

Latitude 38

Latitude 38

VOLUME 431 May 2013

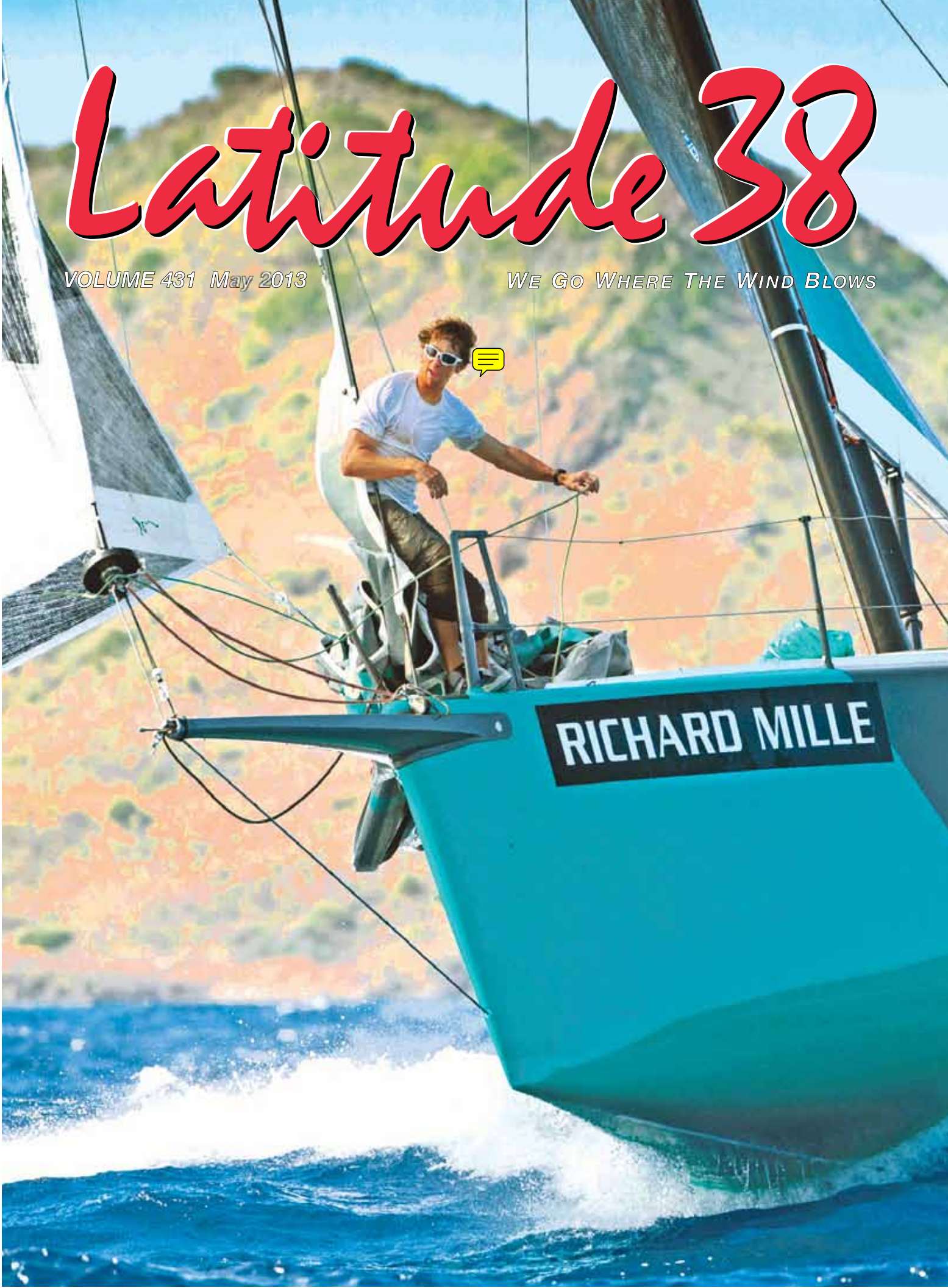
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MAY 2013

RICHARD MILLE

VOLUME 431



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A BIRD'S EYE VIEW - FROM THE FRONT

PHOTO ERIK SIMONSON/WWW.H2OSHOTS.COM



*Oriole**

Jock McLean works in a boat yard and can probably fix anything. But he'd rather fix an old wood boat than anything else. The 1929 Bird Boat *Oriole* is owned by Jock and partner Hugh Harris, and is the latest of Jock's re-fits.

Last weekend's "Woodie" regatta had the old, traditional wood boats out at it again, racing off the Cityfront. Jock had *Oriole* flying around the course with her shiny new suit of Pineapple Sails.

Bird Boat sails aren't simple. The main is huge; the boom sticks out way past the transom. The little jib has an aluminum headboard, like most mainsails. But Pineapple Sails is up to the task, sensitive to the requirements of the Bird Boat's class specifications and wooden spars.

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Cover: Jim Swartz's TP 52 *Vesper*, managed by Kenny Keefe of KKMI, rides the wild surf to all bullets in the Voiles de St. Barth.

Photo by Tim Wright/Voiles de St. Barth

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

SELECT BROKERAGE



Beneteau Oceanis 46, 2008
Asking \$289,000



Alerion Express 28, 2011
Asking \$124,000



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

SAIL

55'	Roberts center cockpit	1987	\$220,000
51'	Beneteau Cyclades	2006	215,000
50'	CSK catamaran ketch	1970	75,000
48'	Beneteau First 47.7	2000	190,000
46'	Beneteau Oceanis 46	2008	289,000
46'	Beneteau Oceanis 461	1998	174,000
45'	Jeanneau Sun Odyssey	2007	290,000
42'	Beneteau First 42s7	1994	138,000
42'	Beneteau 423	2004	175,000
41'	Tartan 4100	2001	237,500
41'	Dehler DS	1998	145,000
40'	Beneteau 40	2009	199,000
40'	Beneteau First 40.7	2001	155,000
39'	Beneteau 393	2003	144,000
38'	Beneteau 381	1999	89,000
38'	Beneteau Moorings	1991	35,000
38'	Ericson 38-200	1988	63,000
38'	Island Packet 380	1999	219,000
37'	Pacific Seacraft yawl	1984	119,000
36'	Beneteau 36.7	2010	144,000
36'	Islander 36	1972	39,995
36'	CS	1985	59,500
36'	Pearson 36-II	1985	57,900
36'	Catalina	1989	47,500
36'	Hunter sloop	2004	94,500
35'	Gemini 105	2000	109,500
35'	Island Packet	1991	139,000
34'	Catalina	1988	39,900
33'	Beneteau 331	2003	79,900
33'	Alerion Express	2009	209,000
32'	Freedom	1984	44,000
30'	Beneteau First 30	2011	149,000
28'	Alerion Express	2011	124,000

POWER

61'	Mikelson PH Sportfisher	2002	995,000
58'	Offshore Pilothouse	1995	795,000
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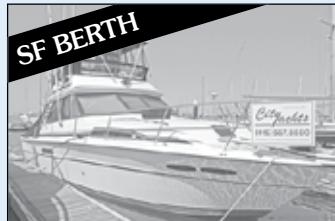
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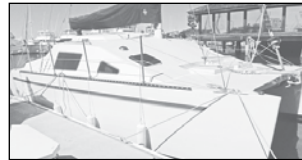
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May 1-4 — Cabo Marine Show at IGY Marina in Cabo San Lucas. Info, www.cabomarineshow.com.

May 1-29 — Wednesday Yachting Luncheon Series at St. Francis YC, 12-2 p.m. Enjoy lunch and a dynamic speaker each Wednesday for about \$25. All YCs' members welcome. More info under the 'Events' tab at www.stfyc.com.

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

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

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

May 4 — 16th annual Delta Loop Fest, the kick-off to Andrus Island's summer season. Info, www.deltaloop.com.

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

May 4 — Chantey Sing aboard a historic vessel at Hyde St. Pier, 8 p.m.-12 a.m. Free. RSVP to peter_kasin@nps.gov.

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

May 5 — Take your best amigos out for a sail on Cinco de Mayo (just leave the cervezas till after you get back).

May 5-26 — Free sailing at Pier 40 every Sunday courtesy of BAADS. Info, (415) 281-0212 or www.baads.org.

May 7 — Clipper Race sailor Elaina Breen will speak at the Women Sailors Speaker Series at Bow Yoga in San Rafael, 6-8 p.m. \$30. RSVP, yogaforu2009@gmail.com.

May 9, 1974 — After 243 days, Bruce Webb and Hugh Welbourne finished the world's fastest doublehanded circumnavigation aboard the 47-ft schooner *Gazelle* when they returned to Portsmouth, England.

May 9 — Are you a single boatowner needing crew? The Single Sailors Association has crew to help sail your boat. Monthly meeting at Ballena Bay YC in Alameda, 6:30 p.m. Info, www.singlesailors.org or (510) 239-7245.

May 9 — Tam Sailing Team fundraiser at Sausalito YC, 6-9 p.m. Featuring The Uncle Buffett Band. Space limited. Info, www.sausalitoyachtclub.org.

May 11 — Chinese Cannery Workers walking tour aboard *Balclutha* at Hyde St. Pier, 3 p.m. Vessel admission (under 16 free). Info, (415) 447-5000.

May 11 — 'Music of the Sea for Kids' aboard *Balclutha* at Hyde St. Pier, 3 p.m. Vessel admission (under 16 free). Info, (415) 447-5000.

May 11 — Sailing Education Adventure Sail Camp Open House at Marin YC, 12-3 p.m. Learn about the summer programs, sail in 14-ft Picos (free) and enjoy some BBQ (\$5-10). Info, info@sfsailing.org.

May 12 — Cal Sailing Club's free introductory sail at Berkeley Marina, 1-4 p.m. Info, www.cal-sailing.org.

May 12 — Let Mom take the helm today.

May 14 — Intro to Ship Modeling at Maritime Library at Ft. Mason, 6 p.m. \$5. Info, (415) 651-7040.

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1999 Island Packet 380 *Great Escape* \$209,000



2001 Catalina 36 *Home Free* \$95,000

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Catalina 470, 2011	\$365,000
Catalina 470, 2005	REDUCED! 317,000
Catalina 42 MkII, 2006	SOLD!
Catalina 42 MkII, 2005	199,900
Catalina 42 MkII, 2000	149,900
Catalina 400 MkII, 2003	192,000
Catalina 400, 2001	REDUCED! 164,900
Catalina 380, 1998	139,900
Catalina 375, 2009	223,000
Catalina 36 MkII, 2006	SOLD!
Catalina 36 MkII, 2004	130,000
Catalina 36 MkII, 2001	REDUCED! 95,000
Catalina 36, 1995	75,000
Catalina 36, 1983	REDUCED! 51,900
Catalina 350, 2005	REDUCED! 124,900

Catalina 350, 2003	REDUCED! 99,000
Catalina 34, 2003	REDUCED! 93,500
Catalina 34, 1990	REDUCED! 45,000
Catalina 34, 1989	47,500
Catalina 34, 1987	49,000
Catalina 310, 2000	REDUCED! 74,900
Catalina 30, 1984	REDUCED! 30,000

Preowned Sailing Yachts

Beneteau 473, 2006	288,500
Norseman 447, 1984	REDUCED! 189,000
Tartan 4100, 2004	REDUCED! 324,500
Beneteau 393, 2006	139,500
Island Packet 380, 1999	209,000
C&C 38, 1979	41,000
Hunter Legend 37, 1987	49,000
Hunter 356, 2003	REDUCED! 84,995
O'Day 34, 1982	32,000
Ericson 32, 1970	REDUCED! 27,500
Hunter 306, 2002	48,000

New Ranger Tugs (base price)

Ranger 31 Tug, 2013	NEW MODEL YEAR! 279,937
Ranger 29 Tug, 2013	NEW MODEL YEAR! 229,937
Ranger 27 Tug, 2012	159,937
Ranger 25SC Tug, 2012	129,937
Ranger 21EC Tug, 2011	SOLD!

Preowned Ranger Tugs

Ranger 29 Tug, 2011	224,000
Ranger 29 Tug, 2011	NEW LISTING! 210,000
Ranger 29 Tug, 2010, in Washington State	189,900
Ranger 25SC Tug, 2010, incl. trailer	SOLD!
Ranger 25 Tug, 2009	110,000
Ranger 25 Tug, 2008	REDUCED! 110,000
Ranger 21EC Tug, 2009	SOLD!
Ranger 21 Tug, 2006	39,950

Preowned Power Yachts

Stephens 70 Classic Motor Yacht, 1966	1,100,000
Cheoy Lee 66 Ocean Trawler, 1987	SOLD!
Ocean Alexander 44	165,000



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CALENDAR

May 16 — Silent auction and fundraiser for the American Youth Sailing Force at Richmond YC, 6:30 p.m. Have dinner with the team, hear a CupDate from Tom Ehman, and bid on items such as a signed Jim DeWitt print of an AC45. \$65, includes dinner. RSVP at events@americanyouthsailingforce.com.

May 18 — Gary Jobson will present on who looks strong for the upcoming America's Cup at Oakland YC, 7:30 p.m. \$20 for talk, add \$15 for BBQ dinner. Reservations required, <http://oycjobsononevent.eventbrite.com> or (510) 522-6868.

May 18 — Open House at Oakland YC, 12-4 p.m. Info, www.oaklandyachtclub.net.

May 18 — Living on the Water on a Yacht by Valerie Field at KKMI's Boat House in Pt. Richmond, 9:30 a.m.-12:30 p.m. \$49 (\$69/couple). Info, livingonayacht@aol.com.

May 18 — Marine Swap Meet at Marina Bay Yacht Harbor in Richmond, 8 a.m.-noon. Info, (510) 236-1013.

May 18 — Marine Swap Meet at Stockton SC, 7 a.m. Pancake breakfast! Info, www.stocktonsc.org.

May 18 — Marine Swap Meet at Channel Islands Landing in Oxnard, 8 a.m.-3 p.m. Info, (805) 985-6269.

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

May 18 — Safe Boating Day at Treasure Island SC, 11 a.m.-4 p.m. Free safety demos, games, BBQ and sailboat rides. First 100 visitors get a free PFD! Info, www.tisailing.org.

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

May 19 — Nautical Swap Meet at Elkhorn YC in Moss Landing, 7 a.m. Info, eyc@elkhornyc.com.

May 19 — US Sailing Safety at Sea Seminar at Berkeley YC, 8 a.m. \$100-105. Includes lunch. Contact Pat Lowther at plowther@mindspring.com or (925) 407-5507.

May 23 — Boatrides & Barbecues fundraiser for Cass Gidley Marina & Sausalito Community Boating Center at Dunphy Park, 4:30-6:30 p.m. Free boat rides, music & BBQ. Info, www.cassgidley.org.

May 24 — Sail under the full moon on a Friday night.

May 25 — Maritime Crafts for Kids at SF Maritime National Historical Park's Hyde St. Pier, 3-4 p.m. Free. Info, john_cunnane@nps.gov or (415) 447-5000.

May 25 — Nautical Flea Market at Santa Cruz West Marine, 9 a.m.-3 p.m. Info, (831) 476-1800.

May 25-27 — Organize a cruise-out with friends for the long Memorial Day weekend.

June 2 — Laserpalooza II with Laser champ and Rig Shop manager Ryan Nelson at Alameda West Marine, 11 a.m.-3 p.m. Free! Bring your Laser to get free expert advice and help to rig it. RSVP to nburke@skysail.com or ryann@westmarine.com.

June 2 — Minney's Marine Swap Meet, daylight to noon in Costa Mesa. Info, (949) 548-4192 or minneys@aol.com.

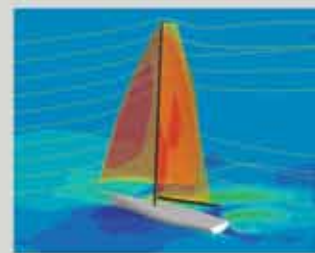
June 6 — Tall Ships & Educational Sailing Programs at Corinthian YC presented by Call of the Sea and Educational Tall Ship, 7 p.m. Co-hosted by CYC and Modern Sailing School and Club. RSVP at www.cyc.org or (415) 435-4771.

June 6-27 — 'America's Cup, America's What?' four-part lecture series by Kimball Livingston at UC Berkeley, 10 a.m.-noon. \$95 + membership. Register at olli.berkeley.edu.

June 22 — Bay sailors are invited to the big Summer Sailstice event at Encinal YC, 10 a.m.-8 p.m. Live music, food, seminars and a boat-building contest will keep the whole family entertained. Find out more at www.summersailstice.com/sf.

June 22-23 — Celebrate with sailors around the Northern Hemisphere during Summer Sailstice. Sign up for prizes and

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CALENDAR

see who'll be sailing in your area at www.summersailstice.com.

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

Racing

Apr. 28-May 3 — Antigua Sailing Week, now in its 46th year, is the granddaddy of all great sailing weeks in the tropics. After years of 200+ entries from around the world, Sailing Week took a big hit with the Great Recession a few years back, but is now back to the five races plus the *Yachting World* Around the Island Race. So maybe the old girl is back up to speed. But, like us, she's gotten more mellow with age. Info, www.sailingweek.com.

May 3-5 — 41st annual San Diego Yachting Cup. Info, www.sdyac.org/yachtingcup.

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

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

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

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

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

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

May 5 — Spring #2 on Fremont Lake. Fremont Sailing Club, www.fremontsailingclub.org.

May 7, 1934 — Famed yacht designer William Gardner died in Bay Head, New Jersey.

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

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

May 11 — X-Bay Regatta, a cross-Bay race starting in the Central Bay and finishing at SBYC. CYC/SBYC, www.cyc.org or www.southbeachyc.org.

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

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

May 11 — Behrens Regatta. TYC, www.tyc.org.

May 11, 18 — May Regatta at Spring Lake. Santa Rosa SC, www.santarosasailingclub.org.

May 16, 1992 — *America*³ successfully defended the America's Cup by handily defeating *Il Moro di Venezia V*.

May 17-19 — Aldo Alessio Regatta. StFYC, www.stfyc.com.

May 18 — YRA WBRA #3. CYC, www.yra.org.

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

May 18 — NBC #2. VYC, www.vyc.org.

May 18 — Spring One Design #2. SCYC, www.scyc.org.

May 18 — Otter Cup, from Moss Landing to Monterey and back. SCYC, www.scyc.org.

May 18-19 — Elite Keel (Etchells, Express 27, J/24, Knarr, IOD & Open 5.70). SFYC, www.sfyac.org or (415) 563-6363.

May 18-19 — BAYS Summer Series #1 for Optimis, Lasers, 420s & FJs. PYSF, www.bayarea-youthsailing.com.

May 18-19 — 15th annual Lake Yosemite Sailing Association Regatta. Info, www.lakeyosemitesailing.org.

May 19 — Fremont Relays, relay racing in El Toros. Info, www.fremontsailingclub.org.

May 19 — Baxter/Judson #2. PresYC, www.presidioyachtclub.org.

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CALENDAR

May 19 — Spring Series #7. SSC, www.stocktonsc.org.

May 19 — Spring #5 & 6 One Design. MPYC, www.mpyc.org.

May 24 — Spinnaker Cup, leaving Knox Buoy at 11 a.m. and arriving in Monterey by midnight (hopefully). SFYC, (415) 789-5647 or www.sfyf.org.

May 25 — Master Mariners Regatta, hosted by Sausalito YC. A must for woody-philies. Info, www.mastermariners.org.

May 25-26 — 49th annual Whiskeytown Memorial Day Regatta on Whiskeytown Lake in Redding. Info, www.whiskeytownsailing.org.

May 25-27 — 70th Swiftsure International Yacht Race, the big one for Northwest sailors. Four different race courses ranging from 80 to 138 miles. Info, www.swiftsure.org.

May 26-June 2 — Made in Santa Cruz Race Week, including the Moore 24 Nationals and Santa Cruz 27 Nationals (see below). Info, www.madeinsantacruzraceweek.com.

May 31-June 2 — Woodies Invitational. StFYC, www.stfyf.com.

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

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

June 1 — YRA-OYRA Duxship. SBYC, www.yra.org.

June 1 — Small Boat Spring #2. EYC, www.encinal.org.

June 1 — Melges Silver Cup/Etchells Series. SFYC, www.sfyf.org.

June 1 — Summer #3. SeqYC, www.sequoiayc.org.

June 1-2 — Cal Race Week in Marina del Rey. Cal YC, www.calyachtclub.com.

June 2 — Ladies Day Race. MPYC, www.mpyc.org.

June 8 — YRA Series Race 2. SYC, www.yra.org.

June 8 — YRA WBRA #4. BYC, www.yra.org.

June 8 — Delta Ditch Run, from Richmond to Stockton. RYC/SSC, www.richmondyc.org or www.stocktonsc.org.

June 8 — Mercury Series #4. EYC, www.encinal.org.

June 8-9 — June Invitational. SFYC, www.sfyf.org.

June 8-9 — 32nd annual Go for the Gold regatta on Scotts Flat Lake in Nevada City. All classes invited. Gold Country YC, www.gcyf.net.

June 8-9 — 30th Classic Mariners' Regatta in Port Townsend, WA. Info, www.woodenboat.org.

June 9 — SF Classic & UN Challenge. StFYC, www.stfyf.com.

June 12-15 — Coastal Cup Race from the Bay to Catalina Island. Limited to 50 entries! EYC, (510) 823-5175 or www.encinal.org.

June 13-16 — Corsair US Nationals & Rendezvous at Balena Bay YC. Info, www.corsairnationals-usa.com.

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

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

July 8, 11, 13 — 47th L.A. to Honolulu Race, better known as the TransPac, starts. Info, www.transpacrace.com.

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

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



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- 2001 48' J/145 JEITO \$349K
- 2006 43' J/133 TANGO \$375K
- 2000 42' J/42 RELUCTANT \$209K
- 2008 41' X Yachts X41 \$285K
- 2002 41' Hunter 410 (TX) \$139K
- 2001 40' C&C 121 \$210K
- 2010 39' Jeanneau 39i (TX) \$210K
- 2006 36' J/109 LANUI \$186K
- 2003 35' J/105 LUCKY... \$99K
- 2002 35' J/105 KEA... \$89K
- 1995 35' J/105 TRIPLE... \$79K
- 2005 30' COLUMBIA 30 \$55K



2004 35' J/109
KNOTS 2 \$177,000



2000 35' Tartan 3500
OUR TRADE \$128,700



1995 32' Pacific Seacraft
WINGS \$113,000

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- 2008 44' Renzo Coupe (TX) \$389K
- 2006 44' Oyster 43LD \$490K
- 2003 44' Hinckley Talaria \$695K



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CALENDAR

Summer Beer Can Regattas

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

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

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

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

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

CORINTHIAN YC — Every Friday night through 8/30. Info, racing@cyc.org.

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

ELKHORN YC — Saturday Beer Can Series: 6/6, 7/13, 8/10, 8/20. John Herne, (831) 840-0200 or johnherne@gmail.com.

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

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

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

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

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

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

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

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

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

RICHMOND YC — Wednesday nights: 5/1, 5/15, 5/22, 5/29, 6/5, 6/19, 6/26, 7/3, 7/10, 7/17, 7/24, 7/31, 8/7, 8/14, 8/21, 8/28, 9/4, 9/18, 9/25. Eric Arens, (510) 841-6022 or ericarens@comcast.net.

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

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

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

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

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

SIERRA POINT YC — Every Tuesday night: 5/7-8/27.

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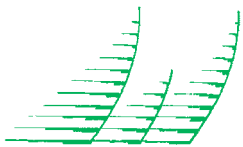
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CALENDAR

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

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

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

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

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

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

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

May Weekend Tides

date/day	time/ht.	time/ht.	time/ht.	time/ht.
	LOW	HIGH	LOW	HIGH
5/04Sat	0212/1.4	0806/4.5	1401/0.5	2101/5.5
5/05Sun	0310/0.9	0918/4.5	1452/0.8	2141/5.7
		HIGH	LOW	HIGH
5/11Sat	0023/5.7	0708/-0.7	1423/4.4	1900/2.5
5/12Sun	0056/5.6	0744/-0.6	1506/4.3	1941/2.7
	LOW	HIGH	LOW	HIGH
5/18Sat	0039/2.4	0554/4.0	1215/0.7	1933/4.9
5/19Sun	0138/1.9	0711/3.9	1308/1.0	2012/5.2
5/25Sat	0615/-1.7	1326/4.8	1803/2.2	
	HIGH	LOW	HIGH	LOW
5/26Sun	0019/6.7	0703/-1.9	1418/4.9	1856/2.3
5/27Mon	0108/6.6	0752/-1.8	1510/5.0	1954/2.3

May Weekend Currents

date/day	slack	max	slack	max
	5/04Sat	0956 2235	0047/2.9E 1253/3.2E	0421 1631
5/05Sun	1102 2317	0145/3.5E 1357/3.1E	0517 1722	0818/3.1F 2027/3.4F
5/11Sat	0216 1548	0528/4.7E 1759/2.3E	0926 2116	1225/3.6F 0606/4.5E
5/12Sun	1004 2151	0002/2.4F 1302/3.3F	0249 1631	1839/2.2E
5/18Sat	0256 1452	0519/1.4F 1757/2.6F	0806 2117	1104/2.8E 2351/2.6E
5/19Sun	0356 1545	0627/1.8F 1847/2.7F	0921 2159	1204/2.7E
5/25Sat	0121 1502	0442/6.0E 1718/3.1E	0833 2023	1135/4.7F 2318/3.4F
5/26Sun	0206 1552	0530/6.1E 1807/3.0E	0921 2113	1223/4.7F
5/27Mon	1011 2208	0007/3.3F 1314/4.5F	0254 1644	0618/5.9E 1858/2.8E



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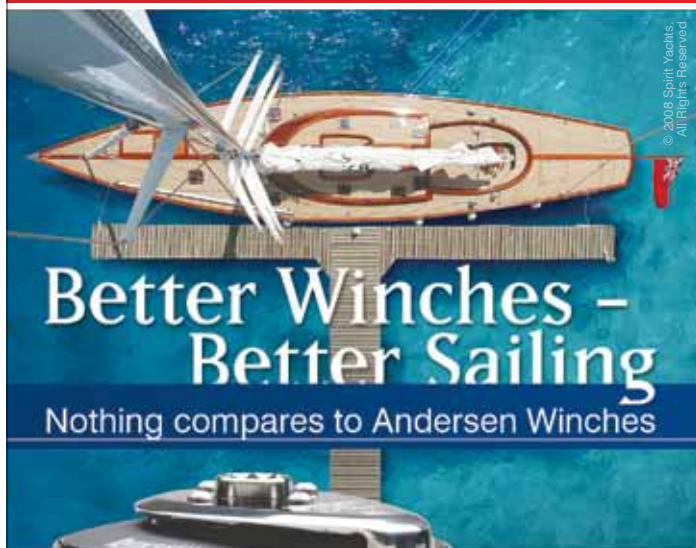
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LETTERS

↑↓SIGNING UP FOR THE BAJA HA-HA

When does the sign-up begin for this fall's Baja Ha-Ha Rally from San Diego to Cabo San Lucas?

Joseph Helfand
Jolin, Nonsuch 30
Alameda

Joseph — You can sign up for this fall's milestone Baja Ha-Ha — it's going to be the 20th — online starting on May 1 when 'Lectronic Latitude is posted, usually around noon. Keep an eye out at www.latitude38.com or, after May 1, head straight on over to www.baja-haha.com.



LATITUDE ARCHIVES

Depending on where the fleet must check in to Mexico, the departure date will be either October 27 or 28. Flexibility is a must.

While we're excited about this fall's rally, we have to caution everyone to be a little flexible with the starting date. Right now, our plan is to depart San Diego on Monday, October 28, with the Kick-Off Party at West Marine the day before. However, it's possible that the schedule for both events will have to be moved up one day.

The situation is that, while Mexico Tourism has promised to be far more supportive of the event than ever before — details once we can get confirmation — changes in Mexican immigration law, combined with a lack of facilities in Ensenada, are making things a little uncertain. In years past, it wasn't a problem for the Ha-Ha fleet to make stops at Turtle Bay and Bahía Santa María before actually checking into Mexico at Cabo San Lucas. That is now against Mexican law, as you have to check in at a Port of Entry — Ensenada is the only POE north of Cabo — before you can make a stop anywhere along the coast of Mexico. So it's possible the Ha-Ha fleet will have to start a day early to allow everyone time to check into Mexico at Ensenada.

The problem with this is that the Port Captain, Customs and Immigration in Ensenada don't have the facilities or manpower to handle what would be an onslaught of Ha-Ha paperwork with any kind of dispatch. As a result, we're working on alternative solutions. Could Mexican officials come to San Diego so boats could check in ahead of time? Could 90% of the paperwork be done in advance so that it would take only 10 minutes per boat to check in if everyone absolutely had to stop in Ensenada? Could members of the Ha-Ha fleet be granted an exemption from the law and not clear in until Cabo, as before?

The answers aren't clear at this point, in part because it's hard to know who has authority in each of the Mexican departments and ultimate authority overall. We have some things in our favor, however. The participants in both the upcoming Ensenada Race and Little Ensenada Race face similar, but not identical, problems. Plus, we have excellent relations with Jorge Gamboa, director of the Mexico Tourism Board, as well as the mayor of Ensenada, who sees the Ha-Ha as very important for Baja and Mexico.

We hope to get definitive answers about the starting date



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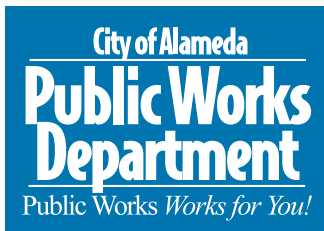
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LETTERS

and check-in procedures as soon as possible, but until we do, everyone is going to have to be flexible. Flexible means that we may depart on the 28th or we may depart on the 27th. The one thing we're going to make certain is that all boats should be able to arrive in Cabo by Friday, November 8 at the very latest, giving all crews time to have fun in Cabo but still get back to work by Monday, November 11.

↑↓ **DISAPPOINTED OVER SUNSAIL'S CLOSURE**

I want to comment on the unfortunate timing of Sunsail's decision to close their Sausalito base. Less than a year after it opened, they decided to pull the plug — with the America's Cup coming up and just as business was building. I've worked closely with Sunsail base manager Travis Lund over the past



COURTESY SUNSAIL

The eight identical Sunsail/Beneteau F40s are being liquidated as quickly as possible.

year, and have the highest regard for the work he did. I managed Club Nautique through the financial crisis of 2008-09, and came out on the other side with an intact fleet and a sailing school that was stronger than ever. From my experience, I think that Travis was doing all the right things. He kept his costs down, promoted the business at every opportunity, and was friendly and respectful to the people working for him. His hand-picked list of skippers represented some of the best sailors and sailing instructors on the Bay.

I can only speculate on Sunsail's reasons for closing the Sausalito base after such a short time, but what frustrated and astonished so many of us who were involved with Sunsail was the failure at the corporate level to market the base effectively via the internet. Their web presence for the typical Google search was virtually nonexistent.

The eight new Beneteau F40s that Sunsail brought to the Bay last May were powerful high-performance racer/cruisers. They were fast, fun and physical — if a bit intimidating for novice sailors. Sunsail's concept in bringing the boats to San Francisco was to charter them for teambuilding events and private racing campaigns, following their model in Port Solent, England. I liked both the concept and the boats, and, as one of their most active skippers, I had high hopes for what Sunsail could accomplish in the Bay Area. Everyone I know who came in contact with the boats was excited by them and the potential of the fleet.

It was with great disappointment that many of us received the news of Sunsail's plans to leave the Bay Area. But there are still people who recognize the promise of the Sunsail fleet, so don't be too surprised if a phoenix rises from the Sunsail ashes!

Jim Hancock
Former General Manager, Club Nautique
Sunsail Skipper / *Solstice*, Freya 39
Alameda

Jim — We're also disappointed to see Sunsail close the San Francisco base. We don't know why management made that decision, but we assume that they weren't seeing the returns they needed on their considerable investment. You can read more about the closure and new offers by the company in World of Charter. But we'll pull for your phoenix.

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Neil Rabinowitz photo

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LETTERS

↑↓ TEN GALLONS OF FUEL IN 30 YEARS

A reader asked if an Olson 30 was a good boat for cruising on San Francisco Bay. In my opinion, the Olson 30 is a great boat for cruising the Bay.

I bought my Olson 30 *Killer Rabbit* new in the late '70s, and actively raced her in the one-design fleet for many years. I'm now in my 80s, and when I do get on the water, it's more than likely with older, inexperienced crew. Since I use the smaller storm sail sheeted to the cabin-top winches, there are few, if any, keel boats that are easier to sail. With the storm sail rigged to the cabin-top, the jib sheets are very accessible in the center of the boat. And flying a very small jib means it can be trimmed quickly and easily by inexperienced or unathletic crew. With a main and even a storm jib, the Olson 30 is very easy to sail in light or very heavy wind.

The publisher wrote that if you singlehand an Olson 30 up The Slot when it's blowing, you will get trashed. With a small enough headsail, I don't think you'll get trashed on an Olson in any condition.

With the Olson's sails properly set, the tiller can be controlled with very little effort. Although it was in the distant past, I singlehanded *Killer Rabbit* home from Tinsley Island — about 70 miles, mostly upwind — several times. To make it easy to drive, I simply tied a bungee cord to the tiller, attaching the free end to each side. This enabled me to relax in the cockpit for extended periods, change sails, or tack her effortlessly.

I hate to motor and love the fact that the Olson 30 will move through the water in only a few knots of wind. As a result, I don't think I've used more than 10 gallons of gas in the 30+ years I've owned my boat.

The cockpit of the Olson 30 is the most comfortable of any boat I have sailed on. It's due to the angle and height of the backrest and the distance from the opposing seat walls. The absence of headroom in the cabin has never been a problem for me, since I never go below while sailing on a boat of any size. The Olson is a comfortable boat to sleep on alone — or with a partner.

When I initially was looking for a boat to buy, I heard that the Olson 30 was too light and therefore didn't sail to weather worth a damn. While I was discussing this concern with someone, an owner of an Olson 30 happened to overhear me. Based on Don Keenan's letter in the February issue, I think it was him. My recollection of the conversation that took place 30-plus years ago — with a Santa Cruz sailor I didn't know and never saw again — was that he had sailed his Olson 30 to Hawaii in the Singlehanded TransPac, and after crossing the finish line, reversed course without having set foot on shore, and sailed all the way back to California. Without a motor.

This sailor rhapsodized about the windward ability of the Olson during this return trip. I recall his saying the size of the boat and performance seemed in perfect harmony with the waves, and the delivery had been an extremely enjoyable experience. I bought my Olson as a result of that unsolicited endorsement.

When I raced my Olson, the boat had a PHRF rating of 96, and usually was the first start in the one-design racing fleets. With a full crew and a spinnaker, the Olsons really scream in strong winds. In fact, on a reach in flat seas they are capable of planing in excess of 20 knots. I did this about three times with my boat, and it was a thrilling experience. That said, you need an experienced crew to race an Olson 30, and certainly when carrying a chute in strong winds.

Numerous Olson 30s have raced to Hawaii, and several times Olsons were the first boats to finish. What a terrific,

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LETTERS

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Bill Coverdale
Killer Rabbit, Olson 30
San Francisco Bay

William — Your report brought back fond memories of racing against you in Olsons many years ago. We probably got trashed singlehanding in The Slot because we always



COURTESY LA GAMELLE

tried to fly too big a headsail. We're re-learning that when singlehanding, a tiny bit of headsail is all that you need in even moderate winds.

We have a lot of sailing to do aboard 'La Gamelle' before we leave St. Barth.

The only point on which we'd have to disagree with you is the viability of sleeping on the Olson. We destroyed a disc in our back from bend-

ing over so much while cruising one of our previous Olsons in the Sea of Cortez. And while we've found the quarter berths to be comfortable, we've also found them very difficult to get into and out of. Of course, we're 6'4".

One of the great things about having the Olson La Gamelle in the Caribbean is how much attention she attracts. A few Sundays ago we singlehanded La Gamelle at high speed to, through and around the packed Columbie anchorage at St. Barth, and the captains and crews of all the glitzy big boats hooted and hollered. As we whizzed by one big fellow enjoying a cocktail while floating in an inner tube, he gave the boat an appreciative glance and asked what she was. The fellow was Sir Bobby Velasquez, owner of Bobby's Marina for about a zillion years, and a nearly unbeatable sailor with his Beneteau First 45½ L'Esperance. We wish George Olson could have been there to bask in the appreciation.

But less than 10 gallons of gas in more than 30 years of sailing? If that's not Zen sailing, we don't know what is. Please send us your address so we can send you a Zen Sailing Federation T-shirt.

↑ ↓ ELEVEN CRUISES UNDER OUR BELTS



HANS ROEBEN

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LETTERS

Hans and Sally — Thanks for the kind words and for helping distribute Latitude.

In 2006, Tom Perkins invited us to the launching of his 289-ft Maltese Falcon at Portovenere, Italy. Our table companions at the launch dinner included an interesting Swedish couple. At one time they had owned a small shipping company, but the man's dream had always been to design, build and operate large clipper ships. So when they sold the shipping company, they went all in, with him designing the first of several Royal Clipper ships. And he designed everything, including all the plumbing and the entire electrical system. No wonder he looked a little tired.

While Perkins was still trying to decide whether to build Falcon, with her unique and unproven Dyna-Rig, he spotted the clipper at Antibes or some other port in the South of France. Noticing that the vessel had automated sail trim, he asked permission to come aboard. He was welcomed, and the owner/designer, who just happened to be aboard, was happy to go through the automated sail setting, trimming and striking process for him. The two dynamic men naturally became good friends.



HANS ROEBEN

The owners of Royal Clippers are very involved with every aspect of the business.

The Swedish couple — we're sorry we can't recall their names — went on to build four or five more clipper ships, which as you know are operating in the Med, the Caribbean and the Far East.

We remember asking the man's wife if she was involved in the company. "Oh, yes," she replied, "I'm often on our vessels, and I know the names of every one of the crewmembers." No wonder the company has been so successful. We also asked her what kind of occupancy their clipper ships had. She briefly seemed a little insulted before replying, "Every cruise is sold out."

"Every cruise is sold out."

↑↓ I LUSTED AFTER HER EVERY WEEKEND

I was heartened to read that someone — Deyess Payne of Santa Cruz — has rescued the Marples 55 catamaran *Crystal Blue Persuasion* from what seemed to be imminent demise.



MONTY BEED

'Crystal Blue Persuasion' during her construction.

When she was in her homeport of Charleston, Oregon, a number of years ago, I used to lust after her every weekend as I walked the docks looking for a sailboat to buy. Eventually she sailed south and had some adventures and misadventures. She was later brought back to Santa Cruz in pretty bad shape and left on a mooring to pretty much fend for herself.

CBP was built by Brian Skallerud of Skallerud Marine using nothing but the best materials and techniques. Her fit and finish reflected the high standards Brian adheres to when building all his boats. It took a crew of five 16 months to build the 55-ft cat out of five layers of four-mil akume plywood using epoxy/vacuum bag technique. Her hulls were finished off with two layers of glass and a beautiful Awlgrip paint job. Her rudders were a combination of stainless steel



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LETTERS

and high-density foam. During the construction, Brian worked with John Marples to make some aesthetic changes to the stern and house windows. She was launched in April, 2001.

Had *CBP* not been built so well, I fear that she would not have survived the time she broke free of her mooring and went onto the beach at Capitola.

Anyway, I thought *Latitude* readers and the cat's new owner might appreciate the accompanying photo of *CBP* during her construction and launching. By the way, I recently talked with Brian, and he said he would be happy to help the young man who purchased the boat with design and repair advice. He can be reached at skallerudb@gmail.com.

Monty Beed
Sarrina, Ericson 35 Mk II
Charleston, Oregon

Monty — Thanks for the photo. Owners Larry and Gary Burgin sailed *CBP* in the 2008 Ha-Ha, then Gary continued on with her to the Caribbean side of Mexico, where he had been led to believe he could start a lucrative charter business. He had been misled, and the already underfinanced endeavor continued to go downhill.

Gary and the cat did make it back to Santa Cruz, but by that time the boat needed a lot of help that, for whatever reasons, Gary was unable to give her. *CBP*'s engines were neglected and in bad shape, and her rudders were badly damaged when she went onto the beach. It's a sad story, as we always thought she was a fine-looking cat, and the Burgin family had a long and proud sailing history.

Deyess told us he was able to buy *CBP* 'where is, as is' for just \$5,000. We're not sure he has the big bucks to make a complete restoration quickly, but we're hoping he can at least do it over time. And we're glad to hear that her builder is happy to share knowledgeable advice.

↑↓ THE WEAKEST LINK — LITERALLY

I've seen lots of discussion in *Latitude* about anchors, chain, scope and so forth, but I haven't read about what happened to us while pulling up our anchor at Anegada in the British Virgins. Our 3/8-inch chain broke!

At the end of our chain, buried in sand, was a 121-lb (!) Rocna anchor that didn't budge under whatever force it took to part the chain. Fortunately, we had put a buoy on our anchor to keep others from dropping onto our tackle in the crowded anchorage, so recovering our beloved Rocna was no problem.

The chain break happened as we were raising the anchor in 8.5 feet of water. We motored forward and had brought in all but about 25 feet of the chain. While we were picking up

the buoy with a boat hook, *Moonshadow* drifted back on the slack chain in a gust. The wind was blowing 20 with gusts to 25. The combination of the short scope, sharp impact, unyielding anchor and 14-year-old chain was evidently what was needed for one link to fail. (The chain has been well-used. In the last year alone, *Moonshadow* spent 190 nights on the hook.)

The weak link, about eight feet from the anchor, parted at the weld. There was some discoloration at the weld, which may have suggested corrosion within the weld. Sorry I can't give any particulars on the chain manufacturer, as there were no markings. It had been put on the boat in New Zealand many



JOHN ROGERS

'Moonshadow's chain mysteriously broke eight feet from the anchor.'



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LETTERS

years ago.

Despite the fact that we still have almost all our chain, I suppose we'll be getting new chain.

John & Deb Rogers
Moonshadow, Deerfoot 2-62
San Diego / Caribbean

John and Deb — As we recall, some anchor chains broke in the storm of '82 in Cabo San Lucas, initiating a chain reaction — pardon the pun — that put a lot of boats onto the beach. But other than that, we can't remember any other instances.

The thing that is disconcerting to us is that, unlike some of the rusty chain we've used on our boats over the years, your chain looks — at least on the surface — to be in excellent condition.

How long is anchor chain good? Certainly it's going to de-

JOHN ROGERS



What is the lifespan of anchor chain anyway?

stainless chain bin warning that the chain is not for overnight anchoring.

Can we get some informed answers on this question?

⇕ **THERE IS LUCK INVOLVED WHEN ANCHORING, TOO**

I read with interest the letters in the April issue on anchoring techniques. I agree that anchor size and scope are very important, but the letter writers forgot one aspect — luck. Or the lack of it. I have two examples.

A tropical depression came through once while we were anchored in Pago Pago Harbor. Although we stayed put, many other boats dragged. When I tried to raise our anchor, I discovered that it was hooked on a one-inch steel cable. It took some time to bring the anchor to the surface and free it.

JULIUS HANAK



A fouled anchor occasionally can be a lucky thing.

In this case, the size and type of anchor, and the amount of scope, weren't really factors. It was the cable that kept us in place.

The second time we were anchored off Hawaii in February, and the forecast called for a Kona storm. I put out our storm anchor with plenty of scope. It held for awhile, but then the wind started blowing in earnest. The wind, combined with the chop that developed, caused us to drag. I quickly deployed our second anchor, a 66-lb Bruce with 3/8-inch chain. That stopped the dragging. Or so I thought. The next day, when the winds had subsided, I raised my main anchor to find out that it was badly fouled on an engine block encased in concrete.

The lesson we learned is that the only safe way to anchor is to keep a good watch when it starts to blow.

Julius Hanak
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San Diego

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LETTERS

↑↓ CAN'T DISPLACE THE WINE SUPPLY WITH ANCHORS

I've followed the comments and suggestions on anchoring in recent *Latitudes*. As a singlehander who enjoys anchoring in the more isolated spots, I'd like to offer my insight into what has worked for me, and what might be applicable for other sailors.

There are endless combinations of anchors, rodes, sea-beds, boats, wind and sea conditions. *Arcturus* carries four anchors and rodes, three of which are rigged. None of them is oversized, as that would reduce the room I have for wine.

While some skippers seem to get away with almost any choice of gear and very little effort — anchoring roulette? — I believe that applying a back-down load is an essential step that is often ignored. If the force applied by my boat in reverse exceeds that night's expected blow, I can sleep well. Occasionally skipping that step, or more commonly "not reefing when blah, blah, blah," allows me to retest my strength, endurance, vocabulary and, sometimes, night vision.

Paul J. Wall
Arcturus, Endeavour 32
Huntington Beach

Paul — That's a great reminder, as failure to back down — and pretty hard — is perhaps the leading cause of dragging. In the Caribbean, home to thousands of bareboat charters, it's not uncommon to see anchors deployed while the boat is still moving forward at three to four knots. If the captain and crew are really good, they get the dinghy in the water and take off to the nearest watering hole before the wind has a chance to blow the boat to leeward to see if the anchor is holding.

↑↓ "WE GOT OUR TICKETS!"

I have to say that I've found the official America's Cup website to be about as useless as they come. I couldn't find any of the info I wanted about tickets to the venues I wanted. Who designed that thing?

Thanks to *Latitude* for coming to the rescue and keeping us out-of-towners up to date on what was going on sale when. We are now proud owners — well, buyers — of pre-sale tickets to the first two days of the Cup proper. We can't wait!

Bass Sears
Hailey, Idaho

Bass — We're glad we could be of assistance.

We're a little alarmed that a 'season ticket' for the entire event can cost \$999 — ouch! — although it's claimed that one-third of them have already been sold. There had better be plenty of places to watch the racing for free — standing is fine — or we're going to have a philosophical problem with this.

↑↓ WE'RE A DUTCH COUPLE LOOKING FOR A BERTH

My wife and I are cruisers on *Witte Raaf*, our 46-ft sailboat. We left The Netherlands seven years ago, crossed the Atlantic to the Caribbean, then continued on to Alaska via the Panama Canal, Mexico and Hawaii. We fell in love with Alaska, so we spent two summers there, returning to Bellingham, Washington for the winters.

This summer we will explore British Columbia, and at the end of summer sail to San Francisco. We would very much like to spend four to five months — October to February? — in the Bay Area, and are looking for a berth to rent. Can you or anybody give us advice or help us get a berth?

Jan & Joanneke Buurma
Witte Raaf, 46-ft sloop
The Netherlands



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Jan and Joanneke — Thanks to the America's Cup, there is going to be a big demand for slips on San Francisco Bay this summer. But you're in luck because the Cup racing ends in September, which is before you plan to get here. Plus, October is the time of year when many San Francisco Bay boats take off for the tropical waters of Mexico. That being the case, we don't think you'll have any trouble getting a berth.

You might not get a slip in San Francisco proper for a month at a time, but surely you'll be able to find one in Marin or in the East Bay, both of which have great transportation options to San Francisco. Like wine? October would be a great time to take a slip up the Napa River and do some day trips to the wine country.

How to find marinas with slips available? The pages of Latitude 38 have great ads.

↑↓ I HAVE TO SIDE WITH MR. BADGER

I've been following your debate with Tony Badger about the relative danger of long-period swells with interest and amusement. In your April issue response, you left it at "we'll leave it to the readers to decide who they think is right."

I, for one, think you both make valid points, but overall, I have to side with Mr. Badger. I think you actually agree on the key points: 1) Long-period swells are technically more powerful (i.e., have more energy) than shorter-period swells of the same height, but 2) in deep water, long-period swells are much safer and more comfortable (and in fact, may barely be felt).

The recent letters I read — from Tony Badger in December and Pat Nance in February — never said anything about its being safer and more comfortable to sail in 8-ft waves at 8 seconds vs. 16 seconds. Both these writers referred to the danger of long-period swells in shoaling water, such as the Farallon Bank.

When approaching shore, long-period swells break at a greater depth than short-period swells of the same height (and they approach more quickly). For this reason, it does seem worth warning mariners that if there is an extremely long-period swell, they should stay farther from shallow water (e.g., farther from the Farallon Islands or the Potato Patch) than they would under 'normal' (shorter wave period) conditions.

I also agree with Mr. Badger that an article on waves — with input from a physical oceanographer — would be interesting. For example, some oceanographer should be able to tell us under what combination of wave height and wave period the Potato Patch or South Bar will break.

The debate about 'sneaker waves' seems like mostly a matter of semantics. My impression is that the NWS is using this term — which I've noticed myself in weather forecasts — to refer to the fact that with long-period swells — which are generated far away — the wave trains are more likely to separate out into groups with significant lulls between. It would be good to have an oceanographer confirm that as well. Thus beachgoers, or mariners close to shore, might mistakenly believe the waves aren't very big (during the lulls), only to be taken by surprise when a big set comes in. It seems that this is a good thing for the NWS to warn the public about, and 'sneaker waves' seems to be a term that the public can easily understand.

Although I think you've been coming across as unreasonably stubborn in this discussion, I wouldn't have followed the debate if I didn't read *Latitude* every month, which I do because it is such a great magazine. Keep up the good work!

Laird Henkel
Corralitos

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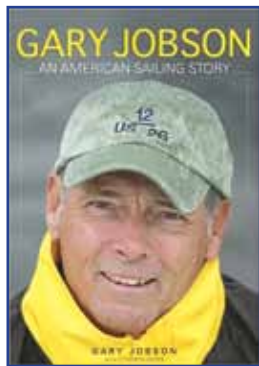
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LETTERS

Laird — Thanks for the kind words. This lamentable brouhaha started when a reader asked when it would be the safest and most comfortable to sail outside the Gate. As we recall, we wrote that the safest conditions were when there were long-period swells, the swells weren't too big, and the wind wasn't too strong, and there wasn't too much wind against the tide. Sorry if we come across as stubborn, but that's what we've always believed in, and what we continue to believe in.

Alas, the narrative somehow turned from sailing in general into a shoal water-only issue, and some people seeming to think we're responsible for the deaths of people who drown chasing their poodles into big surf.

We sail under the premise that in order to be safe, you must stay in water deep enough so that it doesn't make any difference how big the swell is or how long or short the periods of the waves are. If you're in deep enough water, you don't have to worry about either of those things. And frankly, we find it easier to determine the depth of the water than to try to calculate the danger presented by some combination of swell size and direction/wind wave size and direction/wave period/ebb and other factors. To our way of thinking, deep water, and plenty of it, is the simple and safe solution.

How deep is deep enough? All-universe navigator Stan Honey says the minimum for him is 2.5 times the sum of the maximum forecast swell and wind wave heights. If there's a 10-foot swell running and three feet of wind waves, he wants to be in more than 30 feet of water — which means he doesn't want to be on the Potato Patch or the South Bar. Sounds good to us. And we presume that he would factor in a greater margin of error if there were a significant ebb. The US Sailing investigating committee for the Low Speed Chase tragedy cited another commonly used rule of thumb for minimum depth, which is to multiply the deep-water significant wave height by three. Or four for a greater margin of error. In the case of a 10-ft swell, that's 30 to 40 feet. That's another rule of thumb we believe we can live with.

However, even if you're in deep water, some of the things that can make you miserable, injure you, and break your boat are — who would have thought? — short-period waves. You know, flying off the top of 'eight by eights' that have no backs, breaking human and boat ribs, destroying blocks, snapping sheets, and dropping masts. And if that's not good enough for you, try getting violently thrown head first from one side of the salon to the other in a short-period beam swell.

So as we said, if you or anyone else prefers to sail in short-period swells, be our guest. But our choice will always be adequately deep water, and the longer the period of the swell, the better.

(See this month's Cruise Notes for reports on two boats that were wrecked as a result of being in shallow water, killing some crewmembers and some rescue personnel.)

If the National Weather Service wants to warn people about big waves by giving them a special name besides 'bigger than normal waves', we think they can do better than 'sneaker waves'. After all, 'sneak' has sort of a fun connotation and makes such waves sound like attractive nuisances. We suggest 'killer waves' or 'death waves'.

This thread is closed until July 2015.

↑↓ HE GOT ALL VAGUE AND EVASIVE

I dug your coverage of the theft and beaching of the Oyster 82 *Darling*, but I have a serious course correction for you. The three perpetrators were not "partying" aboard *Darling* all day, Sunday, March 3. Far from it. At about 3:30 p.m. that afternoon I spoke to the one who looked like a pirate. I believe

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LETTERS

the Sausalito Police have phone/video footage to back me up.

Anyway, the one I believe to be Les — not the one "with the bionic leg" — met me on the ramp to Pelican Yacht Harbor, and asked me if I knew where Slip 52 was. I explained that there are two docks at Pelican, the A Dock and the B Dock, so the slips are numbered A34, B25, and so forth. When I asked about the kind of boat he was looking for and who the owner was, he got all vague and evasive. He said his friend with the bionic leg knew the boat, but was waiting in the truck because he didn't want to "stump around" looking for the slip.

There's more detail that I won't go into, but those clowns certainly weren't partying aboard *Darling* as of 4-4:30 on Sunday afternoon. Quite the contrary, they were searching for a specific slip in a different marina.

Jim Nisbet
Argo, H-28
Sausalito

Jim — According to prosecutors, the Darling theft was the case of one mastermind and two innocent but seemingly not-very-bright acquaintances. We're not sure we believe that. We're not sure the authorities believe it either, but what they believe and what they can prove beyond a reasonable doubt to a jury are probably two different things.

↑↓ THEFT FROM BOATS IN THE PACIFIC NORTHWEST?!

Thefts of and from recreational boats and other vessels don't seem limited to any particular locale. It's dangerous up here in the Northwest, too.

In the April 11 *Olympian*, reporter John Dodge wrote that the steering wheel from the 100-year-old tall ship *Adventuress* had been stolen last October while she was docked at



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The gorgeous 'Adventuress' lost her steering wheel to thieves in Olympia.

Sound Experience, the non-profit group that owns and operates the *Adventuress*, found a replacement in a nautical antique store in Seattle. Roger Ottenbach, the store's owner, loaned the non-profit the wheel, and agreed to sell it to them at cost — \$900 — if the original wheel couldn't be found.

Despite a search by divers, the original wheel was never found, at which point Olympia-area Rotary Clubs took over. One member had a machine shop, and took care of re-machining the wheel's hub so it would fit. That meant only one public sailing event was missed. Other Rotary Club members conducted an information fundraising drive to pay for the wheel.

Rob Murray
Vancouver, B.C.

↑↓ WEREN'T ALL THE J CLASS YACHTS SCRAPPED?

In reading the April 3 *Lectronic* report on the St. Barth Bucket and the five J Class yachts that participated, I find it hard to accept the idea that the original *Rainbow* and *Ranger* have survived. Might the participating boats be replicas?



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LETTERS

Since the 1950s, my impression has been that they — along with *Shamrock*, *Endeavour* and other J Class yachts — were scrapped for World War II. What's the story?

By the way, while in the Bay of Naples, Italy, in 1956, Lowell North and I noticed a large sloop about a mile away and thought that she might be an M Boat such as *Patolita* or *Windward*, the largest sloops that we knew were still afloat. We headed over to find out, and the mystery boat turned out to be a J Class boat owned by a Brazilian and based in the Med. Is it fair to say that she was about 50% longer and taller than any other boat that existed at the time?

Jim Hill
Palo Alto / Sayulita

Jim — It is confusing, as some of today's J Class yachts are originals, some are replicas, and some are new builds to old designs that had never been used.

Between 1930 and 1937, a total of 10 J Class yachts were built, six here in the United States and four in Great Britain. Three



LATITUDE / RICHARD

of those 10 — Shamrock V, Endeavour and Velsheda — survived and are being sailed and raced today. All of the survivors were Brit boats designed by Charles Nicholson.

Three other boats that had been built to the International Rule 23mR also raced in J Class regattas or were converted to J Class boats. Three of these — Astra, Cambria and Candida — survived and sail today. We remember seeing Cambria sail in the 2005 St. Barth Bucket.

John Williams' 2004 launch of a replica of Ranger, with help from Reichel/Pugh and John Elliot, revived the J Class. The next new build was Jim Clark's Hanuman in 2009, a replica of Endeavour II with help from Gerard Dijkstra. A year later, Harold Goddijn launched Lionheart, a Starling Burgess and Olin Stephens design refined by Andre Hoek. Last year saw the launch of Rainbow by Chris Congriep. The original design had been done by Burgess, but was updated by Dijkstra.

There are three J Class yachts currently in build. One is Atlantis, a Frank Cabot Paine design being updated by Hoek. Another is Cheveyo, a Burgess and Stephens design that is being redone by Sparkman & Stephens. And finally, there is



LATITUDE / RICHARD

Brittania, a George Leonard Watson design being tweaked by Steffano Fagrioni for Sigurd Coates.

J Class boats differ significantly in overall length, waterline length and displacement. As a result, they don't have the same rating, so the first J that crossed the finish line in St. Barth wasn't necessarily the winner. But they rate pretty close to each other, so the racing was spectacular.

The 181-ft schooner 'Adela', launched in 1903, took top honors at the Bucket.

There were bigger boats than J Class yachts that survived World War II. For example, the 181-ft schooner Adela, which was built in 1918 and also raced in this year's Bucket. We're

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LETTERS

told that Hanuman and Adela will both be at least stopping at San Francisco Bay this summer.

⇕ **BOATS AT REST IS OUR FAVORITE**

I want to make sure *Latitude* readers are aware of our upcoming opening of 'Impressionists on the Water' at the Legion of Honor Museum, June 1-October 13, which coincides with this summer's America's Cup on San Francisco Bay. The exhibition celebrates the French Impressionists' fascination



Claude Monet's 1874 painting will be on display at the Legion of Honor.

with recreational and competitive sailing, and offers numerous models — some life-sized — in addition to fantastic paintings and detailed works on paper that illustrate the artistry and technicality of boating and nautical navigation.

To be located in the Legion of Honor's landmark building overlooking the Pacific Ocean and the Golden Gate Bridge, the 'Impressionists on the Water' exhibit will obviously be a lovely complement to the America's Cup experience.

Clara Hatcher
Fine Arts Museums of San Francisco
de Young | Legion of Honor

Clara — We think the exhibit is a smashing idea, and can't wait to see it. Monet's *Boats at Rest* at Petit-Gennevilliers is one of our favorites.

⇕ **FOR SAFETY'S SAKE, GOING AGAINST MY GRAIN**

I'm not a big believer in rules, but sometimes they are useful. After being robbed while at anchor at Caleta del Campo, Mexico, earlier this year, Judy and I are now trying to adhere to the following rules every time we find ourselves in an anchorage with a limited number of other cruising boats:

1) During the day, we find a low-power channel — 13, 15, 17, 67, 77 — that is not used in the area. Some of these channels have restrictions on their use or are used by ports, but if in an isolated area, it shouldn't be a problem to find one that isn't used. The idea is to find a channel that has no traffic at night, then have all the boats in the anchorage use it exclusively as a distress or safety channel. If nobody else is using it, we can leave the radio on and not get woken up all the time by non-emergencies. We use low-power to lessen the chances that we will pick up more distant traffic on the channel.

2) When going to bed, we switch to the agreed channel and increase the volume to a level that will wake us up.

3) When we get up in the morning, we switch back to whatever channel is used locally as a hailing channel.

4) We do not use the 'security channel' for anything but safety/distress calls amongst our group. If we want to see if another boat is awake, we call on the hailing channel, not the temporary security channel. This is important, because the idea is any noise on the security channel is an emergency call. If people use it to see if the coffee is ready next door, they will wake up others and defeat the purpose.

So far this idea has met with virtually universal acceptance when we have suggested it to other boats in anchorages with us. It's certainly no assurance of absolute safety, but it does mean others can be made aware of a problem immediately. When we were robbed in Caleta de Campo, two of the other

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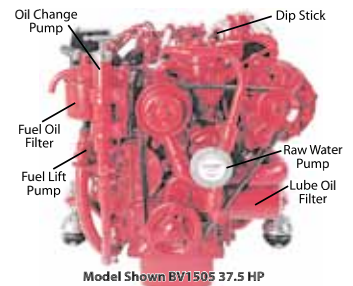
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LETTERS

four boats in the anchorage had their radios off, and did not know about the robbery until the morning. If the robbers had decided to hit another boat, there was no way we could have warned them, or gotten medical or other assistance if we had needed it.

How are we coping with the fact that we were robbed while at anchor? We've convinced the Grand Poobah to let us be entry #1 in this fall's Ha-Ha.

Bill Lilly & Judy Lang
 Moontide, Lagoon 470
 Chacala, Mexico

Bill and Judy — We think your idea is a good one. We also suggest having a big "Go ahead and make my day!" flare gun or two handy but out of sight. Not only can it help warn nearby boats of potential danger if you've been robbed, but in some cases it could be waved around preemptively to discourage an uninvited boarding. We know you had one and it didn't help other boats the night you were robbed, but we think several flares might do the trick.

↑↓ FLOATING BOXES

I hadn't been to the British Virgins in about 10 years, but just got back from a bareboat charter. The sailing was as good as ever, although it seems as if there are nearly twice as many bareboats as before. They were everywhere!

But the thing that surprised me the most is how much bigger today's bareboats are than they were 10 years ago. The monohulls are a lot bigger, mainly because the wider-than-ever beam is being carried almost to the transom. But it's nothing like the increase in volume of the interior and exterior of the catamarans. Most of the new cats, even ones as small as 40 feet in length, have some sort of upper steering station. But they are boxy, with none being more boxy than the Lagoons. I can't say that I like the look of the exteriors, but lordy are they comfortable when at anchor!

A feature common on the new cats is hardtops. The whole cockpit is covered with a hardtop rather than a soft bimini, both for protection from the sun, and also so there are places for people to sit on the 'second story'. While it might be a bit of an illusion, the covering makes the cockpits seem even larger than if they were uncovered.

Another apparent recent innovation is forward cockpits. The woman at the charter base told me they were added to the Leopards, Lagoons and some other brands because



THE MOORINGS

The latest trend in charter cats is forward cockpits to prevent sunburns.

the combination of the afternoon sun and the easterly trades in the Caribbean meant that all the charter guests were getting burned to a crisp by the late afternoon tropical sun. Some of the Leopards even have hard 'sunscreens' over the forward cockpits, sort of like those found on cars in the '50s. I can't imagine they are very aerodynamic. Indeed, none of these charter cats seemed to be rocketships. Not that any of the charterers seemed to care.

As much as boats have changed, the constant trades, the warm and clear water, and the friendly people are as I remember them from before. The only thing I don't like about the Caribbean is that it's so far away from the West Coast. It

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LETTERS

makes me wonder why The Moorings or some other big charter outfit doesn't have a base in Banderas Bay, Mexico. La Paz is nice enough, but Banderas Bay seems like the ideal place for one-week charters.

Neil West
Carson City, NV

Neil — You're absolutely correct; today's charter boats are so much bigger for the same length. All you have to do is compare a 40-ft monohull from the early 1980s with a modern 40-ft monohull. What a difference!

We've never understood the obstacle to bareboat charter fleets operating on Banderas Bay. After all, they've had charter fleets in La Paz for years. The ideal situation would be to have the fleet in Banderas Bay for the winter and then move it to La Paz for the summer. For selfish reasons, we don't mind that Mexico doesn't have big bareboat charter fleets.

↑↓ WHY THERE?

What a lucky dog you are to be able to sail the Caribbean for three months a year! I wish I could be you. But why do you seem to spend all your time in St. Barth?

Paul Smith
Sacramento

Paul — It's not quite as glamorous as it seems. Our typical day is as follows: Dinghy the half-mile or so to shore at 8 a.m. After a shower, pain au chocolat, and coffee, we're in our office — an old tattoo parlor with no windows — by 9 a.m. We work really hard until about 1:30 p.m. We take a half-hour to an hour break for lunch, then it's back to the office until about 4:30 p.m. for a half-hour break. We're back in the office from 5 p.m. until just before it closes at 7:30 p.m. We have a cold beer either while watching Sports Center at Oubli or with friends at Le Select. We dine out on Wednesdays, Fridays and Saturdays. Most nights we get back to the boat between 9 and 11 p.m. When we get back to the boat, we crash immediately. That's our routine about 60% of the time, and includes Saturdays and Sundays just before deadline. We do get more time right after deadline and early in the cycle, but not that much.

Our goal has been to sail La Gamelle around the island 10 times in the three months we're here. After getting everything set up, we got off to a good start, with two circumnavigations in three days. Thanks to the Bucket, the Voiles, deadlines, having to go to St. Martin to buy batteries and fuel, having to make boat repairs, computer screw-ups and internet interruptions, and too much wind, we haven't been around again since. Thus we've got our work cut out for us to achieve our goal.

There are other fine islands in the Caribbean, but the truth of the matter is that all the great boats, and most of the great sailors, come to St. Barth. So it's more efficient to let them come to us rather than try to chase them all over the Caribbean. Then, too, we've already been to the BVIs, St. Martin (several times), and St. Kitts. Plus we've been to all the other islands a number of times over the years. None are as clean, safe or exciting as little St. Barth.

The other influence is that we've had many great friends on St. Barth for years, so it's like a home to us. Plus, St. Barth has more unusual flowers, if you know what we mean, than anywhere we've been before. Nonetheless, if we didn't have to work, we'd love to head down-island and hang out in places like Grenada for a couple of months.

↑↓ FIRST NONSTOP SOLO INDIAN CIRCUMNAVIGATOR

I saw the April 12 'Lectronic story about Abhilash Tomy's



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LETTERS

being the first Indian — East Indian — to circumnavigate. If memory serves, Robin Knox-Johnston, the first person to sail solo and nonstop around the world, built his Atkins 32-ft ketch *Suhaili* in India while serving in the British Army. The Indian skipper says he had been dreaming about circumnavigating for 14 years. I wonder if *Suhaili* played any part in his dreams.

Tim Schaff
Jetstream, Leopard 45
Road Town, Tortola

Tim — We have no idea. Knox-Johnston actually served in the Merchant Navy and Royal Navy Reserve, not the Army. After finishing *Suhaili*, he suggested that his wife and daughter join him for the passage from Bombay to England. His wife was so underwhelmed by the suggestion that she left him. But they were remarried several years later and had more children and many grandchildren.

When he got back to England, Knox-Johnston decided to enter the Sunday Times Golden Globe Singlehanded Around the World Race. He was the only one of nine entrants to finish, as Bernard Moitessier famously decided to drop out to follow his bliss. Knox-Johnston donated his prize money to the family of competitor Donald Crowhurst, who had apparently committed



COURTESY MHADEI

suicide during the race. Knox-Johnston has continued to be a relentless adventurer, doing another solo circumnavigation in his late 60s.

Abhilash Tomy is a Lieutenant Commander in the Indian Navy, and he completed his circumnavigation in 156 days, which is exactly half the number of days Knox-Johnston took. Tomy finished just two days after Guo Chuan, the first Chinese citizen to complete a solo circumnavigation. We expect more Asians in their wakes.

↑↓ YOU'VE GOT TO KNOW WHEN TO HOLD THEM

I know what would bring more interest to the America's Cup. Gambling.

I don't like casinos, and those Indian casinos in particular. If you're going to gamble, I say go to Vegas and do it right. Better still, if I could afford it, I'd go to Macau.

But I think casino games are a drag. Blackjack, poker, roulette, craps — what a snore. If you're going to gamble, I think gambling on sports is the most fun, because you get to use your brain a little. Since I'm a sailor, I want to be able to gamble on the America's Cup. What are the odds of being able to gamble on the Cup, and what are the odds on the various teams?

Sausalito Slim
Sausalito

Slim — The odds that you'll be able to gamble on the Cup are good. There are several internet sites based in England that list the America's Cup as an event that can be bet on, although no odds have been posted yet. However, it's illegal for Americans to gamble online, so you might have to go overseas and use an assumed name. Frankly, we think it would be the most fun if there were a 'Gambler's Area' set aside for degenerates at the

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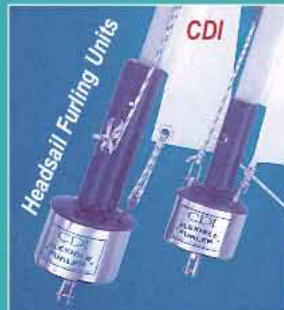
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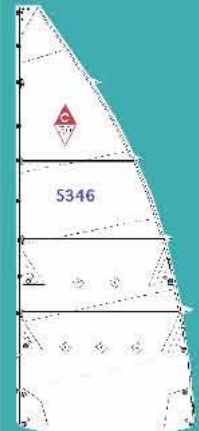


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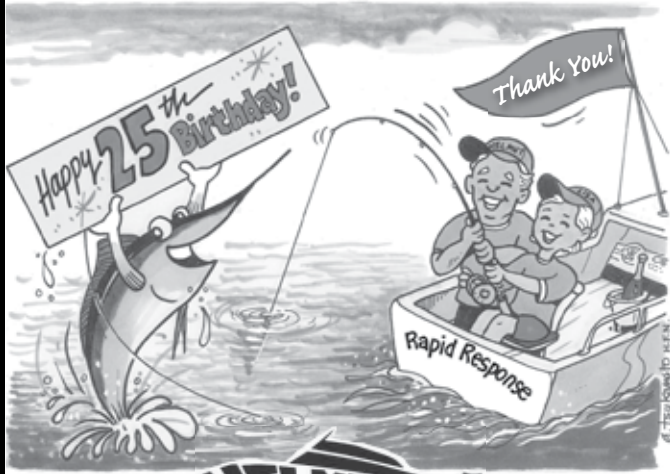
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LETTERS

America's Cup Village.

As for the odds, most experts seem to favor the Kiwis, although in order to get into the Finals they may have to build a boat more suited to the stronger winds of July and August. Oracle, meanwhile, can concentrate on a boat that will excel in the slightly lighter conditions expected for the Cup itself in September.

We're picking Oracle to retain the Cup, primarily on the basis of Jimmy Spithill's being a guy who can get the job done. But we're not betting the ranch, because we don't own a ranch.

Anybody remember the year a gambling outfit in Costa Rica promoted gambling on the TransPac? Talk about an event that would be easy to throw. Does anybody know anybody who made a bet on it?

↑↓A DIFFERENT HOTEL CALIFORNIA

I read the April 19 *Electronic* piece about the SC70 *Hotel California* in the Caribbean. I think it's nice that the current owner has not changed the boat's name.

After years of crewing for me and others, my old sailing pal John Wintersteen got a SC40 for the 1983 — I think — TransPac. Then he bought a new SC70 and named her *Hotel California*. It was while he and his crew were doing MOB drills for another TransPac that he dropped dead at the wheel. If a sailor has to go, what better way?

John was a great guy, and seeing the boat name again reminded me of him. He was part of the funniest and best crew there ever was.

Mike Kennedy, Sr.
Los Angeles

Mike — Even though there were only something like 22 SC70s built, two of them were named Hotel California. First there was Wintersteen's, and then there was Steve Schmidt's cruising version, the only one of those ever made, named Hotel California, Too. We've got a Changes on Hotel California, Too, in this issue.

↑↓WEAR IT!

A sunny day on the water can turn deadly in seconds. California ranks #2 in the nation for boating accidents and fatalities, with boating mishaps causing more than 50 deaths in the state in 2011 alone. Chances of survival in the water go down drastically with decreasing water temperatures, especially if you aren't wearing a lifejacket.

We're hoping to increase PFD safety awareness, as approximately 84 percent of drowning victims in recreational boating accidents were not wearing a lifejacket. That according to the U.S. Coast Guard 2011 Recreational Boating Safety Statistics.

The North American Safe Boating Campaign — simply known as "Wear It!" — is a year-long effort in the U.S. and Canada focused on spreading the message of boating safety and the critical importance of consistent PFD use. The National Safe Boating Council is a leading partner of the campaign.

Dan Hedman
Paul Werth Associates

Readers — Latitude 38 encourages everyone to wear PFDs when on boats or whenever at risk of falling into the water.

↑↓BLUE JOBS AND PINK JOBS

Nice story in the April issue about really good ideas on making the fiberglass cave more homey. I recently tore out the dirty old headliner and painted, then I switched over to



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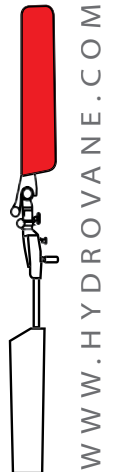
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LETTERS

new LED lights. My girlfriend took over the projects of the bedding, the head and setting up the galley. We will be ready for the season.

Greg Clausen
 Wisdom, Santana 3030
 Tiburon

Greg — If it weren't so great we wouldn't keep saying it, but the 16-ft 12-volt LED strip lights for \$15, and the \$5 dimmers for them, have been brilliant on 'ti Profligate, completely transforming the ambience of the salon. The outdoor version of the lights has done the same for the cockpit. We got ours through Amazon. And we hear that Latitude Editor LaDonna Bubak followed our lead on her boat and is equally thrilled.

↑↓ THROW THEM BOTH OUT?

I have a thought concerning what's supposed to be 'cruiser friendly' racing in the Banderas Bay Regatta. I think the Notice of Race for any future BBRs and similar events should include the following line: "Any — ANY — contact between racing boats will result in the disqualification of both boats." After all, we're supposed to be having fun out there. Alternatively, maybe they should just drop the Class A fleet altogether and keep it a cruisers' race. You know, a 'race your home' regatta. Just my two cents' worth. Thanks for the coverage.

Capt. Debbie Orlando
 Puerto Vallarta

Capt. Debbie — We understand your sentiment, but don't think your first suggestion is a viable solution. After all, it means that a cautious, safety-first, rule-abiding sailor whose boat got hit by a reckless, drunken, incompetent fool could be disqualified. That wouldn't be right.

We think your second suggestion, chuck Class A — where most of the boats aren't cruising boats — is more reasonable.

↑↓ JUDGE JUDY FOR THE SUPREME COURT

It's too bad our government can't be run with the efficiency with which the Banderas Bay Regatta Protest Committee handled the dispute between *Camelot* and *Blue*. And nice work, *Latitude*, for making the process and results available to your readers. It's the first time I've ever witnessed how a protest is handled, and I found it to be impressive and educational.

Herb Clark
 Hotel Charlie, Catalina 25
 Chico YC

Herb — A summary of that process can be found in this month's Latitude, while the entire report can be found in the April 1 'Lectronic.

If everybody in the judging process had been pulling down \$400/hour, we don't think it would have been so efficient. Government, including the judicial system, is inefficient because it's so lucrative for those involved. Judge Judy for Swift Chief Justice!

↑↓ RACERS SHOULDN'T ORGANIZE CRUISER RACES

The incident involving *Blue* and *Camelot* at the Banderas Bay Regatta, which resulted in both of *Blue* tactician Mike Danielson's legs being broken, is exactly why I rarely participate in racing events, even those billed as 'cruising races.'

I know enough about the incident and the players involved to have a strong opinion about who was in the right, but that's not the issue I wish to address. It's not that I don't enjoy racing. I was bowman on a couple of the top Schock 35s during

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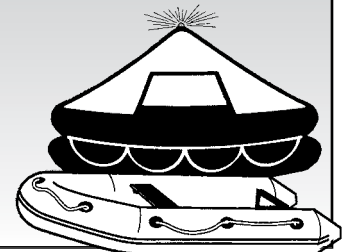


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LETTERS

their heyday, and then graduated to the Santa Cruz 70s before deciding I wanted to be a cruiser.

I was sorely tempted to participate in this year's Banderas Bay Regatta, but I hadn't been happy with the changes to December's Banderas Bay Blast, also billed as a cruiser regatta. During the Blast, the race organizers actually had the multihulls starting with monohulls of similar ratings. Apparently no consideration was given to the fact that the two types of boats sail and maneuver differently. In addition, the starting line was far too short for cruising multihulls — even if they weren't mixed in with the far more maneuverable monohulls. I feared that the Banderas Bay Regatta would be more of the same, and I think my instincts proved me correct.

I believe that there is a fundamental problem with 'cruiser races' that are organized by sailors who are really racers. It is the distinction between organizing an event that's designed for excitement and competition rather than for safety and fun.

Problems are bound to occur when people who are racing their homes are put into the same class as people who are racing their toys. It's easy for someone on a racing boat to intimidate a cruiser on a cruising boat. Similarly, it can be difficult for a laid-back cruiser who hasn't raced much to anticipate tricky situations he/she may be getting into with an aggressively sailed racing boat. Even if there is no yelling or collision, it's unlikely that the frightened and intimidated cruiser will dare race again.

I have presented the problem, so I will present a solution that I think is the hope of salvaging cruiser racing in Mexico. My solution is that there needs to be separate racing for racers and for cruisers. Those who have to win in order to have fun need to be kept apart from those who just have to sail to have fun. I know 'racer' and 'cruiser' are not mutually exclusive terms, but I think I can make a distinction. If you are living on your boat, you're a cruiser. If you are not living on your boat, she's a toy and you're a racer.

The bottom line is that *Camelot's* cruising plans were put on hold while the BBR incident was resolved, while *Blue* sat empty in her slip as she normally does when she's not out proving she's "the winningest boat on Banderas Bay." As I write this, there are rumors of lawyers getting involved, at which point you know nothing good will come of it.

For me, the attraction of racing was the adrenaline rush of the moment. It was the endless rehashing of the race later at the yacht club, and the maniacally competitive sailors, that bored me silly. I decided to become a cruiser, as it better suited my interest and temperament.

I understand that there are people who feel they have to prove they are better than everyone else, no matter the cost. I avoid them. That's why I don't race. Not even in so-called cruiser regattas, where many of the participants aren't cruisers at all.

Captain Glenn Twitchell
Beach Access, Lagoon 380
Newport Beach / Mexico

↑↓JUST THE FACTS, JACK

I'm disappointed in your article on the collision and injury that occurred in the Banderas Bay Regatta. There are two sides to most stories, and you only portrayed one.

Without agreeing on who had rights when the Hunter 54 *Camelot* and the J/160 *Blue* collided, we can safely recognize that the captain of *Camelot* failed to comply with "RRS Sect. B, 14 Avoiding Contact: A boat shall avoid contact with another boat if reasonably possible . . ."

And, 16.1 Changing Course. "When the right-of-way boat

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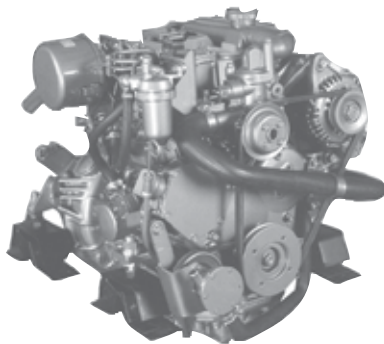
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LETTERS

changes course, she shall give the other boat room to keep clear."

And Maritime Rules of the Road: Pt B Steering & Sailing 8. Action to avoid collision. "Actions taken to avoid collision should be positive, obvious, made in good time."

I know for a fact the driver of the J/160 had *Blue's* wheel hard right, upwind, to the lock, just before and during the collision. The skipper of *Camelot* did not have control of his vessel at time of collision. He had room to bear off and did not. Serious injury to the tactician on *Blue* was the outcome.

Too many times skippers and crew forget the first rule of maritime safety and racing, as put into law through COLREGS and the Racing Rules of Sailing. That rule is the first responsibility of the skipper is to avoid contact.

Terry Robertson
PRO and Merchant Marine Master

Terry — You're correct, of course: it is the responsibility of the skipper of a boat to avoid contact. But your assertion that "we can safely recognize that the captain of Camelot failed to comply" is false. If you'd read the Protest Committee's report in the April 1 'Lectronic, you'd know that it was Blue, not Camelot, that was found guilty of not keeping clear. Blue's GoPro video of the incident was posted on Sailing Anarchy, home to many fervent racers, and the overwhelming majority of them agreed with the Protest Committee's ruling.

You also appear to not know that the Protest Committee ruled that Camelot could not have gone down to avoid a collision because there was a boat with rights to leeward of them. There is a good reason that windward boats are required to keep clear of leeward boats. If they weren't, everybody would just reach down the starting line, crashing into one boat after another.

With regard to the actual contact, we think you should consider the possibility that it was caused by the helmswoman on Blue putting the wheel hard over, which you seem to think was a good thing. But as you surely know, the turning axis of a sailboat is her keel, so when the helm is put hard over, she's going to 'hip-check' any boat just to leeward of her. Once you get really close to another boat, the only way to avoid contact is for both skippers to very gradually steer away from each other. As intuitive as hard-over might seem to a novice, it's exactly the wrong thing to do in such a situation.

When you say that you're a PRO, we presume you mean that you're a qualified Principal Race Officer. If so, how can it be that when we asked how you knew something was a "fact," you replied you knew from the "Testimony of the of J/160 skipper and crew." You're a PRO and you consider the testimony of one side to be fact?! Why then wouldn't the testimony of the other skipper be "fact" also?

⇅ NO LONGER INTERESTED IN CRUISER RACES

The collision, serious injury and protests in this year's Banderas Bay Regatta are an example of why I no longer participate in that event. A bunch of assholes who race J Boats and have a profit motive have turned what once was a cruiser regatta into a 'win at all costs' event. We never had protests and the like until sailors who should be competing elsewhere forced their politics on the milquetoast race committee.

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LETTERS

thesis, your supporting evidence isn't as strong as it could be, and we think the situation is more nuanced. For instance, this year's fleet consisted of 52 boats. While there may have been a greater turnout in the very early years of the BBR, when it seemed as though every cruiser on Banderas Bay showed up, this year's participation was greater than the average of the previous 10 years.

Secondly, you refer to a "milquetoast race committee." However, the Vallarta YC recently denied entry to a boat that, as we understand it, they felt had been sailed too aggressively in a previous BBR, and whose skipper they felt had been too argumentative for the spirit of the event.

To illustrate the dilemma when hosting a 'cruiser regatta', while the organizers felt the boat may have been sailed too aggressively for the spirit of the event, we have reason to believe that the organizers knew the boat had nonetheless sailed within the racing rules. The problem was the owner of the less-aggressive boat became so angry that, after the race, he grabbed some kind of bat, and he and his crew took off with the intent of letting the other skipper know just how they felt. Fortunately, the other skipper had taken someone to the airport, so there was no violence.

There seems to be a major philosophical divide between mostly more competitive sailors and less competitive sailors — such as ourselves — over the question of whether there can be such a thing as 'toned-down racing'. Their argument is that the rules exist for good reasons, one of the primary ones being to prevent accidents. Our response is yes, the rules do need to be there for safety, for without them there would be chaos.

However, we also believe that boats can be raced with different degrees of intensity, aggressiveness and margins of error. And should be, depending on the type of regatta. When cruisers race their homes with family and friends, it's more likely that things will go wrong than on frequently raced boats with regular crew. For example, somebody's sister may not let the traveller down fast enough to duck a crossing boat. Or a less-experienced skipper with a dirty boat bottom may miss a tack and stall in front of a mark. If some boats are sailing very intensely, these screw-ups could lead to close situations, if not collisions. But if all participants recognize what is supposed to be the light-hearted nature of a cruising event, and maintain generous margins of error, there shouldn't be any yelling or screaming, let alone collisions.

We're confident that toned-down racing can work, because it's been working for years in the multihull class of the BBR, where the boats are much larger and much less maneuverable than smaller monohulls. And because it's been working for years in events such as the Antigua Classic Regatta, the St. Barth Bucket and others, where special rules and 'spirit of regatta' rules have been invoked.

A big issue in cruiser regattas is intimidation. As the owners of a 63-ft long, 30-ft wide, 13-ft tall catamaran that can easily sail in the teens, we're fully aware of our potential to scare the living daylights out of just about anybody else on the course. In the spirit of fair play and caring more about everybody's having fun than winning, we never try to use that advantage. Indeed, we don't believe even the hint of intimidation has any place in a 'cruiser regatta'.

We understand exactly why you've made the decision not to participate in 'cruiser regattas'. We hear it all the time from other sailors, even very talented ones who have raced at the highest levels for many years. Until this philosophical difference of opinion can be settled, we fear cruisers will avoid any kind of racing in droves. After all, the risk/reward equation doesn't compute for them.

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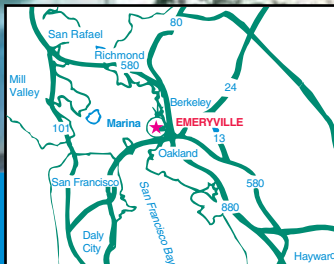
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— Herman Melville, 'Moby Dick', Chapter XXVI



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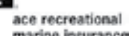
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LETTERS

↑↓ POTSHOTS AT THE MESSENGER

I'd like you to consider the implications of both your *Lectronic* articles on the Banderas Bay Regatta incident between *Camelot* and *Blue*. Your first article seemed to be almost entirely based on rumors and one side of the story. You seem to have made little effort to get *Blue's* side of the story, and the tone of your article placed the blame on them.

I think you also need to appreciate the reach of your publication, and realize that there was potential for those on the jury to have read it, possibly making it harder for them to come into the protest unbiased.

Your second article about the end of cruiser racing in Mexico was alarmist. Yes, the incident was terrible, and no one wants to be involved in anything like that. But to me, your logic is the same as that of somebody who hears of a plane crash and never wants to get on a plane again — forgetting about the millions of flights that land safely each year. Let's remember the many BBR races that have gone on in the past 20 years without incident.

If you want to promote cruiser racing in the bay as you say you do, you should take this opportunity to use your publication to teach cruisers the rules, admit that there are risks in yacht racing, explore how to minimize them, and have the entire cruising community come out as more knowledgeable and safe racers.

Now an article on the Vallarta YC claims that some of your quotes are false. You have certain responsibilities as a journalist, and this protest hearing has severe implications no matter how it ends up.

Max St-Maurice
La Cruz, Mexico

Max — You claim our report was ". . . almost entirely based on rumors." We're going to prove you wrong right now.

There were five boats in the immediate area of the collision between Camelot and Blue. We received eyewitness accounts from very experienced racers on four of the five boats: 1) Craig Shaw, skipper of Camelot, professional rigger, a sailor with 41 years of racing experience; 2) Eugenie Russell, crewmember on Olas Lindas, which was just to leeward of Camelot, long-time skipper, sailing instructor, and racer; 3) Bill Lilly, skipper of Moontide, longtime racer, who was close to the start and a witness at the protest hearing; and most influentially to us, 4) Randy Hough, Principle Race Officer, on the race committee boat, who sent the following email to the skipper of Camelot:

"I'm sorry to have missed you at Vallarta YC tonight. We talked with Ken [Sears] [of Blue] and many witnesses. Blue put herself into a bad position with nowhere to go. They were not aware that Olas Lindas was taking you up and that you had nowhere to go. Eugenie from Olas Lindas was very open, and it was her account that helped everyone understand what happened. From our vantage point on the RC boat, we were not aware of any contact. It looked like a barging/over early "no harm, no foul" sort of thing, and we expected Blue to come charging around the RC boat to restart. I heard that you and the crew were very concerned when you heard Mike was injured and I thought I would bring you up to date."

*You still want to claim that our *Lectronic* reports were based on rumor? Furthermore, we also received an email from a normally reliable source that Blue had admitted fault. Upon further investigation, it turns out this was a misinterpretation of a person's actions, but it was the information we got.*

The only boat or person who suggested that Camelot was at fault at the time was . . . well, there wasn't anyone that we knew of. As you might remember, Blue did not file a protest ei-

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LETTERS

ther immediately after the incident or within the time prescribed in the race instructions. If anyone had made any statement or taken any action to indicate Blue thought they hadn't been at fault, we would have written the story differently. But when there is a collision between two boats and one boat drops out and doesn't protest, it doesn't take the ghost of Bertrand Russell to deduce that the other boat seemed to think they were at fault.

It is true that we could have attempted to call Mike Danielson and the Seares. But to be honest, we are — or at least were — friends with all three, and given the accounts of others and the lack of a protest, we thought it would have been unnecessarily ghoulish.

Indeed, we'd been through something similar a year or so before in the Pirates for Pupils Spinnaker Run for Charity. There was very light wind at the start, and in an apparent attempt to find more wind or less current, Danielson took Blue far inshore of all the other boats, into what we and many others thought was dangerously shallow water. Well, she hit a reef with such force that we watched a crewmember fly off the bow like Superman. Blue remained trapped in the rocks for something like 15 minutes while we stood by.

We later saw the Seares in the yacht club restaurant and got the kind of smiles that we interpreted to mean, "Thanks, but we really don't want to talk about it." Who could blame them? It had been what tennis players call an 'unforced error' and resulted in the boat's having to have an expensive haulout and inspection. With Danielson badly injured after this year's collision, and everybody in the area saying Blue had clearly been at fault, and without any hint of protest on the part of Blue, we decided not to contact Danielson or the Seares with any of those 'How do you feel?' questions. In retrospect, maybe we should have, but we thought we had good reason not to at the time.

That said, the moment we heard that Blue was planning to file a protest, we published a new 'Electronic citing the reason they were allowed to make a protest after the normal protest deadline, and outlining the grounds on which they might protest.

You accuse us of having taken the tone that Blue had been guilty. We did, and given the information that was available at the time we wrote what we did, we think it was reasonable. Curiously, your letter, written before the protest was held, seems to take the tone that cruiser Camelot was obviously guilty. "You should take this opportunity," you wrote, "to use your publication to teach cruisers the rules." How do you feel now that the protest committee has ruled that it was Blue, not the 'cruiser' Camelot, that was guilty of violating one of the most basic and important of all racing rules? Is it not you who was guilty of judging too soon — and when you, unlike us, knew full well there was another side of the story?

As for your suggestion that our first piece influenced the jury, we find that to be ridiculous and insulting to all three members of the jury. We're confident they had the ability and integrity to determine the facts and make a ruling on their own. Particularly as there was a video of the incident.

You think our saying that the incident might be the end of cruiser racing in Mexico was "alarmist?" Are you aware that Randy Hough, the event PRO, says that after being so generous with his time and boats for 30 years to help racing, he's done? Are you aware that some members of the Vallarta YC have called for the club to disassociate itself with the BBR? Are you aware of the once-good friendships that have been destroyed as a result of the collision and what followed? Are you aware of frequent participants in the cruiser races in Mexico who say they will never sail in an event with certain other boats or

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LETTERS

sailors again?

Unlike you, we've been responsible for founding and putting on countless cruiser races for charity in Mexico, from Zihua SailFest to Sea of Cortez Sailing Week to the Banderas Bay Blast and more. As such, we think we know more about hosting cruiser races than you do. We can tell you that when something does go wrong, as it did in the BBR, people — and seemingly Americans more than other nationalities — seem to look around for someone else to blame and/or sue. If your name is in any way associated with an event and if you have any assets, you might as well have a big target on your back. Even if people don't follow through on their threats to sue, who needs it? If you put on events, even supposedly 'strictly for fun' charity events, you soon learn that Clare Boothe Luce was right: "No good deed goes unpunished."

As for your saying we want to promote cruiser racing on Banderas Bay, given what's happened, we're not at all sure that we do. We'll be in Banderas Bay this month to discuss the issue with certain people, but if cruiser racing is going to be about risky sailing, unnecessary collisions, injuries, and ensuing bitterness, we don't want any part of it. So maybe you should step up to the plate and put your name behind an event. Then maybe you'll understand what it's like to potentially be accused of being responsible for whatever crazy behavior someone in the fleet might engage in.

As for your condescending comment that we should teach cruisers the racing rules, do we need to remind you that not only was the 'cruiser' in this incident right and the 'racer' found to be wrong, but the helmsman on the 'cruiser' has 41 years of racing experience?

As for the business about quotes. We edit for brevity and clarity. After the protest committee ruled against Blue, Danielson asked that the protest be reopened based on the minor changes. The request was immediately denied.

Just so everybody knows where we stand with regard to Mike Danielson, we don't know of anyone who has promoted sailing as relentlessly as he has, and we've been putting on cruiser events with him, and participating in his events, for years. That said, we've always been at odds, and sometimes to a great extent, over how competitive those events should be.

⬆️⬆️ CRUISERS WITH A LONG RACING RESUME

I've tried to keep my mouth shut about the unfortunate incident with *Blue* in the Banderas Bay Regatta, but I would like to respond to some people who seem to dismiss us as 'cruisers' who don't know anything about racing or the racing rules.

My dad and I both started racing 41 years ago. We started with *Shillelagh*, a Luders 16, and raced her in just about every race and series on the Columbia River. When he bought his tall rig Ericson 29 *Donna Gay*, we each raced our own boats, and also raced on other boats. We participated in almost every race there was.

My first Oregon Offshore Race was in 1977, and I subsequently did about 15 of them, most of them on my Columbia 43 *Adios*, and mostly with my mom and dad, who owned her at the time. I've also done three of them on their newer boat, the Hunter 54 *Camelot*. We also won the 1985 Oregon Offshore Overall with *Adios*.

Between *Adios* and *Camelot*, we've also done about 12 Swiftsure Races out of Victoria. Our best was a second with *Adios* on the Long Course. I also skipped *Adios* on my own with my ex and a bunch of friends at Whidbey Island Race Week in 1985. We were written up as the most improved boat for the week. I have to say that I was initially intimidated at

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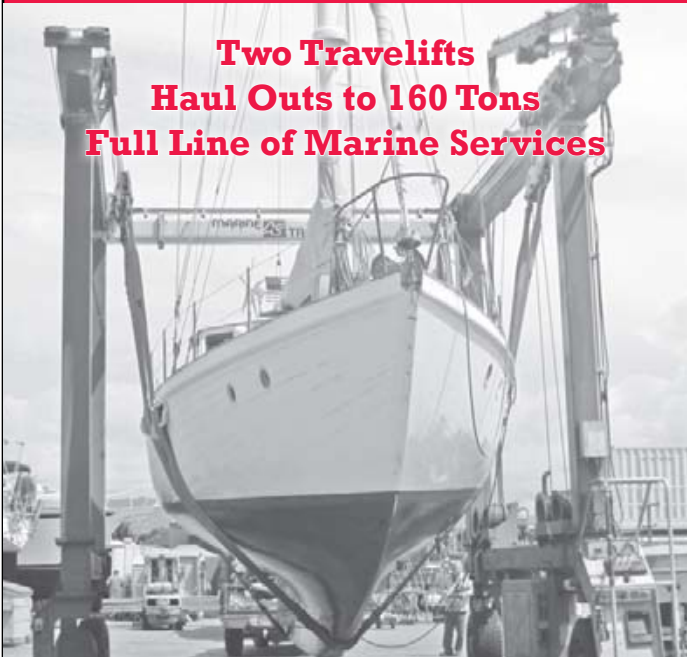


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LETTERS

the starts by all the hot Seattle sailors, but soon realized that they were almost all barging. So I just did my timed starts, and we did very well.

We also continued to race *Adios* in almost every race on the Columbia River, with Mom, Dad, myself and crew. We also did the week-long Six Pac Race in the summer.

In 1988, we raced *Adios* to Hawaii in the Pacific Cup with Mom cooking an awesome turkey dinner at the halfway point. Dad, a couple of crew and I sailed *Adios* home in 16.5 days.

We also won our class in the Six Pac a few times, and after it got changed to Gorge Race Week in the early '90s, we



LATITUDE / ANDY

The crew of 'Camelot' are not only experienced sailors, but experienced racers, too.

took overall honors with *Adios* four times and also got a second overall.

In 1998, we raced *Camelot* to Hawaii in the Pacific Cup, with Mom once again making a full turkey dinner at the halfway point. Once again we came in fourth after 10 days at sea.

I skipped *Camelot* home to Portland with a friend and one pick-up crew in 16 days. Dad also raced in the 1979 TransPac as crew on the Cascade 42 *Nimble*.

In 1998, I sailed about 8,000 offshore miles on Hunter 54s, sailing *Camelot* from Portland to San Francisco, then to Hawaii and back to Portland, then crewing for Hall Palmer on his 54 in the Ha-Ha. I also crewed on *Talion* in the '07 Ha-Ha, and skippered *Adios* in the '09 and '10 Ha-Ha's, as well as skippering *Camelot* in last year's Ha-Ha. I've also bashed *Adios* back to Portland from Cabo twice, and am just getting ready to bash *Camelot* back to Portland for the summer.

I realize that this might be too much information, but I hope it clears up any misconception about our racing experience and our knowledge of the racing rules.

Craig Shaw
Adios, Columbia 43
Portland

BYLINE CORRECTION

In an oversight, *Latitude 38* did not credit me as being the author of 'Resurrecting the Golden Rule — The Anti-Nuke Flagship' in the March, 2013 issue. When I called the matter to your attention, you acknowledged that I am the author, and that I hold copyright to the article. You also made a donation to the Golden Rule Project.

The issue has been quickly and amicably resolved, and I remain a *Latitude 38* enthusiast.

Arnold J. Oliver
Sandusky, Ohio

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

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

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

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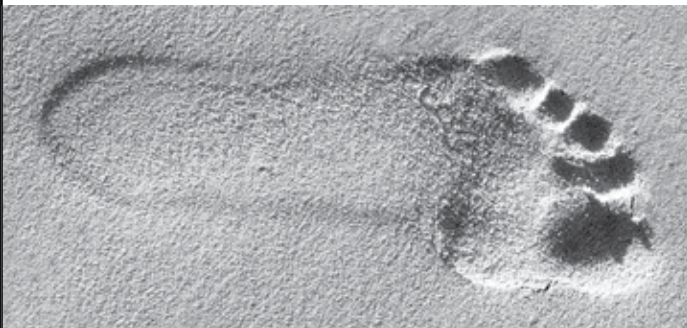
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multihulls to california

After two winters of successful racing in the Caribbean, San Franciscoan Peter Aschenbrenner's 60-ft Nigel Irens/Benoit Cabaret trimaran *Paradox* is, according to multihull guru and crewmember Cam Lewis, headed for San Francisco. It might have something to do with the fact that the America's Cup is being sailed in multihulls this summer.

Paradox took four bullets in last month's Voiles de St. Barth, and prior to that had missed setting a new Caribbean 600 record by just 11 minutes — after 40 hours of racing in typically challenging Caribbean conditions. *Paradox* screamed past us — we were on the Santa Cruz 70 *Hotel California, Too* — four times in the Voiles de St. Barth and looked magnificent doing it.

Paradox is a cruising boat, albeit an unusual one. Aschenbrenner wanted a very fast trimaran that he could cruise short-handed across oceans without professional crew, so he, Irens and Caberet dreamed up a tamed-down version of the wild ORMA 60 ocean racing trimarans.

For example, *Paradox* has a much shorter mast and a beam

of 48 feet rather than 60 feet and, because of a modest cruising interior, displaces more. She's also equipped with a hydrogenerator and fuel cells, so the only time she really needs to use her engine is when getting off the hook — to which she always lies stern-to.

Since we had Lewis' ear, we also asked him about his reported association with Thomas Siebel's MOD70 trimaran *Orion*, which is being shipped from Lorient, France to Mexico. A February press release said that *Orion* would be "under the hand" of Lewis, and that he was eager to show Americans "how fast and fantastic these amazing machines are." Although Lewis says that the sailing conditions between California, Hawaii and Mexico are incredible for the MOD70s, he told us his participation in the *Orion* project is anything but certain.

Nonetheless, after tuning and testing on Mexico's Banderas Bay for three months, *Orion* will be brought to San Francisco Bay in July for the America's Cup. We're not sure how Oracle's Larry Ellison is going to feel about Siebel — a former employee, and the owner of a company Oracle bought for billions — showing up at the America's Cup with a much less expensive trimaran that's not only ocean-proven, but nearly as fast as the AC72s. But one can guess.

Another multihull — this one a catamaran — is also now on her way from St. Barth to California. But her ultimate destination is Newport Beach, not San Francisco.

It was only a few years ago that Lloyd Thornburg was attending the prestigious Art Design College in Pasadena and sailing out of Marina del Rey. "I had a Soling named *Chaos* that I would sail all the time, usually to the end of the Santa Monica Pier and back," he told *Latitude*. "I loved it, especially sailing the boat back into her slip."

Lloyd is returning to California — although only briefly — with a much larger and more exotic boat. "I ordered a Gunboat 66 catamaran a few years ago when I was 28," he told *Latitude*. "The Gunboats were being built in South Africa, so I figured I'd fly down, spend a week selecting options, then fly home and wait for her to be completed. I soon learned that having a big boat built is a complicated process. I ending up living in South Africa for a year until *Phaedo* was done."

The jovial Thornburg, who splits time between homes in Santa Fe and St. Barth, didn't waste any time entering his brightly-colored all-carbon *Phaedo* in major races in the Caribbean and Atlantic. We don't have a list of them all, but they included a couple of Caribbean 600s, a Voiles de St. Barth, some races in Antigua, a TransAtlantic and England's classic Fastnet Race. To get an idea of what the hard-

continued on outside column of next sightings page

RICHARD LANGDON



Here 'Phaedo'! Good boy!

2013 baja haha

Every October, as we watch a new fleet of Baja Ha-Ha ralliers scudding south into the sunny latitudes of Mexico, we're reminded of an old-time ball player's famous quip: "It's déjà vu all over again."

Although every Ha-Ha rally since the first, in 1994, follows the same route from San Diego to Cabo San Lucas, each one seems to have its own distinct qualities, each yields new memories, and each allows us to make a new batch of like-minded friends.

We suspect this year will be particularly memorable, as it's the 20th incarnation of this 750-mile cruise, and the Rally Committee has some special surprises for the fleet. Not only that, but many 'repeat offenders' are expected to re-up for an-



COURTESY CHARTER WORLD

Lloyd Thornburg and Peter Aschenbrenner are bringing their multies to the West Coast.



'Paradox' has left the Caribbean to catch the hot America's Cup action.

— the big 2-0

other dose of Ha-Ha hilarity and glorious off-the-wind sailing.

So if you've been procrastinating on casting off your docklines to enjoy a dose of cruising, this could be your year. Online registration officially begins May 1 at noon at www.baja-haha.com. The price remains the same: \$375 per boat, or \$325 if your boat length or your age is less than 35. Singlehanders are not allowed. On the contrary, even if you're used to running your boat as a mom-and-pop operation, we highly recommend taking additional crew — you'll have more fun and get more sleep! See our online *Crew List* at www.latitude38.com and make plans to attend our Crew List Party on September 4.

— andy

multihulls — cont'd

driven *Phaedo* looks like under sail, check out the April 17 *Lectronic*.

The big *Phaedo* news is that she left St. Barth on April 13, under the direction of Aussie skipper Paul Hand, for the Panama Canal and a delivery up to Newport Beach. She'll be hauled in Newport and have her rig pulled in preparation for July's TransPac Race from Los Angeles to Hawaii. It's a pity, but it appears that her only multihull competition will be a Lagoon 450.

When asked where he would be during the delivery, Thornburg laughed. "I sail every mile." Following the TransPac, he and *Phaedo* will continue on around the world — and rather quickly, we suspect.

Thornburg confesses that he sometimes misses those times sailing his smaller and simpler boat ". . . when I didn't need four people to go sailing." That being the case, he's having a Goat Island skiff built in St. Martin, and will have it shipped to Hawaii at the completion of the TransPac. "At just 15 feet, we can store the skiff on *Phaedo's* cabin top during the circumnavigation," said Thornburg. "I'm looking forward to doing lots of sailing."

— richard



TIM WRIGHT / VOILES DE ST BARTH

SIGHTINGS

transpac time

Speaking of the TransPac Race, Transpacific YC Commodore Dave Cort says, "It's going to be a great one!" The entry list as we went to press shows 62 entries, including a 100-footer, at least three 'classics', a slew of Santa Cruz 50s, 52s and 70s, TP 52s, R/Ps, and a number of 40-ft rockets. There's still time to get your name on the list, but you'd better hurry because the entry deadline is June 1. Go to www.transpacrace.com for details.

— *ladonna*

2013 TransPac Race Entry List (as of 4/23)

- 1) *Alchemy*, Andrews 68, Per Peterson, San Diego
- 2) *Alpha Puppy*, 1D35, Alex Farell, Mountain View
- 3) *Amari*, Hanse 63, Damon Fisher, Malibu
- 4) *Bad Pak*, STP 65, Tom Holthus, La Jolla
- 5) *Beecom*, TP 52, Isao Mita, Yokohama, JPN
- 6) *Between the Sheets*, Jeanneau 49, Ross Pearlman, Calabasas
- 7) *Bodacious IV*, SC 52, Jeff Urbina, Elmhurst, IL

continued on outside column of next sightings page

oracle wins acws,

There was plenty of close racing during the America's Cup World Series event in Naples, Italy last month. But when points for the Series were tallied, Oracle Team USA came out on top yet again by winning the match racing and making a strong showing in the fleet racing, thus succeeding in their bid to sweep the three-venue, ACWS 2012-13 season.

Building on the previous America's Cup World Series successes of Oracle Team USA helmsman Jimmy Spithill, the team's Naples crew, led by helmsman Tom Slingsby, continued the winning momentum by defeating Luna Rossa Swordfish in the match race final.

But in the Super Sunday Fleet Race



launches boat #2

that same day — where possible points are greatly increased — Swordfish's helmsman Francesco Bruni and his crew were determined to redeem themselves. And they did, with an adrenaline-charged win in an AC45 stampede where the lead changed three times. Swordfish came from behind on the final run to the finish line to score a win before an ecstatic crowd.

Although finishing second in that Super Sunday fleet race, Oracle Team USA took fleet honors for the 2012-13 season with a total of 245 points over second place Luna Rossa Piranha (191 points) and JP Morgan BAR (181).

Back on the Bay a couple days later,

continued in middle column of next sightings page



There's still time to sign up for the Trans-Pac Race, starting from L.A. on July 8.

transpac — cont'd

- 8) *B'Quest - Challenged America*, Tripp 40, Urban Miyares, San Diego
- 9) *Bretwalda 3*, Rogers 46, Bob Pethick, Orchard Lake, MI
- 10) *Chasch Mer*, SC 50, Gib Black, Kaneohe, HI
- 11) *Creative*, J/105, Edward Sanford, Poway
- 12) *Crescent III*, S-40, Akimitsu Hirai, Yokohama, JPN
- 13) *Criminal Mischief*, R/P 45, Chip Megeath, Tiburon
- 14) *Crusader 35*, Elliott 35 SS, Anthony Leighs, Christchurch, NZL
- 15) *Deception*, SC50, William Helvestine, Larkspur
- 16) *Dorade*, S&S 52, Matt Brooks, Fremont
- 17) *Et Voila*, Lagoon 450, Theo Teazis, Huntington Beach
- 18) *Foil*, Farr 40, Gordon Leon, Rancho Palos Verde
- 19) *Funnelweb*, Hick 15, Ivan Macfadyen, Teralba, AUS
- 20) *Gefion*, R/P 44, Kazuhiro Nakajima, Mito, JPN
- 21) *Grand Illusion*, SC 70, James McDowell, Honolulu HI
- 22) *Grenade*, Tripp 40, Michael Spies, Gold Coast, AUS
- 23) *Grins*, TP 52, Rick Orchard, Sandpoint, ID
- 24) *Horizon*, SC 50, Jack Taylor, Dana Point
- 25) *Invisible Hand*, Greg Nelsen, Oakland
- 26) *J World's Hula Girl*, SC 50, Wayne Zittel, Oakland
- 27) *Kahuna*, 1D35, John Higham, Kaneohe, HI
- 28) *Kiho*, X-41, Hiroshi Kitada, Shimokita-gun, JPN
- 29) *KLC Bengal7*, Humphreys 54, Yoshihiko Murase, Nagoya, JPN
- 30) *La Sirena*, Beneteau 47.7, John Sandrolini, Seal Beach
- 31) *Lady Godiva 3*, Swan 651, Dean Fargo/John Chamberlain, Solana Beach
- 32) *Lucky*, TP 52, Bryon Ehrhart, Chicago, IL
- 33) *Lucky Duck*, SC 52, Dave MacEwen, Los Altos
- 34) *Manatea*, Seastream 650, Bob Hayward, Pacific Palisades
- 35) *Maserati*, VOR70, Giovanni Soldini, Milan, ITA
- 36) *Maverick*, SC 70, Chris Slagerman, Los Angeles
- 37) *Meanie*, R/P 52, Thomas Akin, Sausalito
- 38) *Medicine Man*, Andrews 63, Bob Lane, Pico Rivera
- 39) *Medusa*, SC 52, Jay Spalding, Carrollton, TX
- 40) *Naos*, Beneteau First 31, Charles Devanneaux, Marina del Rey
- 41) *Natalie J*, TP 52, Philip & Sharon O'Niel, Bloomfield Hills, MI
- 42) *Peligroso*, Kernan 70, Lorenzo Berho, Mexico City, MEX
- 43) *Phaedo*, Gunboat 66, Lloyd Thornburg, Santa Fe, NM
- 44) *Pipe Dream*, Davidson 50, John Davis, Marblehead, MA
- 45) *Prevail*, SC 52, Bill Guilfoyle, Santa Barbara
- 46) *Pyewacket*, Andrews 70, Roy Disney, Burbank
- 47) *Ragamuffin 100*, Elliot 100, Syd Fischer, Sydney, AUS
- 48) *Relentless*, SC 52, D. Woodworth/Sickler/Polcyn, Chicago, IL
- 49) *Resolute*, J/125, Tim Fuller, Murrieta
- 50) *Retro*, SC 70, David Team/Doug Baker, Long Beach
- 51) *Sleeper*, Jeanneau 44, Ron Simonson, Redondo Beach
- 52) *St. Vitus' Dance*, Beneteau First 42, Christopher Haines, San Diego
- 53) *StumpyJ*, Columbia 43 Mk III, Ed Stumpp, Tustin
- 54) *Ten Quarter*, First 40, Yuichi Takahashi, Sendai, JPN
- 55) *Varuna 46*, Rogers 46, Chris Hemans, Costa Mesa
- 56) *Varuna 51*, R/P 52, Jens Kellinghusen, Hamburg, GER
- 57) *Vincitore*, R/P 52, Ricardo Brockmann, Mexico City, MEX
- 58) *West Coast (Warrior)*, J/125, Greg Constable, Nanaimo, CAN
- 59) *Westward*, Lapworth 50, Sam & Willie Bell, Long Beach
- 60) *White Knight*, Farr 40, Zoltan Katinszky, San Pedro
- 61) *Wind Dancer*, Catalina 42, Paul Edwards, Ventura
- 62) *Wizard*, R/P 74, David & Peter Askew, Newport, RI

in pursuit of perfection

We'd bet that many shipwrights would run for the hills if tasked with rebuilding a vintage, 75-ft wooden schooner from stem to stern. But not Jeff Rutherford. He thrives on such colossal challenges. And while many a wood butcher would be overwhelmed by the complexity

continued on outside column of next sightings page

perfection — cont'd

of such an undertaking, he seems to take it all in stride: "To me it's just one piece at a time."

The name *Viveka* is well known to many longtime Bay sailors and *Latitude* readers. This 1930 Belknap and Payne schooner was owned from 1957 by Merl Peterson, who based her in Sausalito prior to a long stint in Hawaii and a seven-year circumnavigation. Just before Merl's 90th birthday, however, he finally gave in to the pressures of age and ailments, and somewhat reluctantly agreed to sell his floating mistress to a well-heeled Brit named Rob Gray of Cowes' Royal Yacht Squadron. Gray vowed to rebuild the Marconi schooner to museum-quality specs, and Rutherford got the gig, having completed two previous projects for the English gent: the refit of the Camper-Nicholson *Eager* and a 50-ft British sloop named *Aeolus*.

Now roughly a year into the project, Rutherford gave us a walk-through of the hull, which occupies much of the bustling Rutherford's Boatshop in Richmond. We've seen plenty of wooden classics in all stages of construction and destruction, but it took a few minutes to figure out exactly what we were looking at. The master shipwright explained that while much of the original deadwood is still good, the original stem and horn timber, both oak, had to be replaced (with purple heart). All of the ribs and planking also are being replaced, using a process that's almost the opposite of typical new boat construction. That is, the interior contours of the original hull planking were used as a mold from which new frames were fashioned. Originally, every third frame was sawn, with the two in between being steam-bent. Now every third is laminated oak, while the rest are steam-bent, similar to the originals. At this point all the ribs have been replaced, so the old double-planking is coming off and being replaced by a layer of cedar, covered by a layer of mahogany, all glued together. "This is the third large boat that I've done this way," says Rutherford. "It's a great way to do it."

To our layman's eyes it seems the most time-intensive pieces of this puzzle must have been the new solid-bronze floors. There are 76 of them and no two are alike. A multi-angled template had to be made from each original, so new ones could be forged by a foundry, then polished until they glistened back at the Boatshop. Every frame



Some of *Viveka's* original oak timbers have been replaced with purple heart, and her original metal floors have been upgraded to solid bronze.

and the inside of all the cedar planking will be varnished, as perfection is important to owners like Gray, who, we're told, takes great pleasure in occasionally observing the various stages of *Viveka's* resurrection.

Although a tremendous amount of work has already been done, the project is still less than half completed. "After this come the

deck beams, the deck and the interior," says Rutherford, with the nonchalance of someone making a mental checklist of groceries to pick up on the way home from work. Two new masts and booms will also be built from scratch. Naval architect Jim Antrim is working on designs for these, as well as for the new interior. In order to reference *Viveka's* exact hull shape for that process, the entire boat was laser-scanned from stem to stern.

"We're talking about putting in two electric saildrives," explains Rutherford. "Not very traditional, but the owner doesn't want an engine under his salon." If they go ahead with the plan, two genera-

continued on outside column of next sightings page

oracle

Oracle enjoyed another success: launching their second AC72 at San Francisco's Pier 80. Although the team's CEO Russell Coutts didn't give details about specific differences between the first and second boat, he did acknowledge the monumental effort put forth to produce it, while hinting at its much-improved speed potential: "It represents extreme performance and extreme engineering. It represents a significant improvement in performance over where we've been before. And probably most importantly, this represents the boat that is going to defend the America's Cup, for America, in



Faced with a refit of such enormity, most shipwrights would be sleepless, but Rutherford has learned to take it all in stride.

— cont'd

America.”

In the aftermath of the now-famous capsizing of the team's first boat last October — which resulted in its wing mast breaking up offshore — they went through a frustrating period when on-the-water training was stalled. But now, with two boats on the water, it's obvious that spirits are high and all systems are go: “Now, it really feels like we have everything pointed in the right direction,” said trimmer Joey Newton, “and we're starting to make pretty big steps. We've got high hopes for this boat, and I'm sure it's going to be fast.”

— andy

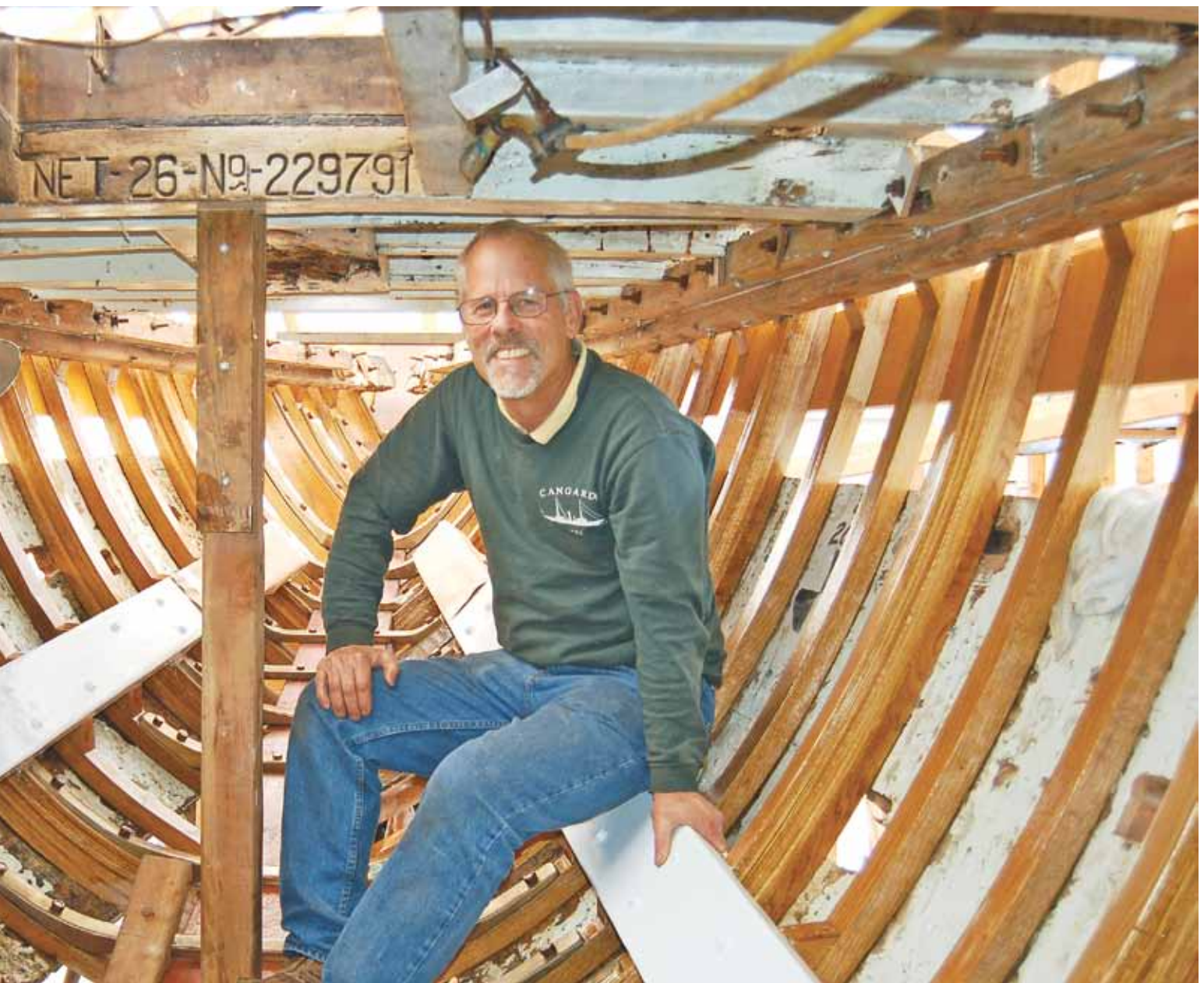
perfection — cont'd

tors will power the house systems as well as the propulsion motors. “I think it's the way of the future. It's far more efficient.”

Despite the enormity of the work that still lies ahead, this will not be a project that drags on for years and years, because Gray has a very important engagement to keep. The Royal Yacht Squadron is having its 200th birthday in 2015, and to celebrate they're staging a race from Newport, Rhode Island, to Cowes. “We *have* to be in that race,” says Rutherford with conviction. And, of course, the boat has to get to Newport — which will not be accomplished by truck. Add to that the fact that Rutherford splits his time between supervising *Viveka's* transformation here in the Bay, and overseeing the rebuild of the 192-ft (LOA) schooner *Coronet* in Newport.

And you thought completing a do-it-yourself bottom job on your 36-footer was challenging!

— andy



PHOTOS LATITUDE / ANDY

SIGHTINGS

looking back on low speed chase

One year after the tragic Low Speed Chase incident during the Full Crew Farallones Race, in which five sailors — Marc Kasanin, Alexis Busch, Elmer Morrissey, Jordan Fromm and Alan Cahill — died, survivor Bryan Chong reflects on that horrific event and the lessons he has taken from it:

There's nothing in life more absolutely devastating than the loss of a loved one. It creates a sudden vacancy once occupied by a meaningful connection, awakens us to our own mortality, and forces us to evaluate who we are, what we've done and where we're headed. For the family, friends and survivors, the April 14, 2012 *Low Speed Chase* accident at the Farallones changed our lives forever.

Alexander Graham Bell said, "When one door closes another door opens; but we often look so long and so regretfully upon the closed

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chinese & indian

Chinese singlehander Guo Chuan, 48, completed a nonstop lap around the planet on April 4, thus becoming the first of his countrymen to do so. The benchmark he set, from Qingdao to Qingdao, was 137d, 20h, 1m, and will stand as a Class 40 record.

Sailing his 40-ft sloop named for it's homeport, Qingdao, he arrived at the city's Olympic Sailing Center to a huge crowd of well-wishers. According to news reports, he was so anxious to see his wife and two sons that he couldn't wait for his boat to arrive at the dock. Instead, he

You never know what you're going to see when photographing a sailing event. Jay Ailworth snapped this amazing shot of a whale breaching behind a competitor in the WesMex Regatta, a qualifier for Mexico's Junior Olympics for Sailing. It really is the ultimate regatta photo!



circumnavigators

leaped into the water and swam several yards to reach them.

"I'm so on the top of the world," said Chuan at the press conference. "It's such an unbelievable moment. 137 days ago, I wouldn't have imagined I could have a moment like this. It is a moment that could only happen in a dream."

A scientist by profession, trained in aeronautics and astronautics, Chuan was introduced to sailing only 15 years ago. But since then he's been on a fast track, participating in the 2006 Clipper

continued in middle column of next sightings page



lsc — cont'd

door that we do not see the ones which open for us."

The door that opened for me catapulted me out of my old life and into a new one. It made me reflect on the decisions I've made in life and led me to readjust my priorities. It motivated me to stop procrastinating on things I'd do when I had 'enough time.' Instead of returning to work, I went on the road with my wonderful wife and infant son.

We spent the summer driving 10,000 miles in our yellow Westy Vanagon around the West Coast visiting friends and places I'd always longed to see — Yellowstone, the Tetons, Glacier, Pikes Peak, Telluride and Mt. Rushmore, just to name a few. I finally saw a concert at Red Rocks and a rodeo in South Dakota.

Then in September, instead of going home like responsible adults, we flew to Europe and kept adventuring until we ran out of good weather. All journeys eventually end and, in late January, we finally came back to Marin. The trip afforded me the priceless chance to spend a year bonding with my wife and son. It also gave me time to reflect on life, the accident and those I'd lost. It was the trip of a lifetime and I wish I could have shared it with all my *Low Speed Chase* crewmates.

Not a day passes that I don't think about what went wrong that day at the Farallones, and what can be done to prevent something like this from happening again. I was by no means an expert in safety before the accident, but since I've been home numerous sailing groups have invited me to share my thoughts on this topic. I always bring my tether and lifejacket with me to emphasize the basics, but I prefer to focus on the fundamental concept that safety only exists when everyone becomes a leader.

Safety leadership isn't always easy. It takes a willingness to speak up when others don't. It's choosing the safety of yourself and your crewmates over pride, appearance, comfort, costs or an engraved silver cup. It's leadership by example and can be as simple as showing up early to make sure the safety equipment's primed, double checking a teammate's PFD cartridge and tether, tossing your favorite sailing hat in the water to force an MOB exercise, buying your friend a Spinlock lifejacket for their birthday, or setting the expectation that you'll only crew on boats that take safety seriously. It's investing in yourself by attending training, sharing what you learned with others, and following through when on the water.

Over the past year, I've learned that sailors aren't the only ones shifting their attention to developing a better safety culture. I spoke to the 200-person executive leadership team at PG&E, our local power company, which last year lost five people to accidents that might have been prevented with the proper use of safety equipment.

I now routinely find myself in safety discussions in which I'm called upon to offer my opinion. I'm still not an expert on all the safety practices, but I do see three areas where we can start focusing.

Resolve to be a leader on safety issues. You don't need to own a boat or be the most experienced sailor. You only need to care about the people aboard.

Take a sailing safety class. I recommend finding an interactive one with a small class size that requires attendees to calculate minimum depths using wave forecasts, set off flares, cut rigging, extinguish fires and enter the water with full gear.

If you're in a leadership position for a yacht club or sailing team,

continued on outside column of next sightings page



The 'Low Speed Chase' tragedy last year has inspired sailors to ensure the safety of their crews.

DENISE PATTERSON

SIGHTINGS

lsc — cont'd

recruit a safety instructor to host a seminar for your people.

In 2007, Ashley Perrin and Paul Cunningham, who both specialize in preparing boats for offshore sailing, attempted to host an ISAF-certified safety training class. Not enough people registered. Fast forward to today. In the 12 months since the *Low Speed Chase* accident, they've hosted seven classes at the San Francisco YC, all filled to capacity. Are we evolving as a sailing community? I'd like to believe we are.

A door has opened for sailors to embrace safety. Many have already walked through that door and taken leadership roles on their boats. I've seen others pulled through by spouses demanding they attend a safety class before their next ocean race.

As we remember those we lost at the Farallones, let's also keep in mind that this is our moment to cement a culture of safety by continuing to invest in training and equipment that will save lives. I truly wish for the memory of Alan, Marc, Jordan, Alexis and Elmer to be the spark that transforms this community of sailors.

Be safe.

— bryon chong

As Bay sailors will recall, in the aftermath of the LSC tragedy, the Coast Guard's Captain of the Port of San Francisco Cynthia Stowe took the unprecedented step of temporarily halting permits for all offshore races until a panel of experts could be convened to scrutinize the incident and make recommendations for safer operations in future offshore races.

As explained by Michael Moradzadeh in a Sightings section of last month's Latitude 38, a permanent advisory group called the Northern California Ocean Racing Council (NorCalORC) evolved from that process. "Improvements include greater consistency in race practices, education and information about core safety issues such as wave formation, gear lists that are practical and effective, and communications methods," reported Moradzadeh.

This year's Full Crew Farallones Race is scheduled for June 15.

— andy

25th america's schooner cup

The 25th anniversary America's Schooner Cup was contested on April 6 — a picture-perfect day — on San Diego Bay. Eight classic schooners were at the start, but Dennis Conner and his crew aboard the lovingly restored B.B. Crownshield-designed 40-ft *Fame* sailed away with the win. "We enjoyed a good start and were in the correct place when the major shift to the right took place," Conner said after the race. "This enabled us to stay ahead of *Rose of Sharon*. *Rose* is the standard of West Coast schooners, so it was a thrill to beat schooner legend Byron Chamberlain and get our name on the beautiful new perpetual trophy."

For his part, Chamberlain was a good sport about crossing the line behind *Fame* and correcting out to fourth overall. "To have the pleasure of racing against the most competent person in sailing history is indeed a challenge and a privilege," he said. "Because of Dennis, we all strive a bit harder to sail a more competitive race. Nothing can be better than racing schooners with good friends aboard against schooners with good friends aboard. Everyone is *always* a winner."

Perc Jones on his 72-ft Crocker-designed *Skookum III* corrected out behind *Fame* after a tense mark rounding with Bart Ziegler's *Shine On*.

continued on outside column of next sightings page

circumnavigators

Round the World Race, the 2008-2009 Volvo Ocean Race, and the Mini Transat (transatlantic) in 2011. He was the first Chinese competitor in all three events. With such momentum we have to wonder what Chuan will tackle next.

Just two days later, Abhilash Tomy, a Lieutenant Commander in the Indian Navy, became the first Indian to circumnavigate solo, nonstop and unassisted.

Tomy, a maritime reconnaissance pilot, set sail from Mumbai on November 1 aboard the 56-ft INSV *Mhadei*, which was built for the Indian Navy. He returned



America's Schooner Cup — (clockwise from above) 'Witchcraft' and 'Maid of Kent' wowed everyone on San Diego Bay; Dennis Conner's 'Fame' earned her name; 'Allure', 'Witchcraft' and 'Maid of Kent' strut their stuff; 'Skookum III' showed her strength by correcting out to second overall; the lovely 'Rose of Sharon' gave 'Fame' a run for her money — and all the money went to the Navy/Marine Corps Relief Society.



A torn sail forced 'Allure' to retire from the America's Schooner Cup last month.



— cont'd

150 days later as a national hero, and was welcomed home at a ceremony led by India's president, Pranab Mukherjee. "His epic voyage has placed our nation into the ranks of a few select countries whose citizens have been successful in braving such an arduous voyage," the president said.

Tomy told the Indian press that he had fulfilled a dream he'd held for 14 years — and took four years of preparation. For more, see Tomy's blog at www.sagarparikrama2.blogspot.com.

— andy

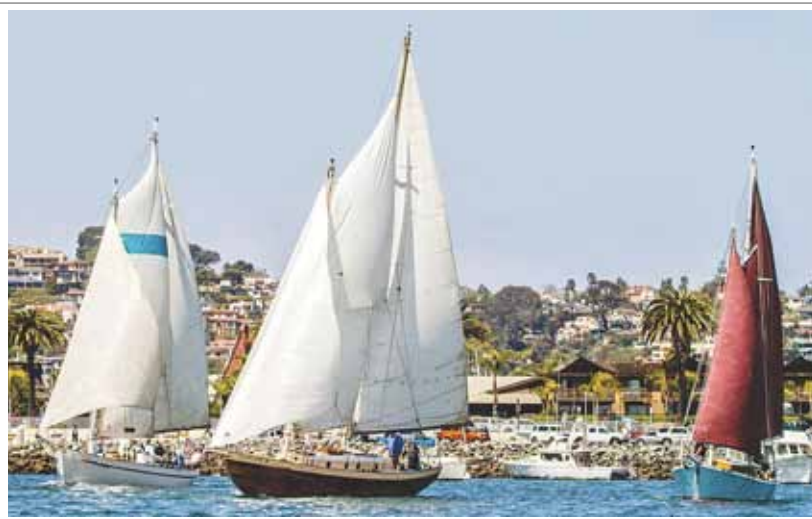
schooners — cont'd

The boats were close together as they attempted to round the final mark but the current forced them to tack, bear away, and try again. The skilled hands onboard the boats made a sketchy situation go smoothly.

Maid of Kent, a William Atkins design which has sailed in nearly every Schooner Race for the past 25 years, was skippered by Jerry Newton and filled out the podium. *Witchcraft*, *Shine On* and *Scrimshaw* rounded out the results, with only one boat — Guy Folsom's 1929 *Allure* — taking a DNF after suffering a torn headsail.

The America's Schooner Cup was hosted by Silver Gate YC, with all proceeds going to the Navy/Marine Corps Relief Society. "It was a fine race," noted Chamberlain, "but allowing all of us to participate in Silver Gate YC's dedication to helping support the military, even in a small way, is most appreciated."

— brad brown & ladonna



ALL PHOTOS CYNTHIA SINCLAIR PHOTOGRAPHY

SIGHTINGS

a mid-ocean proposal

Novice sailor Katie Flynn undoubtedly knew in advance that her crewmates aboard the Vancouver-based Beneteau First 40 *Hydroquest* were planning an equator-crossing celebration while en route to French Polynesia. What she didn't know, though, was that her boyfriend, Ben Curry, was going to propose marriage as part of those festivities. We haven't heard when the young couple will actually get hitched, but it seems to us they're already experiencing a world-class honeymoon, having made landfall in French Polynesia's remote Marquesas Islands last month after a fast crossing from Banderas Bay, Mexico.

Upon arrival, Cap'n Will Curry, Ben's brother, wrote: "After 19 days at sea and 2,700 nautical miles (as a crow flies) we have made landfall. We are currently anchored in Taiohae Bay on the island of

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new federal

If your boat is federally documented — as opposed to simply being registered in your state — expect to start paying a new \$26 annual fee to renew. The fees are based on the actual costs of processing nearly a quarter million renewals annually.

"This doesn't seem like a big fee if they ran the Vessel Documentation Center in a more efficient way," says reader Tom Jeremiason. "By going to an online system, they'd save money on postage and paper. Another way to streamline would be to extend non-commercial/recreational



Popping the bubbly and the question — (above) Judging by the smiles on their faces and the ring on her finger, we're pretty sure Katie said, 'Yes!' when Ben proposed mid-ocean; (right) Ah, to be young, fit, good-looking and cruising the South Pacific on a comfy sailboat. We can't help being a bit envious of Will and Sarah, but we're thrilled they got 'out there' when they did.



documentation fee

vessel renewals from one to five years."

We've received a few other emails from readers upset about the new fee but we're having a hard time getting too worked up over it. Not only does it seem very reasonable but, quite honestly, we've always been a little surprised that the feds don't charge for annual renewals. It's also interesting to note that the current fee structure for obtaining a Coast Guard Certificate of Documentation was put in place back in 1993!

— *ladonna*



proposal — cont'd

Nuku Hiva, which is stunningly beautiful. It has a 'Jurassic Park' feel to it that words can't describe." On their best day they logged 180 miles — a new boat record — and they generally had more wind than many boats typically experience: "Multiple days of 25-knot winds in both the southeast and northeast trades."

As you may have read in our profile of Will and his lovely wife Sarah last month, they've been talking about bluewater voyaging together since their first date six years ago — when they were 26 and 24 respectively.

Check out our second installment of Puddle Jumper profiles starting on page 108. And stay tuned for a recap later this summer of the 200-boat fleet's 3,000-mile crossing.

— *andy*



It's a thrill to break up the daily routine of a 3,000-mile passage with an equator-crossing celebration.

local vendée aspirations

When Ronnie Simpson was lying in a military hospital after nearly being killed by an RPG in Iraq, the last thing on his mind was how he could inspire other wounded veterans by introducing them to sailing. For one thing, his focus was on recovering from massive internal injuries. For another, he'd never been on a sailboat in his life.

Now, nine years later, Ronnie's sailing resume is starting to look like that of a rockstar: Two Singlehanded TransPacs (taking his division in last year's event), a TransPac (with another to soon be added), a Newport-Cabo Race, and more than 30,000 miles at sea, with a handful of class and overall wins in local solo and doublehanded racing, and too many local offshore races to count.

On top of his busy sailing schedule, he's also taken the lead — with the help of the nonprofit Hope for the Warriors — in developing and hosting a series of sailing clinics where combat-wounded vets taste the joys of sailing. One participant — a double-leg amputee — has gone on to compete in paralympic development regattas since learning to sail at one of Ronnie's clinics. The latest was held last month in San Francisco, with the next slated for September in Newport, Rhode Island and two more in the fall in San Francisco. (We'll have more on those clinics in a future edition of *Latitude*.)

"I'm really passionate about trying to inspire these men and women to find a passion and follow it," said Ronnie. "I know what it's like to have your whole future be a big question mark and to feel completely directionless. I honestly don't know if I'd be alive right now if it wasn't for sailing."

Another thing he's passionate about is solo ocean racing. As much as he's enjoyed stints crewing for professional race teams such as *Criminal Mischief* (R/P 45), *Holua* (SC 70) and more, Ronnie loves the challenge of being completely responsible for himself out on the big blue. With two Solo TransPacs under his belt, he's set his sights a little higher for his next big solo race: The 2016 Vendée Globe.

"The Vendée is the pinnacle, the Holy Grail of solo offshore racing," he said. "I flew to Les Sables d'Olonne, France last year to cover the start of the race, and knew this was the next step for me. Just a few days ago, I was in Switzerland at an IMOCA event and I'm really excited to become a part of the class and represent the Bay Area and Hope for the Warriors on a global stage."

Enchanted not only with France but also with the delightfully quirky

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SIGHTINGS

vendée — cont'd

competitors in the 2012-13 edition of the solo nonstop around-the-world race, Ronnie's new *raison d'être* is to secure a sponsorship that will allow him to buy and outfit an IMOCA 60. With a hot-shot management team that includes the likes of Bruce Schwab, Brian Caldwell and the Quantum Sails Pacific team, Ronnie is poised to join the very small ranks of Americans to sail in the epic event.



LATITUDE / LADONNA

Ronnie Simpson hopes to find a bigger ride for the 2016 Vendée Globe.

"I very well could be the last boat in, but that'll just give my sponsor plenty of visibility," he laughed. But he quickly grew serious. "I've been very touched by the positive impact our clinics have made on the lives of several wounded veterans. The real goal is to show these vets that they can overcome their newfound challenges to achieve anything they want and lead a meaningful post-injury life."

Ronnie will be talking about his goals and experiences at the St. Francis YC's Yachting Luncheon on May 8. The event is open to members of all PICYA yacht clubs and costs about \$25. Read more about his campaign at www.ronniesimpsonracing.com or email him at ronnie@ronniesimpsonracing.com.

— ladonna

blue at fault, camelot exonerated

There was a collision between the *J/160 Blue* and the Hunter 54 *Camelot* at the start of the second race of the Banderas Bay Regatta for cruisers on March 22. The incident is significant because Mike Danielson — sailmaker, *Blue's* tactician and the regatta's safety officer — fell between the boats and suffered two broken legs. We can't recall a more serious personal injury as the result of a yacht racing collision, let alone one in a 'cruiser regatta'.

Anyone interested in reading the Protest Committee's report can find it in the April 1 *Lectronic*. Their conclusion was that "*Blue*, the windward boat, failed to keep clear," while "*Camelot* acted to avoid contact when it became clear that *Blue* was not keeping clear."

Following the decision, a video of the start taken by a GoPro mounted on *Blue* was posted on YouTube. In addition, Danielson wrote a postscript to the incident and decision that was published on the discussion forum on *Sailing Anarchy*.

By the middle of April, the video had been viewed over 20,000 times, and there had been more than 500 responses to Danielson's posting. The overwhelming number of responders agreed with the Protest Committee's decision. In addition, several people took Danielson to task for writing that he 'took responsibility on a number of levels' in the first sentence, then spending the rest of the post seemingly trying to explain why others were responsible.

The future of 'cruiser races' on Banderas Bay is unclear. Randy Hough, the dedicated and much-liked PRO at the Vallarta YC, wrote that the fallout from the incident was the last straw for him. Some members of the Vallarta YC have called for the club to disassociate itself from the BBR for liability and other reasons. Some sailors have vowed never to sail against certain other sailors and/or boats again. Some longtime friendships have been destroyed.

Danielson, an indefatigable promoter of all types of sailing on Banderas Bay, tells us that he has learned from the incident and will continue to promote cruiser races on Banderas Bay.

We at *Latitude* have been hosting cruiser races — some in conjunction with Danielson — for charity for decades. Given the unfortunate incident and aftermath, we're taking the off-season to decide whether

continued on outside column of next sightings page

a love

Of the hundreds of thousands of sailing photographs we've taken over the years, the accompanying one of the wooden boat hauled out of the water is among our favorites. We took it late one afternoon while motoring around St. Martin's Simpson Bay Lagoon in our dinghy.

There are several things we like about it. First, we like the focal point of the photo, a classic wooden yawl in dire need of maintenance, painted in colors probably only available in the Caribbean. What's not so obvious is that the owner, who is working up by the bow, is probably as old and in need of maintenance as his yawl.

It appeared to us to be a love story; a love story as there can only be between



It's a love story between a man and his boat.

story

an older guy and his beloved boat. They might not have as much money or be in as good shape as some other owners and boats in the area, but they have each other. Alas, when one passes on, we fear the other will soon follow.

The other thing we like about the photo is the gentle afternoon light, which softened the greens and yellows. Experienced photographers will tell you that most beautiful scenic photos are taken before 9 a.m. and after 4 p.m., as the light during the middle of the day is too harsh. Those photographers know what they are talking about.

For more photos on Simpson Bay Lagoon, see this month's *Changes*.

— richard

decision — cont'd

we want to be part of any such events in the future, and if we do, what additional safety precautions need to be taken.

— richard

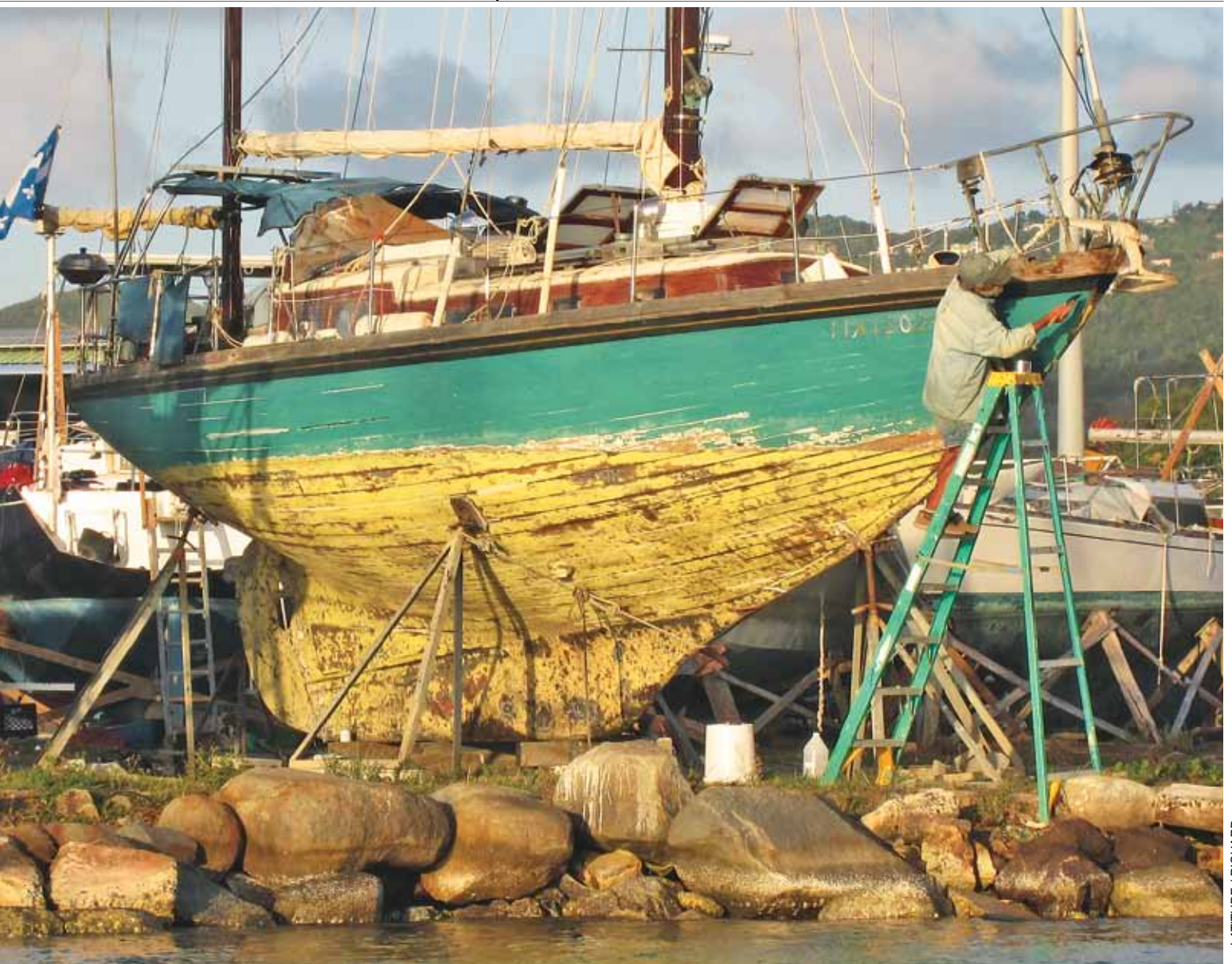
lessons for beer can races

With the Beer Can racing season having already started in parts of San Francisco Bay and elsewhere in California, we encourage all participants to take a few lessons from the incident in Mexico.

First, what is the risk/reward of 'pushing it' or 'cutting it close' in a casual race? Losing a few boat lengths is nothing compared to a collision or somebody's getting injured.

Second, we believe beer can racing priorities should be viewed in this order: 1) Crew safety; 2) Boat safety; 3) Having fun; 4) Sailing well; 5) Winning.

— richard



LATITUDE / RICHARD

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 NYCC 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.

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 NYCC 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.

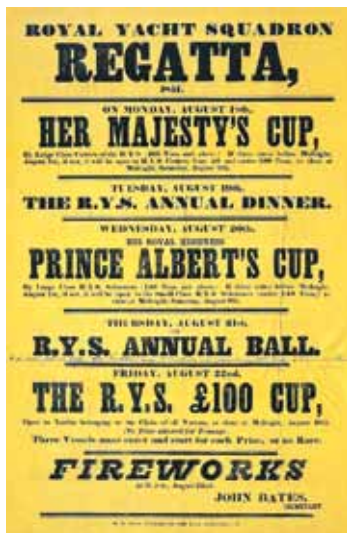
Like many readers, I first heard of the America's Cup during the 12 meter days, in Newport. That period seems like the 'traditional' America's Cup, but really it is not. There was no AC Match between 1937 and 1958. The Deed of Gift had to be modified to allow the 'little' 12 meters to be used, as they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

The NYCC 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

Readers — Jack is a self-described America's Cup geek, who takes pride in helping others understand and enjoy it. His articles, free newsletter and smartphone apps are available at www.cupexperience.com.

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



Karl of S.B. and Amsterdam



Alan of St. Barth

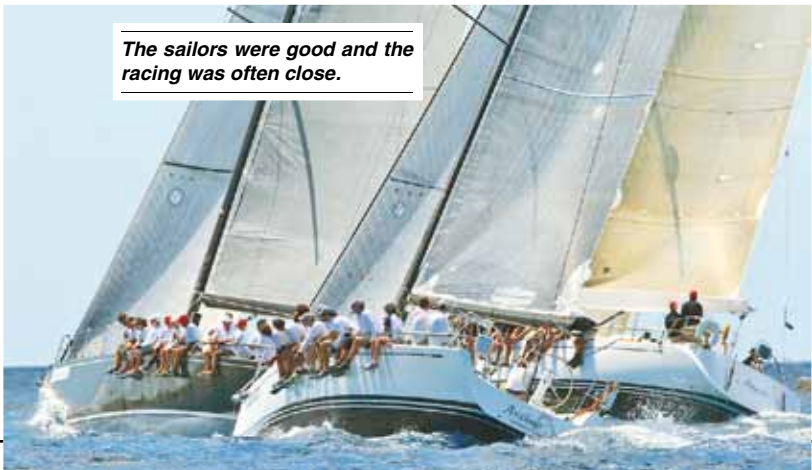
Six Melgi went at it in the ocean. Racing was often close.

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

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

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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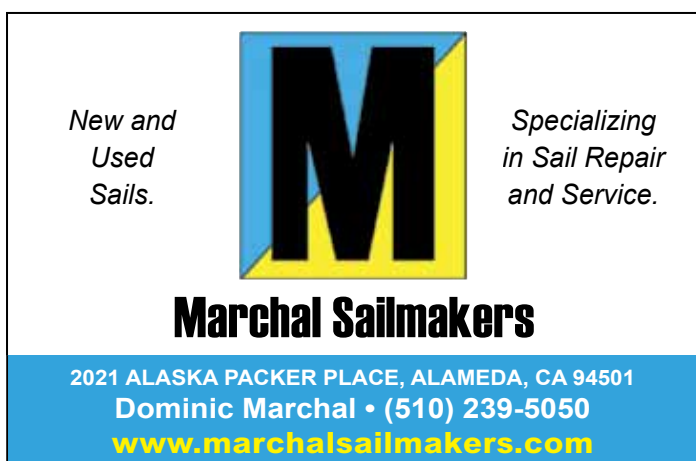
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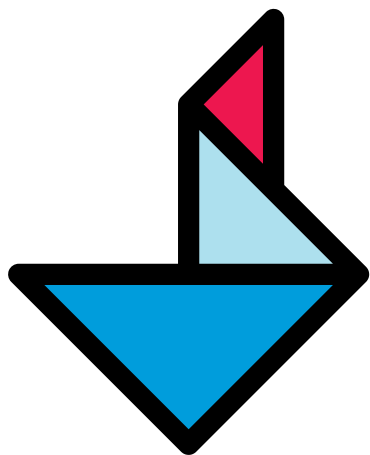


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DREAM CHASERS —

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.

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."

**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. 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.

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

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 meltdown 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



The 'Pélagie?' crew just might circumnavigate.

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



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

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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.

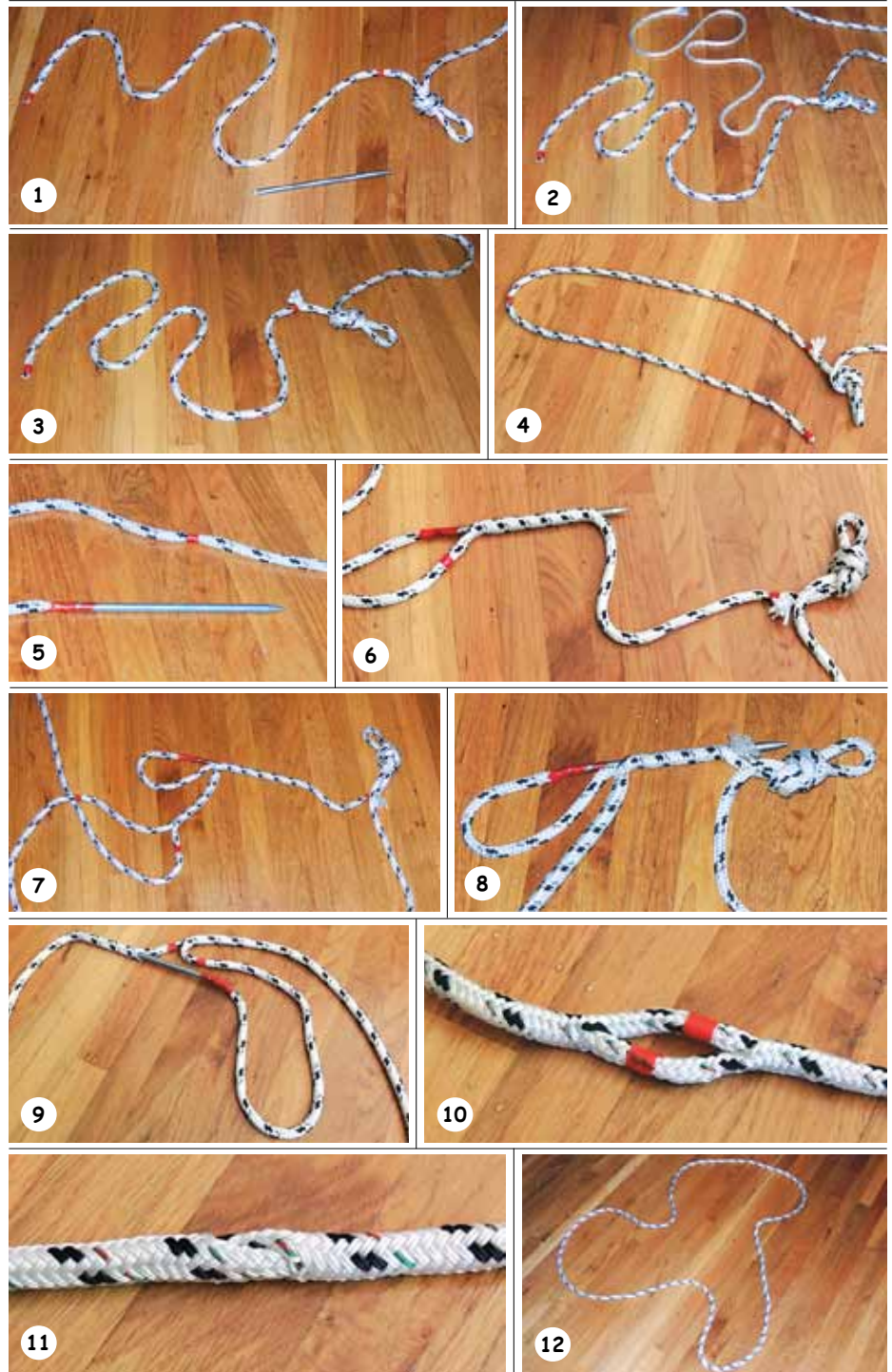
The engineer pulled the line out of the coil at right angles to the coil, but it was inconclusive. "There's a difference of one rotation per coil, depending on how it pays out," insisted the mathematician.

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 *Dorado* 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 north-westerlies 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.

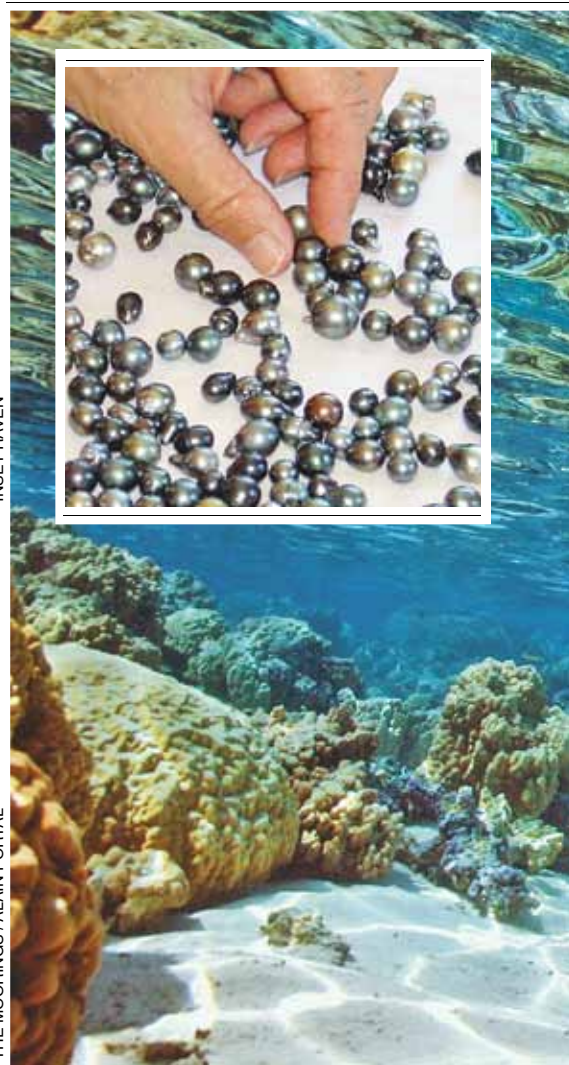
company over another, we do strongly recommend booking with a business that has representation on U.S. soil, if possible. Not only will communications be easier, but you will have a means of recourse in the unlikely event that you have some sort of grievance about your trip. Also, if you book with a 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



EMERALD STAR

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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- Available for all types of private charters, plus offshore excursions.
- (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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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 / DOÑA



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 / DOÑA





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

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 *Heroina* 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.**

Spread; 'Heroina' 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 *Heroina* handled it well, and after Bermuda it wasn't a bad trip the rest of the way to St. Martin and St. Barth.

Heroina'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.

Heroina 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 *Heroina*, 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



LATITUDE / RICHARD

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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."

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.



Simple and strong works best for 'Heroina'.



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



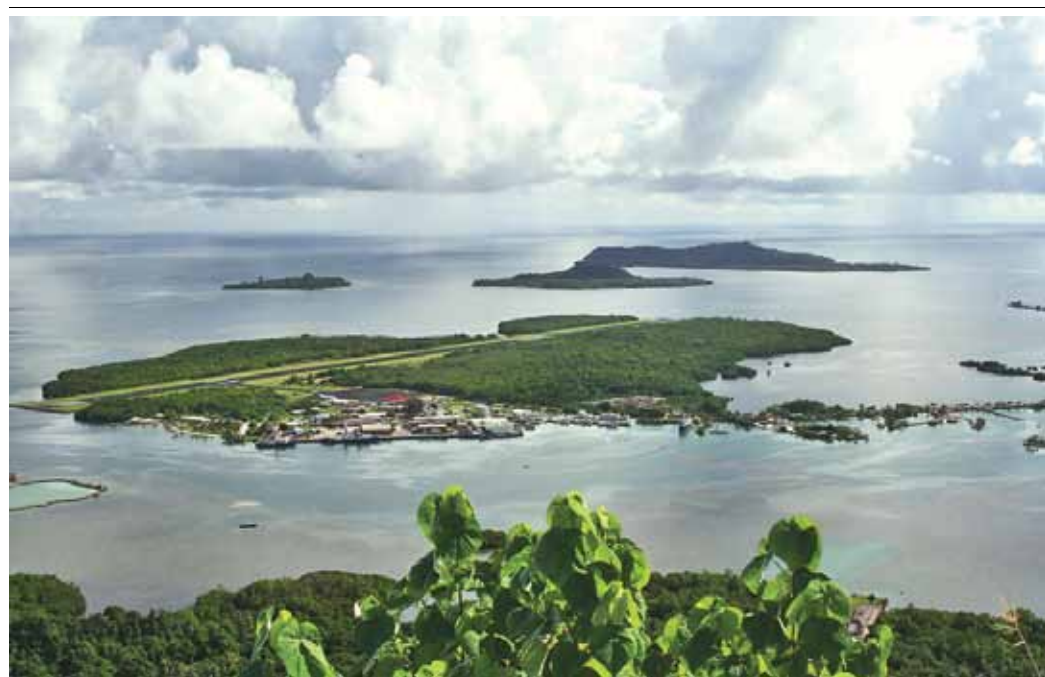
like a good idea to rest and renew in Pohnpei while we could.

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.

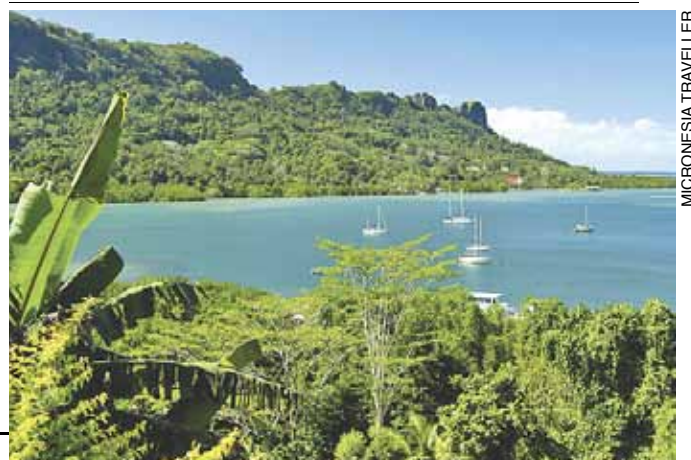
Among them are that they speak English as their second language, they are painfully shy, and they enter college generally unprepared for the rigors of independent study and advanced subjects.

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 Kapingmarangi 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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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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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. Repholstered 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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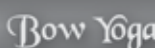
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COLUMBIA 34 MARK II, 1971. Alameda, CA. \$7,000/obo. Famous Bill Tripp design. Very roomy, copper plumbing, Force 10 oven, gas engine not working, 6'4" headroom, fresh bottom job. She needs work, but is well worth the effort for a capable person, Mexico 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" head room. 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



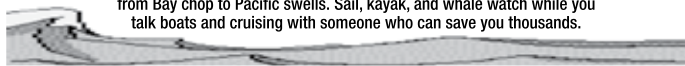
38-FT ISLAND TRADER, 1980. VWM, Ventura, CA. \$35,000/obo. Extensively restored! Physically a beauty with all included. Newer aluminum mast, must be stepped and rigged. New engine and SO, SO much more. Well worth over \$65K, list available. Contact (805) 766-5939 or svhaleakala@yahoo.com.



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. Alajuela 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 overdesigned 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.alajuela-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 Prosine 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 jfullercpa@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.



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.

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.

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.

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.



38-FT FOUNTAINE PAJOT ATHENA, 1995. San Francisco, CA. \$169,000. Our beloved ocean cruising vet *Family Circus* is for sale. New LPU in the salon, new canvas, new trampoline, dual Yanmars, one just rebuilt. 4 cabins, two heads. Radar, GPS, plotter, etc. Ocean gear - drogue, liferaft, autopilot, spares, etc. Fantastic sailing platform for Bay and ocean fun. Ready to go! Our family keeps growing - the boat needs to as well! More at <http://htzortzis.wix.com/family-circus>. Contact ctzortzis2014@gmail.com or (925) 878-9659.

33-FT 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.

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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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\$35,000



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REDUCED



34' GEMINI 105MC CATAMARAN, 2005

THE most successful cats ever designed. This one, the only one on the West Coast, was just detailed and shows very nicely inside and out. She's ever been cruised and has less than 400 hours on her Westerbeke diesel.

\$129,000

See at: www.marottayachts.com

REDUCED



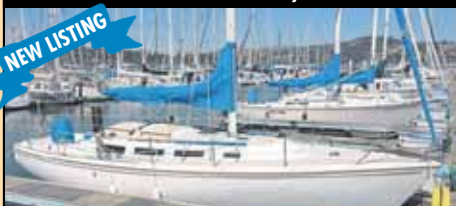
43' SLOCUM CUTTER, 1984

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

\$123,500

See at: www.marottayachts.com

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

See at: www.marottayachts.com



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

See at: www.marottayachts.com



REDUCED

30' ALBIN BALLAD, 1978

Classic plastic in very nice shape inside and out. More than \$30,000 has been spent on upgrades, including a new Yanmar diesel, new custom Ballanger spars, roller furler, sails and dodger. Hauled and painted in December 2012. Transferable Sausalito Yacht Harbor slip.

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NEW LISTING

30' TARTAN, 1977

Well priced S&S-designed classic with brand new Nissan 10hp outboard engine, just hauled and painted in late 2012, new cushions, winches, and lifelines, and much more. This boat's in very nice shape inside and out.

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35' ERICSON MK II Sloop. Yanmar diesel, roller furling, weather cloths, windlass, two mains & 90% jib, galley, enclosed marine head/shower, autopilot, great interior, full rails & pulpit. Very nice example of this venerable & well loved Bruce King design. Asking **\$24,950**



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