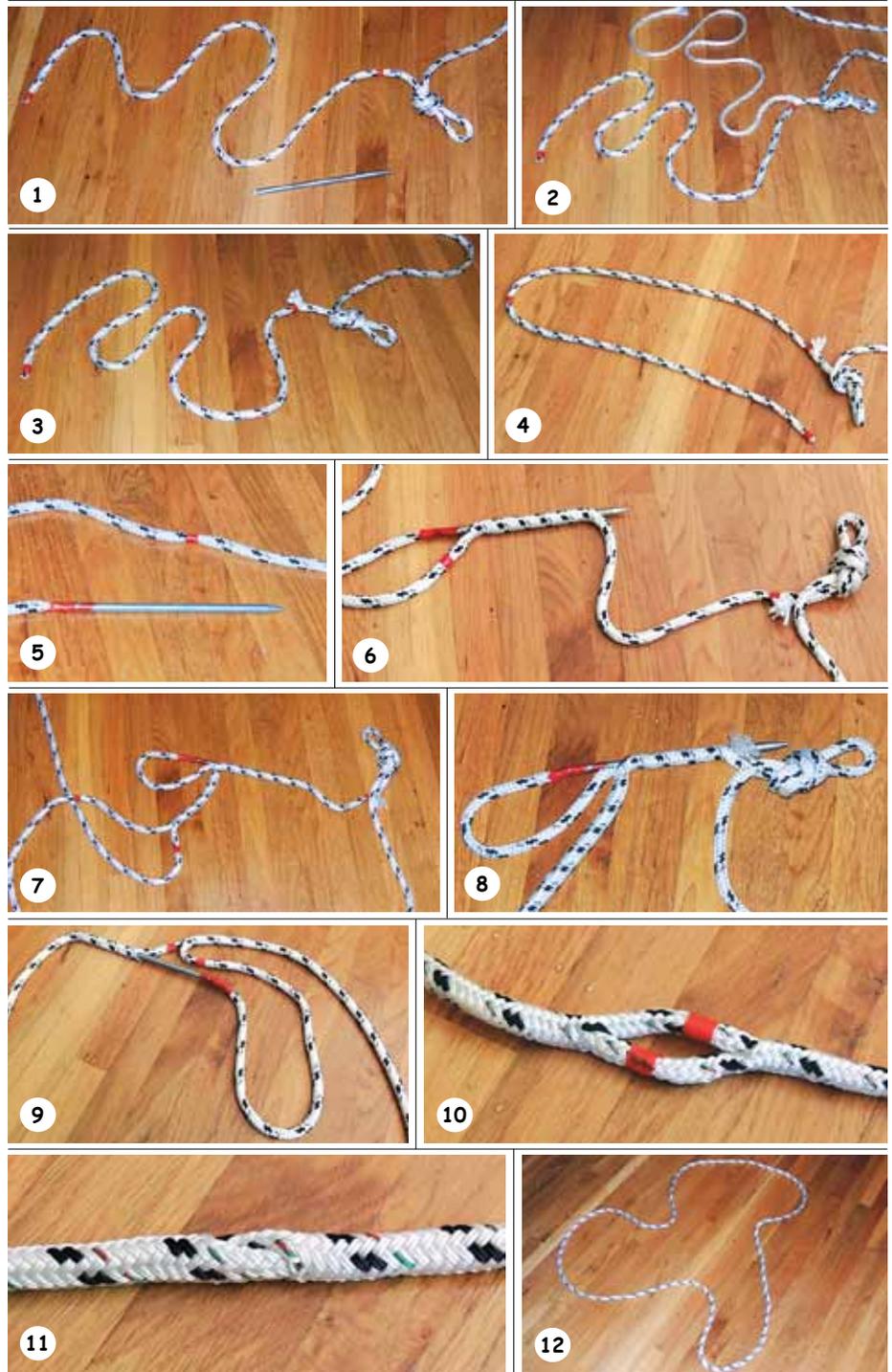
The engineer pulled the line out of the coil at right angles to the coil, but it was inconclusive. "There's a difference of one rotation per coil, depending on how it pays out," insisted the mathematician.

The physicist still didn't buy it, but the math major was backing up the engineer with some topology theory that flew well over our heads.

"Jib up!" I ordered. The mark was getting close.

They knew how to raise a sail and tension a halyard, but the rounding was pretty sloppy. The spinnaker halyard did not run smoothly, the afterguy was not eased far enough, and when the halyard was finally freed it ran right out to the knot, turning the top half of the spinnaker into an air brake as I tried to turn the boat upwind. And no one seemed to remember to sheet in the jib. We lost the place we had gained on the downwind leg.

"Max, you need a longer spinny halyard," Lee advised after everything was sorted out and the crew were all back on the rail for the long beat to the windward



The Long Splice 12-Step: 1) Mark the rope at least 100 rope diameters (200 for high-load applications) in from the end; tie a knot inside the mark. Make sure the knot is a slip knot that can be untied without access to the end of the rope; 2) Pull core out of the cover. Cut off a fused rope end and replace with a loose tape whipping so core can slide out easily; 3) Cut off almost all exposed core; 4) Mark cover at the halfway point. Prepare other end of the rope the same way, repeating steps 1-4; 5) Tape end of one of the covers to a hollow fid for the correct diameter rope. 6) Enter cover of other end of the rope, a little inboard (meaning away from the end) of the halfway mark; 7) Your goal is to emerge at the same place that the cover came out, but you won't be able to reach this in one move, so plan to take several 'dives'. Come up for air and dive again as many times as needed to reach the cut core; 8) The last dive emerges where the core has been pulled out; 9) Attach cover from other end of the rope to fid, and enter first cover, also slightly inboard of the halfway mark; 10) Repeat steps 7 and 8 on the other side. The middle of the splice will look like this; 11) Take off tape and pull covers out just enough to close up middle of the splice; 12) Cut off loose ends (a little at a time as you work the ends back inside as it's easy to cut off too much) and untie the knots.

PHOTOS MAX EBB

MAX EBB

mark. "The head should be able to stream out all the way downwind without catching any wind or water."

"That would mean it has to be as long as the square root of the mast height squared plus the sum of the quantity pole length plus spinnaker luff squared," noted the engineer.

"Plus the mast height plus the run on deck to the winch and rope clutch," added the physicist. "Plus the turns around the winch."

"For sure," said Lee, agreeing with the arithmetic. "It's, like, especially important for the emergency douse in a squall, like on an ocean race when the crew on deck is shorthanded. When the wind suddenly comes up to 35, the fastest crash douse is to just let the halyard run and head up slightly. If the halyard is long enough, and the pole is reasonably high, and the driver heads up the right amount, the wind keeps the chute off the water till there's enough crew on deck to haul it in. But the halyard really does have to be that long."

"Have you priced halyards recently?" I asked rhetorically.

"There's a work-around," said Lee. "Modern halyards have all the strength in the core and the cover is just for handling. Your halyards are core-only for the working part of the halyard, with the cover only left on for the part that's on the winch and the rest of the tail. That means the rigger totally threw away about half the cover."

"That's what they recommended," I said. "Seems to work well. Saves weight and windage for most of the loaded part to be core only."

"But you can use that cover to extend the length of the halyard instead of tossing it," explained Lee. "Instead of just stripping the cover from part of the rope, slide the core out. So the loaded part is just core, the part that goes around the winch and cleats that you have to pull on is core plus cover. And the long tail can be just cover. You get to use all the rope and it ends up a lot longer than the length you buy."

"Brilliant!" I said, once I had a picture in my head of a halyard with core-only at one end, tail-only at the other end,

and only a small length in the middle with both. "That has special appeal to us tightwads."

"All sailors are tightwads," noted the physicist. "Because sailing gives the illusion of getting something for nothing."

While we pondered that, the engineer questioned whether the cover-only part of the halyard tail would be substantial enough to work properly in the cleats and rope clutches.

"You might have to put an extra dingle-ball at the end instead of a figure-eight stopper knot," Lee conceded. "Or, even better, you can run a cheap Dacron rope inside the cover as a substitute core. That would be the cool solution."

On the next tack, the engineer had a chance to examine Lee's long splice in the foreguy in more detail.

"I don't see what keeps it from pulling right out," he wondered. "There's nothing mechanical holding the cover from one end inside the cover from the other end."

"It's the Chinese handcuff effect," I



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— WHOSE LINE IS IT ANYWAY?

ventured a guess. "The cover pinches in under tension."

"There's even a new kind of rope clutch that works that way," said Lee. "Coolest new product at the boat show last month. No teeth, no line damage, and it pops open with a trip line, much quicker than a conventional clutch, but holds just as well. And because you can, like, work the trip line remotely, it might even be a good halyard hook, on boats where mast compression needs to be reduced."

Lee went on to describe a rope clutch that works just by capturing the line inside a short length of a larger braided rope cover. When the cover stretches under tension induced by the halyard friction, it holds. When the trip line compresses the cover, it lets go. But no matter how detailed her description became, I just couldn't visualize this thing without a picture, and even then it wasn't really clear till I played with the demo a few days later at the rigging shop.

Our second spinnaker set was

even sloppier than the first, with the sail filling when it was halfway up and the physicist, who was supposed to be tailing, not keeping up with Lee jumping the halyard. And even though I still had no clear idea how the thing actually worked, Lee had convinced me that one of the new toothless rope clutches on the mast would be the ideal spinnaker halyard cleat. The halyard would go up but not down when it was engaged, but could be released and recaptured instantly via the trip line control at the mast during a douse.

At least the second douse went well, now that the debate about circular versus figure-eight coils had been settled in favor of the figure-eight. Under the circumstances, our mid-fleet finish was better than expected.

The engineer wanted to see how that long splice was done, so on our way home Lee put another long splice into the two ends of my double-ended mainsheet.

"Good thing the mainsheet is almost

new," she remarked. "Splicing is, like, just about impossible if the line is old. Otherwise I'd do the double-ended boom vang, too."

"That line has been around the block a few times," observed the mathematician.

That set the tone for the rest of the sail back to the marina. But when putting the boat away, Lee suddenly stopped short while attempting to coil up the new endless loop she had made in the mainsheet.

"There are no ends on those lines now," I reminded her.

But it was worse than that. The fore-guy loop seemed to be led through the loop made by the mainsheet, locking the two loops together like links of a chain.

"Topologically," said the math major after taking a long look at the problem, "there is no solution that does not involve doing the splice over again."

"Wait, maybe we can compress the covers and reduce friction enough to allow the splice to slide apart," suggested the physicist.

The engineer just handed Lee the rigging knife.

— max ebb



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THE RACING

April on San Francisco Bay taunted racers in the 60th annual **Bullship** with drizzle, while the rest of the month offered delightful conditions for a glut of offshore races: the **Doublehanded** and **Crewed Lightship Races**, and the **Doublehanded Farallones**. Farther south, the **Newport-Cabo Race** saw even lighter winds. Back on the Bay, the **Wheeler Regatta** also enjoyed beautiful weather, as did several Beer Can Races (we'll report on those next month). Don't miss **Race Notes** for more, and subscribe to *Electronic* to stay up-to-date.

60th Annual Bullship Race

April 6 dawned cool with a drizzle so heavy it was actually raining for the start of the 60th annual Bullship Race, the iconic event in which a fleet of 8-ft El Toros scoot across the Bay from Richardson Bay to the Cityfront. Heavy fog concealed Yellow Bluff, the Bridge, Alcatraz and the Cityfront finish line 3.28 miles away. With a southwesterly wind and max flood current — the wind and water moving in the same direction — the Bay was smooth but still looked ominous. After an hour-long postponement, the fog still hadn't lifted so Race Chair 'Juan' Amen started the 24 intrepid *toreadors*.

The start off Sausalito was slow, but once the fleet cleared Yellow Bluff, the wind bent around to the west and increased. With nine boats being sailed by previous Bullship winners, this year's fleet was very competitive. Some boats played the current lines between the building shore ebb and the strong mid-Bay flood. Even though there were 2.5 miles still to go, everyone wondered who would correctly guess the wind and currents at the San Francisco finish line. The middle course turned out to be the right course.

Gordie Nash was first across the line after just 65 minutes, followed by Buzz Blackett and Bruce Bradfute. Vickie Gilmour was the first woman to finish,

Award for coming in DFL. In the end, all 24 boats finished, a feat to be proud of.

— duncan carter

BULLSHIP RACE (4/6)

1) Gordie Nash; 2) Buzz Blackett; 3) Bruce Bradfute; 4) Fred Paxton; 5) John Pacholski; 6) James Savatone; 7) Chris Straub; 8) Dennis Silva; 9) John Amen; 10) John Liebenberg. (24 boats)

Complete results at www.eltoroyra.org

IYC Doublehanded Lightship

After last season's rough and wild conditions, Mother Nature decided to give the ocean racing fleet a bit of a break this year. Due to little or no breeze and a solid flood for the start of Island YC's Doublehanded Lightship Race on March 23, the race committee gave the small but talented fleet a 40-minute postponement before getting them underway.

First in division and first overall was Richmond's Andrew Hamilton with crew Simon Winer aboard Hamilton's Moore 24 *Bar-Ba-Loot*. After a good start, Hamilton worked to keep the boat out of the dying flood and set up to the north side of the Golden Gate, sailing a long starboard tack all the way to the Lightship. The rest of the fleet worked farther north off Rodeo Beach, preferring to call a layline from miles out. "We ended up about a quarter-mile shy of the buoy but at least we didn't overstand," said crewman Winer.



see at low tide and in the troughs, but most of the time it's covered with enough water," he said.

First to finish was scratch boat, Buzz Blackett's Richmond-based Class 40 *California Condor*, which finished 30 minutes before anybody else but could only manage 14th overall. "For us, conditions were a bit on the light side as we seemed to have to deal with transition zones," said crew Jim Antrim. "Every time we'd break away, we seemed to find holes that allowed the rest of the fleet to catch right back up."

If a skipper and crew ever wanted to take on what is often a spring mini rite of passage, this would have been one of the better opportunities, as many of the teams slipped back under the Golden Gate Bridge in shirtsleeves. With the mild conditions, easy laylines, consistent wind and moderate current, 22 of the 25 starters finished well before happy hour.

— dave wilhite

ISLAND YC DOUBLEHANDED LIGHTSHIP (3/23)

EXPRESS 27 — 1) *El Raton*, Ray Lotto/Steve Carroll; 2) *Elise*, Nathaniel Bossett/Nathalie Criou; 3) *TAZ!!*, George Lythcott/Steve Bayles. (4 boats)

PHRF ≥ 101 — 1) *Bar-Ba-Loot*, Moore 24, Andrew Hamilton/Simon Winer; 2) *Uno*, Wyliecat 30, Steve Wanner/Bren Meyer; 3) *Moonshine*,



The 60th Bullship Race was a cold, wet, challenging — and rewarding — event.

Bill Moore was the first maiden voyager — aboard an old Toro with no flotation, also known as a 'sinker' — John Liebenberg was the oldest, and Cinde Lou Delmas took home the coveted Tail-ender

Second overall and first Express 27 was fleet standout and St. Francis YC's, Ray Lotto with his longtime crew Steve Carroll aboard *El Raton*. Lotto alarmed fellow racers by sailing close to a known rock at the Point Bonita Lighthouse. "There is a rock out there that you can



Buzz Blackett and Jim Antrim sailed 'Condor' to first to finish and first in class in the Doublehanded Lightship.

PHOTOS ERIK SIMONSON / WWW.PRESSURE-DROP.US

Dogpatch 26, Dylan Benjamin/Zac Judkins. (12 boats)

PHRF_≤ 100 — 1) **California Condor**, Antrim Class 40, Buzz Blackett/Jim Antrim; 2) **Racer X**, J/105, Rich Pipkin/Mary McGrath; 3) **Elan**, Express 37, Jack Peurach/John Duncan. (8 boats)

MULTIHULLS — 1) **Humdinger**, Walter Greene 35, Lawrence Olsen/Kurt Helmgren. (1 boat)

Complete results at www.iyc.org

Newport-Cabo Race

In stark contrast to the 2011 edition of the biennial Newport-Cabo Race — which included broken boats, dismastings, crew injuries and a more than 50% attrition rate due to a strong southerly — the March 23 start for the ORR divisions (the slower PHRF division started the day before) in the 2013 event was a mostly light-air affair that saw the fleet depart into a light southerly beat. With the bulk of the fleet carrying masthead genoas, Code Zeroes and specialty light-air sails off the start, the conditions made for stunning photographs and short-sleeve conditions, if not exciting racing.

After the PHRF start, the turboed Express 37 *Expression Session* worked offshore for more breeze and instead found . . . nothing. They ended up bailing to San Diego. The next day, Skip McCormack, the Marin-based navigator of the

R/P 52 *Meanie*, took note of *Expression Session*'s routing error and opted to stay inshore of the fleet and work the offshore breezes through the first night. The plan worked. While much of the fleet stayed near rhumbline and floundered around in nearly non-existent breeze, the sexy blue 52-footer jumped out in front to lead the premier ORR-1 fleet and battle for the overall lead.

With the dawn of Day 2, racers found increasingly better breeze and sailing conditions, although it would remain light for the duration of the race. As the breeze clocked aft, it became a battle of angles as the more modern fixed-bowsprit boats were forced to reach up to generate boat speed, while the older spinnaker-pole boats could soak deeper, and run lower and slower down the course. In the end, everyone seemed to achieve almost the same VMG, with many boats in the race staying within visual distance of their closest competitors almost all the way to Cabo.

At the front of the pack, the race's sole multihull, HL 'Loe' Enloe's Jeanneau-built ORMA 60 tri *LoeReal*,

claimed line honors with the R/P 74 *Wizard* (ex-*Bella Mente*, which dismasted in the '11 edition and then went on to take line honors in the TransPac) beating the Davidson 70 *Pendragon VI* to the line to resume their role as the baddest, fastest monohull on the West Coast — even though they're an East Coast-based boat.

In ORR-1, the TP 52 *Natalie J* started off their season right by claiming a close and hard-fought class win over *Wizard* while *Meanie* slipped to third place for a well-earned podium position. After a podium finish in the Islands Race, the Andrews 70 *Pyewacket* continued their solid season by claiming the nine-boat ORR-2 (Sled) class win and the overall win, though it was neither easy nor a sure thing until the very end. It's said that "light air is the great equalizer," and nothing could be more accurate after watching the sleds' rankings change at seemingly every check-in.

One of the best battles on the entire race course was in the ORR-3 division where the Rodgers 46 *Bretwalda 3* was able to jibe inside and work the land breeze and shifts near Mag Bay to finally overhaul their chief competitor, the perpetually well-sailed Santa Cruz 50 *Horizon*. "This was a really tough race course," commented renowned *Horizon* navigator Jon Shampain. "You go out and there's no pressure. You go in and you get caught in the transition from a dying breeze to a new shore breeze. There were holes everywhere and we came up just a bit short of the mark. Great job by *Bretwalda 3*."

The PHRF division saw Matt Brooks' beautiful S&S 52 *Dorade* crush their five-boat fleet on corrected time, despite being the very last boat left on the race course. The benefactor of a major winter refit and an immensely talented crew, the beautiful Bay Area-based ketch won her class convincingly by nearly seven hours.

The Newport-Cabo Race was a light-air affair.



COURTESY NHYC CABO RACE

THE RACING



Free-wheelin' in the Wheeler Regatta — Top (l-r): 'Expeditious' speeding her way to first in the Express 37 division; Three Wylie Wabbits topped the leaderboard in Division D, 'Mr. McGregor' taking second; Daniel Alvarez's 'JetStream' steamed to third overall in Sunday's pursuit race; Oh, such lovely 'Wicked' ways. Center: Hangin' ten on 'Intruder'. Bottom: Division A winner 'Bodacious+' lookin' booty-licious; 'Jeanette' (r) and 'Ohana' followed 'Bodacious+' across the line; Second in class went to the 'Golden Moon' crew; Bay racing in April was a warm and happy affair for everyone.

PHRF class aside, the top placing Bay Area boat was Chip Megeath's R/P 45 *Criminal Mischief*. Handicappers always have a hard time with the *Criminal*, owing to her massive sail plan and comparatively short overall length. Placed in the Sled division, where every other boat was 23-25 feet longer than the *Criminal*, they got waterlined off the start to bring up the rear of the division, yet managed to scrape their way back to fifth in class and sixth overall. Navigator Brendan Busch threaded the needle all the way down the Baja coast to keep the *Crim* in pressure.

After the race, Murphy's Law was in full effect. After blowing 0-12 for the duration of the Cabo Race, the forecast was ominous for the boats returning north. The boats that "turned and burned," leaving Cabo immediately after the race, were spared the worst of the breeze. But for the rest of the returning fleet, it was Gale City all the way home. The blue Santa Cruz 70 *Maverick* took a long tack out and tried to lay San Diego on one tack. The result: a broken ring frame

and a trip back to Cabo. And on *Criminal Mischief*, which sailed all the way back to San Francisco, the crew encountered no fewer than five gales, eventually turning around and running away from one near Pt. Sur where they hit an astounding 24 knots of boat speed under double-reefed main and storm jib!

— ronnie simpson

NHYC NEWPORT-CABO RACE (3/28)

ORR-1 — 1) **Natalie J**, TP 52, Phillip & Sharon O'Neil; 2) **Wizard**, RP 74, David & Peter Askew; 3) **Meanie**, RP 52, Tom Akin. (8 boats)

ORR-2 — 1) **Pyewacket**, Andrews 70, Roy P. Disney (Robbie Haines); 2) **Alchemy**, Andrews 68, Per Peterson; 3) **Warpath**, SC 70, Fred & Steve Howe. (9 boats)

ORR-3 — 1) **Bretwalda 3**, Rogers 46, Bob Pethick; 2) **Horizon**, SC 50, Jack Taylor; 3) **Sin Duda!**, SC 52, Fritz Duda. (7 boats)

PHRF — 1) **Dorade**, S&S 52, Matt Brooks; 2) **Checkmate**, Peterson 50, John Garrison; 3) **Innocent Merrim**, J/160, Myron Lyon. (5 boats)

Complete results at www.nhyccaborace.com

BYC Wheeler Regatta

Celebrating its 41st year, BYC's Wheeler Regatta drew 51 boats to the

Central Bay starting line on April 13. Two events were run simultaneously: the City of Berkeley Regatta, where three divisions of smaller boats competed in three races on the Olympic Circle, and the Wheeler Regatta proper, where four classes of faster-rated boats also had three races. Fluky winds occasionally came from the 'wrong' directions, but everyone still had a great time.

At Saturday night's awards presentation, Mayor Tom Bates presented the City of Berkeley perpetual trophy to Mark Simpson for winning the first regatta aboard his Olson 25 *Shadowfax*. Bartz Schneider on the Express 37 *Expeditious* took home the Wheeler perpetual.

The weather changed for the following day's 10.1-mile pursuit race, which would take 24 boats from the Circle out to Harding, over to Blossom Rock, down to a temporary leeward mark, and back to the finish. A westerly came in before the start and built throughout the day,



PHOTOS ERIK SIMONSON / WWW.PRESSURE-DROP.US

increasing the seas along the way. The flood that was on full-blast gave racers a challenge at Harding, forcing some to attempt the rounding four times before managing the job.

Traditionally, this has been a 'big boat' race and, at first glance, it looked as if this year's edition would be no exception. However, as the race committee watched from the race deck, we could see a small boat quite far in front on the run from Blossom to the leeward mark. Gradually, yard by yard, wave by wave, the bigger boats closed in. As the fleet made their way to the finish line, the distance between the little boat and the bigger boats got smaller and smaller, until the gun sounded and the little boat — Michael Whitfield's J/24 *TMC Racing* — made it across first! Especially fun was that the top five boats finished within 1m, 12s of each other.

— bobbi tosse

CITY OF BERKELEY REGATTA (4/13; 3r,0t)

OLSON 25 — 1) *Shadowfax*, Mark Simpson, 3 points; 2) *Synchronicity*, Steve Smith, 8; 3) *Balein*, Dan Coleman, 9. (5 boats)

DIVISION E — 1) *Achates*, Newport 30, Robert

Schock, 6 points; 2) *TMC Racing*, J/24, Michael Whitfield, 12; 3) *Mojo*, Ranger 33, Paul Weisman, 15. (9 boats)

SANTANA 22 — 1) *Byte Size*, Anna Aldercamp, 6 points; 2) *Meliki*, Deb Fehr, 9; 3) *Carlos*, Jan Grygier, 12. (9 boats)

BERKELEY YC WHEELER REGATTA (4/13; 3r,0t)

DIVISION A — 1) *Bodacious+*, 1D48, John Clauser, 6 points; 2) *Jeanette*, Frers 40, Henry King, 2; 3) *Ohana*, Beneteau 45f5, Steve Hocking, 4. (6 boats)

EXPRESS 37 — 1) *Expeditious*, Bartz Schneider, 5 points; 2) *Golden Moon*, Kame Richards/Bill Bridge, 7; 3) *Stewball*, Bob Harford, 8. (6 boats)

DIVISION C — 1) *Arch Angel*, Antrim 27, Bryce Griffith, 6 points; 2) *Mintaka 4*, Farr 38, Gerry Brown, 7; 3) *Rusalka*, Melges 24, Zhenya Kiruashkin-Stepanoff, 8. (9 boats)

DIVISION D — 1) *Kwazy*, Wylie Wabbit, Colin Moore, 6 points; 2) *Mr. McGregor*, Wylie Wabbit, Kim Desenberg/John Groen, 7; 3) *Weckless*, Wylie Wabbit, Tim Russell, 8. (7 boats)

BERKELEY YC WHEELER REGATTA PURSUIT RACE (4/14)

OVERALL — 1) *TMC Racing*, J/24, Michael Whitfield; 2) *Stewball*; 3) *JetStream*, JS9000, Daniel Alvarez; 4) *Bodacious+*; 5) *Jeanette*; 6) *Wicked*, Farr 36, Richard Courcier; 7) *Ohana*; 8) *Ahi*, Santana 35, Andrew Newell; 9) *Can O'Whoopass*, Cal 20, Richard vonEhrenkrook; 10) *Rusalka*. (24 boats)

Complete results at www.berkeleyyc.org

OYRA Crewed Lightship

The Offshore Yacht Racing Association's 2013 racing season kicked off April 20 with the annual Full Crew Lightship Race, which takes racers on a 30-mile course from the Cityfront out to the separation buoy — affectionately known as the Lightship or Lightbucket — lying some 13 miles west of the Golden Gate Bridge before running back into the Gate and to the finish.

After two weeks of gale-force northwesterlies raging down the coast, an area of high-pressure settled over the coast, creating light to moderate breeze and flat seas in what turned into a picture-perfect day of Champagne sailing for the nearly 50 boats competing. Owing to an ebbing current, the fleet was quickly sucked out the Gate, forcing many boats to sail close to the South Tower. Past Pt. Bonita the breeze went light across the board, forcing the majority of the fleet into unplanned sail changes before forcing another sail change to their next heaviest jib halfway to the Bucket.

With boats rounding in quick succession and immediately popping their biggest downwind runners, the race for the Gate was on. "We battled back and forth with the Farr 40 *Twisted* the en-

THE RACING

ERIK SIMONSON / WWW.PRESSURE-DROP.US



David Kuettel's 'Serena' was first across the line in the Crewed Lightship.

tire time," said Ben Mercer of the J/125 *Double Trouble*. "It was really close with the top six boats staying in a big pack all the way back to the Gate. We saw 15-17 knots of breeze and, while not enough to get the J/125 up on the step, it was a great day of sailing. Plenty of sunshine, close racing . . . just a great day on the water."

In the end, the custom Thompson 48 *Serena* pulled away to take the win in the premier PHRF 01 division, which saw the top six boats finish within a six-minute span after nearly four hours of racing.

— ronnie simpson

ORYA CREWED LIGHTSHIP RACE (4/20)

PHRF 01 — 1) **Serena**, Thompson 48, David Kuettel; 2) **Twisted**, Farr 40, Tony Pohl; 3) **Hana Ho**, SC 50, Mark Dowdy. (7 boats)

PHRF 02 — 1) **Aero**, Hobie 33, Joe Wells; 2) **Frequent Flyer**, Farr 30, Stan Phillips; 3) **War Pony**, Farr 36, Mark Howe. (18 boats)

PHRF 03 — 1) **Avion**, Bianca 414, Tom Abbott; 2) **Green Buffalo**, Cal 40, Jim Quanci; 3) **Ahi**, Santana 35, Andy Newell. (12 boats)

SHORTHANDED — 1) **Moonshine**, Dogpatch 26, Dylan Benjamin; 2) **Nancy**, Wyliecat 30, Pat Broderick; 3) **Racer X**, J/105, Rich Pipkin. (8 boats)

Complete results at www.yra.org

BAMA Doublehanded Farallones

The ocean racing community has been on high alert for the past few years, with safety seminars, enhanced equipment lists, and fairly gruesome skippers' meetings that include firsthand accounts

of the perils at sea. They're harsh reminders of the friends we've lost and the fact that this fun sailboat racing thing can be hazardous to one's health.

But then Mother Nature gives us a reason to remember why we head out beyond the confines of the Golden Gate.

By all accounts, March 30 was a beautiful day for the Bay Area Multihull Association's Doublehanded Farallones Race. Following a push out the Gate on a four-knot ebb, and not far past Mile Rock, a transition breeze built into a 15-knot southerly that allowed the entire 49-boat fleet to make Southeast Farallon Island on an easy fetch.

"We only did the race because the forecast looked like it was really going to favor us," said *Millennium Falcon* skipper John Donovan. "Our rating takes into account that the Cross 27 trimaran is really horrible upwind in 20-plus knots, especially in a big seaway. So if it had been some sort of slug fest we would have stayed home."

On corrected time, there were none better.

Even though one racer called the event "almost boring," there were several transitions on the way home, making it important to pay attention to strategy so the mild conditions wouldn't lull crews into crucial mistakes.

"We felt it was important to watch the wind on the water to see where it was, rather than chase something that wasn't there," noted overall monohull winner Stan Honey, who sailed with wife Sally aboard their Cal 40 *Illusion*.

Donovan, the overall multihull winner with crew Doug Frolich, agreed. "On the way back, a bunch of boats started heating north, going for speed or maybe anticipating the northwest winds that were forecast to fill at the end of the day. We just stayed disciplined in a nice little lane to the south of them so, when we got to the Gate, we easily picked up the end of the flood. We just smoked the F-31s when they got caught in lighter breeze and probably a nasty bit of early ebb."

California Condor designer Jim An-

trim also had something to say about the F-31s. "Those pesky F-31s dogged us all day, but when we dropped south of them, we really made it up. We had a good shot at first-to-finish until rigging problems took it away." He noted that he has a plan that should fix the issue for future races.

— dave wilhite

BAMA DOUBLEHANDED FARALLONES (3/30)

MULTIHULL — 1) **Millennium Falcon**, Cross 27, John Donovan/Doug Frolich; 2) **Rainbow**, Crowther 10m, Cliff Shaw/Bernard Quante; 3) **Pa-pillon**, F-27, Andrew Scott/Gordie Nash. (8 boats)

PHRF < 52 — 1) **Twist**, J/120, Timo Bruck/Chris Desalvo; 2) **Void Star**, Santa Cruz 40, James Murphy/James Jenson; 3) **California Condor**, Antrim Class 40, Buzz Blackett/Jim Antrim. (6 boats)

MOORE 24 — 1) **Banditos**, John Kernot/Chris Chapman; 2) **Mas!**, Mark English/Ian Rogers; 3) **Mooretician**, Peter Schoen/Roe Patterson. (6 boats)

EXPRESS 27 — 1) **Motorcycle Irene**, Will Paxton/Zachery Anderson; 2) **El Raton**, Ray Lotto/Steve Carroll; 3) **Wetsu**, Phil Krasner/John Pytlack. (5 boats)

PHRF 52-74 — 1) **Escapade**, Express 37, Nicolas Schmidt/Erik Rystrom; 2) **Elan**, Express 37, Jack Peurach/John Duncan; 3) **Ohana**, Bénéteau First 45f5, Steve & Nate Hocking. (5 boats)

PHRF 75-110 — 1) **Carmelita**, Catalina 42, Christian Lewis/Dan Lockwood; 2) **Xpression**, C&C 110, Dirk Hussenman/Stephen Blitch; 3)



RAFI YHALOM

Mark Zimmer, crew on Rafi Yahalom's Corsair Sprint 750 Mk II 'Lookin' Good' was looking good in the Doublehanded Farallones.

Loya, Olson 34, Stephan Sonnenschein/Frank Anzak. (4 boats)

PHRF 111-134 — 1) **Illusion**, Cal 40, Stan & Sally Honey; 2) **Green Buffalo**, Cal 40, Jim & Stephen Quanci; 3) **Whirlwind**, Wyliecat 30, Dan Benjamin/Dana Rowley. (5 boats)

PHRF ≥ 135 — 1) **Grey Ghost**, Hanse 342, Doug Grant/Charles Casey; 2) **Can O'Whoopass**, Cal 20, Richard vonEhrenkrook/Paul Sutchek. (7 boats)

ULDB VIRTUAL FLEET — 1) **Vitesse Too**, Hobie 33, Grant Hayes/Volker Frank; 2) **Zsa Zsa**, 1D35, Stan Glaros/Paul Harris; 3) **Moonshine**, Dogpatch 26, Dylan Benjamin/Zac Judkins. (3 boats)

Complete results at www.sfbama.org

Race Notes

Among the top finishers from the West Coast at **Sperry Top-Sider Charleston Race Week** on April 18-21 were Bruce Ayres of Costa Mesa's *Monsoon* and Argyle Campbell of Newport Beach's *Rock N Roll*, which placed third and fourth in the 37-boat Melges 24 class. Take a look at www.charlestonraceweek.com for complete results.

The **Ski/Sail National Championships** was cancelled due to lack of snow and lack of sign-ups, but some Bay Area Vanguard 15 sailors put together a low-key regatta at Treasure Island Sailing Center on April 13 instead — minus the skiing — in 10-15 knots of breeze. Avery Patton and Natasha Baker vanquished the other seven entries in seven races.

For more racing news, subscribe to 'Electronic Latitude online at www.latitude38.com.

April's racing stories included:

DH Farallones • BYC Chowders America's Cup • Collegiate Regatta Wheeler Regatta • St. Barth Bucket Les Voiles de St. Barth • Congo Cup Beer Cans • SeqYC Summer Series Bullship • Big Dinghy • J/Fest *Low Speed Chase* Anniversary Match Race Invitational • WBRA Camellia Cup • OYRA Lightship International One Meter Nationals • Charleston Race Week, Transpac, Sailing World Cup, Twin Island Series, and Elvstrom Zellerbach previews, and much more!

See more at <http://vanguard15.org>.

If you were thinking about taking the **Safety at Sea seminar** scheduled for May 19, be advised that the venue has changed from Cal Maritime Academy to Berkeley YC. This all-day US Sailing-approved seminar will count for the Spinnaker Cup, Coastal Cup, TransPac and Pacific Cup. Sign up in advance to save some bucks. For more info and to register, see www.pacificcup.org.

US Sailing is launching a new **Junior Big Boat Sailing Program**, an opportunity for teenagers to sail with an instructor or coach on 35- to 45-ft boats. New sailors will learn the ropes on a big boat platform, and experienced junior sailors will learn to apply their small boat sailing skills to the bigger boats, with the focus on fun and teamwork. Free resources are available. Several organizations are field-testing and providing feedback on the program, which will be made available to all member clubs in the fall of 2013.

— latitude / chris

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Delta Ditch Run

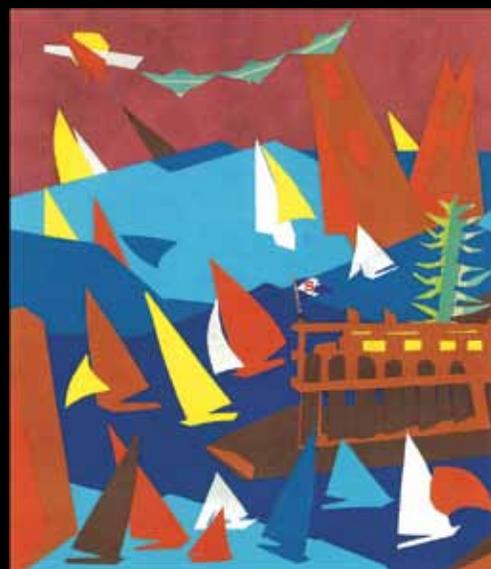
The 23rd annual Delta Ditch Run starts in the San Francisco Bay, goes up the Delta and finishes at Stockton Sailing Club. In the past, this event has attracted over 200 boats with racers from across the country showing up for this generally downwind sixty-five-mile race.

PHRF, Cruising and Multihull Divisions.

Richmond YC
www.richmondyc.org

Stockton Sailing Club
www.stocktonsc.org

(209) 951-5600



WORLD

With reports this month on **The Current Status of the Bareboat Charter Trade**, and a look at **San Francisco Bay's burgeoning Crewed Charter Fleet**.

Taking Stock of the International Charter Industry

It's been more than four decades since the concept of bareboat chartering became established as a viable vacation option for sailors. From its humble roots, with tiny fleets of often-mismatched boats, the sail-it-yourself side of the international chartering industry has grown to include some of the most sophisticated 'production-built' boats ever launched, and you can now find bareboat bases in almost every prime sailing venue on the planet.

Over the decades many small companies have merged, been swallowed up by bigger ones, or simply disappeared. Nevertheless many well-managed small outfits still exist today and are doing quite well — often focusing their efforts on a single destination where they can offer first-hand local knowledge and personalized customer service.

Some smaller companies have found a comfortable niche within the industry by offering older boats to budget-minded vacationers at prices substantially lower than what they'd pay for a new or nearly new boat. Because all charter firms rely heavily on repeat clientele, badly managed companies with lousy reputations for maintenance tend not to last long in today's highly competitive market.

The question of which company to book with can be tricky. Although we're not in the business of recommending one

Life is pretty serene in the placid lagoons of the Tuamotus — a perfect place to play out your Robinson Crusoe fantasies.



EMERALD STAR

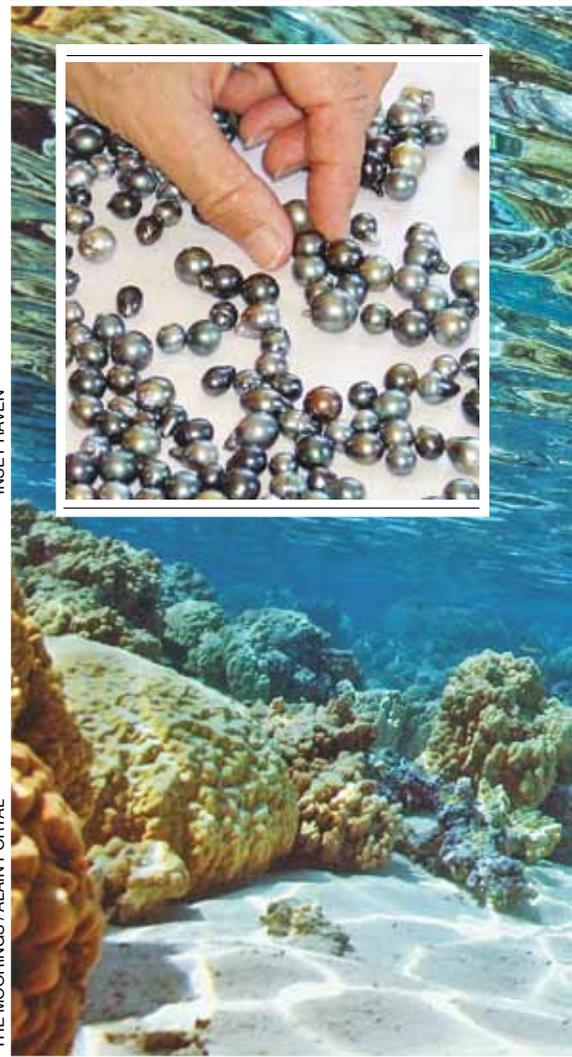
company over another, we do strongly recommend booking with a business that has representation on U.S. soil, if possible. Not only will communications be easier, but you will have a means of recourse in the unlikely event that you have some sort of grievance about your trip. Also, if you book with a foreign firm over the Internet, be sure to seek recommendations and reviews. (Many frequent travelers can relate to the disappointment of booking a hotel room that looked absolutely luxurious on a website, but turned out to be disappointingly drab and dreary — or worse.)

It's probably safe to say that the top tier companies within the industry are more dynamic today than ever before in terms of charter offerings. Many now offer crewed charters on their larger yachts in addition to skipper-only and bareboat options.

Just last month The Moorings announced the availability of (crewed) charters in the remote Tuamotu Islands of French Polynesia aboard their popular three-cabin Moorings 4600 cats. ('Book-by-the-cabin' and bareboat charters may be available in the future.)

A favorite venue for international cruisers, this massive archipelago of low-lying coral atolls offers some of the best snorkeling and diving in the world. While you're anchored inside the turquoise lagoons here, the trade winds will wash over you, but the seas will be flat. This is a destination where you will truly feel as though you are a million miles from the mainstream, as land-based tourism is minimal and the atolls are only sparsely populated.

For the shoppers in your group, the Tuamotus offer an abundance of an otherwise rare commodity: black pearls. Cruisers tell us you can negotiate prices for these shimmering speci-



INSET RAVEN

THE MOORINGS / ALAIN PORTAL

With gin-clear water and average water temperatures of 79°, you could snorkel for hours in the Tuamotu lagoons — then tour a pearl farm and haggle for elegant black pearls.

mens that are much, much lower than in the fancy shops of Tahiti and elsewhere.

The Moorings also just announced that its new "flagship" yacht, the Moorings 5800, will be available next month in the BVI and elsewhere. Carrying 12 passengers in six private staterooms, this elegant 58-footer features an elevated central helm station that has 360° visibility. And while it can be booked with full crew, it can also be bareboat — the largest uncrewed boat offered in the world.

While The Moorings' La Paz, Mexico, operation is going strong — it's the one and only bareboat base in Mexico — we're told they will no longer offer poweryachts there.

Meanwhile, The Moorings' sister company, Sunsail — both are owned by the global travel firm Tui Marine — is also

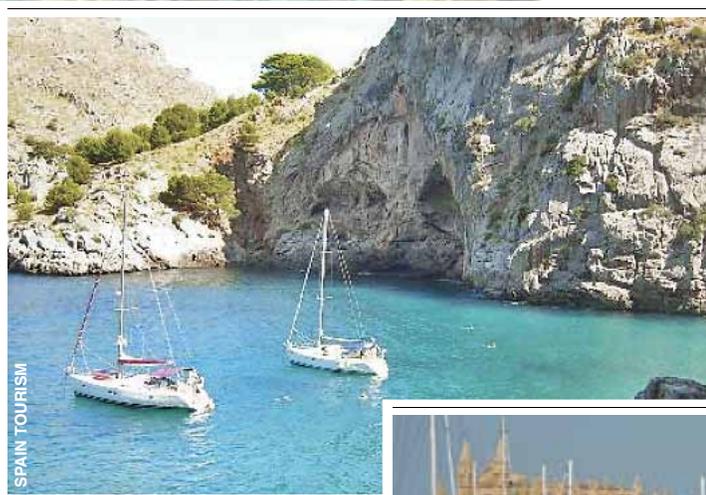
OF CHARTERING



augmenting its offerings. A new base at Palma de Mallorca, Spain, gives access to the Balearic Island chain, which offers everything from world-class nightclubs to tranquil anchorages in unspoiled natural surroundings.

The company also has a new base in the Med at Cannigione, on the charming Italian island of Sardinia. The port is ideally located to explore the Costa Smeralda, the Bay of Cugnana and the Gulf of Cugnana. Sardinia's craggy coastline gives way to cozy protected coves that have been favorite escapes for European sailors for generations. Towns and villages offer classic Italian hospitality and cuisine.

One move by Sunsail that we were sorry to hear about is the abrupt closing of their Sausalito base here in San Francisco Bay. It opened only a year ago with a fleet of eight identical 40-ft sloops that were set up for both Bay cruis-



SPAIN TOURISM

ing and racing. But the base apparently wasn't generating the volume of bookings that company managers were hoping for. No doubt the smaller-than-expected field of America's Cup competitors coming to town this summer played into the bottom-line decision. In any case, we're sorry to

see that sleek, sexy fleet leave the Bay.

Although less well-known to North Americans, Dream Yacht Charter has become another major player within the bareboat and skippered charter industry. In recent years it has grown dramatically, now having 34 bases in more than 20 countries. Among them are several bases in the Indian Ocean, plus both Thailand and Malaysia, Tahiti, New Caledonia and Cuba.

Another biggie you may not be familiar with is the Greek firm Kiriacoulis which has 25 bases in the Europe and the Caribbean, including Malta, Croatia, Turkey and Greece.

All in all, this burgeoning industry has evolved into a highly sophisticated branch of tourism that provides what we think are some of the best vacations that money can buy. The purpose-built boats that now fill international fleets are light years ahead of the humble original bareboats of the 1970s in terms of performance, creature comforts and sensible use of both interior and exterior space. Because of those developments, it's no wonder so many sailors are charter junkies who take one or more sailing vacations a year.

The final point we'll make here is one that we reiterate often in these pages: There is no better preparation for would-be cruisers than to spend a few weeks a year taking charge of a fully functional ocean-ready bareboat in foreign waters. Not only does the experience give

Two faces of the Balearics: a serene anchorage away from the bustle, and Palma's busy harbor with its landmark cathedral.



ART HARTINGER

WORLD

you practice sailing, navigating, anchoring, provisioning and keeping an eye on on-board systems, but it gives you a taste of simple pleasures of the cruising life — while building your confidence and forging lasting memories. Starry nights at anchor with a gentle breeze whistling through the rigging, and brilliant sunny days spent harnessing the power of the trade winds as you move from one idyllic landfall to the next; like no other form of motivation, such experiences will reinforce your drive to make your cruising dreams come true someday.

Summer is right around the corner, so if you haven't yet planned your summer sailing getaway, we suggest you get on it. Corral a group of your favorite sailing companions, pick a location, decide on a date and boat type, and mail off a deposit — nothin' to it.

— *latitude/andy*

The Ever-Expanding Bay Area Charter Fleet

Years ago it became an annual tradi-



Having raced to Hawaii and cruised to Mexico, 'Ohana' is a seasoned boat, with a highly experienced crew.

tion to publish in the April edition of *Latitude* a 'comprehensive' list of every crewed charter yacht and bareboat available for hire on San Francisco Bay (and nearby). While we believe that providing this single-source list of charter offerings is a great service to readers, putting it together is a chore we always dread —

primarily because, try as we might, we always seem to leave a few boats out.

Sadly, that happened again last month. Our only excuse is that there are so many boats offered for charter these days — especially with the presence of the America's Cup — that it's tough to keep track of them all. In any case, let us introduce you to a few offerings that were left out of last month's overview:

Ohana — is a Beneteau First 45f5 racer/cruiser with beautiful lines and the pedigree of the Ferrari design legend. Although she has raced extensively offshore and locally, she is far from a stripped-down racer. Her belowdecks design features a rosewood-paneled salon, and three private staterooms.

One reason you might want to charter her for America's Cup viewing is that owner Steve Hocking is a direct descendant of the famed Stevens family of New York. In fact he looks just like John Cox Stevens, NYC Commodore and owner of the yacht *America* which originally won

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L'Obsession — Although this lovingly maintained 2011 Lagoon 450 catamaran is one of the newest charter boats on the Bay, she has undergone additional upgrades to prepare her local chartering. With her broad cockpit and comfy, deck-level salon, she is ideally suited for sailing in comfort in blustery Bay conditions. In the fall of this year, Skipper Ed King plans to take the boat across the Pacific to French Polynesia, offering excursion charters along the way.

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- (415) 341-7413; dev.lobsessionsf.com

Last, but not least, we somehow left *USA 76* out of last month's list, despite the fact that we did a feature on her in this section last August. (As Homer Simpson would say, "Duh-ohh!")

But this gives us a chance to reintroduce you to this unique boat — and with AC 34 only two months away, the timing couldn't be better:

USA 76 — This 84-ft America's Cup IACC sloop comes from the stables of Oracle Racing. Launched in 2002, she competed in the 2003 Louis Vuitton Cup in New Zealand. Kiwi-turned-San Franciscan Brad Webb brought her to the Bay to share the thrills of pro racing with mere mortals. A daysail aboard her gives passengers — who are encouraged



JEREMY LEONARD / WWW.SURFCITYRACING.ORG

Of course the current Cup will be raced in cats, but the design of 'USA 76' was the state-of-the-art only a few years ago.

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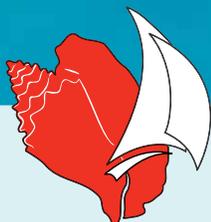
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CHANGES

With reports this month from **Hotel California, Too**, sailing much more than motoring in the Caribbean; from **X** dealing with torn old sails in the Philippines; from **Medusa** on a gal's getting attacked on the beach in Costa Rica; from **Heroína** on a grand entrance to the Caribbean; from **Carina** taking a breather in Pohnpei, Federated States of Micronesia; and **Cruise Notes**.

Hotel California, Too **Steve Schmidt** **Santa Cruz Style Cruising** **(ex-Saratoga / St. Thomas)**

In this month's *Letters*, William Coverdale writes about the joys of having owned and sailed his Olson 30 *Killer Rabbit* since the late '70s, and having only used about 10 gallons of fuel in all that time. If you think that sounds like a bunch of baloney, then maybe you don't understand ultralight boats.

We recently did three of the four Voiles de St. Barth races on Steve Schmidt's Santa Cruz 70 *Hotel California, Too*, the only cruising version of that design ever built. Unlike the racing versions of the boat, she's got a shorter mast, longer boom, fewer winches and sails — and her inflatable dinghy is dragged up on her massive 'back porch'.

But like the other SC70s, *Hotel California, Too* goes through the water easily. While fooling around near the starting line before the start of some races, she'd effortlessly reach along at nearly 10 knots under main alone.

Schmidt, who lived in Saratoga until taking delivery of the boat in 1991, has been cruising her in the Caribbean since about 1995. He tells us that he only uses the boat's engine for propulsion about 4% of the time. The rest of the time, he

Steve Schmidt at the helm of 'Hotel California', making the call to tack. He's done that thousands of times in the Caribbean.

gets around under sail.

Sound like a bunch of baloney? Well, there was a two-year period when the boat's transmission was broken. Instead of getting it fixed right away, Schmidt used his engine as a genset, and sailed the 70-footer when he wanted to go anywhere. That included sailing her in many races.

That brings up another startling statistic. Before leaving California, Schmidt hadn't been into racing. In fact, he really only got into it after arriving in the Caribbean, and mostly "for the social aspects". But once he started racing, it almost seems as if he hasn't been able to stop.

"I don't race quite as much as I used to," he told *Latitude*, "but for the first 10 years in the Caribbean, I raced an average of about 60 days a year. I'd do every fun regatta there was. More recently, I've been doing about 50 races a year. So I think it's safe to say that I've done over 500 races, although I'm not keeping count and the total isn't important to me."

He's done about 30 of them single-handed.

What makes this kind of funny is that Bill Lee, the designer and builder of the Santa Cruz boats, wasn't keen on selling Schmidt a 70 in the first place. After all, the boat was a TransPac and Mexico screamer, and Lee hardly wanted a bastardized version of the boat dogging it on race courses. "I'm only going to sell you the boat," Lee told Schmidt, "if you promise me that you'll never race her."

— *latitude/rs* 04/15/13

X — Santa Cruz 50 **David Addleman** **No Thrilla South of Manila** **(Monterey)**

My Filipina girlfriend Shayne and I entered my SC50 in the Puerto Galera YC's Easter Regatta, an annual three-day cruiser event that takes place about 75 miles south of Manila on the island of Mindoro. We took the opportunity to strip yet more of the cumbersome cruising modifications from X. Without the bimini, dodger, anchor gear, solar panels and all manner of other cruiser clutter, X at

LATITUDE / DONIA



last has the fast look Bill Lee intended for the Santa Cruz 50.

Unfortunately, my boat's years of cruising have reduced her sail wardrobe to a single fragile set. And the remaining sails were far too lightweight for the blustery conditions found on the Verde Channel Race course. For instance, a test outing reduced a fancy laminate mainsail to shreds, shreds that were last seen blowing toward Vietnam. Then we shredded an old spinnaker in the first race.

We abandoned the second race because it was too windy. After anchoring near the finish line and preparing cocktails, we watched the other boats get pounded.

I had expected the easy light-wind racing of the type normally found on Banderas Bay, not the heavy winds more common in the The Slot on San Francisco Bay. The regatta consisted of

LATITUDE / DONIA





BOTH PHOTOS COURTESY PHAEDO

In one sense, this magnificent photo of the Gunboat 66 'Phaedo' belongs in 'Multihulls Coming To California' Sightings piece. But as owner Lloyd Thornburg will cruise around the world after finishing the TransPac, the photo fits in 'Changes', too. Watch for updates from around the world.

three fun pursuit races over three days. Seventeen boats entered. I didn't ask, but I'm pretty sure we came in last.

Nonetheless, we had recruited a fine crew. We had Bill Moore, an expat from West Coast racing, for local knowledge. Kathy and Jerry McGraw of the Newport Beach-based Peterson 44 *Po' oino Roa* were also handy crew. The veterans of the '04 Ha-Ha and the '06 Puddle Jump had just arrived in the Philippines from Thailand — and asked me to apologize to the Grand Poobah for having not sent a cruising update "in years".

One sailor whose boat actually enjoyed the challenging conditions was Gary Pione of the Honolulu YC. I'd met him cruising two years before in Palau. He placed well with *Anthea*, a classic Camper & Nicholson 8-Meter that had

been built in 1929. Hank Easom would love her.

Puerto Galera is truly the center of yachting in the Philippines. While there are significant sailing activities around Manila and Subic Bay, the best venue, conditions and sailing spirit are to be found here at Puerto Galera.

But last month we traveled about 100 miles north to get a bottom job at Watercraft Enterprises in Subic Bay. We'd heard plenty of scary stories about the experiences other cruisers had had there, so we were extra careful with our communications, got a firm price quote — and received good and honest service. Although the work

proceeded at a slower pace than we expected, it was of excellent quality. They have a Marine Travelift for boats to 70 tons, 70 feet long, 18 feet of beam and 17 feet of draft. Larger yachts need to use the nearby drydocks.

We have enjoyed living under sparkling blue skies with no rain for five months, but a change in the seasons is imminent. Soon we will have a parade of thunderstorms and typhoons. So we have secured a recently inspected *It's hard to know how an 8-Meter like 'Anthea', built in 1929, made it to the Philippines, but she thrived in the gusty winds.*



TERRY DUCKHAM/ASIA PIX

CHANGES

typhoon-proof mooring from the yacht club. Hopefully there will still be time for a few weeks of good-weather cruising to the nearby islands before the weather turns.

Life is mostly fabulous.

— david 04/10/13

Medusa — Columbia 23

Naomi Crum

Wild Times In Central America (Santa Barbara / New Zealand)

The following is a letter I wrote to my parents in New Zealand. You probably remember them, as our New Zealand-based family — dad Bob, mom Jennie, brother Malcom, and I — did the 1996 Ha-Ha aboard *Gumboot*, our CF 37. I was nine years old at the time and my brother was 10. As some *Latitude* readers may remember, I started my current cruise from San Felipe, northern Baja. I made it as far south as El Salvador last summer, where I put my little boat in a paddock. I returned to *Medusa* in mid-December, and have been



Looks fine to us.

having various sailing, surfing and social adventures since then, but got bogged down in Nicaragua because of a bad turnbuckle. Anyway, here's the letter:

"Whee, the good times are back! But we had to go through some bad times to get here. First, there was all that waiting around in San Juan del Sur, Nicaragua, having to listen to Gangnam Style, good

Naomi, right, with her mom Jennie and brother Malcom, at Moorea, following the 1996 Ha-Ha aboard their CF 37 'Gumboot'.



GUMBOOT

lord — while waiting for a replacement turnbuckle. I had one good turnbuckle, so after waiting around forever, I decided to make the 45-minute bus ride to Rivas to get a new one made. We wandered around town for awhile, found a freakin' machine shop, and said, 'Make a new one of these.' I picked it up the next day. 'Yay, I have a new turnbuckle!' While in Rivas, we bought lots of groceries. Food is a lot less expensive in Nicaragua than in Costa Rica.

"When we got back to the boat, we tried the new turnbuckle — and it didn't fit! Yearrhgh! So I decided that I'd just put the old turnbuckle back on. But now that didn't fit either. I tried so hard to make it fit — which is not the right thing to do with threaded parts — that part of the shroud snapped off inside the turnbuckle! I was ready to cry for real, you guys, because now we had no turnbuckles! And it seemed as though we might never get out of Nicaragua.

"Things were really shitty, but 'Uncle' Dale Dagger came to the rescue! A real turnbuckle, which we've been waiting for like five weeks to arrive from the States, was ready to be picked up in Managua! Uncle Dale is so generous, as he chucked me into a taxi for the two-hour ride to Managua and the two-hour ride back. But I got my turnbuckle — as well as a bag of mangoes and some cheese from northern Nicaragua.

"The new turnbuckle worked. Yah! Then a fella on a charter sailboat in San Juan told me about a machine shop in town that could fix our old turnbuckle. Before and after seeing Immigration, I visited the machine shop dude. Guess what? He fixed the turnbuckle up good, getting that chunk of shroud out. And he fixed the threads. He also offered to crew on my boat. Thanks, machine dude!

"While in San Juan, we also picked up a new crewmember — Good Good Rae Rae from Oregon. Who knows how long it will work, but I now had a boatload of three girls, myself included. We're unstoppable! And we would later have to prove it on a dark night on a beach in Costa Rica.

"We took care of the paperwork bladdoodle, got out of San Juan that afternoon, and had a fantastic sail down the coast of La Flor. We even sailed onto the anchor like we love to do. Then we ate some oranges in a



real skillful way. We got three-quarters of the orange out of the oranges, then filled them back up with cake batter that Mikaela, my other crew, had whipped up. Then we wrapped them in tinfoil. We put some potatoes in some other foil, grabbed some red wine, then piled into the dinghy and headed to shore for a beach party. We had a scary landing, but we survived.

"If you guys ever get near a fire, try filling orange peels with cake mix and cooking them on the fire. It tastes pretty good.

"The next day we had a decent sail up — or maybe it was down — to Bahia Salina with a reefed main and a working jib. We always reef the main in *Papagayos*, and sometimes drop the jib, too. We kind of hunkered down there for a day or two, dug up some clams on the beach, and had a mean feed of them.

"When the wind finally died down enough for us to be able to haul up the anchor, we had a great downwind sail to the little town of Jinquillal. Some nice

IN LATITUDES



ALL PHOTOS COURTESY MEDUSA

Girrrr! Power! Spread; Naomi wrestles with a gennaker sheet as a mate watches. Insets left, from the bottom. Three people cruising a 23-footer. You have to be young and enthusiastic to do that. An orange, about ready for the cake mix to be added. Naomi, working on her surfing stoke.

people let us fill our water jugs from their garden hose — yeah, tap water is totally potable in Costa Rica. Later we strolled into town to check the weather on the net and buy some tomatoes, cookies and more veggies.

"It was tricky hauling up the anchor the next day, as we don't have a windlass or any fancy bits like that. In fact, ever since the Gulf of Fonseca we haven't even had a measly winch handle on the boat. We just haul the anchor up from the stern — so we can use the winch — and just coil the rode directly into the anchor basket we keep on the stern. There's no place for it on the bow anyway. Sometimes it's hard pulling *Medusa* ass first into the wind, but we've managed.

"We had to take care of a few lines or something, so we got blown out of the bay at three knots with no sail up. Gnarly. We got the working jib up — nothing else — and started hurtling

downwind at seven knots! Dudes, seven knots! *Medusa* was lovin' it!

"We shared Bahia Santa Elena with another boat — *Viandante* — which also had young peeps. Yay, we had so much fun with them, doing a little snorkeling mish, chowing down on the biggest *sierra* I've ever seen — which they caught from their dinghy — and other stuff. Michaela and I then hiked up the the waterfall to clean our dirty laundry, wash our hair, and fill up the water containers. Oh man, we also went snorkeling and a spotted eagle ray was just chilling out a few feet away from me. It made me feel like putting my spear gun between him and me. They are beautiful, but they've got those killer tails, you know.

"Anyway, we left at 4:30 a.m., at the same time as

our buddies on *Viandante* — we wanted company and support — to move before the wind really came up. We were both worried about Cabo Santa Elena, as word on the street was it can be twice as windy as everywhere else! Mellow *papagayo* winds are like 25 knots, so does that mean it's like 50 knots on a mellow day at Santa Elena? Argh.

"So, safety in numbers, we chugged out of Bahia Santa Elena and put up the regular canvas, being the reefed main — haven't shaken the reef out in months — and working jib. Man, *Viandante* kicked our little butts, as a 37-ft boat should, but we assumed the wind was gonna kick up pretty soon, and we're too lazy to do a sail change up to the big jib, so we didn't move too fast. Plus we didn't want to shake out the reef as it had kinda gotten a groove after being in so long.

"Oh man, we got pretty close to Cabo Santa Elena and started to commune with some whales. They were doing their thing — eating, I guess. When you get pretty close to them, it's like, "Hmmm, they are pretty big. Actually they're really big. I don't believe how big they are!!!" Anyway, we had light and fluky winds like we hadn't had since Mexico.

"In conclusion, we have two turn-buckles, which I'm constantly admiring. We've had a week of great sails and great times, and all those great things we've been missing for the last 2.5 months when we were stuck in Nicaragua. I'm stoked again, I just need to get up to Potrero Grande and maybe Witch's Rock to get my surfing stoke back up to maximum levels!

"Oh, I've got two bits of news you're gonna hate. First, a page of the log book blew off the boat and landed in the water. By the time I realized what it was, it was too late to rescue. It was the log from

Seventeen years after doing the Ha-Ha, the now 26-year-old Naomi has blossomed into a terrific adventurer. And a lovely one, too.



MEDUSA

CHANGES

when I was in Huatulco until we arrived in El Salvador. Buuummmmed. But not the end of the world.

"Okay, the other bad news is my camera got stolen at Playa del Cocos, Costa Rica. I don't want you guys to worry and all that, but as we were strolling



A sailor's work is never done.

back to the dinghy at 9 p.m. last night — we'd been on the Internet a long time — we got jumped by a couple of dudes on the beach. One of 'em took off with the dry bag Michaela was carrying, which had Rae Rae's iPod and iPhone, Michaela's iPod, and my camera — all of which we'd taken to shore to charge up. I fought my dude off, which was good, because I had all the veggies in my bag for our mean fish stew. Plus I'd just gotten about \$400 U.S. from the bank. I had my credit card, too.

"Bastards! We three girls all screamed bloody murder, and Rae Rae's shining her super bright flashlight on one guy seemed to scare him. Michaela chased her dude down the beach like a beast, but I was screaming, and she was scared for me, so she stopped. I think I'd already won the fight with my attacker by then, though, and was just screaming at the dude in anger. He'd freaked and run away.

"So yeah, we are super lucky that they

A shoal draft Columbia 23 wouldn't be our first choice for a cruise to Costa Rica, but when you're young and don't have much money...

weren't more hardcore. I know it's silly to fight for a few hundred bucks, but after a second I realized they were pussy, not very good at thieving, and not into doing serious damage. Plus we'd just bought all those fresh veggies.

"I filed a police report this morning, and we moved to the southern end of the bay. Right now we are beside a massive 50-ft ketch with like six young peeps, and since there's a bar right in front of where we're anchored, the beach won't be so dark and gloomy. And maybe, just like always, we'll get back on the boat before dark!

"Anyway, it wasn't that fun, but I'm over it. It did feel good to scream so hardcore — like you never allowed us to do when I was little. Finally, I was actually in trouble."

That's the end of Naomi's report. Jennie, her mom, filled in 'the rest of the story'.

"I do love the way the girls fought the attackers off when they judged it was a good option. And it's classic that Naomi was really into protecting her veggies! The backstory about the yelling is that I've always hated children screaming for the sake of screaming, so I forbade my kids to do it and always told them to 'save it for when you're really in trouble'. Good girl.

"It even gets better. Or worse. I've just been e-chatting with Naomi, and it seems that she hadn't told me the entire story. She didn't want to worry me, but she actually wrassled a knife off the guy!

"He made a couple of stabs at me and missed, so I figured he wasn't too good at this kind of thing, and grabbed it off him," Naomi told me. "I have a new steak

knife now, but it's a very small one."

"I'm guessing the 'small' size of it is another attempt to stop my worrying. The hair is still standing up on the back of my neck after her telling about the attack, but I'm super proud of the way she handled it. I thought of it today when I read the report about 6'4" Bill Lilly getting robbed on the Lagoon 470 *Moon-tide* at Caleta de Campos. He said he felt that because he was big, he could handle the thieves. I'd like to

assure people that size doesn't matter. It's attitude. Naomi isn't even 5 feet tall, but I guess can kick shins with the best of them."

— naomi and jennie 03/13/13

Heroína — Frers 74 Tim and Kathy Rutter Spirit of Tradition Sailing (Texas)

Every winter there are a couple of boats that make a grand entrance onto the sailing scene in the Caribbean. One of this year's boats was the gleaming Frers 74 *Heroína*. Her arrival was noteworthy because she'd been in the Hinckley Yard and Newport Shipyard in Rhode Island for 3½ months of the winter getting totally glossed out. Valentine's Day is not the ideal time to leave New England for Bermuda and the Caribbean, but with the work done and owners having spent a pretty penny for it, it's only natural they wanted to do some idyllic Caribbean sailing. So sail her to the Caribbean is what



IN LATITUDES



TIM WRIGHT



Spread; 'Heroína' showing her transom to her class in the Voiles. Inset; German Frers, who designed the 74-footer for himself.

the boat's skipper, South African Marius Swart, his Nova Scotian girlfriend Haley Allen, and a delivery crew did. As might be expected, on the way to Bermuda they got whacked with winds to 50 knots and seas to 25 feet. But *Heroína* handled it well, and after Bermuda it wasn't a bad trip the rest of the way to St. Martin and St. Barth.

Heroína's other grand entrance was at the Voiles de St. Barth, where she won all four races in her division, and usually by very comfortable margins.

She's a happy boat, too. Much of the reason is that owners Tim and Kathy Rutter, and crew Marius and Haley, get along so well. During a break in the Voiles, Tim kept telling us how great it is to have a captain like Marius, and how wonderful Haley is.

Marius thinks just as highly of the Rutters. "He's one of us," Marius says,

paying Tim what's close to the ultimate crew compliment. "He wasn't born rich, he earned his money." Tim is as unpretentious as can be, and repeatedly encouraged us to stop by and have a look at the boat.

Heroína is a good gig for Marius, who came to the Caribbean six years ago. He's only been the captain of one other boat, a Swan 60.

There is an unusual backstory to the design and building of *Heroína*, one that made her more attractive to the Rutters.

Almost every sailor knows that German Frers is a famous Argentinian yacht designer who has drawn many great designs for the likes of Wally and Swan, who has created custom builds like the 139-ft ketch *Rebecca*, and who has been involved in many America's Cup campaigns. In the early 90s, Frers decided that he

wanted to draw a boat for himself. Not wanting to be influenced by anyone at his office, he only worked on the drawings at home.

There are certain advantages to being a big player in the world of big sailing boats. One is that you get to know owners of big boats, and owners of big boats always have containers of spare and discarded parts laying around. So when it came time to decide how long Frers wanted his boat to be, it was dictated to a certain degree by the fact that his old friend Raul Gardini — he of the *Il Moro de Venezia* America's Cup campaigns — let him have an old mast from one of the *Il Moros*. The mast height pretty much set the boat length at 74 feet.

Frers also was able to pick up the wing keel from *Stars 'n Stripes '87* for little or nothing. Of course, what could be better for sailing on the shallow waters of the River Plate than a wing keel?

Alas, Frers was very busy working on America's Cup boats in the early '90s, so he didn't have as much time as he wanted to draw his own boat. So, at least according to the legend, he gave what he'd done to his son Mani, home on break from college, and told him to finish it. Naturally, there were guidelines — flush deck, simple elegance, open interior — but Mani took it from there. And while we're certain that German carefully checked his son's work, some refer to *Heroína* as Mani's first design. Mani, by the way, is now a successful naval architect himself.

German had her strip-planked hull built at Astilleros Sarmiento in Buenos Aires. He sailed her a bit in Argentina, but in the 15 years he owned her, she was mostly kept in the Med.

After owning her for a number of years, German got tired of the owner's cabin being aft, what with the kids and **Marius, giving a lesson is how to steer a big boat in big seas and even bigger winds — such as they had on the way to Bermuda.**



LATITUDE / RICHARD

CHANGES

their friends trampling over the boat at all hours. So he decided that the owner's cabin would be moved all the way

forward, where he wouldn't be bothered. He also decided to make some other changes to the interior. The work was begun with the classic boatyard tool, the chain saw.

"If you look way behind some of the paneling, you can still see a couple of places where there are clear traces of chain sawing," laughs Marius. "It must have been pretty brutal. But they did a great job on the new stuff."

Simple and strong works best for 'Heroina'.

Indeed, the interior as well as the exterior of the *Heroina* are in perfect condition. From her uncluttered flush decks to her open and uncluttered salon, she's a beautiful yacht.

Tim tells us that he and his wife almost missed out on the opportunity to buy her. They'd been looking all around for a wood boat, but just weren't finding what they were looking for at all. When they saw *Heroina*, however, it was as if they had found what they were looking for. The problem is that nobody likes to be rushed into an expensive boat purchase, but they were forced to make a decision.

"The situation is that owner Craig McCaw had 49 boats," Tim told us, "and he really wanted to sell this one. So *Heroina* was about to be loaded onto a ship for delivery to the Med. If we didn't buy her right away, she was off to Europe. We closed the deal in just 19 days."

Marius and Haley — she has a long sailing background — take a brief rest after a long regatta and before heading to Antigua.



LATITUDE / RICHARD



LATITUDE / RICHARD

It was a little scary making such a big move so swiftly, but the Rutters are now delighted that they did it.

"*Heroina* is a great sailing boat," says Marius. "She displaces 36 tons, so she's not a light boat and doesn't surf, but we went around the Voile course at a pretty steady 9 to 10 knots. And she's like a rock going to weather."

What's with the unusual name? German's great, great, great grandfather was a pirate. His first prize was a French warship named *Heroina*.

Their having arrived in the Caribbean so late in the season, it was almost time for her to head back to the Northeast again. "We have a very busy cruising and racing schedule, starting with Jamestown," says Marius.

— latitude/rs 04/13/13

Carina — Mason 33 Leslie Linkkila and Philip DiNuovo Pohnpei Respite (Kingston, WA)

As we've sailed more than 28,000 miles since leaving Washington in 2003, a lot of people think we must be wrapping up our circumnavigation. On the contrary, we haven't even made it all the way across the Pacific yet. We like to stay in places and get to know them.

We're currently in Pohnpei — one of the Caroline Islands that is part of Pohnpei State, which is one of the four states that make up the Federated States of Micronesia — and in order to get to know it, we'll probably stay here until New Year's 2014. After all, Pohnpei offers us many things we appreciate these days: a safe anchorage deep inside a lagoon that we believe is outside the typhoon zone, friendly locals, interesting cultures, USPS shipping, a U.S.-friendly visa policy and well-stocked stores. The largest 'supermarket' carries everything from crackers to coffins. Yes, coffins.

A six-and-a-half footer will set you back \$1,395. Too tight? The seven-footer is just \$55 more.

We were weary when we first arrived at Pohnpei, for in the prior seven months we'd done two transequatorial passages and explored the Solomon Islands. Although 4,000 miles in seven months isn't much if you make a couple of long passages, we'd been making shorter ones and moved along at a snail's pace. Throw in a life-threatening health crisis, a haulout, and a few major equipment failures, and it seemed



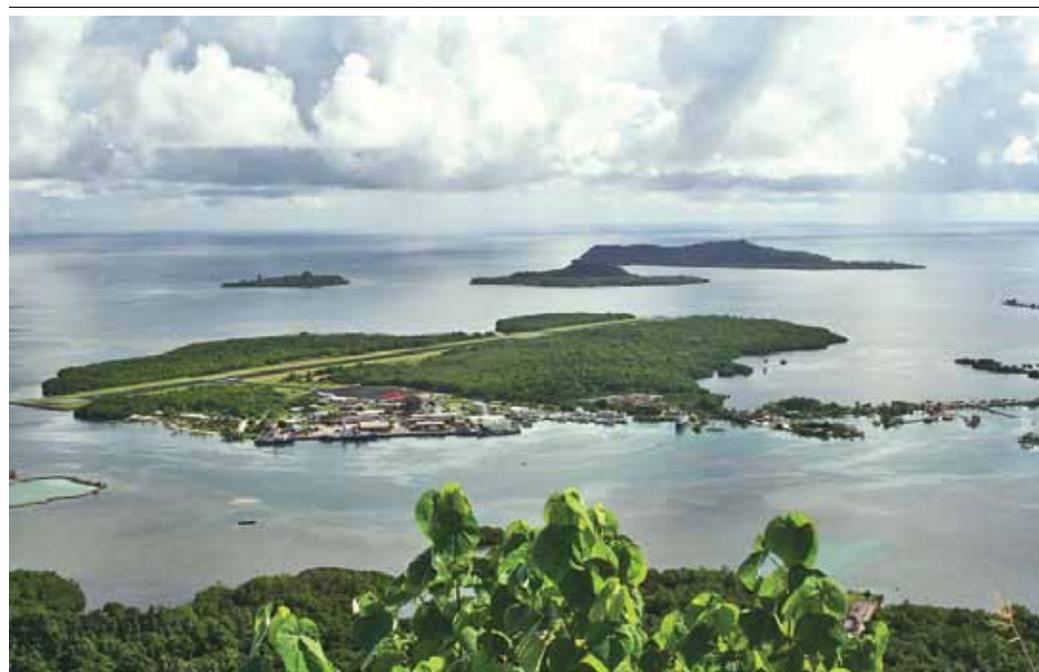
like a good idea to rest and renew in Pohnpei while we could.

After arriving in December, we became entwined in the transient cruiser population, participating in events and helping at least one disabled vessel make a safe landfall. We also discovered a large, interesting, international and not-so-transient expat population. Plus we caught up with a few old friends and made many new ones. So with holidays and events, time just slipped by.

Then Leslie learned that the College of Micronesia was short of math/science instructors, so she began teaching in mid-January. Just this week she stepped in to sub for another faculty member who has gone on maternity leave. She is now teaching chemistry, too, which has quadrupled her student contact hours and gotten a few more dormant science synapses firing again. Her weekly pay to date barely feeds Jake, our cat, but she is really enjoying the interaction with the kids. The kids are junior college-aged Micronesians who have many challenges.

IN LATITUDES

PHOTOS COURTESY POHNPEI SURF CLUB



United lands here.

campus — which is down the road "a piece" in the wrong direction, meaning away from town.

Pohnpei is an interesting place. Geologically speaking, it's like the Society Islands and Wallis — the volcanic islands in the center of the lagoon are still high and lush, and the fringing reef has few *motus*. The lagoon itself is mostly deep right up to large areas of coral, except in and around the port of Kolonia, where the lagoon is silted in. Way inside, SW of Kolonia town, is the anchorage with depths in the 25-ft range, and with a bottom of thick, gooey, black, clay-mud.

Sokehs Island with Sokehs Mountain is to the west, the mountains of Pohnpei to the south, and the low hillside of Kolonia to the east. Hidden in the jungle on the top of Sokehs Mountain are a number of abandoned Japanese gun emplacements that sit in redoubts. A warren of tunnels, overgrown with vines, connect each fortification. The big guns face the encroaching jungle and are, of course, silent. But in fact, they were never fired in anger. World War II action passed Pohnpei by, and the Japanese military left after the surrender.

A mile or so to the north, past the commercial dock and the airport, we can see the surf crashing on the reef. We recently raised our anchor after over two months and, as would be our luck, our washdown pump failed as the worst of the goo cleared the surface. Unable to quickly fix the pump, we finally hauled in the chain, motored to our mooring, and pulled the chain back out of the locker.

If this Pohnpei anchorage looks green, it's because it is. The island's higher elevations get 300 inches of rain a year, twice that of sea level.

Twenty-mile by 20-mile Pohnpei is home to just 34,000 people, who are reputed to be the most friendly in Micronesia. In addition to daily rain, the island is known for, clockwise from lower left, the ruins at Nan Madol, unused Japanese artillery, great diving and great but uncrowded surfing.

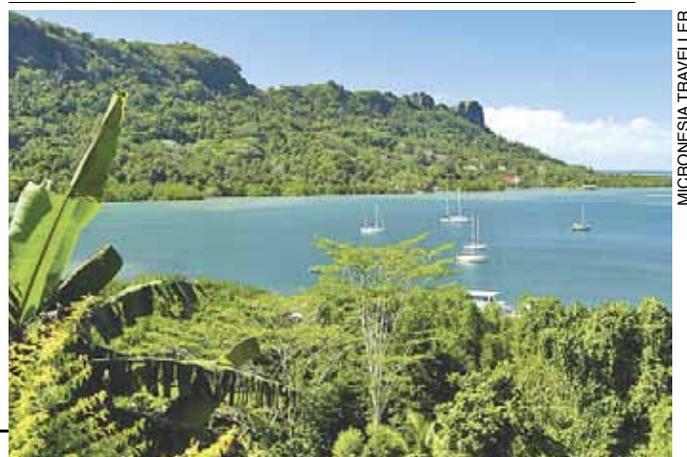
Among them are that they speak English as their second language, they are painfully shy, and they enter college generally unprepared for the rigors of independent study and advanced subjects.

Meanwhile, Philip is keeping *Carina* in shape and walking up and down the island's hills, hauling supplies (read food) and laundry, which has left him as fit as he's been in years. We are also — in our spare time — sewing sails and canvas for hire as the need arises, and writing when we can. This week we hope to finalize a deal to buy an immaculate old Mazda Demio, which seems to be in such good shape that we'll be able to recoup our investment by selling it when we leave in roughly nine months. It's slightly scary to think about owning a car after going just shy of 10 years without one, but our Pohnpeian driver's licenses — \$6.50 each — are up to date, there is no insurance, and the registration is only about

\$10.

The Demio has been imported directly from Japan, so the driver station is to starboard despite the fact that traffic drives on the right hand side of the road — as in the United States. Philip has driven right-hand cars before and has had no trouble. But drivers here think they have a God-given right to dominate pedestrians. In fact, they will aim for you if you're in their path — even if you are walking on a sidewalk. Given the natural friendliness, politeness and shyness of most Pohnpeians — when they are not behind the wheel — it's an odd behavior. But it's made it a little hard on Leslie.

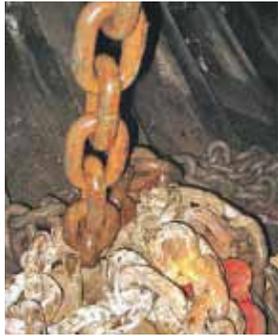
Why get a car at all? Leslie has had little luck getting taxis at 7 a.m. for her 8 a.m. labs on the



MICRONESIA TRAVELLER

CHANGES

We spent the remaining hours of the day using brushes to scrub each link in buckets of seawater. If you've ever put a filthy chain — and its marine fauna — in an anchor locker and left it to fester, you'll know why we were anxious to avoid this.



Chain locker distress.

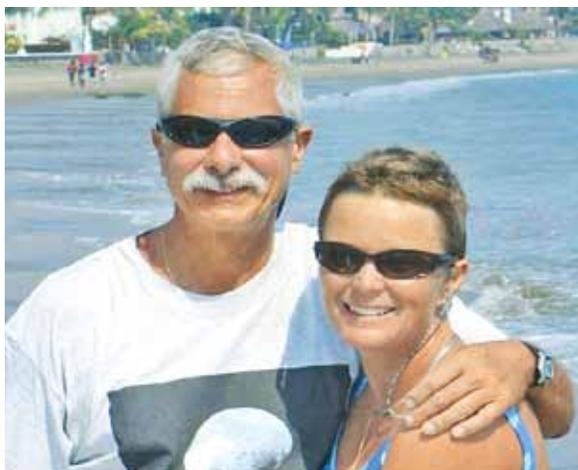
Pohnpei is the capital of the FSM: the Federated States of Micronesia, the entity created when the treaty with the U.S. allowed the Trust Territories of the Pacific to become independent. Palau and the Marshalls decided on autonomy while Yap, Chuuk (nee Truk), Pohnpei and Kosrae became the FSM.

Being the capital of the country, Pohnpei is a medley of cultures from all the states, mixed coarsely with diplomats, NGOs, a bunch of expats from different countries, and the big evangelical churches. But a melting pot it ain't. Every group has its 'burb and church. But it mostly works.

Every place like this has its bad boys, and the Chuukese are the ones who like to stir the pot. They reside on Sokehs Island to our west, which they acquired after the Sokehs Rebellion resulted in exile of those living there at the time. At Christmas they decided to extend the holidays, so all Chuukese took two weeks off and spent most of their time drinking *sakau* (kava) and alcohol, and pounding on drums made out of barrels.

To our east is the Kapingamarangi clan, which was displaced from their atoll at 01 N by a drought many years ago. This Polynesian clan has feudal

Philip and Leslie cruise slowly and thoroughly. After 28,000 miles, they're still haven't made it all the way across the Pacific.



chiefs, like Tikopia in the Solomons, and is a tightly knit group. Whistles from their organized sport programs fill the supertime air, their youth sailing program dinghies cross the bay each weekend, and their daily 6 a.m. bell resounds off the waters of the bay.

The Kapingamarangi wood carvings and weavings are purchased for dear sums by the tourists who arrive on United Airlines, the only passenger carrier. Though the Kapingamarangi men are skilled carvers, they seem most skilled at producing children. Robinson, a Kapingamarangi man who cares for some boats owned by local businessmen, told us that of the 500 or so residents of the village, 400 are children! He is caring for eleven, many more than he has sired, since his wife keeps adopting needy children. When we have 'excess' food, we try to send it Robinson's way.

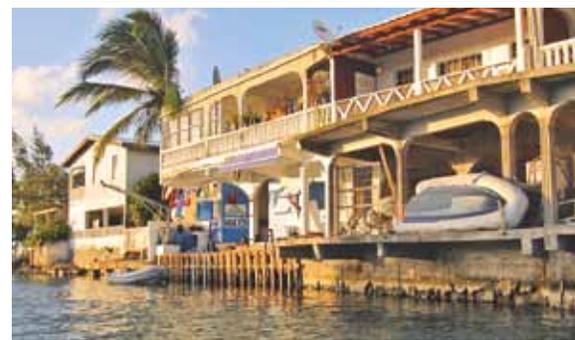
On shore to our south is the Pohnpei Marina, still under construction by Kumer and Antonia Panuelo. Kumer is part of the powerful Panuelo clan that owns most of the land on the south end of the bay. Despite his family ties, Kumer is a self-made man. Both he and Antonia went to university in the United States. They have high standards for themselves, their projects, their children and their workers. They are ambitious, but they are also so kind and generous it seems impossible to 'outgive' them. They just will not allow it.

Without Kumer's local knowledge and skill — and his boat with 400-hp of power — the engineless sailing vessel *Zephyr* may well have wrecked on the reef at Sokeh's Pass when the wind suddenly died. Kumer towed *Zephyr* though Pohnpei's pass and into the bay, where yachting dinghies took over and tugboated *Zephyr* into the tight little marina.

The marina is still under construction, so we land our dinks for free, carry away city water (not yet metered) and use the crude clubhouse — an open-air tin-roofed structure recently decorated with burgees by *Tomboy* — for sail repair and frequent BBQs. The *Panuelos* are slowly building the foundation of a great yacht/sport fisher facility, and we're so pleased to do what we can to help them.

Every day here is a good one because we are healthy, happy and in a beautiful place. So if anyone is worried about us, worry no more.

— *leslie and philip 04/15/13*



Cruise Notes:

Who says coming back to California from Mexico has to be a **Baja Bash**? The 82-ft schooner **Seaward**, a non-profit educational tall ship, made the trip from Cabo to her berth at Sausalito's Bay Model — a distance of 1,600 miles — in just 11 days, 11 hours. "We'd originally planned to travel up the coast from Cabo, but the weather forecasts were perfect for the offshore Clipper Route," said *Seaward's* captain, Ryan Shamburger. "We were on starboard tack the entire trip, with a good southerly breeze for the last 60 hours. Full sail under clear skies with gently rolling seas was the norm. This was my first Clipper Route passage. Considering our fast run home, I'll always pick the offshore route over a Baja Bash."

To avoid potential disappointment, please note that Capt. Shamburger said "the weather forecasts were perfect for the Clipper Route." Normally boats leaving Cabo have to sail 400 to 600 miles

IN LATITUDES



LATITUDE / RICHARD

the boat. The topper is that more than two months later the abandoned Swan was found doing just fine on her own 800 miles southeast of Bermuda, the main still tied nicely on the boom. We're asking that you be the judge. Should the "experienced sailors" be charged for their unnecessary evacuation? And should there be an additional fee for their having made the rescue more difficult by having not bothered to register their EPIRB?



ACR

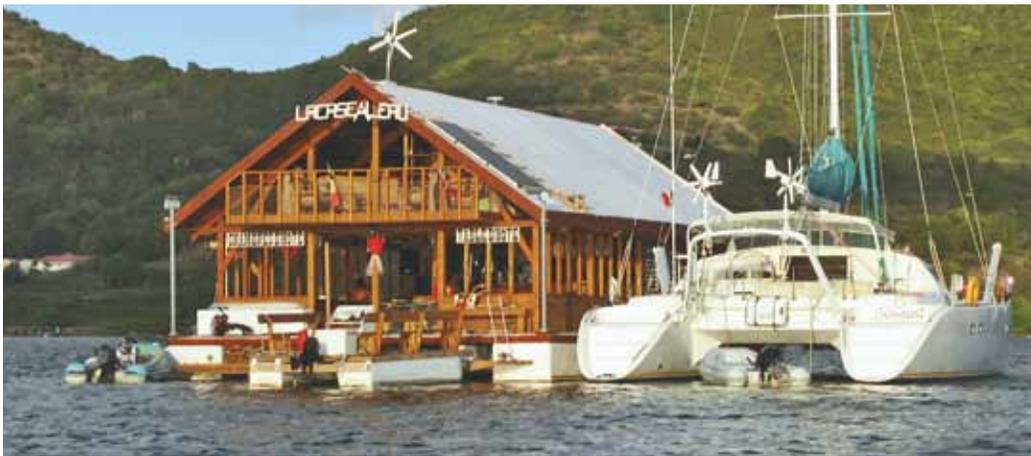
The EPIRB. Use only when needed.

"Cruisers in the Sea of Cortez have been pretty casual about securing their dinghies overnight, usually just tying them to the stern of the mothership," writes Jon Doornink of the Puerto Escondido-based Morgan Out-Island 37 **Seadream**. "Not only has locking one's dinghy for the night not been necessary, if you locked your dinghy to the Puerto Escondido dinghy dock, for example, the locals thought you were impeding their progress. But on the night of April 1 — I know, I know, but this turned out *not* to be a joke — a dozen cruisers were anchored at Caleta San Juanico anchorage. In the morning, one cruising boat near us was missing her brand new RIB and outboard. All that remained was a cut painter. Appeals to local fishermen and land-based Mexicans — backed by a big monetary reward and a promise of no questions being asked — yielded nothing. We have been cruising these wonderful waters for 15 years, and this is the first experience we've had of dinghy theft in Baja. Times — as well as the price of *pollo* — are changing in Mexico."

Is the following a coincidence?

"I live in La Paz," writes **John Watts**, "and I've noticed a sign on a trailer off to the side of Highway One that reads

Take care! Inflatable dinghies and outboard motors are not only expensive — \$5,000 to \$6,000 — in Mexico, there is a limited selection.



There is no place quite like Simpson Bay Lagoon, which is half on the French side and half on the Dutch side of St. Martin. Photos clockwise from above: Boat-in dining. Stretching an old charter boat. Marine businesses on the French side. Stretching an old multihull. A boatyard on the water. The 'other' Simpson Bay bridge. What's a rustbucket need with a new mast? Small boat sailing.

offshore on starboard tack, often a little south of west, before they can flop back on port toward their ultimate goal. And rarely are they blessed with 60 hours of southerly winds at the end of the trip. Don't get us wrong, sailors have had success with the Clipper Route, but it's rarely as easy as *Seaward* had it.

And you thought you didn't like lawyers before. In early February, a group of four Irish lawyers, all members of the Royal Irish YC, set off from Connecticut for Bermuda and Antigua on the new-to-them Swan 44 **Wolfhound**. Sailing from the Northeast to Bermuda in February is not recommended, as it's often stormy along the way. The barristers set sail anyway. On the night of February 9, while 80 miles north of Bermuda, the four set off the EPIRB, indicating they were in distress. According to the

Coast Guard, the wind was blowing 50 knots and the seas were 20 feet. Those certainly aren't pleasant conditions, but that's the kind of stuff to be expected on that passage at that time of year. Indeed, the sloop *Heroína* had similar conditions a few days later in the same spot. Thanks to the bravery and hard work of the pilots of a C-130, and that of the crews of two merchant vessels that were diverted, the four lawyers were removed from the sailboat in appalling rescue conditions. As it turned out, there was nothing wrong with the men — other than their being frightened. By asking to be rescued, the men no doubt put themselves and their rescuers at much greater risk of injury or death than had they stayed with



LATITUDE / RICHARD

CHANGES

'Dinghies For Sale, Like New'. From what I've been able to see, it looks as though there are a couple of inflatables in the trailer. Knowing that dinghies have been stolen from boats, I can't help but wonder if some of them have somehow ended up in the trailer. If people who have had dinghies stolen have the serial number or other identification, I would have no problem scoping things out and reporting back." Watts can be reached at johnny44_isat@hotmail.com.

Crossing bars to get into port is always dangerous when there is a big swell running; nonetheless mariners eager for shelter often risk it. Five people were plucked from the ocean near Ballina on the east coast of Australia last month after a sailboat got mixed up in breaking waves approaching the bar and soon ended up on the rocks. Some of those who needed to be rescued were from the sailboat, some were from an earlier rescue boat that had flipped in the steep six- to nine-foot waves. One of the victims was trapped in an air pocket beneath the boat for one hour. Miraculously, everyone survived. Miraculous because it was hard for the skipper of a



PRESSE PORTUGAL

The ill-fated 'Meri Tuuli'. Crossing bars when a big swell is running often ends badly — for mariners and for those attempting to rescue them.

second rescue vessel — a jet boat — to find the victims in the dark and in the big surf. Miraculous because it was too rough for a helicopter to lift anyone off

jet boat. And miraculous because with almost everyone beginning to suffer from hypothermia, the skipper of the jet boat decided his only option was to drive the jet boat through the surf and onto Shelly Beach where ambulances were waiting. It was a gutsy desperation move that worked out well.

Things didn't turn out so well when the skipper of the 33-ft German yacht **Meri Tuuli** tried to cross Portugal's Figueira da Foz river bar late one afternoon last month when waves as high as 15 feet were breaking. A distress call was answered by members of the Policia Maritima in a RIB and on a jet ski. It wasn't long before five of the sailors were thrown into the water, and the RIB was flipped, throwing four of the maritime police into the water. One of the sailors and one of the maritime police were killed, and two sailors were badly hurt. Don't cross bars when big waves are breaking!

Did you read Naomi Crum's *Changes* in this issue and think it was maybe a little irresponsible for her parents not to discourage her from going cruising on a boat as small as her Columbia 23

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Medusa? Before you do, be aware that in 1981, when her parents Bob and Jennie were about the same age as Naomi, they cruised the same coast on **La Delfina** — an Alacrity 21! In fact, that's when they met the 'Uncle Dale' mentioned in Naomi's report.

"When my husband and I were sailing down there in 1981 on our tiny boat," writes Jennie, "we met and played with a low-life sailor/surfer like us by the name of Dale Dagger. He was cruising on **Zoo**, his old Wharram cat. Flash forward to this year. When Naomi was heading down the Nicaraguan coast, I was home 'cruising' the coast ahead of her on Google Maps. My jaw dropped when I suddenly saw the notation: 'Dale Dagggers cool place to stay'. It couldn't be a coincidence. I did a bit of email tracking to be sure, and it was 'our' Dale. He had stayed in Central America and become Nicaragua's go-to surf icon. We put Naomi and Dale in touch with each other, and Naomi ended up anchored in his bay at El Gigante for several weeks. He was really great to her, and we're stoked how small the world is when

it comes to cruising friendships. By the way, Naomi is now at the end of her current cruise, as the trusty little *Medusa* doesn't sail upwind very well. So she's in the process of selling the boat to a couple of super keen wanna-be sailors in Tamarindo, Costa Rica. It'll be interesting to see what she does next, but I have a pretty good feeling it'll involve a sailboat."

From 1975 to 1995, French sailor **Philippe Poupon**, backed by 20 years of sponsorship from Fleury Michon, was one of the greatest ocean racers in the world. He won the Figaro Singlehanded Race, the Route du Rhum, set a trans-Atlantic record, flipped in the Southern Ocean during a Vendee Globe, and was a threat in every race he entered. With his racing days over, he decided he wanted to devote his life to the ocean environ-



One of the young Poupons at one of the few ice-free areas of the Antarctic. It was possibly the only day of the trip that the sun came out.

ment, particularly in the polar regions. So in 1999, he made a polar voyage with the 36-ft **Fleur Australe**, named after a quasi-mythical flower said to grow in the most remote polar regions. In 2005, Poupon married the ridiculously lovely, vivacious and adventurous French actress **Geraldine Danon**. In 2010, the two decided to make a voyage to both polar regions on a new **Fleur Australe**, 60-ft pilothouse ketch designed and built

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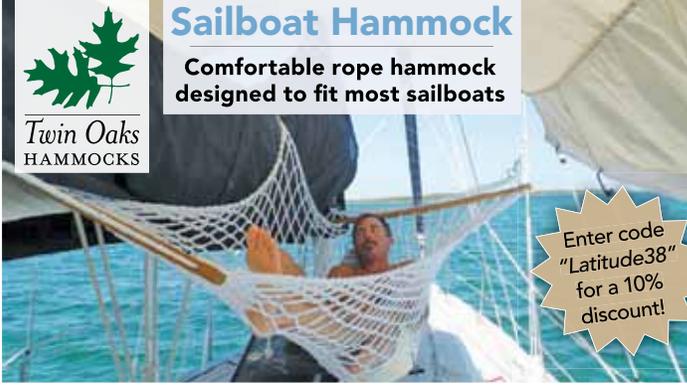
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CHANGES

specifically for ice. They would be accompanied by three very young children. As if it were no big deal, the family sailed from France to the Caribbean and up the East Coast of the U.S. to Canada, did a Northwest Passage, came down through Alaska, along the West Coast, across the Pacific to New Caledonia and other South Pacific islands, then to Australia and New Zealand. For the next three months — this now being early 2012 — they, accompanied by two crew, sailed to Antarctica to collect scientific data and make a film about their adventure. We saw them present the film before a hometown audience at the St. Barth Film Festival. Our respect for the duo — Geraldine even briefly went swimming in the ice-littered Antarctic Sea — is immense. But talk about a gloomy place to cruise! If they weren't dodging icebergs, plowing through ice fields, or building snowmen on the deck, it was at least overcast and foreboding. The wildlife, from hilarious penguins to a curious whale, was great. But for tropics-loving sailors such as ourselves, the film was almost as depressing as sitting through repeated



FRENCH PHOTO

The dynamic duo of Geraldine Danon and husband Philippe Poupon are planning to return to Antarctica with their young children.

viewings of Ingrid Bergman's *The Seventh Seal*. It didn't help, of course, that we don't understand much French and couldn't follow the dialogue. Lord knows there are people who love high-latitude and polar-region sailing, and God bless them. The good news for them is that they'll never be bothered by crowds.

"Having quit work and taken off sailing, I'm now anchored at Bahia Santa

Cruz / Huatulco, which is in southern Mexico," reports surfing crazy German budget cruiser Stefan Ries of the Triton 29 **Mintaka**. "The sailing has been pretty good, as it's been mostly downwind or reaching, and I've spent very little time drifting. My best 24-hour run was 100 miles, the worst was 40 miles. The best waves? Chacahua!

Next week I'll be departing Mexico, and the wind will decide if I stop in El Salvador or sail directly to Nicaragua."

Jim and Kent Milski of Lake City, Colorado — with lots of time spent cruising in Mexico — are nearing completion of a four-year circumnavigation with the Schionning 49 cat **Sea Level** Jim completed from a kit. Having stopped at Cartagena and passed through the Panama Canal, they don't have much more than 1,000 miles to go to reach their outbound path.

"I've been very impressed with **New Caledonia**," reports Kurt Roll of San Diego, who is crewing for another season for Dietmar Petutschnig and Suzanne DuBose on the couple's Las Vegas-based Lagoon 440 catamaran **Carinthia**. "From

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what I'd been told, I expected New Caledonia to be more expensive than Tahiti, which is about as expensive as it gets. But not only is it like paradise down here, the cost of things isn't much more than back in the States. If anyone likes delicious French cheeses, bakery items, wines, fresh fruits and veggies, as well as fish and shrimp, they would love it here. As cruisers, the availability of this good food means the world to us. And the New Caledonians are wonderful. They're even forgiving of my French, which is limited to what I learned watching Pepe Le Pew cartoons. I've made a video of our experiences so far, which can be seen at: www.youtube.com/watch?v=XBuadEwvSIA."

Fun facts about **New Caledonia**. It was first seen by Westerners in 1774 during the second voyage of Captain James Cook. The northeast part of what would become Grand Terre reminded him of Scotland, hence the name. It was nearly 100 years before the area was visited again, and only for its sandalwood. When the sandalwood ran out, the new trade became blackbirding, a euphemism for enslaving people from

New Caledonia, the Loyalty Islands, New Hebrides, New Guinea, and the Solomon Islands to work in sugar cane plantations in Fiji and Australia. The victims of this trade, which continued until the start of the 20th century, were called *kanakas*, the Hawaiian word for 'man', as were all people of Oceania. Cannibalism was widespread in New Caledonia for many years. For instance, in 1849 the crew of the American ship **Cutter** were killed and eaten by a New Caledonian clan. Fortunately, regional dining habits had changed by the early 1900s.

"We're almost done refitting our 1969 Hardin Sea Wolf ketch," write a couple from Southern California who prefer to remain anonymous, "and my husband and I have had many discussions about where to head first. This morning he told me that he wants me to see the Pa-



This is how NASA sees the northwest end of Grand Terre, the biggest of the islands in New Caledonia. Looks promising, doesn't it?

cific Northwest before heading to South America. His thinking is that staying close to the States might be smart until we get our sea legs and learn everything about our boat. So our question is when is the best time to sail from Southern California to the Pacific Northwest. We'd like to leave sometime this summer."

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CHANGES

weather in late summer and early fall. But since you don't seem to have any time constraints, we suggest that you harbor hop. If the weather stinks — and it may for a week or more at a time — just relax and explore wherever you are. And make sure the boat's engine is in good shape, because we suspect you'll be motoring most of the time.

"Today was another beautiful day in the paradise that is La Paz," writes Jane Roy of the Portland-based Hunter 54 **Camelot**, "except for the fact that a humpback whale beached itself on the sandbar in the La Paz Channel. But thanks to the help of many Mexicans and others, and the pulling power of a *panga*, the whale was towed back into deep water. Towels were used to keep the whale hydrated."

Also finding itself on a beach where it didn't belong was the 48-ft Chinese junk **Flying Dragon**, owned by Frenchman Marini Réfis and his Mexican wife Sibyl Gomez. They were reportedly motoring along the coast of Banderas Bay on the evening of April 1 when the engine failed.



JANE ROY



Mexicans and cruisers are seen coming to the aid of a humpback whale that inexplicably took to a sandbar near La Paz. He was saved.

The couple attempted to set sail and to set an anchor, but with the wind and sea against them, the heavy teak vessel

went ashore. Word of the vessel's distress spread quickly, so there was a large turnout of locals and cruisers to try to get the junk off at the 2 a.m. high tide. It was not successful. A later attempt — after as much gear as possible was offloaded, and after heavy equipment turned *Dragon's* bow to the waves — was successful.

The interesting vessel has quite a history. Built as a fishing boat in Hong Kong in 1925, she was converted to a cruising boat by an airline pilot, then shipped to Washington where she served as a floating pavilion for the 1974 World's Fair in Spokane. She later served as a floating brothel — ! — in Astoria, Oregon. Under new ownership, in 2011 she was rescued seven miles off the entrance to the Columbia River after her engine died. Earlier this winter, her outboard was stolen near La Cruz. We wish the owners better luck in the future.

With the **summer cruising season** almost upon us, we'd love to hear from you, wherever you're cruising. As always, short reports with high-res photos are best.

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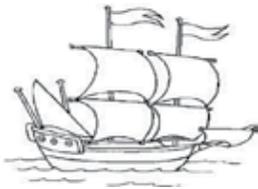
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VANGUARD 15, 2003. Berkeley. \$2,000. Great Bay sailer, solid hull integrity, custom reefable main, good condition overall, with trailer. (510) 642-5703 or (510) 333-1460 or mpwilson@berkeley.edu.



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.



16-FT CAPRI BY CATALINA, 1990. San Luis Obispo, CA. \$3,000. Great condition. Wing keel. Roller furling. Railmaker life lines and swim ladder. Full set cushions. 5hp Merc. Lots of gear. Galvanized trailer, extending hitch, xln tires. Ready to sail. (805) 550-1715 or soenkearchca@att.net.

22-FT CATALINA, 1985. Auburn, CA. \$3,900/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.



22-FT CATALINA, 1972. Woodley Island Marina, Eureka CA. \$2,750. 6hp Evinrude outboard motor. Mainsail, jib and genoa with jib and mainsail covers. New standing running rigging in 2012. New interior upholstery, curtains and new cockpit cushions. Two anchors with line. Shore power cord. Battery charger. New masthead light, antenna and Windex indicator in 2012. New jib cars, blocks and tracks. Contact (303) 520-9970 or svtimpas@hotmail.com.



24-FT J/24, 1978. Newport, OR. \$6,500/obo. Fast fun boat, ready to sail, newer high-end sails and spares, 2 spinnakers. Newer running rigging and hardware, many upgrades, drown-proofed. 2-axle trailer, 3.5hp outboard. Delivery possible. Contact pmerskine@yahoo.com or (541) 765-4467.

25 TO 28 FEET



28-FT LANCER, 1985. San Rafael. \$8,500. Great Bay sailing vessel, 8' beam, 3' draft, 2600 lb. ballast keel. Sloop design, Evinrude 9.9hp 2-stroke outboard, starts on first pull. Includes sailing extras (PFDs, etc.). As is. (415) 420-8575 or surtruck18@sbcglobal.net.

24 FEET & UNDER



17-FT VAGABOND, 1980. Sausalito. \$3,500. Very clean, ready to sail. In the water with bottom paint - YES, trailer included. Reliable 4hp engine, new mainsail cover, swing keel, good sails, anchor, cushions. We've got a new boat! More at www.denebeim.com/vagabond17. Contact keith@denebeim.com or (415) 596-7271.

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25-FT CORONADO, 1968. Moss Landing, CA. \$3,200. Great boat for beginner/budget sailor. Dry hull, 9hp LS outboard, Porta-Potti, extra winches, 4 extra sails, including genoa, 2 jibs, spinnaker. The sails and motor alone are worth \$2,500. Will send pictures. (209) 525-5567 or doug2205@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. Contact (209) 694-6280 or chillingillen@hotmail.com.

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.



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.



27-FT CATALINA, 1983. Sausalito. \$8,800/obo. Universal 11hp diesel inboard with low hours. Rugged for heavy air. All lines led aft, Tiller steering, dinette model, enclosed head w/tank, sails = 1 battened main, 1 spinnaker, 120, 90 and 70 jibs, all Pineapple (good condition), VHF radio, autopilot, traveler above companionway. <http://plus.google.com/photos/100812583125198105975/albums/5852426468985232481?authkey=CMIb7pKcwl2B>. Contact (415) 717-4726 or popwowsail@gmail.com.

26-FT BALBOA, 1974. Martinez. \$5,500/obo. Solid B26. New main and jib 2010. Upholstery done in 2000. Many other upgrades. Email for inventory. Evinrude 9.9 2-stroke modified to 15hp. Trailer included. Contact (925) 330-0804 or friendlypool@astound.net.

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. www.leoregius.org/adventure.html. (650) 430-0731 or adventure@leoregius.org.

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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CAL 2-27, 1978. Sausalito. \$7,500. Good condition. Strong hull performs well in Bay/ocean conditions. Inboard Atomic 4 (runs great), standing head room, enclosed head. Tiller. Autopilot, VHF, stereo, 2 batteries with charger, spinnaker/pole. Photos available. Sausalito berth. (415) 215-7906.

27-FT CATALINA, 1986. Alameda. \$17,500. Pristine inside and out. Universal M18 diesel. Fin keel, wheel steering, new standing rigging '12, bottom paint '12, North Sails main '11, furling jib, open settee layout, teak cockpit table. Photos online: www.1986catalina27.webs.com. Contact walkabout1986@yahoo.com or (415) 794-1174.



26-FT NORDIC FOLKBOAT, 1961. SF Marina (East). \$10,000. Brandt-Moeller Nordic Folkboat (wood). Completely restored 1991. Professionally maintained. Excellent condition. New cover from Covercraft. Cruising gear, 4.5hp two-stroke, long shaft Nissan outboard included. See ad at: <http://sfbayfolkboats.org/classifieds.html>. Email wmadison@joneshall.com.

CATALINA 270, 2006. Oyster Point Marina. \$43,500. One owner. Passing of owner forces sale. 10 hours on Yanmar diesel. Raymarine Navpod. Autopilot. SS wheel. ST winches. Schaefer furler system 750. Dutchman system. Boat is like new. (530) 830-6729 or zupet@aol.com.

27-FT EXPRESS, 1983. Santa Cruz. \$19,500. Well maintained, great racer or daysailer. Mostly used as the latter over last ten years; gear replaced as needed. A delight to sail. In Santa Cruz. Email for full specs, deconant@yahoo.com or call (408) 391-7747.



26-FT MACGREGOR 26M, 2008. Sparks, Nevada. \$29,500. Great family weekend sailer, 50hp Evinrude E-Tech, low hours, one owner, sleeps 4-6, transom seats, berth portals, galley, head, BBQ, shore power, bimini, main and helm cover, anchor. Never stored in water. Call (775) 224-0776.



26-FT INTERNATIONAL FOLKBOAT, 1978. Los Alamitos, Long Beach, CA. \$10,000. 26-ft sloop. Excellent condition. One owner. Original factory installed 10hp Volvo diesel inboard. Sleeps four, galley, head, etc. Fully rigged including genoa. Serious inquiries only. Includes a 10-ft. Avon inflatable w/Honda 10hp outboard. Boat is known in SF as *Griffin*. (949) 650-7752 or barnettdesign@earthlink.net.



26-FT MACGREGOR, 1991. Near Marysville, CA. \$6,000. Great weekend family camping and sport boat. Sleeps 4 adults and 2 kids. Kick-up centerboard and rudder for lakes. Includes many extras: genoa, stern ladder, stove, low hours 8hp Honda, girl 3-day potty, trailer, and more. Never stored in the water. Dry docked and covered since 2003. Contact (530) 692-9006 or (925) 922-8686 or garyh@precisionservices.com.



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, oversized Lewmars, new boom 2003. Bottom painted April 2011. Evinrude 7.5hp OB rebuilt 2012. (650) 269-0546 or simon@escalatecapital.com.



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25-FT CATALINA, 1984. Berkeley. \$5,000/obo. She looks great! Professionally cleaned and Teak just revarnished. Reupholstered and bottom painted in 2009. New standing rigging in 2006. 5 foresails. Whisker pole. 2001 6hp Nissan O/B. Very clean and ready for sailing. (510) 984-4685 or kernull@yahoo.com.

29 TO 31 FEET

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.



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 driplless shaft, dodger, LED lights, stove, berths 5. Ready for 2013 season. Fresh bottom paint and polish. Dave Morris. See more at <http://sfbay.craigslist.org/pen/boa/3644729007.html>. Call (602) 743-7129.

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 wmcovardale@gmail.com.



30-FT MUMM, PERENNIAL WINNER. 8 Ball is for sale. For complete details email: season@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. See www.tigress-bcc.com or (650) 868-0348.

30-FT NEWPORT, 1979. Alameda. \$6,500. Yanmar YSM12 diesel. New head gasket, valve cleanup 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 email johnjillboat@yahoo.com.

29-FT ERICSON, 1976. Vallejo. \$5,300. 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.

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.



30-FT PEARSON, 1976. Alameda. \$5,000/obo. Atomic 4, auto bilge, new batteries, good sails and radio, water-pump for sinks, propane stove. Original interior in fair shape. Sleeps 5-6. Moved and have to sell. No reasonable offer refused. Minor TLC needed: Paint (Btm), (1) bath window leaks. Need varnish on companionway door, repacking of prop shaft, (1) cushion slightly torn. (559) 618-1542 or backflips.nocu@msn.com.

30-FT CATALINA, 1982. Point Richmond. \$9,000. Good condition, spacious interior cabin, new head and batteries (last season), VHF/AIS/Garmin 545s with SF Bay G2 vision, bottom in good condition, however the inboard 5411 engine is non-working and needs replacement. (707) 980-5601 or genn.santel@esantel.com.

30-FT CAL 2-30, 1970. Alameda Marina. \$10,000. Diesel. Galley with ice box and propane stove. Table. Sleeps 6. Recent survey available. Main, Jib, 155 Genoa, spinnaker and pole. Autopilot. Liferaft, EPIRB. Contact (510) 825-3610 or badruhyatt@yahoo.com.



30-FT BABA, 1979. Marina del Rey, CA. \$43,000. 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. See more www.boats.com/boat-details/Ta-Shing-Baba-30/142922651. Contact (310) 310-5718 or baba30sale@gmail.com.



30-FT HUNTER, 1993. Stockton Sailing Club. \$28,000. Yanmar diesel, roller furling, autopilot, depth and knot meter, lines led aft, dodger, bimini, VHS, color digital TV, stereo with CD player and speakers inside and cockpit, GPS. (209) 985-6221 or cookeez1@sbcglobal.net.

30-FT CAPE DORY, 1984. Marina del Rey. \$40,000. Bristol cutter, renowned for their quality and craftsmanship, 8 bronze ports, bluewater. Equipment: new Mylar genoa on roller furling, stay sail, 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.

32 TO 35 FEET

32-FT GULF PILOTHOUSE, 1986. Coyote Point, San Mateo. \$45,000. Great for year round cruising, radar, microwave, fridge, many extras. Email for photos and more info: gulf32coyotepoint@live.com.



COLUMBIA 34 MK II, 1975. Moss Landing. \$16,500/obo. Bill Tripp design. Former liveaboard, 6'4" headroom, new upholstery, Magma BBQ, ice box with cold plate, 3-burner stove w/oven, Perkins 4-108, older electronics, 4 sails, Harken boom. Contact (209) 681-6928 or richnancy82@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 daysailing. A must-see jewel, ported in beautiful Newport Beach. More at <http://ericson35.weebly.com/index.html>. Contact dan999la@gmail.com or (310) 623-2299.

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



32-FT CATALINA 320, 2000. Berkeley. \$69,000. Dodger, new mainsail, roller furling jib, good condition; well maintained within the OCSC fleet. (209) 872-0331 or moody_robert@hotmail.com.

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. Porta-Bote and Yamaha 5 horse. Many extras. (209) 470-3889 or glwestcott@yahoo.com.

33-FT SPAULDING, 1969. \$25,000. *Auroral*, built 1969 by pattern maker Ivan Davies. Hull made of bruynzeel, plywood deck, cabin house sides made of teak. Fastened with bronze, Monel. Grey marine engine low hours. Set of sails and equipment. For more info email jonah_ward@hotmail.com.



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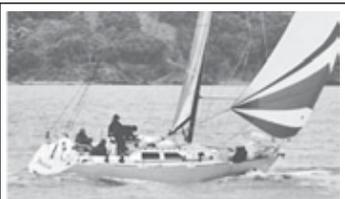
COLUMBIA 34 MARK II, 1971. Alameda, CA. \$7,000/obo. Famous Bill Tripp design. Very roomy, copper plumbing, Force 10 oven, gas engine not working, 6'4" headroom, fresh bottom job. She needs work, but is well worth the effort for a capable person, Mexico vet. (415) 205-5267 or rjl4sail@hotmail.com.

34-FT CUSTOM MULL. Racing/cruising sloop, 1981. Channel Islands Marina. Best offer over \$9,900. One-off racing/cruising sloop by America's Cup designer Gary Mull. 'Bullet proof' cold molded hull finished below teak/mahogany, sleeps 4-6. Full galley, full sailset. Beautiful fast classic. Must sell due to critical health. Leave message with all contact info. (760) 323-3025.



32-FT CHEROKEE CHRIS CRAFT, 1969. Emeryville. \$5,000. She is a very unique sailboat, designed by Sparkman and Stephens, always a conversation piece. I have not taken her out in a while and have been using her as a weekend getaway. Sails and rigging are good, diesel engine is not working. If you have any questions, please ask. Get ready for America's Cup viewing in the Bay this summer! (650) 224-5313 or conanblackwell@gmail.com.

39-FT ERICSON, 1974. Redwood City. \$24,000/obo. Yanmar 3, new paint, Raymarine below-deck smart pilot, new main, Force 10 3-burner stove/oven, Garmin nav 2006C, good liveaboard. Berth Redwood City. Many upgrades, good deal. Contact (650) 771-5436 or sanbarjimnancy@aol.com.



34-FT EXPRESS, 1988. Richmond Yacht Club. \$54,900. Great racer, cruising and sailing. Great sail inventory-race and cruise. Many extras. Contact (415) 450-1113 or (415) 383-1006 or c_longaker@sbcglobal.net.

36-FT SCHUMACHER, 1989. Located in Paradise Cay. \$54,900. *National Biscuit*. Ready for racing! Carbon spinnaker pole, over 15 bags of sails, new running rigging, Yanmar 3-cylinder engine, triple spreader fractional rig. Contact: (415) 271-2722.



35-FT BRISTOL 35.5, 1978. Berkeley. \$37,500. Beautiful, solid, well equipped Ted Hood design. Yanmar diesel, Andersen winches, radar, electric windlass, Force 10 stove, refrigeration, new thru hulls/bottom job, much more. Been to Mexico. (510) 524-9976 or (510) 847-8375 or b_leary1@yahoo.com.



35-FT HUNTER LEGEND, 1990. Marina Bay, Richmond. \$49,900. Pacific Cup veteran, full batten main, roller furling jib, Yanmar diesel, wind, depth, speed instruments, ST winches, VHF/stereo, CNG stove, spinnaker gear, dodger, open transom, sleeps 6, many spares, and extra sails. Contact (510) 235-4005 or quixote9094@aol.com.



32-FT CATALINA 320, 2001. Marin Yacht Club, San Rafael, CA. \$78,000. Beautiful condition and very fully equipped. Low engine hours at 535. Forespar in-boom main furling system with full battens. Raymarine electronics including GPS, marine radio, CD stereo. (415) 699-4290 or pdcatalina320@gmail.com.

34-FT TARTAN 34C, 1974. Napa Valley Marina. \$29,000. Refitted for long offshore voyage using best equipment and materials: Yanmar diesel engine, Fleming windvane, Profurl roller furling, SLS electric windlass, Raymarine depth sounder, wind and speed instruments ALL NEW. www.tartan34c.blogspot.com. Email smfarinos@gmail.com.

34-FT SAN JUAN, 1980. Marina Bay, Richmond. \$29,000. Well maintained. All lines aft. Rod rigging. Aluminum toe rail. 110% roller furling jib and 150% genoa. Wheel steering. Hot/cold water. Sleeps six. Many extras. (530) 673-8457 or sf885@sbcglobal.net.



33-FT CHERUBINI HUNTER, 1980. Berkeley. \$17,000. Buy a real Hunter! Great liveaboard, singlehander, family cruiser, sleeps 6. Aft head and 6'2" headroom. AC/DC fridge, Electro Scan, autopilot, spinnaker, iPod stereo. Yanmar starts well. Free sailing lessons. (650) 454-5243 or mike@sailorsenergy.com.



35-FT WAUQUIEZ PRETORIEN, 1983. Roche Harbor Resort, San Juan Island, WA. \$79,900. Same owner for 17 years. Very light use. Only professionally maintained. Coast Guard documented. 80K in upgrades: custom oversized anchor roller, new Lidgard main/genoa, custom cabinetry, new Force 10 stove/oven broiler, full spinnaker gear, EZ-Jacks main flaking system, new Vectran halyards, Rolls batteries, Balmar alternator, new Sunbrella covers, diesel heat, leather-wrapped helm, new lifelines/stanchions refrigeration, spreader lights, Garmin mapping GPS, new holding tank/plumbing, new hatch plexiglass, new propane system, much more. Oversized fenders with custom covers. Saildrive has all new seals and oil as of Oct 2012. Volvo MD11D 25hp diesel engine is in excellent condition and is rare fresh water-cooled. (206) 920-7337 or sailsmantf@gmail.com.



33-FT HOBIE TURBO, 1979. Marina del Rey. \$15,000. Reduced! Turbo Hobie 33 with retractable keel, many new sails (class and turbo), carbon boom, open transom, kelp window, outboard, LED tri-light, boat battery, many more upgrades - great deal! Email for photos: bhuffman33@gmail.com.



35-FT WAUQUIEZ PRETORIEN, 1983. Tiburon. \$79,500. The Pretorien is well known for strength and offshore capability. Well maintained and constantly updated, *Bravo* will take you anywhere. Race her to Hawaii again or head off cruising - she's ready to go! (415) 902-3657 or bravosails@gmail.com.

32-FT SAMPSON C-MIST. \$5,000/obo. Professionally plastered and cured. Westsail cutter rig, aluminum, stainless, 6 Dacrons. Needs new cockpit and major overhaul. Lively to windward at 5 knots. Gordon Strassenburgh, 275 N. Broadway, #304, Coos Bay, OR, 97420.

36 TO 39 FEET



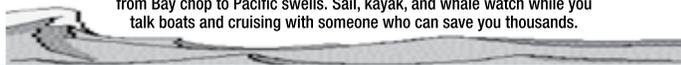
38-FT ISLAND TRADER, 1980. VWM, Ventura, CA. \$35,000/obo. Extensively restored! Physically a beauty with all included. Newer aluminum mast, must be stepped and rigged. New engine and SO, SO much more. Well worth over \$65K, list available. Contact (805) 766-5939 or svhaleakala@yahoo.com.



37-FT HUNTER 376, 1999. Redwood City. \$109,000. Extensive refit, extremely well equipped for coastal cruising, turnkey! 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! More at www.h376.com. Contact (650) 427-9539 or svp376@gmail.com.

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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 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. www.flickr.com/photos/94452881@N08. Contact (415) 515-9210 or karlrehc@yahoo.com.



38-FT CATALINA 380, 2000. Marina Village, Alameda, CA. \$119,500. 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://catalina380bonneviexdeux.shutterstock.com>. Contact (408) 828-0837 or (916) 780-9888 or Billsails2@yahoo.com.

CATALINA 36 MK II, 2001. Monterey. \$94,999. Clean and well maintained. 35hp diesel 240 hours, radar, GPS, roller furling, Dutchman flaking main, propane, refrigerator, Raymarine instruments, autopilot, dodger, windlass remote, whisker pole, PSS shaft seal, transferable Monterey slip. <http://c36forsale.com>. Contact (831) 204-2123 or erik@c36forsale.com.



39-FT PEARSON P-39, 1987. Ventura. \$76,500. Solid boat and active cruiser. Solar panels, SSB, GPS, AIS receiver, 24-mile radar, autopilot, StackPack, electric windlass, centerboard. Many upgrades, very good condition. More at www.theseastory.blogspot.com. Contact (916) 276-2937 or pearson39@gmail.com.

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. Contact (510) 917-5229 or dalydolphin@aol.com.



37-FT CREALOCK, 1979. Northbound from Cabo San Lucas. First stop San Diego. \$79,000. Ready for adventure. Alajuella Yachts-built. Yanmar 40hp, 2005 install, 1650 hrs. New standing rigging 2010, Suite of North working sails (2002), 2 anchors with manual windlass, new Raymarine below-deck autopilot, generator, 240W solar, inverter, SGC SSB, LPG stove/oven, refrigerator, radar, GPS, Zodiac inflatable dinghy with 15hp outboard, uninstalled Monitor windvane included. <http://silentsun37.blogspot.com>. Contact Corley McFarland. (541) 740-0289 or silentsun37@gmail.com.

39-FT YORKTOWN, 1976. Moss Landing. \$59,000/obo. 2006 launched, custom ocean cruiser, all hardware oversized and top quality, 70hp diesel 250hrs with quadruple Baja fuel filters, 3 water tanks, two large anchors and rode, extra props, solar, wind gens, extras, extras, extra sails, two heads, shower, hot water, 2 refrigeration systems. Great liveaboard or long-distance cruiser. GPS, radar, pictures and detailed specs and equipment list available. (408) 268-4573 or (831) 234-9778 or paul5z@comcast.net.

CATALINA 36 MK II, 2000. La Paz, MX. \$85,000. Excellent condition, 20K spent in last 2 years. BRIG dinghy, 5hp outboard, watermaker (30 gph), new Furuno radar, EPIRB, bimini, 6-man raft, start battery, VHS radios (3), cutlass bearing, bottom paint (recent). Plus more. (406) 207-5051 or jwd1079@yahoo.com.

38-FT ALAJUELA, 1977. Richland, WA. \$130,000. A double-ender cutter-rigged sloop constructed to exceed Lloyds standard. Seaworthy and comfortable with a spacious, light cabin. Fresh water moored, no corrosion. For information, inventory, and pictures see website: www.alajuella-yacht-northwest.com. Contact jhm.mcclanahan@hotmail.com or (509) 375-0224.

37-FT EXPRESS, 1985. Alameda, CA. \$87,500. *Bullet* is an excellent example of the incredible Carl Schumacher-designed Express 37. *Bullet* lived in fresh water (Chicago) for 15+ years, before coming to San Francisco in 2002 where she received a complete refit and upgrade; receiving an additional refit in preparation for the 2008 Pacific Cup, where she won her division and placed 4th overall. *Bullet* has enjoyed great success on the race course, winning many local regattas, including a 3rd in the 2012 StFYC Big Boat Series. This is a turnkey TransPac or Pacific Cup boat with a well-established and competitive one-design fleet to compete against on SF Bay. www.facebook.com/pages/Bullet-Express-37-For-Sale/448504885197693.

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

38-FT CATALINA. South Beach Harbor. \$49,000. Hull #110, original owner. All Barient winches, including Barient 32, three-speed self-tailing. Extensive suit of racing sails, including 3/4 oz and 11/2 oz spinnakers and fully battened main with lazy jacks. Pedestal-mounted wind instruments, knotmeter, and depth sounder. 24hp Universal 3-cylinder diesel. Gori folding prop. Hydraulic backstay. All teak trim with new Sunbrella cockpit cover. Berthed at South Beach Harbor. Email avalleaup@yahoo.com.



36-FT CATALINA, 1996. San Rafael. \$76,900. Super clean! Universal M35 just serviced by Chuck's Marine, recent UK sails, Dutchman, Raymarine instruments and autopilot, AGM batteries, 1500W inverter. Bimini, dodger, dinghy, davits, O/B. Last haulout 1/12. Contact: (415) 497-7409 or framsay.ams@gmail.com.

40 TO 50 FEET



41-FT SCEPTRE, 1986. Crescent Beach, BC. \$168,000. Original owners. Professionally maintained. Recent survey and bottom paint. Email for more info and pictures: raceaway@shaw.ca.



48-FT BENETEAU FIRST 47.7, 2003. Sausalito, CA. \$265,000. Bruce Farr design with tall mast and deep keel performance hull. 3 staterooms, 2 heads, 1 electric. 75hp turbo Yanmar with 265 hrs. 3-blade feathering prop. Bow thruster. Electric mainsail winch. Dutchman mainsail flaking and Furler headsail furling. Furuno radar on self-leveling Questus mount. B&G instruments including autopilot with remote at helm. Icom 502 VHF with remote and Icom 802 SSB. Espar heat. Xantrex 2500 watt inverter with Pro-Mariner Advanced Digital Control. Pro-Mariner galvanic isolator. Original owner. Maintained as new. (916) 969-8077 or curtis@surewest.net.

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 jjugins@telus.net.



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.



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. Contact (702) 767-8323, (702) 767-8322 or jking38701@aol.com.

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

47-FT CATALINA, \$269,000. Customized bluewater ready. Extra fuel capacity, 110 or 240v, watermaker, chartplotter, radar, AIS, coldplate refridge/freezer. Custom cabinets and workshop, dive compressor, in-boom furler, stay sail, autopilot, wind vane, new hard dodger, heat-air, Autoprop. Much more. (916) 607-9026 or cestlavie_2000@hotmail.com.



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.



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. SS rigging, aluminum spars. See *Califa* on Yacht_World.com for photos. Owners TFO. More at www.mazmarine.com. Email kd6pgz@aol.com.



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



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.

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 bluewater 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. (530) 541-4654 or mortmeiers@aol.com.



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 amjohn@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: www.americankiwihome.com. Also see separate *Latitude 38* property ad (house for sale), click on photos. Email neptune@ecentral.com. 150A Beach Road, Onerahi-Whangarei, 0110, New Zealand.

41-FT CT WORLD CRUISING KETCH. 1977. La Paz, Mexico. \$99,000. Seller very motivated, make reasonable offer. Over \$250,000 invested, tons of new equipment, own for fraction of replacement value. Email for complete specs, refit list, pictures and recent survey. Email jfullerpcpa@hotmail.com.



40-FT CAL SHAMAN, 1966. Alameda, CA. \$110,000. Best equipped Cal 40 on the West Coast. Fully equipped for racing to Hawaii, coastal races, around the buoys, fully crewed or short handed, as well as cruising on the weekends with the family. Huge 3DL sail inventory, many upgrades including rig, instruments, autopilot, watermaker... Easomized. Must be seen. Complete specs on blog: www.sailblogs.com/member/cal40shaman. Contact swaterloo@gmail.com or (415) 725-9581.

47-FT SAMPSON KETCH. Nearly completed, bluewater Sampson ketch, Costa Mesa. Insulated ferrocement, full keel, center cockpit, full mahogany interior, 3 staterooms, 2 heads, 2 helms, 80hp Ford Lehman, 7 sails. Contact Rod for video/inventory list. (714) 963-9282.



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>. Contact (510) 926-7245 or hookedsailing@gmail.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.



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

50-FT FD-12, 1981. Sea of Cortez. *Daydreamer*, an Alaska/Mexico/SoPac vet, is a 50-ft FD-12, an unsinkable, flush deck/pilothouse, cutter-rigged, medium displacement bluewater cruiser. Two staterooms forward and master stateroom aft provide excellent separation and privacy when visitors or family are onboard. The pilothouse with spacious NAV station and huge galley makes for easy navigation and cooking, and pleasant watches during inclement weather. She's berthed in San Carlos, Mexico, a 4-5 hour drive south of the border, so if you have a couple of days and can get to Tucson or Phoenix, we can drive you from there to the boat one day and back the next. For details on pricing, specifications, photos and full contact info, see website or call with inquiries. www.svdaydreamer.com or (928) 848-9705.



48-FT SEACRAFT FARR, DESIGN #123. 1982. Coronado Cays Yacht Club Marina. \$97,000. Performance cruiser. Too many upgrades to list. 18 bags of sails and 5 spinnakers. 70hp diesel. 13'11" beam. 8'6" draft. Runs great! Sails FAST and COMFORTABLE! Sexy lines. Email dans48@reagan.com.



47-FT CUSTOM CUTTER, 1988. Monterey, CA. \$29,500. Professionally built ferrocement. Fully insured. Strong, stable, roomy. Serviceable systems, safety gear, good diesel. Cruise, daysail, liveaboard. Feel confident in big seas. Unique boat, ready to enjoy. Contact (559) 493-8102 or Troubadour505@sbcglobal.net.

40-FT C&C AFT CABIN, 1983. Marin. \$63,900. 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.

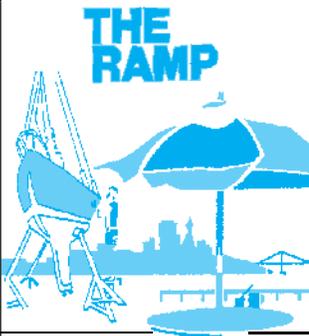


40-FT HINCKLEY BERMUDA. Fiberglass yawl, 1969. Newport Beach, CA. \$99,500. Renowned classic Bill Tripp design. Timeless lines, wide sidedecks, solid construction. Cruising sails, roller furling, radar, Yanmar diesel, MaxProp, centerboard. (Photo is sistership). More at <http://occsailing.com> or (949) 645-9412.



45-FT CAVALIER, 1987. Seattle \$159,500. Center cockpit fiberglass cruising sloop. Great offshore boat, fully equipped, three staterooms. Fast cruiser, designed by NZ architect Laurie Davidson. More at <http://occsailing.com>. Contact sailing@occsailing.com or (945) 645-9412.

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40-FT GEORGE WAYLAND. 1927. Noyo Mooring Basin, Fort Bragg, CA. \$2,500. NOTICE is hereby given that the Noyo Harbor District will conduct a vessel Lien Sale in regards to the following described vessel: 1927, 40-ft Yawl (wood). George Wayland, CF #280308-Type V1. Marybeth. Min. bid: \$2,500. Vessel must be removed. 19101 S. Harbor Dr., Fort Bragg, CA. Friday, May 24 at 11 A.M. "As is, where is". The sale is final in accordance with CA DMV, Lien sale regulations. <http://yacht-marybeth.com>. Contact (707) 964-4719, (707) 964-4752 or noyohd2@gmail.com.

51 FEET & OVER

51-FT JEANNEAU, 1994. Puerto Valarta. \$159,000. Will consider interesting trades of equal or greater value. See her at: <http://lagunachapala.com/sirius-star>. Contact bluheronmex@yahoo.com or (650) 447-3382.



65-FT IAN ROSS KETCH. USCG passenger vessel, 1973. Bellingham. \$100,000. ALMOST FREE. USCG Inspected Vessel. Go sailing after work, serve chowder in bread bowls to a few paying folks, do it often and 'Shawmanee' pays her way. Perfect view boat for this summer on SF Bay. Contact don@bellinghamssailing.com or (808) 346-0565.

CLASSIC BOATS



42-FT MURRAY PETERSON COASTER. 3 Schooner, 1978. Berkeley. \$17,000. *Bright Star* is a 42-ft LOA gaff-rigged schooner with Murray Peterson lines, cold molded 1" Port Orford cedar, Monel fasteners, all mahogany interior, Furuno radar, 25hp Universal diesel, Pineapple sails, much more. Email schoonerbrightstar@gmail.com.

33-FT SPAULDING, 1962. Alameda. \$17,000/obo. Two-owner classic Myron Spaulding Bay sloop in beautiful condition. Low-hour Yanmar diesel, new cushions and full tent cover. Glorious teak. New bottom paint. Email for information or pictures: Spaulding33alameda@gmail.com or call (510) 541-3139.



58-FT STAYSAIL SCHOONER. 1925. Port Townsend, WA. \$139,000. *Suva*, 1925 staysail schooner designed by Ted Geary. A gorgeous and sound classic yacht that sails wonderfully! Teak on oak. More at www.schoonerforsale.com. Contact (360) 643-3840 or schoonersuva@gmail.com.

MULTIHULLS

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



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 YachtsOffered.com #1291883 and: www.hirondele-association.org. (206) 999-5034 or genebuechholz@gmail.com.



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.

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34-FT GEMINI 105M, 2000. Pt. Richmond. \$105,000. Hull #660. World's most popular catamaran, comfortable cruise-equipped with 3 headsails, traveler, davits, and more. 14' beam fits standard berths. Email for list of equipment. Will consider trade down or partner. (510) 367-0500 or jadawallis@hotmail.com.



40-FT FARALLON TRAWLER, 1972. Marina del Rey. \$109,000 or trade for real estate. Single cat 3160, better than 2.5GPH @ 6-8 knots, 1000-mile range, Onan 4KW genset, 5GPH watermaker, 10-ft Caribe, good electronics, seaworthy, very well maintained, ready for cruising. (530) 521-7857 or mikesmith@martinismith.com.



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50-FT EX-US NAVY LIBERTY. Conversion, 1944. Monterey Marina, Monterey, CA. \$69,000. Liveaboard trawler conversion. Double V-berth, head, and shower. Spacious lower helm/galley with inside ladder to fly bridge. Aft cabin/salon/bedroom. Dual Capilano hydraulic steering. Detroit 671 diesel with Morse controls. Electrasan MSD, 35 gallon holding. New 50-amp shore power panel. New main battery panel. Comfortable large 6' high cabins. Tastefully decorated. Walk-around deck. Slip transfers with sale. Email us for photos, johna@arnoldassoc.com or call (831) 373-6061.

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46-FT JEANNEAU SUN ODYSSEY 45.1. 1996 San Francisco West Marina. 25% partnership interest. Pristine condition. Prefer StFYC member or someone interested in joining StFYC. Call John at: (650) 722-3699.



36-FT CATALINA, 1986. Sausalito. \$12,500 1/3 Equity Partner. Catalina partnership: seeking 1/3 full equity partner in successful Sausalito based 1986 Catalina 36. Weekly rotation and common trading has provided ample sailing for three of us. One-third ownership for \$12,000. Normal monthly fees are currently \$250; upgrades are mutually agreed upon. Contact Jim. (510) 418-6807 or jpar7301@aol.com.



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39-FT C&L EUROPA TRAWLER, 1980. Moss Landing, CA. \$42,500. Reduced. Sea Ranger 39 sedan Euro-style extended flybridge. All teak, single-level deckhouse. Two staterooms forward with tons of storage. Full walk-around deck. Twin 120hp Lehman diesels. North Harbor Moss Landing, #227. Call (831) 713-6719.

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LAGOON 39



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If that kind of planning breeds that kind of coincidence, it will surprise nobody that the new 39 not only looks amazing, she's a fantastic sailing boat. The rig plan is all new to Lagoon, and seems perfect for SF Bay: high aspect main and self-tacking jib for our breezy summers, and roller furling code 0 and roller furling gennaker for long runs to the Delta and light winter winds. Watch our blogs for news as we learn more about this newest Lagoon.

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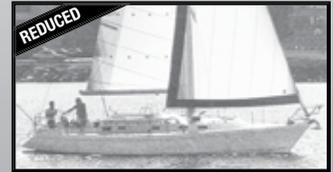
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34' GEMINI 105MC CATAMARAN, 2005

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\$129,000

See at: www.marottayachts.com

REDUCED



43' SLOCUM CUTTER, 1984

Cruising cutter that has been well maintained and extensively updated – owners estimate they spend \$10,000 yearly.

\$123,500

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NEW LISTING



SISTERSHIP

36' CATALINA MKII, 1995 Note that this is the coveted MkII, which won a *Cruising World* Boat of the Year award for "Best Value, Midsize Cruiser"; the judges noted that the Catalina 36 is a happy blend of conservative, medium-displacement cruising logic and spry one design racing potential. Plus, it impressed them with the high level of execution at a very reasonable price. This particular example is well equipped, lightly used, and professionally maintained, and is in mint condition. She's the only MkII we're aware of currently for sale in CA and is a must-see for anyone in the market for such a vessel. **\$71,000**

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32' WESTSAIL CUTTER, 1976

Repowered, rewired, Awlgrippd and flawless inside and out, this is the nicest Westsail we've seen in YEARS! She's ready to cruise and lying in a potentially transferable Sausalito Yacht Harbor slip.

\$55,900

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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 the interior shows well. A must-see for anyone in the market for a well-found, well-priced bluewater classic.

\$49,900

See at: www.marottayachts.com



ERICSON 35 Mk III, 1983

This covered Mk III is in very nice shape (she's had more than \$30,000 spent on her since 2004, including new sails, standing and running rigging, electrical panel, keel bolts, etc.), attractively priced, and lying in a Sausalito Yacht Harbor slip. Quality, sound construction and style.

\$48,000

See at: www.marottayachts.com



30' FORTUNE PILOTHOUSE CUTTER, 1978

This charming custom pilothouse feels WAY bigger than 30-ft! She also has much new equipment (including a new Isuzu diesel installed in 1995), shows pride of ownership throughout, and is a must-see.

\$29,500

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NEW LISTING

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