

Latitude 38

VOLUME 442 April 2014

WE GO WHERE THE WIND BLOWS



CLIPPER ROUND THE WORLD RACE —

Sir Robin Knox-Johnston could have been in a particularly devilish mood when he envisioned the Clipper Round the World Yacht Race back in 1990. But truth be told, he was actually in search of sailing's equivalent to climbing Mt. Everest — having been inspired by his friend, Chris Bonington, while they were climbing in Greenland.

Such a challenge is indeed monumental in nature. For those who don't know of him, Sir Robin was the first person to complete a solo, nonstop circumnavigation of the planet in 1967's Sunday *Times* Golden Globe Race. Forty years later, at the age of 67, he competed in the singlehanded Velux 5 Oceans Race, finishing fourth and becoming the oldest person to circumnavigate the earth alone.

"I wanted to create something that almost anyone could compete in, and be able to experience the thrill of racing across the world's oceans in a competitive team environment while challenging themselves to limits they didn't know they had," he says of the Clipper Race.

"The crux of the race was that ocean yacht racing need not be exclusively for professional yachtsmen or an elite minority," says Sir Robin. "I want people to say when they finish the race: 'That is the best thing I have achieved in my life so far,' so they carry on pushing themselves and doing new adventures once they complete the Clipper Race."

The idea that anyone can sail around Planet Earth's oceans is a concept that has gained lots of popularity since the

The Clipper Race consists of a series of legs that make up each race, crossing the world's most formidable oceans.

first Clipper Race in 1995. To the uninformed, sending a 70-ft clipper yacht through some of the world's roughest seas, with a crew of seemingly inexperienced sailors who've never met one another, could be a recipe for disaster. But to the contrary, Clipper organizers take each individual — sailor or not —

"The crux of the race was that ocean yacht racing need not be exclusively for professional yachtsmen or an elite minority."

through extensive training and screening and turn them into world-class sailors.

We've met local participants with varying backgrounds in previous *Latitude 38* articles. Last month we introduced you to Stephanie Evans and Sarah Lloyd. In February Tony Pohl and Elaina Breen shared their stories as well. Stephanie and Sarah now are racing across the Pacific Ocean from Qingdao, China to San Francisco in Race 10 (Leg Six). Elaina, as you may recall, took her first sailing lesson three days after signing up for four legs of the Clipper. Her performance and drive are testaments to Clipper's vision. She departs from San Francisco on her second stint to Panama en route to New York in Races 11-14 (Legs Seven and Eight) this month.



"Our crews are our best asset and when they come into port after an incredible adventure, they share their stories with friends and family who in turn spread the word," relates Sir Robin. "Now, with so much social media, 'armchair race fans' are able to follow the race so closely with the Race Viewer and stay updated with all the latest tactics and news, pictures and videos, which has helped with publicity and made it more accessible too."

Although it is not inexpensive to participate, the race is set up so that more people can do it, rather than fewer. The Round the World Race is actually a series of "legs," broken down into "races." Individuals can sign up for single or multiple races within a leg (which can be non-consecutive), multiple races in different legs, or a complete circumnavigation — like Sarah Lloyd. The structure can be a bit confusing, even if you look at Clipper's world map — www.clipperroundtheworld.com/race-route/13-14/race-1.

Each race is scored in a manner where teams accumulate points for winning; thus the boat that has the most points in the end wins the overall



COMING TO SAN FRANCISCO



The fast Clipper 70s surf down monster waves like this quickly, giving all on board an adrenaline rush they won't soon forget.

race.

After each start, racers can opt to sail through what's called a scoring gate, a virtual line across the route that is located approximately one-third the distance to the finish line. By passing through this gate, boats gain extra points. The first to cross it gets three points, the second gets two and the third boat gets one.

Then, about two-thirds through the race, there is another area where the Ocean Sprint occurs. Think of this as a race within a race. The team that sails across this portion of ocean the fastest is awarded one extra point. Then, points are given for the order in which the boats finish at their destinations — 12 points for first, one point for last. Finally, there are penalty points. These points are taken away from a team's total for various reasons, such as breaking equipment by mistake, rather than by proper use in bad weather.

Selecting from a group of appli-

cants who will pay for the privilege of participating is no small task. Depending on the number of boats racing in a given year, the overall number of crew can vary widely for each boat and thus for the entire race. David Lusworth, Clipper's crew recruitment and development director, searches worldwide to find individuals suited for the rigors of team ocean racing. "We have 14 yachts in the next race (2015-2016)," says David. "Because we own the yachts that race, it's complete match racing, and we know absolutely how many spaces we need to fill. We then recruit worldwide for those spaces."

Clipper has the math pretty well calculated. "Historically we have around 40% of people who before training have nev-

er sailed, 35% women and 65% men, and 40% non-UK crew," says David. "There are over 40 nationalities in the race, aged between 18-70."

It's interesting to know how David approaches potential recruits. Jumping to the conclusion that his top objective is to find physically strong people turns out to be completely wrong. It's actually a lot more nuanced than that. "What is key for me is people skills. Like most jobs the world over, you can teach technical skills far easier than changing behaviors. And so with us, we know we can teach people to sail. What we're looking for is raw energy, enthusiasm and excitement. And it doesn't matter what age or size/shape body that enthusiasm is wrapped in."

David believes that if you are a team player who thrives on working with and for others, are enthusiastic and supportive of the team, and don't think twice about buoying them up or even showing personal weakness, "chances are, you'll make a great crewmate."

"Because this is a competitive race, we get very few crew disagreements. There is nothing like healthy competition to focus the mind outside of your boat. So when you're battling the elements and other competitors, you pull together as a team." David is continually amazed at how physical hardship, living day-to-day aboard a sailboat in basic conditions, and the pressure to win a race can create bonds among crew so quickly. From what we've heard, this actually happens during the first week of training in the English Channel. Last month Sarah Lloyd, who arrives in San Francisco this month aboard

A brave crewmember climbs Derry~London~derry~Doire's mast in what look to be rather windy conditions!



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CLIPPER ROUND THE WORLD RACE —

Henri Lloyd, said, "most people come off the very first training level feeling that they have bonded with the people they trained with, and would be very happy to cross oceans with them."

Now, David is "looking for 750 (individuals) for the next race." And, the registry is already over 40% full. "I'll be recruiting in London this week, Switzerland next week, and San Francisco in April." Once someone has passed the initial selection process, then they start

training. Training takes place over four weeks. The first of these is primarily a part of the selection process, making sure everyone is right for the adventure. "So in effect you're assessed for six days living on a boat. Again, we're looking at your people skills." After that you spend two weeks training rigorously aboard a

boat with your team. During the fourth and final week, sailors race directly against the other competing boats. This gives everyone a chance to fine-tune their own skills, "and assess how good, or not, the other boats are." As David says, this is, "a great time to get into the heads of your rivals. Beat them all

Clockwise from upper left: A mid-ocean rescue in Race 4; OneDLL arriving in Qingdao, China, in first place overall; Sir Robin (left) assists with a headstay issue; Sarah Lloyd drives in heavy seas; time for push-ups; rough seas on the pointy end; happy times trimming; a mountain of ocean astern.



COMING TO SAN FRANCISCO

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during that week, and you've got a great edge going into the race."

Training on these boats is important. Not only do racers need to get used to skippering, trimming, changing sails and so on, they also need to acclimate to the Spartan living conditions below decks. The newest clipper boats, the Clipper 70s, were just launched last

year and will be in service until 2020. They are the third generation of Clipper Round the World race boats and are quite different from their predecessors.

Tony Castro, the naval architect who penned the Clipper 70, has been designing world-class race boats since the early 80s. The Clipper 70s are a significant departure from previous clipper race boats — the Clipper 60s and the Clipper 68s. Breaking from tradi-

tion, the new 70s have modern design elements such as twin helms and rudders, six-foot bowsprits (fit for three asymmetric spinnakers and a quiver of Yankee headsails), updated fast hull designs and, of course, a fixed camera system to capture all the action. Ultimately, these changes have made these the safest and fastest clipper boats to date. Two more will be added to the fleet in the 2015-2016 race, bringing David's recruiting target up to 780 people.

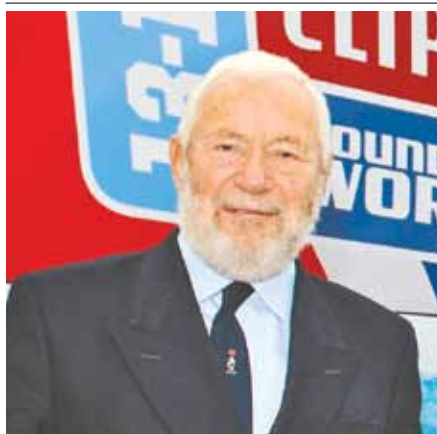


CLIPPER ROUND THE WORLD RACE

There have been some minor hiccups along the way, though. The Clipper 70s are subject to incredible forces of nature and each will have raced over 40,000 miles around the planet by the conclusion of the 2013-2014 event.

In late February, as if on cue, the forestay bottlescrews began to fail on three of the Clipper 70s, literally within hours of each other during Race 9 (Leg 5) on the way from Singapore to Qingdao, China. This prompted race organizers to stop the race and bring the boats into Hong Kong for what turned out to be a quick repair — sparing damage or injury to boats and crew.

It wouldn't be racing if the crew were not subject to incredibly trying conditions. And inevitably, people are going to get hurt. You may remember in a previous story we wrote that Tony Pohl broke four ribs before his two-race segment had even begun. In what will certainly be remembered as some of the most intense racing seen last year, crossing the Southern Ocean proved more dangerous than anticipated. Two



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Sir Robin Knox-Johnston presiding over 'GREAT Britain's christening ceremony at London's Trafalgar Square in July 2013.

crew had to be taken off their boats for medical attention. In one case in Race 4, Leg 3, from Rio to Albany, Australia, the fleet encountered some of the most brutal conditions seen to date. Just before this issue went to print, two more crew were offloaded, one with pneumonia and another due to injury.

Beyond the irregular hiccups due to bodily injuries or rare equipment failure, it seems that the weather is often

the greatest factor keeping race officials up late at night. Just recently, at the start of 5,800-mile Race Ten (Leg 6), Qingdao's intense fog halted racing soon after it started. The extra rest may well be a blessing for the crews, who are certain to endure challenging conditions in the weeks to come. Just after the start, weather reports called for 40-60 knots of breeze. It was during a similar crossing two years ago when Clipper crews were badly injured crossing the world's largest ocean on their way to San Francisco Bay. Hopefully everyone will arrive at South Beach YC in good health sometime after April 11.

The overall standings in the Clipper Round the World Race show team *OneDLL* leading (with 83 points) by one point over *Henri Lloyd*, which is only four points ahead of *Derry-Londonderry-Doire*. *Derry-London-derry-Doire* is in the lead coming to San Francisco, with *GREAT Britain* and *Henri Lloyd* trailing. Stay tuned!

— **latitude**/ross

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PACIFIC PUDDLE JUMP PROFILES, PT I —

If you've ever doubted that cruising sailors are a fascinating group of people, you should tag along with us on one of our annual trips to Mexico and Panama. Each year in early March, just as a new herd of Pacific Puddle Jumpers are about to set sail for French Polynesia, we corral them for interviews by offering free beer, hors d'oeuvres and official PPJ burgees.

Invariably, they come from a wide variety of backgrounds, and sail on a wildly diverse fleet of boats — from

canoes. As with all Wharram designs, the living space is minimal and the sailing systems are simple, and high tech gear is almost nonexistent. But keeping things simple is good, right? Alf and Kathleen won't waste a lot of time awaiting the arrival of parts via DHL. The build took them 10 years and was inspired by neighbors on Saltspring Island who built a tri and circumnavigated during the 1960s. The boat's name, by the way, is taken from the Tamil word meaning lashings — you guessed it, the boat's structural members are held together by lashings.



Alf and Kathleen of 'Kattu'

Nakiska — Freya 42 Trevor Anderson Georgetown, CYM

Trevor's story is unique within the fleet. Although he's from Calgary, Alberta (don't let that Cayman Islands homeport fool you), he bought his boat in Australia 16 years ago, and has spent much of that time cruising it around the world. At this point, he's about to complete the final quarter of a very slow circumnavi-



Trevor of 'Nakiska'

gation. "I didn't actually go to Australia to buy a boat, but I decided I wanted to try the lifestyle, and I've loved it ever since. I'd already had my fill of shoveling snow out of driveways."

Moshulu — Spencer 42 Gerry Parkhurst & Gail Jasmer-Wilson Gig Harbor, WA

Gerry tells us *Moshulu* is a Seneca Indian name meaning fearless. But his isn't the first vessel to adopt it. The the four-masted barque *Moshulu* was the winner of the last great Australia-to-Europe grain race (1939), and is said to have been the last commercial sailing ship to round Cape Horn. (She's now a classy restaurant in Philadelphia.)



The 'Moshulu' crew

While the background of *this Moshulu* is not quite that impressive, she does have a colorful history. She has already done two circumnavigations, and will turn 50 next year.

Gerry and Gail spent five years refurbishing her before heading south with the 2010 Baja Ha-Ha rally. Their plan now is to do a short South Pacific circuit.

Sure they're a little rowdy. You'd be in a festive mood too if you were about to set sail for the fabled isles of the South Pacific.



Our official Pacific Puddle Jump burgees make great souvenirs. But you can only get one if you attend one of our Send-Off fiestas.

Spartan fixer-uppers to gleaming yachts equipped with all the latest bells and whistles. The common thread, of course, is that they are all poised to head west in pursuit of one of the sailing world's greatest adventures: crossing from the West Coast of the Americas to French Polynesia. At roughly 3,000 miles, it's the largest uninterrupted stretch of ocean a would-be circumnavigator would face when traveling around the world via the tropics.

Yeah, it's a pretty big deal. And that's why, ever since coining the phrase Pacific Puddle Jump nearly 20 years ago, we've expended lots of ink honoring the sailors who make this ambitious passage.

The voyagers you'll meet here gathered March 7 at the Vallarta YC in Nuevo Vallarta, Mexico for our annual PPJ Send-Off Party. (We'll follow up next month by introducing you to the adventure-hungry explorers we met at Panama's Balboa YC.)

Kattu — Wharram Tiki 38 Alf Bangert & Kathleen O'Brien Hornby Island, BC

Kattu is definitely one of the most unusual boats in this year's fleet. She's homebuilt to a James Wharram design that borrows concepts from ancient voyaging



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MEET ME IN PAPEETE

**The Beguine — Valiant 40
Paul & Celeste Carpenter
Marysville, KS**

Despite being officially based in Kansas, Paul and Celeste already have a lot of sea miles under their belts. Now in her fifth year of cruising, Celeste ex-

"Thirty-four years, three (grown) kids later, and we finally get to pursue our dream!"

plains that the last time they decided to head offshore from Mexico they ended up in Alaska. so now it's time to "do a 180 and head for the South Pacific." Plans are open-ended.

And yes, the name is taken from that famous Cole Porter song.

**Pied-a-Mer III — Seawind 1160
Pam & Eric Sellix, Clatskanie, OR**



The happy crew of 'Pied-a-Mer'

Pam explains that the colloquial translation of her boat name is "where

you keep your mistress on the sea" and this 38-ft cat definitely qualifies as her husband's mistress.

After nearly two years spent cruising in Mexican waters, the couple figures the time is right for a South Pacific cruise — "while we still have our health and wits about us!"

They met their crew, Dani Peters and Jack Whittmore, in Mexico. The foursome may sail together all the way to Australia.

**Wind Cutter — Island Packet 485
Craig & Carol Fleetwood
Portland, OR**

Based on the following, we'd bet that few PPJ crews are more excited about chasing the sun over the horizon than Craig and Carol: "From the moment we said, 'I do,' we have talked about this day. Thirty-four years, three (grown) kids later, and we finally get to pursue our dream!"



'Windcutter' Craig

Wow. That's a long time to defer adventuring, but there's every indication that they'll make the most of it now. They left us with this pithy comment: "When people share concern over our safety while sailing an open sea, we like to say, 'We'd rather die living, than live dying.'"

**Starshine — Shannon 38
Dave & Gail Kenyon
Deale, MD**

"We came down on the Ha-Ha this year and decided to keep going," explains Dave. He and Gail plan to island-hop all the way to Australia, then figure out what comes next.

Like many, many Puddle Jumpers over the years, Dave credits his reading of David Lee Graham's *Dove* (40 years ago) with sparking his lust for bluewater sailing. The first step in that process was building



The folks you'll meet here set sail from Banderas Bay. But many others jump off from Panama, Galapagos and elsewhere.

a 20-ft Flicka — that process took 13 years, but he got 20 years of sailing out of her before deciding to upgrade. By contrast, Gail is a relatively new convert. She learned to sail only five years ago.

**Rhapsody — Herreshoff Nereia 36
Alan & Laura Dwan, Los Angeles**

It's not often that we see the name Herreshoff in a Puddle Jump fleet listing, and this one is a rare beauty. Designed by L. Francis Herreshoff, but launched in 1981, this 'modern classic' sports a ketch rig, and measures 42 feet overall.

Why the South Pacific? Alan can trace his inspiration to sail there to his reading of Joshua Slocum's *Sailing Alone Around the World* when he was about 12 years old. Their game plan is to spend two seasons exploring the South Pacific before circling home via Hawaii.



'Rhapsody' traditionalists

**Oogachaka — Kadey-Krogen 42
Ken & Patty Sebbly
Umatilla, OR**

Easily one of the most unusual boat names ever to grace a Puddle Jump fleet roster, we have to wonder if Oogachaka was chosen because it would be fun to say on the radio: "Harbormaster, this is Oogachaka, Oogachaka, Oogachaka." Trivia champions will know it's taken from a 70's pop hit *Hooked on a Feeling*.



PACIFIC PUDDLE JUMP PROFILES, PT I —



Repeat x3: 'Oogachaka'

In any case, this boat is also distinctive, as she's one of only two motoryachts in the 2014 fleet. Much to his credit, Ken stepped up to act as net controller for boats jumping from Mexico. He and Patty plan to reach New Zealand by the end of this season.

Bangorang — Fountaine-Pajot 42 Colin & Wendy Gegg, Ventura, CA

Speaking of unusual boat names, how about *Bangorang* — the battle cry of the Lost Boys from *Neverland* (in a Peter Pan movie). Roughly translated it means: awesome!

Although Colin claims he's been dreaming about making a South Pacific passage since his teen years, it took until 2012 to set the plan in motion. He and Wendy entered the cruising lifestyle with the 2012 BHH, and are now following that frequently heard cruiser game plan: "Keep sailing until it ain't fun anymore." Their "adult(ish)" son Gavin will be along for the ride to French Polynesia, and possibly all the way to New Zealand.

Hotspur — Tartan 41

Jim & Meri Faulkner, Olathe, CO

Nautical literature quiz: Who was the captain of the British naval ship



Meet Jim, Carolyn & Meri of 'Hotspur'

Hotspur? Horatio Hornblower, of course. She was his first command.

Jim and Meri started cruising six years ago on a perfectly good Cal 35 sloop. But when their kids outgrew it they were inspired to upgrade to this roomy 41-footer. Daughter Carolyn, 14, is still with them. In fact, she's been pushing to head to the South Pacific for a while. "When Captain Jim said he didn't feel like going south anymore," explains Meri, "we changed direction, so now Carolyn gets her wish." Plans are open.

Chara — Amel Maramu 48 Robert & Joyce Sarff Seattle, WA

When we asked Bob how long he'd been wanting to head out into blue water, he paused to think. But his grown



The kids and parents of 'Chara'

daughter Anna had an immediate answer. She remembers a day when she was a little kid where her dad bought a lottery ticket and she asked, "If you win, what are you going to do with all the money?" "Buy a sailboat," he said, "and sail off to the South Pacific."

Well now he and his wife Joyce are finally doing it, and Anna and her husband Brian Radford get to come along too. If all goes well, the game plan is to cruise all the way to Australia, where the Sarffs have family.

Red Witch II — Rhodes Bounty II Robie & Stephi Kirkcaldie Nelson, NZL

We have a special place in our hearts for Bounty IIs, because the first editions of *Latitude 38* were laid out on the salon table of one. Like the *Latitude* Bounty, this one was built in Sausalito in 1958, and she's still going strong. Designers underestimated the strength of fiberglass back then, so they were built like battleships.

"She has a fiery red temperament as well as an around-the-



'Red Witch II' crew

world history," explains Robie, a New Zealander and longtime racer. Like many Kiwis, he's been sailing all his life, but Stephi, who's an American, got started

only three years ago when she started showing up for Wednesday night races. Before she knew it, she and Robie were in love, and were beginning their cruising adventures together with the 2011 Baja Ha-Ha. They've become so enamored with the cruising life that they're already thinking about doing a second Mexico-New Zealand-Hawaii-Mexico loop after they complete the first.

Cygnus — Cabo Rico 38 Joe Lavash, Newport, OR

Technically, Joe has already 'cruised' the South Pacific, but in his mind that first crossing didn't really count. He was, after all, aboard a US Navy vessel that made a beeline past all those gorgeous islands without stopping. From that point on, he vowed to return on his own boat someday so he could stop and smell the roses — or more appropriately, the *tiare* flowers.



Joe of 'Cygnus'

Blair Faulwetter and Sally Jones will fill out *Cygnus*' crew roster during the crossing to French Polynesia, and possibly beyond. Joe's plans are loose, but most likely he will spend the next South Pacific cyclone season in New Zealand.

Talk about a unique reference for a boat name, Colin and Wendy named their F-P cat after an exclamation from Neverland: 'Bangorang!'



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MEET ME IN PAPEETE

Code Blue — Caliber 40 LRC Steve & Judy Dauzenroth Seattle, WA

For Steve and Judy, one of the strongest draws of the cruising life is access to great scuba diving. In fact, sailing and diving with blue skies above and blue water below was the inspiration



The 'Code Blue' divers

for the boat's name. When someone reminded him it's also medical-speak for cardiac arrest, he said, "Perfect. That will go with the boat payments." Judy's done two previous stints of South Pacific voyaging and Steve has seen parts of it on dive and charter trips. So they've undoubtedly got a list of favorite spots to return to. We expect you'll find them along the cruiser milk run to New Zealand, wherever the water is clear and the reefs are abundant with sealife.

Roundabout II — Moody 40 Ted & Pam Simper Edmonton, AB

Don't let the fact that Ted and Pam live near Calgary fool you. They've been sailing since the mid-1970s, when they first sampled the sport in East Africa.

The name *Roundabout* isn't original with them, but it perfectly suits their intentions: "It has been our dream

for 30 years to sail around the world," explains Pam. This season they may island-hop all the way to New Zealand, with stops along the way at French Polynesia, the Cook Islands, Tonga and Fiji. But for them, that's only the beginning.



'Roundabout' we go

Pamela — Pacific Seacraft 37 Dennis Maggard & Pamela York San Francisco, CA

Dennis is no dummy. He knows the answer to that often-pondered question: How does a sailor get his wife to approve of buying a cruising sailboat? Simple, name it after her!



'Pamela's namesake & capt

is. This is their first boat, which they bought two years ago, but Dennis says doing a cruise like this has been a lifelong dream. Dennis, who plays guitar, met another guitarist at a cruiser jam this year, and now that guy — Larry Byers — has signed on as crew to French Polynesia. Should be a tuneful crossing.

Sea Monkey — Jeanneau 39 Greg Mullen & Diane Hanny Brisbane, AUS

Like many Aussies we meet on the West Coast these days, Greg and Diane capitalized on the current strength of



'Sea Monkey' sailors

the Australian dollar to buy a nice production boat here and sail it home to the land down under. They found *Sea Monkey* in San Diego last winter, and have spent the intervening

months enjoying Mexico. "This is my first cruising experience and ocean crossing in 30 years," explains Diane with just a wee bit of apprehension, although she admits that she's always dreamed of crossing the Pacific. Greg nudged her into committing, after doing the Puddle Jump in 2007 aboard his previous boat. "He loved the South Pacific islands and wanted me to experience them as well," says Diane. After a stint in Brisbane, they intend to cruise north to Papua New Guinea.

Music — Island Packet 40 Wayne Fofonoff, Vancouver, BC

We're not sure if Wayne gave his boat this name, but he's got a good reason for keeping it: "I really like music, and feel it to be one of the great joys of life — just like my sailboat."

Wayne's chance meeting of Mike Knapp and Marie Cantin has proven to be a coup for all, as Wayne will have lots of help (and will get some sleep) during the crossing, and Mike and Marie get to test South Pacific waters on a very capable boat. The fact that Marie speaks

fluent French is a bonus. She and Mike have cruised Mexico for the past two



These sailors love 'Music'

years on their own sailboat, which has an electric auxiliary.

Romany Star — Ohlson 38 Paul Moore & Bonnie Wagner San Francisco, CA

"We met while living in the same marina in San Diego," explains Paul. She may now be in love with Paul, but she admits that one of the first things that attracted her to *Romany Star* was her aluminum toe rails. "I really fell in love with them," she says. (They never need varnishing.)

Paul has done two previous Puddle Jumps, both times via the Galapagos. But this time the game plan is to head from PV straight to the less-traveled Gambier archipelago of French Polynesia. He and Bonnie both jumped through hoops to get their "long stay" six-month visas, rather than the customary three months, so they'll have plenty of time to take it slowly and explore all five FP archipelagos. "We'll finish with the Marquesas," explains Paul, "then sail north to Hawaii for hurricane season. We hope to see the Cooks, Tonga, and other island nations next year before landing in New Zealand for a while."



The stars of 'Romany Star'

Anthem — Hylas 46 Jack Warren & Jan Holmes Weeki Wachee, FL

Jack explains that the name *Anthem* is taken from a book by Ayn Rand, and represents a song of praise for individualism. That's certainly fitting for craft owned by self-sufficient sailors who are about to cross thousands of miles of open ocean.

PACIFIC PUDDLE JUMP PROFILES, PT I —



Jack & Jan of 'Anthem'.

Jack's been cruising full-time since January, 2009. He and Jan have one of the most unusual answers we've ever heard to the

question: "So, where did you meet?" Answer: "Big Mamas in Tongatapu." Yeah, it's in Tonga — in what most people would say is a long way from anywhere.

"We plan to spend cyclone season in New Zealand, where we have many friends, then head up to New Caledonia, Indonesia, Malaysia and Thailand in 2015. After that our plans are a little fuzzy — written in sand at low tide."

Grasshopper — Waterline 46

Jeff & Cheri Slotta, Polaris, MT



'Grasshopper' Jeff

Cheri couldn't make it to our fiesta, and we didn't get to spend much time with Jeff either, which is a shame because we don't often meet sailors from Montana.

Jeff says he's been subscribing to sailing magazines for years, and the cruising bug finally

bit so hard that he and Cheri had to give it a try.

Skabenga — St. Francis 44 Mk II

Bruce & Fynn Harbour, Big Sky, MT

We're not quite sure how Bruce and his 19-year-old son Fynn got from their South African homeland to Big Sky, Montana, but they are now definitely



The 'Skabenga' crew sails for Marlin

getting back to their nautical roots. Both are avid fishermen, and their motto for the cruise is: "Catching marlin under sail." Bruce explains, "Skabenga has been customized into a sportfishing sailing vessel, complete with a fighting chair, outriggers, teaser reels and a special fighting station on the transom."

As we said they're *really* into fishing. In fact, they even design and sell their own unique lures (skabengalures.com).

Veteran Puddle Jumper Jennifer Martindale signed on for the passage, and even though she's done lots of offshore sailing it took a little practice to become an "excellent" helmsperson while the boys were fighting marlin. "It takes a lot of skill to keep that fish behind the boat," says Bruce.

Mintaka — Ingrid 38

**Mark Bennett & Robyn Rogin
Salt Lake City, UT**



Mark & Robyn of 'Mintaka'

Remarkably, this will be Mark and Robyn's third Pacific crossing on the same classic, 1979 William Atkins-designed ketch. She's not only salty looking, but has also proven her seaworthiness again and again. "This time we're hoping to visit some of the more obscure islands," says Mark. There are plenty to choose from. In fact, in French Polynesia alone there are 118 islands, and that doesn't count all the islets and motus.

At the end of the season *Mintaka* will likely be back at her "base" in New Zealand.

True Blue V — Island Packet 45

**Leanne & Craig Chalker
Brisbane, AUS**

We first met Leanne and Craig in September 2012. They'd just flown out to California from Australia to buy this boat, and were eager to start their new cruising lifestyle with the start of the Baja Ha-Ha a few weeks later.



Aussies of 'True Blue V'

Bucking the norm, in this couple Leanne is the captain, and rightly so. After all, she makes her living as a ferry master.

Their original plan was to sail back home to Oz last year, but they got seduced by the Sea of Cortez. Time will tell if distractions along the way west will sidetrack them again this year.



'Fluenta' is home to the littlest PPJer

Fluenta — Stevens 47

**Max Shaw & Elizabeth Brown-Shaw
Halifax, NS**

We haven't had time to confirm this assertion, but we're pretty sure that three-month-old Benjamin is the youngest 'cruiser' ever to do the Pacific Puddle Jump — at least since we've been keeping records. As you may have read in February's *Sightings* section, little Ben was born in Mexico, which turned out to be a great experience.

When he gets a little older his mom and dad (Elizabeth and Max) will have plenty of help with babysitting: daughter Victoria is now 10, and son Johnathan is 8. The family began cruising from Nova Scotia almost two years ago, after Elizabeth and Max made their exit from the Royal Canadian Air Force.

The game plan now is to hop west for the season, then head south to New Zealand or Australia.

Exodus — Lagoon 400

**Tim & Deanne Gresham
San Diego, CA**

The Gresham family left San Diego a year ago on a grand adventure that none of them are likely to forget. We think sons Alex, 12, and Brenden 11, are at an ideal age to participate in the sailing chores and become fully engaged in the cultures



The Greshams are making an 'Exodus'

they visit. Apparently that was the idea: "We wanted a freer, slower lifestyle while

MEET ME IN PAPEETE

the boys are still young enough to enjoy it," explains Deanne.

Captain Tim has a specific plan for crossing into the Southern Hemisphere: "Head to 7°N, 127°W, and when we get close to the ITCZ, close our eyes and turn south." Sounds about right.

Lady Carolina — Island Packet 44.5 Steve & Carolina Danielewicz Victoria, BC

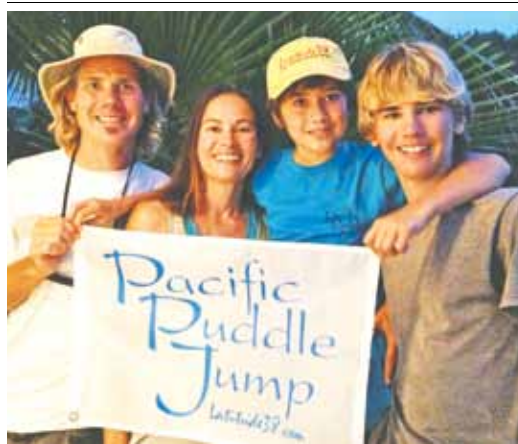
There's apparently a couple of variations on why this boat is named *Lady Carolina*. "The good story?" asks Steve. "I found the boat and fell in love with it, then I had to find a wife named Carolina. In the end, it all worked out." Sounds a little fishy, but a good story nonetheless.

This is yet another 'kid boat', with sons Kyle, 13, and Joel, 9, along as able-bodied crewmen. Now in their second year of cruising, the entire family seems very well adjusted to the cruising life, as they push on toward the South Pacific islands, and eventually to Aus-

tralia.

Steve speaks eloquently about their experiences thus far: "The people that we are today are nothing like the people that we were two years ago. This is, and continues to be, an excellent trip filled with highs and lows that are atypical of any 'normal' life. It gives a new perspective on what is important and what is materialistic and 'Joneses'-driven.

"Our kids are doing very well and I would suspect they are better here than back on land. They have more responsibility, more jobs and are exposed to many cultures and several excellent role models through fellow cruisers. We have come to depend on them for



Cruising has been life-changing for this crew.

watches, general maintenance and overall seamanship as we continue on. That, and they have a lot of fun doing a variety of activities with a variety of people. Not bad for 13 and 9."

His advice: "Stop dreaming and go cruising. You and your kids will love it — although it takes 6 to 12 months to adjust."

With those insightful observations we'll take a break here, and pick it up again next month with mini-profiles of the internationally diverse fleet of Pacific Puddle Jumpers that we recently met in Panama. We think you'll be as fascinated to meet them, as we were.

— **latitude/andy**

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Photo by Robbie Gabriel

Overall Winner 2012 Singlehanded TransPac

Jim Quanci, after placing 1st Overall in the 2012 Singlehanded TransPac in his Cal 40 *Green Buffalo* says:

"13 days from San Francisco to Hawaii alone, 10 of those days flying the spinnaker in winds up to 32 knots without a round up or a wrap. My Alpha Spectra autopilot drove the whole way – and then drove the boat another 16 days taking us home. What more can one ask for? I just love my Alpha Spectra autopilot."

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THE SCIENCE IS IN —

Sailing is good for you. It's not just me saying that. It's science.

There is a growing body of research linking happiness and overall health. And while it is true that engaging in activities you enjoy — such as sailing — can make you happy, the relationship is not a simple one. You might derive great happiness from eating pizza, but dedicating yourself to that activity as a way to achieve happiness is probably not so good for you. So it matters what you do to make yourself happy, and also how you do it.

It might be a bit of a stretch to claim that sailing will make you happy and that your happiness will make you healthier. Happiness is a state of mind, or perhaps a state of being, but it is subjective and difficult to measure directly. However, it would not be too much to claim that many aspects of sailing are directly related to reduced mortality and better health. And good physical health is highly predictive of happiness. Here, then, are some of the ways in which sailing is good for you.

Get Out of Your Own Head

In this pressure-packed world of work and family and activities and obligations and traffic and chores, stress can often build up and cause all sorts of negative health effects, including hypertension, heart disease, stroke and diabetes. *Sailing is good for the gray cells, as it requires you to strategize, navigate, adjust to changing conditions and remember which line does what.*



JOHN TUMA

ing offers a refreshing tonic that can help reduce the stress associated with daily life. Indeed, one of the features of sailing that can make it so hard to engage in frequently — time — turns out to be one of the reasons sailing is so effective as a stress reducer.

Who among us has not struggled just to get down to the boat to go sailing? But once on the boat, it is too late to worry about all the things left undone.

The self-contained nature of a sailboat pushes us to be self-reliant

The laundry will still be there, and the shopping, and the taxes, and the myriad other things that compete for our attention. But happily, none of them can be done while we are out on the boat. So, for the time being, we might as well let go and live in the moment — sailing is an ideal way to do just that.

There is always plenty to do or nothing to do, depending on one's proclivities, and the physical separation from our land-bound lives means that we cannot easily return our attention to those things that need to be done. As with meditation and other relaxation techniques in which the goal is to focus on something other than the pressures of life, sailing offers us the opportunity to lose ourselves in the activity and to forget about the stress. Even racing, which can be quite stressful at times, requires an external focus that provides a reprieve from mundane daily burdens.

Time Is On Our Side

One of the great challenges in sailing is time. Even a short sail or a beer can race on a Wednesday night requires three or four hours, start to finish, more if one ventures up to the bar afterward to share stories. But the time requirements of sailing turn out to be one of the reasons that it can also be such a great stress reducer. The meditative state, or ability to live in the moment, does not happen instantaneously. We need time to calm the inner voice, to focus on the tasks at hand, and to reach the quiet space necessary to set aside

the stresses of life. Making time for sailing can be hard. But we could argue that *not* making time for sailing is bad for your heart.

Feel the Freedom

More so than many of the activities we engage in, sailing offers a sense of freedom and self-reliance. Sailing gives us the chance to explore the world at a leisurely pace, and once on the boat, we can take a thousand different paths to the same destination. We are never really far from help while sailing the Bay, but the self-contained nature of a sailboat pushes us to be self-reliant and to try to take care of the problems that arise without outside assistance. As it turns out, a sense of self-reliance is good for one's self-esteem, and the freedom to seek our own path on our own schedule is a good way to take a step back from the pressures of daily life.

Put Your Body In Motion

The health benefits of moderate physical activity are well known. Physical activity is good for your circulation, muscle tone and development, your respiratory system and your heart, and it is a really good way to relieve stress. Sailing offers an ideal way to remain physically active, even when other activities such as running or tennis become too hard on the aging body.

Grinding the primary winches on even a small boat while short-tacking up a narrow channel will get your heart rate up, as will trimming a spinnaker, hauling on the mainsheet, or jumping a halyard. There is no upper limit to how hard you can work at making your boat sail faster or better. Think about the size of the grinders on the AC-72s during last summer's America's Cup and you'll get a sense of just how strong and physically fit one needs to be to compete at the highest levels of the sport.

But the benefits of physical activity are not limited to those who race. A casual daysail can provide an opportunity to put your body in motion and to engage in moderate physical activity, especially when the wind comes up. Just sitting on a boat that is heeled over can require physical effort, and moving about on a boat that is heeling or moving about in a seaway requires balance and concentration.



SAILING IS GOOD FOR YOU



LATITUDE / ANDY

All together now: "Sailing is good for you!" Getting kids — and young adults — off the couch and out in nature can be a challenge, but few will refuse an offer to go sailing.

The benefits are also cumulative. It is easier to stay fit than to get fit. Get up and do it today, and there's a good chance you'll be able to get up and do it tomorrow. So put down the beer, pick up a winch handle, and help grind that sheet. You'll feel better for it at the end of the day.

Go It Alone, Or Don't

One of the trends in contemporary sailing is the growth of short-handed racing and recreational sailing. There are many reasons for this. If you're racing, a small crew is much less burdensome to feed than a large one, and just finding enough sailors to make up a large crew is often impossible. Even when daysailing, reliable crew can be hard to come by. I can't count the number of times my friends have said they would love to go sailing, and that any day would work — except, of course, the one on which I planned to go. So rather than remain land-bound, I have rigged my boat so that I can sail it by myself.

Being able to sail alone gives me a freedom I didn't have when I needed crew

to get out sailing, and that has allowed me to spend more time doing what I love. That said, I prefer to sail with crew. For all the benefits of being able to sail whenever I want, sailing with friends is better still.

One of the keys to happiness is being socially active and emotionally engaged, and sailing is an inherently social sport. Singlehanded racers may seem to be solitary souls, but you need only attend a meeting of the Singlehanded Sailing Society to discover this is not so. These folks may race alone, but they are part of a larger community that is committed to that activity.

The social relationships that are forged through sailing bring meaning to the activity. Relaxing in the cockpit or standing around at the bar after a race or a day of sailing, comparing notes about wind speed and sail trim and weather, makes

the sailing that much more emotionally invigorating and satisfying. The sailing community is small, but we speak a common language, and find support within the community for the activity that we love. And social support, it turns out, is an essential ingredient of happiness.

Meaning is also derived from getting involved and giving back. I was fortunate enough to develop friendships early in my sailing days with sailors much more accomplished than myself, and I still recall their patience — "Shut up and drive!" — with great fondness. Giving back can be as simple as teaching a new sailor how to trim the sails, but it can also include getting involved in a yacht club or sailing club, working on a race committee, or organizing an impromptu Saturday night potluck on the dock. Any of these activities can help to create the kind of social relationships that have been linked to happiness and improved health.

Take It Outside

Sailing is an outside sport. This is a good thing. There are, of course, many health benefits associated with being outside. Sunlight activates the creation of vitamin D, which has been linked to lower blood pressure and a reduced risk of type 1 diabetes, muscle and bone pain, and certain types of cancers. Natural light may promote healing, and it tends to elevate people's moods. There is also some evidence that being outside helps to improve concentration and focus. Spend a day sailing, feel the wind on your face, the warmth of the sun on your back, and the smell of salt in the air, and you'll return home feeling physically tired but satisfied.

Whether you sail solo or with a boatload of friends, you're apt to go home feeling relaxed, refreshed and energized.



JOHN TUMA

THE SCIENCE IS IN

Lifelong Learning

Just as being physically active is essential for good physical health, being mentally active is essential for keeping the mind sharp. Sailing is a complicated business, and there is always more to learn. Sailboats operate in a complex environment. The hull has to

JOHN TUMA



Will sailing keep you going? Seems to have worked for these guys, all of whom have been sailing and racing with each other for decades. Left to right: Jim Jessie, 81, Fred Joyce, 78, Emile Carles, 87, Martin Jemo, 87, George Gurrola, 82, Mel Silverman, 85, Tom Sator, 91, and Jim Labbe, soon to be 70.

float and drive through water, propelled by the force of the wind. There are dozens of variables in play at any one time, and making the boat sail well requires constant attention to the changing conditions and frequent adjustments to the controls. Figuring out which lines to adjust, which course to steer, which sails to set and how much of each sail to use at any given time is a complicated

puzzle.

But making the boat sail, and sail well, is just the beginning. Then there is navigation and currents and understanding the rules of the road and the meaning of buoys and how to read a chart. There are diesel engines and single sideband radios and image-stabilizing binoculars, and if you really want to work hard mentally, try calculating the food

and beverage requirements for a crew of eight on an all-day cruise around the Bay. Sailing offers the opportunity for constant mental stimulation, no matter how long you've been doing it.

Sailing is Good For You

The science is in. Sailing is

good for you. It will give you a chance to focus on something you enjoy and to live in the moment, outside, where you can be mentally and physically active, and part of a community of like-minded souls. So put down the remote, haul on the halyard, and get out on the water. You'll be happier and healthier because of it.

— john tuma

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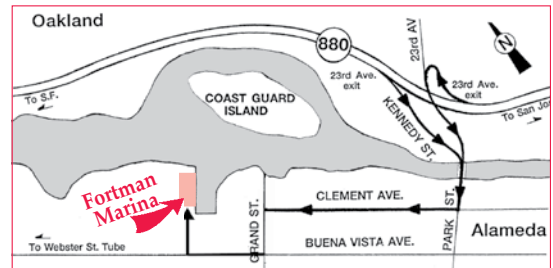
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LIVIN' THE DREAM WHILE WORKING —

We dropped the hook for the first time in 19 days in Taioha'e Bay, Nuku Hiva, on April 16, 2013. We'd anticipated being blown away by the incredibly rugged Marquesan landscape, the visual delight of colors other than blue, the smell of the jungle, and the taste of beer. But we didn't expect to be able to pick up three pay-per-hour wireless Internet connections, on the boat at anchor!



Sarah and Will called home as they crossed the equator. Satphone calls can be pricey, but these devices greatly enhance safety and security.

Being offline is part of many cruisers' vision of the lifestyle. My husband Will and I 'work and cruise', so trying to stay connected isn't a choice, it's a necessity. Remarkably, between mobile data networks (purchasing SIM cards from local providers) and Wi-Fi hotspots, we were able to access the Internet frequently enough to work our way across the South Pacific all the way to Australia.

The following is a rundown of the Internet options and providers in all of the countries we visited. In addition to

It would be a stretch to say that Fakarava, in the Tuamotus, is sophisticated, but it does have up-to-date communications infrastructure.



what is laid out below, there are many restaurants, cafés, yacht clubs, etc., that also provide wireless connections. Please bear in mind that prices and coverage may have changed. (This is 2013 info.)

Mexico

A jumping-off point for many cruisers heading to the South Pacific, Mexico offers easy cruising and easy communications. The telecommunications giant Telcel sells a 3G USB dongle (yes, we know what 'dongle' means to the Brits!), known to cruisers as the Banda Ancha. The SIM card is inside it. It is essentially a USB modem that is plugged into your laptop and allows you to go online anywhere within the mobile data range. We found that the coastal coverage was very good, with the exception of the Sea of Cortez.

- Website: www.telcel.com
- Cost: \$500 pesos for 3 GB of data or 30 days of service, whichever is used first (approx. \$38 USD)

French Polynesia

Wi-Fi hotspots are the answer in French Polynesia. Three main providers operate hotspots in many locations, including some quite remote anchorages. One of the best connections we had was on the boat while anchored off the village of Rotoava at the northern end of Fakarava atoll in the Tuamotus. The hotspots are accessed by creating an online account or purchasing a prepaid card from local shops or the post office.

- Hotspot website: www.hotspot-wdg.com
- Cost: Various plans, i.e.: 10 hours + 1 free hour for 4,000 XPF (approx. \$46 USD)
- Manaspot website: www.manaspot.pf
- Cost: Various plans, i.e: 10 hours for 3,300 XPF (approx. \$38 USD)
- Ioranet. Buy pre-paid cards in shops.

Niue, 'The Rock'

We read that the tiny Pacific island of Niue is the world's first and only 'Wi-Fi Nation' so naturally we expected free wireless internet across the island. This turned out to be a myth. The connection was the worst we had in the South Pacific: inaccessible except for a few locations. Boats on the Niue Yacht Club moorings

closest to the pier were sometimes able to connect with the help of a Wi-Fi booster.

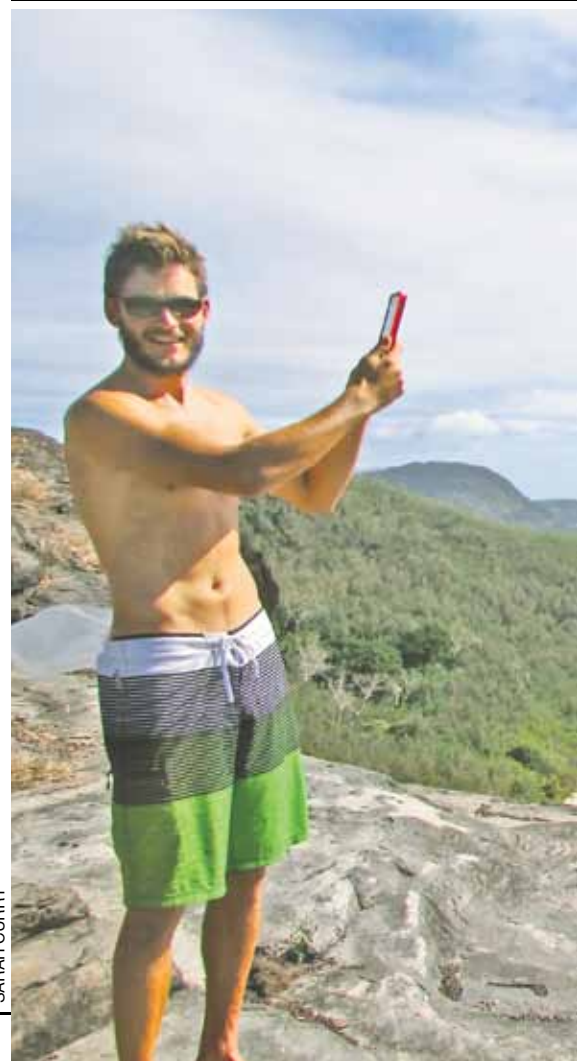
(Ed. note: Booster antennas are often a hot topic on cruiser forums. One recent post praised an antenna from www.radiolabs.com that can pull in a signal from shoreside Wi-Fi routers a mile away (if not running network security) — and even farther if the antenna is mast-mounted.)

- Website: internetniue.nu
- Cost: \$25 NZD fee, purchased from RockET Internet Café in Alofi (approx. \$21 USD)

Kingdom of Tonga

Quite a few Wi-Fi signals pop up in Neiafu Harbour, Vava'u group. Depending on the time of day and how many other cruisers are online, they can be very slow. We tested every Internet café in Neiafu, but couldn't find a consistently reliable and fast option. We also bought a

In Fiji's remote Yasawa island group, Will downloads emails on his smartphone from the top of a hill. Simple tricks kept them connected.



THE WONDER OF WIFI

SIM card for our iPad from Digicel Tonga and although it just barely worked outside Neiafu harbour, we were able to keep up with basic emails from other anchorages in the island group. I understand that since our visit the fiber optic cable

Three main providers operate hotspots in many locations, including some quite remote anchorages.

from Fiji has been connected to Tonga, which should mean an increase in the speed (bandwidth) and availability of Internet access.

- Website: www.digiceltonga.com
- Cost: Buy in store. \$4 TOP for SIM, \$10 TOP for 500MB data, expires in one week (approx. \$7.50 USD)
- Website: www.tcc.to
- Cost: Buy in local stores.

Fiji

Fiji has excellent 3G coverage and it's simple and inexpensive to purchase prepaid SIM cards. We bought two Vodafone 3G USB dongles for our laptops (we're bad at sharing) as well as a SIM card for the iPad. This allowed us to work from the boat, even in the Mamanuca and Yasawa island groups. The coverage in the Yasawas was concentrated at islands with backpacker/dive resorts so there were some dead zones in between.

- Vodafone website: www.vodafone.com.fj

- Cost: Various prepaid plans, i.e. \$25 FJD for 2.2 GB of data (\$13.50 USD)

- Digicel website: www.digicelfiji.com

- Cost: Various prepaid plans, i.e. \$25 FJD for 3.5 GB of data in addition to purchase of 3G dongle for \$49 FJD.



WILL CURRY

Another day at the office. Two advantages of Sarah's working-while-traveling lifestyle are that she doesn't have to dress up or commute.

Vanuatu

Our fast-paced Pacific crossing left time for us to visit only one island in the Vanuatu islands: Tanna. We anchored in Port Resolution to be as close as possible to visit the active volcano, Mt. Yasur. We found out that there was an Internet café on the other side of the island, but we did not visit it.

New Caledonia

Our exploration of New Caledonia was limited to the Noumea area while we waited for a weather window. We took advantage of the many *free* Wi-Fi connections on shore. We heard that the mobile data service is quite extensive for cruisers going farther afield but we did not try it.

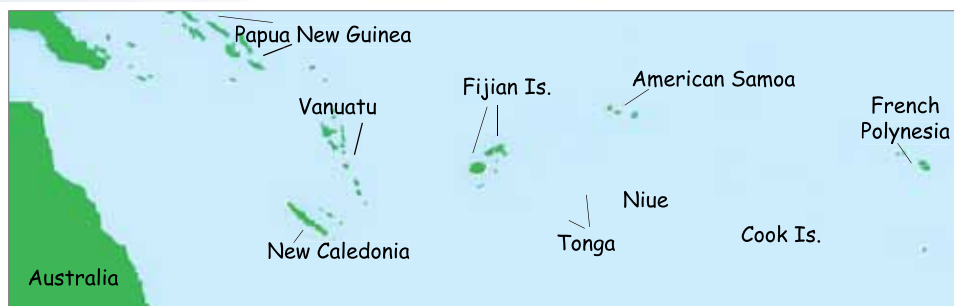
- Website: www.opt.nc

Australia

There are a number of Australian telecommunication providers, the big players being Telstra, Optus, and Virgin. Purchasing prepaid SIM card plans is the way to go and we found that the Optus mobile data coverage extended a few miles offshore all the way down the coast of New South Wales.

While at Sea

We did not have a Pactor modem for our SSB radio, so we relied on our Iridium satellite phone for email communication at sea. We took a 'vacation' from work while underway, but still used the satellite phone as a dialup modem for daily emails — to receive a GRIB file and to send out a blog post. We chose the UK-



LIVIN' THE DREAM WHILE WORKING

based MailASail (www.mailasail.com) email compression program, primarily because of its easy-to-use interface with Windows Live Mail and its ability to give us the option of downloading attachments (rather than having them stripped out completely).

Tips for Staying Connected

- Purchase a Wi-Fi booster. The Alpha Network USB Antenna Adapter we bought online for \$30 really improved Wi-Fi signal strength. (*Others cost more, but increase signal strength even more.*)

- Purchase USB extension cables. These allowed us to hang the USB dongles outside to increase the connection level to our computers, which were belowdecks.

- If you plan to use it, make sure your smartphone is unlocked before you go. (*This means it is not tied into a certain carrier's network, and can be set up to work with new service providers as you travel.*)

- Bring an iPad or tablet with SIM capability. Not only was our iPad great for quick Internet access in Fiji, but



LATITUDE / ANDY

When we ran into Will and Sarah while bareboating in Bora Bora last summer, they were happy to accept gifts of Peet's coffee and Mexican salsa. But they didn't ask us to carry letters home to their family. They had that covered.

once connected we were also able to use Google Maps (satellite views) for navigation assistance through and around

the reefs. (These can be saved in your device's cache, or you can capture key area views with screen shots.)

- Most providers will sell or provide their own USB dongles. You cannot re-use them with a different provider.

- A Wi-Fi modem requires only one SIM to create your own Internet hotspot. Another way to do it is to use a single phone or tablet to create a hotspot. (*Check out this capability in your system settings.*) In hindsight, these methods would have been the most cost-effective.

- Be patient. Often the connections are slower than what we're used to here on the West Coast, but it's actually quite incredible that they are there at all!

— sarah curry

Readers — Will and Sarah didn't go to New Zealand, which is, of course, one of the most popular stops for South Pacific-cruisers. Former Latitude staffer Sutter Schumacher tells us that as much as she loves living in the land of the Kiwi, "Mobile data in NZ is expensive and stinks. Public/free Wi-Fi is all but nonexistent."

— Ed.

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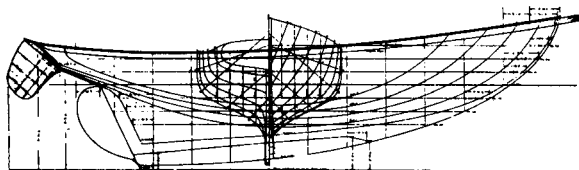
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HOW TO DESTROY YOUR DIESEL —

It's a sad fact that many marine diesels die a premature death after a mere 4,000 hours because of abuse rather than too much use.

Here are four of the worst ways to abuse of your diesel:

Don't change the impeller or keep the seawater side of the cooling system clean

The most probable cause of needing to replace an engine is because it overheated. There are a multitude of problems that overheating causes, including a leaking head gasket, cracked valves, excessive blow-by, seized pistons, and others. The most likely cause of its overheating is that some part of the seawater side of the cooling system failed.

The two main areas of concern are 1) the raw water pump and 2) the cleanliness of the seawater side of the cooling system.

1) Seawater pumps and the flexible rubber impellers in them have a limited life. As they age, the amount of water pushed through the cooling system to carry away heat decreases. Maintaining a pump requires regular inspection and changes of the impeller. How often? Yearly is a safe bet. As the impeller ages, the rubber compound loses its elasticity and ability to pump water. Replacement is a good regular preventive maintenance item.

The impeller spins in a pump housing made of bronze and stainless steel alloys. As the pump housing ages through both time and thousands of hours of use, the tolerances in the pump change as metal wears away, reducing the throughput of the pump. After a certain point, the only option is to replace the pump. When you replace the impeller, assuming the cool-



LATITUDE / ANDY

TWO INSIDER TIPS FOR LONG-LIVING DIESELS

Engine bleeding made simple —

Anyone who has tried to bleed the air out of a diesel knows the aggravation, time and mess of cracking open connections and cranking the engine or working a manual priming lever while trying to get the air out. Fortunately, there is a very simple solution: add an outboard squeeze bulb between the tank and the first filter. Yes, the same squeeze bulb you have on the outboard can be used to greatly simplify priming a diesel. They are available barbed in 1/4", 5/16" and 3/8" sizes, so you're sure to find the exact diameter you need to fit your existing fuel hoses. Be sure to install with the

arrow pointed at the engine.

What about restricting fuel flow? A 3/8" model will work in line in front of a 240hp Yanmar, so in front of your 30hp 3GM3F Yanmar (or something similar) you'll be fine. Diesel is much less dangerous than gasoline, so it's safe to use a bulb with diesel. You can leave it in place all the time, or take it out and put a hose-barb mender in place if you're squeamish about leaving it in place all the time. Use it after replacing a fuel filter. No need to pour fuel into the new filter and spill it all over; just replace the filter and squeeze the bulb till you feel it get firm and the filter will be full.

A couple more squeezes and all the air will be purged from the fuel system. You may even be able to hear excess fuel being returned to the fuel tank, so squeeze away: you can't hurt anything. Crank the ignition and the engine will fire right up.

Flush, and flush often — Seawater is corrosive. Even with zincs in the engine to help protect it, it would be better if seawater didn't sit in your engine when it wasn't running for a week, a month or a year. The best and easiest way to protect a diesel used in the ocean is to flush it with fresh water, just as you do with your outboard.

Plumbing a flush line into the strainer or intake line of the engine will allow you to add fresh water to the seawater side of

ing system is otherwise clean, and you still see weak water flow at idle or steam, you need to replace the pump. If it leaks water, it needs to be rebuilt or replaced, or at the very least monitored regularly. Leaks cause unnecessary rust and damage. Lesson: maintain the impeller and replace the pump when needed.

2) The raw water side of the cooling system is filled with corrosive salt water, which is itself destructive to the engine. This is why there are zincs in heat exchangers and some oil/gear coolers. The salt water sitting in or running through the cooling system is doing a lot more than eating away at the zincs through the process of galvanic corrosion. You can find plenty of engines with regular zinc changes that have overheated anyway.

When seawater sits in the cooling system, salt and other minerals form a hard, crusty layer on internal surfaces, both clogging up passages and insulating the seawater from the hot engine coolant on the other side of the metal in the heat exchanger. As the amount of build-up increases, the ability of the salt water to carry away heat decreases. The small passages within the cooling system also trap all the junk that makes its way through any strainers. Broken bits of pump impellers and bits of old zincs also clog up the works. Ever wonder where the little rubber bits end up when the old impeller is missing a blade? This stuff finds a place to get stuck —

Water or dirt will destroy a diesel injection pump and injectors quickly.

heat exchangers have tubes no bigger than a small drinking straw in them — and slows the flow of water, reducing the transfer of heat. Disassembling the heat exchanger (and possibly the oil cooler/gear oil cooler) every few years and getting it 100% clean will prevent an overheat. Replacing hoses when you do it eliminates the worry of a ruptured hose doing the same. Neglect these steps,

and over time "normal running temperature" of 160 degrees turns into 180, and that turns into 200, and then finally into a shut-down and boilover.

The fresh water/coolant side of the engine needs to be maintained too. But draining the coolant and replacing the fresh water hoses every 5 years is pretty straightforward, and very convenient when also cleaning the seawater side.

Don't feed it clean fuel

Pour a load of bad fuel into your tank and water or dirt will destroy a diesel injection pump and injectors quickly.

Pass a tablespoon of water through and injector and it may stick open, dumping way too much fuel into the cylinder, thus overheating the engine. You have to keep this stuff out of the fuel. Put the right size and kind of fuel filter on your engine, and you can cope with all but the worst fuel contamination issues without their becoming disasters.

Because most boat builders decide what size filter to install based on the minimum specified by the engine's man-

ufacturer, you probably have too small a filter of your boat. Put a large spin-on fuel filter (think of a 1-liter bottle) in front of the small filter you have already, and you'll capture 99% of the crud and water in the fuel before it has a chance to reach your undersized original fuel filter. You'll actually be able to survive a load of bad fuel by changing a few of these large filters or draining out large amounts of water that they can safely remove, thus protecting your engine. Small filters are quickly overwhelmed and are all but use-



MARK MATTHEWS

Not all boats allow easy access to the engine. But that's a lousy excuse for not keeping up with regular maintenance.

less in the event of a serious fuel issue.

Don't keep it dry

Engines will last a lot longer if they are dry. Engines and generators installed

the cooling system, effectively "pickling" the engine when shut down.

Just as a watermaker does not like saltwater sitting in its system when idle for long periods of time, your engine would be much happier if it were full of fresh water. This prevents salts from coming out of solution and clogging up the heat exchanger and other parts of the cooling system. If you are in a position to spare four or five gallons of fresh water while on the hook (or you have a garden hose nearby that you can attach for five minutes after you tie up, while the engine idles at the dock when you get back from a sail) you can prevent the majority of the damage that saltwater does to an engine during periods of idle time.

For the weekend sailor, the advan-

tages of flushing are tremendous as 95+% of the time the engine is sitting shut down while tied up at the dock. Even for cruisers for whom flushing is not practical to do on a daily basis, it can be very helpful if done when laying the boat up for a month in a marina or for the season when you fly home.

Boats that are hauled out can be flushed to purge the saltwater while on the hard. You will find commercially available options for adding a flush fitting to your diesel, but odds are you will have to get creative with your plumbing layout to get the fitting someplace where it is convenient, like up to the deck or into an accessible lazarette. If you have to go down into the engine compartment or stand on your head to attach the hose,

you'll never use it.

Add the ability to flush your engine and you can drastically extend the intervals for cleaning out the saltwater side of the engine, depending on how often you can flush.

As with all upgrades, you need to know that what you are doing is safe and that it won't endanger you or your boat. When dealing with hoses connected below the water line, you need to use high quality fittings, hose and clamps. Fuel connections need to be secure and not leak. Both of these upgrades require you to do your homework and use quality materials, but the benefits will do wonders toward keeping longterm costs down and simplifying maintenance.

— **tony deluca**

HOW TO DESTROY YOUR DIESEL



When little rubber fins break off an impeller or zincs break into bits, all that debris often ends up clogging your heat exchanger.

under leaky hatches or dripping scupper hoses, or that are bathed in saltwater, turn into rust balls and soon quit working.

While the mechanical parts of an engine can survive many years of moisture and rust, the engine's electrical system will die much more quickly. Corrosion on wiring and connections causes resistance. That resistance and the resulting

poor connections cause all kinds of problems: alternators fail, starters won't turn the engine over, batteries drain quickly and won't recharge, gauges stop working. If you want your engine to last, you have to keep it dry.

Fix water leaks in hoses and drains, and route water away from the engine. Make sure your hatches have gaskets and test them with direct spray from a garden

hose. Major issues can be prevented simply by keeping water off the engine. Secondly, protect the electrical components. Spray connections with water-displacing lubricants or coat them with grease.

Don't change the oil

The easiest element of engine maintenance is changing the oil. Do it whenever you have access to proper disposal facility. Don't procrastinate. Just change it.

— **tony deluca**

MAINTENANCE MATTERS

It's always wise to follow your engine manufacturer's recommended maintenance schedule. In addition, here are some guidelines:

Every 6 months or 100 hours

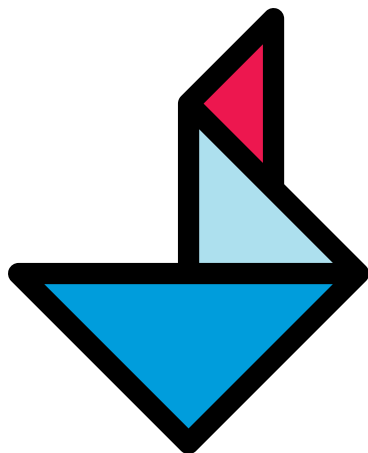
- Change oil and replace filter
- Check transmission fluid
- Perform a thorough visual inspection
- Clean up engine and touch up paint
- Check zincs (where applicable)
- Inspect exhaust system
- Inspect hoses and clamps
- Check belt tension

Every 2 years or 300 hours

- Replace fuel filters
- Change transmission fluid
- Drain, flush and refill coolant
- Replace raw water pump impeller
- Replace air intake element
- Check engine alignment

Extended maintenance (600 hours)

- Check/replace exhaust elbow
- Rebuild/replace raw water pump
- Replace all belts and hoses
- Check/adjust valve clearances
- Check head torque (to mfgs. specs)



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MAX EBB

I never miss the boat show. It's not the new boats that I need to see, not even the latest accessories and gadgets. The boat show is where I run into just about everyone I've ever sailed with, and it's hard to walk more than a few feet without stopping to chat with an old shipmate or competitor. And I always go alone, because anyone with me is going to be bored to death with the things and the people I find most interesting.

This year I decided to borrow a page from Lee Helm's playbook: Late in the day, but hours before closing, my feet were killing me and I needed a break. So I checked out the cabin of a medium-small cruising boat that wasn't getting much attention. There was no dealer's rep on board; all the cognoscenti were attracted to the much larger boats in the builder's product line. "Perfect," I thought to myself as I stepped down the ladder into the empty cabin.

The boat was really too small for a private aft cabin, but that's what it had, and it would be a perfect hideaway for a quick nap. But it was not to be.

"Someone's been sleeping in my bed!" I thought out loud, recalling the lines from the story about the bears and the little girl. "And she's still there!" Yes, there was a girl in the very bunk that I had planned to sneak a nap in myself. And I recognized her. It was Lee Helm, sawing wood in the

"You dog!" she muttered when her eyes finally opened and she returned to reality. "Like, I was totally asleep."

"Nice cabin for a boat this small, isn't it?" I said as I inspected the accommodations.

"Not a terrible cruising design," she admitted, still looking around to make sure she was really at the boat show and not overdue for her watch on deck with a squall bearing down on us. "Comfy cabin, at least."

"My definition of a comfortable cabin," I suggested, "is a bunk with no deck leaks overhead and no bilge water splashing over the cabin sole."

"And a good lee cloth or leeboard to hold you in," she added. "This bunk is way too wide for offshore. I would divide it in half with a leeboard down the middle. But, like, it would be a way easier retrofit if the bunk had two narrow cushions instead of one big wide one."

"Couldn't you just put a lee cloth down the middle, over the cushion?" I asked. "If the tricing lines were tight enough."

"Naw, the two people off-watch would still end up bumping each other. And, like, lee cloths are hot in the tropics because they sort of wrap around you. Better to have a solid board to lean against on the low side — it lets more air circulate and doesn't get sweaty in trade wind climates. Also makes your side of the bunk seem a little more private."

"But why divide up the berth in the first place?" I asked. "There are two good sea berths in the main cabin. And I don't think you'd do an ocean race on this boat with a crew of more than six, so you would have enough berths for the off-watch as is."

"Wrong," said Lee through another yawn. "With a good watch rotation system, everyone needs their own bunk. There's a whole list of reasons why. Like, someone might be seasick for the first two days and take one of the bunks out of circulation."

"I imagine it keeps the clutter way down if everyone keeps their personal gear in their own bunk," I added.

"Not to mention the personal hygiene factor," Lee reminded me. "I like crawling into my own smelly sleeping bag, not some smelly guy's."

"So with the quarter berth split, we're up to four on this boat. How would you

get the other two?"

"There's room for pipe berths over the main cabin settee bunks. Or, if it's a downwind race, the forward cabin becomes habitable as soon as the spinnakers go up. And, like, thanks to sail stacking, all the sails go on deck and the cabin stays pretty much clear of sailbags. Sail stacking on a downwind race actually turns out to be a big plus for crew comfort, not the extra burden we thought it was going to be."

"Back to your rotating watch schedule," I said. "Even if you do it volleyball style, with a new crew coming on and an old crew going off every hour, or two hours, or whatever, there's still always three crew on and three crew off, right?"

"That's what they did in the old days, Max. Before we had computers that could print out spreadsheets. It's not just like on-watch and off-watch anymore. It's on, standby-one, standby-two, and off. Standby-one means you can be down below but you have to be suited up and ready to be on deck in seconds. Standby-two, you can be undressed and in your bunk, but you're the next one called up after standby-one. That way the crew has the flexibility to get a lot of rest when conditions are stable, but there's a protocol for putting most of the crew on deck when things are gnarly."

"That means that with a six-person crew," I calculated, "you usually only have two on deck. Seems a little thin for a race boat."

"It's bad not to have enough crew on deck, but it's just as bad to have people on deck doing nothing, just because they're 'on watch.' They should be down below sleeping or resting. Sure, there's a traditional maritime work ethic about standing watch: You know, wake up 15 minutes in advance, be on deck five minutes ahead of the watch change, stay on deck come heck or high water. But it doesn't help the boat if most of that time on deck is just spent cowering under the dodger."

"Well, I really like dodgers in the ocean," I confessed. "Makes those long



Everybody's welcome to check out the new boats, both inside and out. But it's not really cool to sneak off for a nap in an aft cabin.

aft cabin, a backpack for a pillow and a bag full of boat brochures next to her. I knew what to do.

Lee! It's your watch!" I shouted into her ear. "Big squall coming...need you on deck STAT!"

"Okay, right there," she yawned, sitting up with her eyes still closed, and banging her head on the overhead. "Ow! What time is...like, what boat am I...what race is...."

"Aloha, Lee," I said.

— DODGING THE DODGER



PHOTOS MAX EBB

Not only do you get to check out all the latest gadgetry at a boat show, but you often run into longtime sailing friends.

night watches much more tolerable."

"But what can you actually do when you're on a long night watch under the dodger?" Lee asked. "Not much," she answered herself. "You can't really see anything up ahead, you can't trim sails very well from in there, and the dodger itself just gets in the way of the cabin-top sail controls. Okay, maybe a hatch hood is justified to keep spray out of the cabin, but a full cockpit dodger is just added wind drag upwind and gets in the way of sail handling downwind. Bottom line is that anyone sitting under the dodger might as well be down below, and you need a watch rotation with standby modes so that they will be down below resting up for those squally nights, instead of, like, on deck being useless."

I didn't have a good argument to come back with, except that dodgers are also good sun shades in the tropics, and good for staying out of the rain at anchor.

Meanwhile, Lee was digging through her bag of literature for something. "On the last race, we even abandoned the 15-minutes-early wake-up tradition. Instead of expecting crew to set their alarms, and worry about how much time they had left to sleep during their off-watch, we always have the watch on deck do the wake-up calls, and do them right on the hour. They are expected on

deck 15 minutes later."

"That does simplify things," I agreed. "No more little alarm clocks to worry about, and that saves a few ounces per crew!"

Lee finally located some copies of her extra-complex watch rotation schedule.

"I brought a few copies," she said as she handed me one. "Take a look. Volleyball rotation, four modes counting the standbys, variable time intervals in deference to reduced attention span late at night, and new this year: 25-hour repetition cycle, to conform with the natural biological day."

"I always thought our natural sleep/wake cycle was 24 hours," I said. "How do you come up with 25? You are talking about sailing on Earth, right?"

"Normally the daily circadian sleep/wake cycle is reset every morning by daylight," Lee explained. "But I've read studies with people deprived of any outside daily timing signal — no change in daylight, no out-

side radio or TV or Internet, and no contact with people outside the controlled environment who could give any cues as to time of day. They end up on something closer to a 25-hour cycle, not 24."

"Twenty-four point nine, actually," said a new visitor on the boat who had just walked into the aft cabin to take a look. "I participated in one of those studies when I was a psych major."

"Didn't you crew for me a few years ago?" I asked.

"Max! Yes, imagine running into you here."

I introduced my former crew to Lee.

"I'll send you a copy of the paper," he promised Lee as he sat down on the edge of the quarter berth. "Circadian rhythm in the absence of external timing inputs averaged 24.9 days. And the interesting thing is, what other periodicity in nature does this period correspond to?"

"I don't know," said an older woman's voice from the doorway to the aft cabin. "But when I'm on a cruise ship heading west, life is wonderful. They set the clock back an hour every night, so I can sleep an hour later and still get up in time for breakfast. The 25-hour day is heaven. But don't ever, ever, book a cruise passage eastbound."

It turned out that Lee knew the woman, who was also joining us in the aft cabin — Lee had sailed on her boat in a weekend regatta last year.

"Twenty-four point nine days," repeated the psychologist. "Twenty-four hours plus 52 minutes. Ring a bell?"

"It's, like, the lunar day!" Lee ex-

8-Person Watch Schedule

	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	1	2	3	4	5
skipper	ON		S-1	S-2	OFF								ON				S-1	S-2	OFF	ON			OFF	
crew 1	ON		S-1	S-2	OFF								ON				S-1	S-2	OFF	ON			OFF	
crew 2	OFF	ON			S-1	S-2	OFF						ON				S-1	S-2	OFF	ON			OFF	S-2
crew 3	OFF	ON			S-1	S-2	OFF						ON				S-1	S-2	OFF	ON			OFF	S-1
watch capt	S-2	OFF	ON				S-1	S-2	OFF				ON				S-1	S-2	OFF	ON			OFF	ON
crew 4	S-1	S-2	OFF				ON					S-1	S-2	OFF			ON			OFF	ON		OFF	ON
crew 5	S-1	S-2	OFF				ON					S-1	S-2	OFF			ON			OFF	ON		OFF	ON
crew 6	ON		S-1	S-2	OFF							ON					S-1	S-2	OFF	ON			OFF	

Notes:
 S-1 + Standby 1: geared up & ready to be on deck in seconds
 S-2 + Standby 2: in bunk, can be undressed, next one up after S-1
 Each crew moves down one row every day

Features:
 Flexibility to avoid extra hands on deck
 Flexibility to have more crew on deck when needed
 Very short on-watch during hours when performance is most impaired
 Long off-watch during the day for sleep recovery
 25-hour circadian cycle

MAX EBB

claimed. "Why would that particular periodicity be wired into our endocrine system?"

"Lots of animals live by the tides," said another voice from the main cabin. The voice belonged to an older gentleman who was peering in through the aft cabin door.

"Professor!" said the psychologist. "I didn't know you were into sailing."

"I've always had a boat," he said. "In fact Max crewed for me many years ago, but he probably doesn't recognize me now."

But I did remember the boat, once he reminded me which one it was, and I remembered that he was a professor of invertebrate zoology.

"Almost every evolutionary path involves some creatures that lived in an intertidal environment," he said. "And there are many animals that need to time their hunting or foraging to the moon. So it's not surprising that there's a circalunidian clock found in many biological systems."

"That came out in my research, too," said another expert in the field, another woman who had once crewed for the professor, as it turned out. She crammed her way into the aft cabin with the rest of us.

"For my master's thesis," she said as she found another few inches on the edge of the quarter berth to sit on, "I participated in a study of the sleep physiology of

Five reasons that each crew should have his or her own bunk on an ocean racer

1) With a rotating watch system, a different bunk will be available each time you come off watch, unless you have your own. So you never know who is sleeping where, which can be critical when you need to know which lump to shake in the dark when a particular person is needed on deck.

2) Saves clutter. You keep a lot of your personal gear in your own bunk.

3) It gives each crew a very small but very important sense of some personal space.

4) If someone is seriously seasick, they don't take a shared bunk out of circulation.

5) It's more pleasant and sanitary. You only deal with your own body odor.

submarine crews. They work an 18-hour cycle, six on and 12 off, so there's no 24-hour *zeitgeber* - that's the term of art for 'time giver.' We found 24.8 hours was the median free running circadian rhythm. And the interesting thing is, the guys on forward-rotating shifts did much worse than the crew on fixed shifts, even with the 18-hour cycle. It makes the case for not dogging the watches."

"That's really cool," said Lee, now forced farther back into the quarter berth by the crowd in what was becoming a very small cabin. "To think that we still have some timing circuits from our intertidal ancestors."

"You're telling me that a 25-hour day is best because we're evolved from barnacles?" I questioned the professor. "Even after all those millions of years of evolution?"

The professor nodded, although all the other experts in the field were skeptical.

"Maybe it's intelligent design," Lee conjectured. "We are evolving forward, into beings that are perfectly adapted to sailing west on very fast boats, with a time zone change every day. I'll take it."

— max ebb

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THE RACING

March brought an end to most midwinter racing around the Bay and ushered in some refreshing breeze toward the end of the month. Finishing the midwinter reports, we've got the **Berkeley Midwinter Champion of Champions** race, the final **Manuel Fagundes Regatta** at Golden Gate YC and other results as well. Learn how the winner of **Richmond YC's Big Daddy** pursuit race got around the course so effectively and read about **Spring One Design** racing at St. Francis YC.

BYC Champion of Champions

After four months and change, the "normal" westerly showed up on the Berkeley Circle February 24. Twenty-three of the 32 winners arrived, determined to find out who was the fastest of them all. At 1 p.m., racing was delayed by 40 minutes until a breeze filled in. In fact, the nice westerly continued to build as it was being chased by a fog bank. It truly seemed almost like summer.

The Red division, the collection of all the firsts of the previous four-month Midwinter Series was won by defending champion *Motorcycle Irene*, Will Paxton and Zachary Anderson's Express 27. It was close, though. In second, Michael Whitfield with his J/24 *TMC Racing* is still looking around for a piddly seven seconds, and third-place *Ypso*, Tim Stapleton's Cal 2-27, needed only 13 seconds to take first. Only two minutes and two seconds separated the top six finishers.

The Blue division, a collection of all of the second-place winners, was won by John Schoenecker's Olson 911S *Elusive*. Second place was again close behind — with only a 40-second difference. Jim Snow's *Raccoon*, a Cal 20, claimed this place while John Liebenberg on his Antrim 27 *Always Friday* had to be content with third. These three boats have a handicap spread of almost 200 seconds/mile.

The White division, a collection of all the third-place winners, was won by *Ragtime*, Trig Liljestrand's J/90. Then it was Tony Chargin's Moore 24 *Twoirrational*, followed by Steve Katzman's Express 27, *Dianne*.

— bobbi tosse

BERKELEY YC MIDWINTERS CHAMPION OF CHAMPIONS

RED FLEET — 1) *Motorcycle Irene*, Express 27, Will Paxton; 2) *TMC Racing*, J/24, Michael Whitfield; 3) *Ypso*, Cal 2-27, Tim Stapleton. (12 boats)

BLUE FLEET — 1) *Elusive*, Olson 911S, John Schoenecker; 2) *Raccoon*, Cal 20, Jim Snow; 3) *Always Friday*, Antrim 27, John Liebenberg. (5 boats)

WHITE FLEET — 1) *Ragtime*, J/90, Trig Liljestrand; 2) *Twoirrational*, Moore 24, Tony Chargin; 3) *Dianne*, Express 27, Steve Katzman. (6 boats)

Complete results at www.berkeleyyc.org

RYC Big Daddy Regatta

Warm temperatures and light breeze had some observers wondering if any boats would start this year's Big Daddy Regatta, hosted by Richmond YC on March 8-9. Yet, despite the challenging conditions, race organizers did their best to get boats around the courses.

Saturday's racing actually got off to a pretty good start, relatively speaking, if you were on the Deep Water Course. In breeze of around 5 knots, the RC got three starts off toward the windward mark at about 280-300 degrees. But then the wind dropped to 3-4 knots and it

wasn't possible to start the remaining fleets. For the three fleets that had started, the unfortunate wind condition led the RC to abandon the race. The wind never returned and no boats finished on the DWC Saturday.

Over at the Olympic Circle Course, three races were also scheduled, and two were completed. The first race had to be abandoned due to — wait for it — lack of wind. But the afternoon breeze filled in and racers returned to Richmond YC for the always-entertaining



after-party.

Sunday's pursuit race around Angel and Alcatraz Islands — in either direction — proved challenging as well. The strong ebb brought counterclockwise competitors through Raccoon Strait with a light northerly and a good ebb. Getting around Alcatraz proved more challenging, though.

John Clauser's *Bodacious+* crew decided that if they could fly a kite from the start to Alcatraz, clockwise was the way to go. John also reckoned that once they got up to Raccoon Strait the adverse ebb would diminish, which it did. Inside the Strait, John saw close competition between his boat, David Rasmussen's Synergy 1000 *Sapphire* and Kame Richards' Express 37 *Golden Moon*. Instead of hugging Angel Island's beaches for current relief, he went for more breeze in the middle and found beneficial current on the Marin shore. The same northerly that filled in for one of the courses on Saturday held on Sunday afternoon, and, with code zero flying, *Bodacious+* sailed to the finish for the win.

— ross



Will Paxton's boat partner Zach Anderson and their crew Angie Liebert accept the championship trophy at Berkeley YC.

PAUL KAMEN



John Clauser and crew chose to sail clockwise around the islands during this year's Big Daddy pursuit race — and their tactics paid off.

LESLIE RICHTER / WWW.ROCKSKIPPER.COM

RYC BIG DADDY REGATTA SATURDAY
3/8/14 (2r.0t)

WYLIE WABBIT — 1) **Kwazy**, Colin Moore, 2 points; 2) **Weckless**, Tim Russell, 6; 3) **Mr. McGregor**, Kim Desenberg, 7. (8 boats)

EXPRESS 27 — 1) **Dianne**, Steve Katzman, 2 points; 2) **Wetsu**, Phil Krasner, 6; 3) **Libra**, Marcia Schnapp, 6. (6 boats)

J/70 — 1) **Jennifer**, Chris Kostanecki, 2 points; 2) **Perfect Wife**, Chris Andersen, 5; 3) **Sugoi**, Mark Nelson, 6. (5 boats)

ULTIMATE 20 — 1) **Udecide**, Phil Kanegsberg, 3 points; 2) **Layla**, Tom Burden, 3; 3) **Too Tuff**, Thomas Hughes, 8. (5 boats)

PHRF E — 1) **Chaos**, Olson 30, Ray Wilson, 2 points; 2) **Yankee Air Pilot**, Olson 30, Donald Newman, 5; 3) **Arcadia**, Modified Santana 27, Gordie Nash, 5. (7 boats)

PHRF F — 1) **Frog Lips**, J/24, Richard Stockdale, 2 points; 2) **El Gavilan**, Hawkfarm 28, Chis Nash, 4; 3) **Luna Sea**, Islander 36, Dan Knox, 7. (7 boats)

RYC BIG DADDY PURSUIT RACE SUNDAY
3/9/14

MONOHULL — 1) **Bodacious+**, 1D48, John Clauser; 2) **Sapphire**, Synergy 1000, David Rasmussen; 3) **Golden Moon**, Express 37, Kame Richards. (75 boats)

MULTIHULL — 1) **Shadow**, Formula 40, Peter Stoneberg; 2) **SmartRecruiters**, Extreme 40,

Jerome Ternynck; 3) **Adrenaline**, D-Cat, William Erkелens. (8 boats)

Complete results at www.richmondyc.org

StFYC Spring One Design

Conditions couldn't have been better for participants in the Spring One Design regatta hosted by St. Francis YC March 15-16. Fifty-five boats in the Express 27, J/105, Knarr, Melges 24 and Open 5.70 fleets enjoyed sunny, competitive conditions on the Cityfront and beyond.

Although Saturday's racing was delayed for an hour, the wind eventually filled in. Fortunately, racers anticipated the relatively light air and early ebb, resulting in only a few over-earlies but no general recalls. The breeze soon picked up nicely, ranging from 8 to 12 knots with gusts up to 18.

Sunday morning brought early fresh breeze and thus no race delay. The Express 27 fleet's long-distance race directed them out to Pt. Bonita in heavy fog, which required a race committee escort. The light air and large swells added to the challenging ocean conditions.

Back on the Cityfront, the remaining fleets had nice breeze between 12 and 18 knots, and there was only one gen-

eral recall in the J/105 fleet. First-place finishers for the most part left the close racing between second- and third-place racers. But the tightest race for first was in the J/105 fleet between Ryan Simmons on *Blackhawk* and Jeff Littfin on *Mojo*. *Blackhawk* ultimately won the regatta by two points.

Ryan's team attributes *Blackhawk's* win to their singular focus on boat speed. But being able to do that requires a lot of groundwork. They spent a lot of time making sure the boat was properly set up long before crossing the start line. "We really felt like we were in tune with the tides all weekend, always going the correct direction at the right time," says Ryan. "Great tactics helped us dig out of a couple of holes and extend leads." And of course, Ryan says none of this could have been done without his crew. "We grew so much as a team over the course of the weekend. Everyone stayed positive when we had a bad start (or starts, sorry team) and worked even harder to move up the fleet. We pride ourselves on being the hardest hiking boat in the fleet, and worked through the various maneuvers, improving every subsequent set, douse and jibe. By the end of the weekend we were able to execute flawless crew work, and cap off the regatta victory with a first-place finish."

— ross

STFYC SPRING ONE DESIGN (5r. 0t.)

J/105 — 1) **Blackhawk**, Ryan Simmons, 12 points; 2) **Mojo**, Jeff Littfin, 14; 3) **Godot**, Philip Laby, 23. (19 boats)

MELGES 24 — 1) **Wilco**, Doug Wilhelm, 8 points; 2) **Posse**, Jan Crosbie-Taylor/Sallie Lang, 14; 3) **Nothing Ventured**, Duane Yoslov, 14. (6 boats)

EXPRESS 27 — 1) **Get Happy!!**, Brendan Busch, 5 points; 2) **Wile E Coyote**, Dan Pruzan, 13; 3) **Magic Bus**, Paul Deeds, 14. (15 boats)

OPEN 5.70 — 1) **Revenge from Mars**, Dave Peckham, 7 points; 2) **Bigair**, Andrew Rist, 17; 3) **Boaty**, Ben & CJ Anderson, 17. (6 boats)

KNARR — 1) **Three Boys and a Girl**, Chris & Phil Perkins, 6 points; 2) **Penelope**, Charles Griffith, 16; 3) **Snapps III**, Knud Wibroe, 19. (10 boats)

Complete results at www.stfyc.com

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

March's racing stories included:
BAMA's Doublehanded Farallones, San Diego to PV Race, Banderas Bay Regatta, StFYC Spring One Design, RYC Big Daddy Regatta, GGYC Seaweed Soup Midwinters, Extreme Sailing Series and more!

THE RACING



Fresh breeze and sunny conditions greeted racers at StFYC's Spring One Design regatta. Clockwise from the upper left: 'Cal Maritime' prepares to hoist, Express 27s and J/105s looking for room at a crowded mark rounding; J/105s enjoying some breeze; the Express 27 'Opa!' returns from the heavy fog and large swell at Pt. Bonita; division series winners 'Blackhawk' (J/105) and 'Get Happy!!' (Express 27) catch some breeze off the north tower; leeward mark roundings get a little hairy for a Melges 24 while others look for a lane; another competitive Knarr start, smiling 'Get Happy!!' crew; fellow Express 27 'Elise' cooking along.

— All photos Leslie Richter / www.rockskipper.com unless otherwise noted.

GGYC Manuel Fagundes Seaweed Soup Midwinter Series

The final Manuel Fagundes Seaweed Soup Regatta at Golden Gate YC on March 1 proved more exciting than usual. Two boats, Bill Moore's Express 27 *Shenanigans* and Scott Easom's Farr 30 *Eight Ball*, were tied for first place after five races in separate divisions. All else being equal, the tiebreaker came down to who had beaten more boats in the series — thus giving Scott the win. This was even more remarkable since Scott had protested the race committee over an OCS call in race three, which he then won.

— ROSS

GGYC MANUEL FAGUNDES SEAWEED SOUP SERIES FINAL (5r, 11)

PHRF 1 — 1) **Racer X**, Farr 36, Gary Redelberger, 8 points; 2) **California Condor**, Antrim 40, Buzz Blackett, 9; 3) **TNT**, Tripp 43, Brad Cooper, 10. (7 boats)

PHRF 2 — 1) **Eight Ball**, Farr 30, Scott Easom, 4 points; 2) **MadMen**, J/111, Dorian Mckelvy, 13;

3) **Ragtime**, J/90, Trig Liljestrang, 13. (13 boats)
PHRF 3 — 1) **Yucca**, 8-Meter, Hank Easom, 6 points; 2) **Hawkeye**, IMX-38, Frank Morrow, 8; 3)

Michael Rohde, Matt Siddens, and Scott Easom with the Manuel Fagundes Trophy.



LESLIE RICHTER / WWW.ROCKSKIPPER.COM

Uno, Wyliecat 30, Brendan Meyer, 8. (17 boats)
PHRF 4 — 1) **Shenanigans**, Express 27, Bill Moore, 4 points; 2) **Youngster**, IOD, Ron Young, 8; 3) **Xarifa**, IOD, Paul Manning, 10. (10 boats)

CATALINA 34 — 1) **Queimada**, David Sanner, 5 points; 2) **All Hail**, Page Van Loben Sels, 10; 3) **Sea Spirit**, Kenneth Naylor, 13. (6 boats)

KNARR — 1) **Fifty/Fifty**, Brent Crawford, 6 points; 2) **Narcissus**, John Jenkins, 12; 3) **Knarr 123**, Don Taylor, 15. (11 Boats)

FOLKBOAT — 1) **Polperro**, Peter Jeal, 5 points; 2) **Nordic Star**, Richard Keldsen, 8; 3) **Thea**, Chris Herrmann, 9. (7 boats)

Complete results at www.ggyc.com

More Race Results

SEQUOIA YC WINTER SERIES FINAL (5r, 11)

SPINNAKER — 1) **Head Rush**, Antrim 27, Peter Weigt, 7 points; 2) **Relentless**, J/92, Tracy Rogers, 18; 3) **Smokin' J**, J/29, Mark Bettis, 25. (17 boats)

NON-SPINNAKER — 1) **Pole Cat**, Wyliecat 30, Dan Doud, 4 points; 2) **Ohana**, Catalina 36 MkII, Dan Lockwood, 14; 3) **Iowa**, Hunter 380, Rick Dalton, 18. (7 boats)

Complete results at www.sequoiayc.org



ROXANNE FAIRBAIRN



ROXANNE FAIRBAIRN



ENCINAL YC JACK FROST MIDWINTERS FINAL (8r.2t)

PHRF <105 — 1) **Twisted**, Farr 40, Tony Pohl, 6 points; 2) **Snowy Owl**, Express 37, Jens Jensen, 10; 3) **CruzSea Baby**, Beneteau 10R, Brian Turner, 17. (7 boats)

SPORT BOATS — 1) **JetStream**, JS9000, Daniel Alvarez, 7 points; 2) **Vitesse Too**, Hobie 33, Grant Hayes, 19; 3) **Outsider**, Azzura 310, Greg Nelsen, 20. (5 boats)

WYLIECAT 30 — 1) **Crinan II**, Bill West, 12 points; 2) **Whirlwind**, Dan Benjamin, 16; 3) **Uno**, Brendan Meyer, 18. (6 boats)

PHRF >106 — 1) **Shadowfax**, Olson 25, Mark Simpson, 7 points; 2) **Gig**, Humboldt 30, Gil Sloan, 13; 3) **Elusive**, Olson 911s, John Schoenecker, 13 points. (7 boats)

SANTANA 22 — 1) **Oreo**, Garth Copenhaver, 10 points; 2) **Pariah**, Mike Kennedy, 17; 3) **Meliki**, Deb Fehr, 17. (8 boats)

Complete results at www.encinal.org

SAUSALITO YC MIDWINTER SERIES FINAL (4r.0t.)

SPINNAKER A — 1) **Streaker**, J/105, Ron Anderson, 6 points; 2) **Escapade**, Express 37, Nick Schmidt, 12; 3) **Ohana**, Beneteau 45f5, Steve Hocking, 13. (7 boats)

SPINNAKER C — 1) **Gammon**, Tartan Ten, Jeff Hutter, 6 points; 2) **Youngster**, IOD, Ron Young, 8;

3) **Nancy**, Wyliecat 30, Pat Broderick, 14. (7 boats)
NON-SPINNAKER D — 1) **French Kiss**, Beneteau Oceanis 350, Dave Burton, 7.5 points; 2) **La Mer**, Newport 30, Randy Grenier, 8.5 points; 3) **Califia**, Islander 36, Tim Bussiek, 10. (8 boats)

NON-SPINNAKER E — 1) **Raccoon**, Cal 20, Jim Snow, 12 points; 2) **Just Em**, Cal 20, Sally Clapper, 13; 3) **Tackful**, Santana 22, Frank Lawler, 15. (6 boats)

MULTIHULL — 1) **Shadow**, ProSail 40, Peter Stoneberg, 7 points. (1 boat)

BAY VIEW BOAT CLUB MIDWINTER MADNESS FINAL (3r.0t.)

PHRF TOT — 1) **Breakout**, Santana 35, Lloyd Richey, 4 points; 2) **Cappo Gato**, Nonsuch 30, Sal Balistreri, 19; 3) **Kai Manu**, Cal 29, John Jaundzems, 20. (8 boats)

Complete results at www.bayviewboatclub.org

ISLAND YC ISLAND DAYS (5r.1t.)

PHRF <152 — 1) **Wile E Coyote**, Express 27, Dan Pruzan, 4 points; 2) **Crinan II**, Wyliecat 30, Don Martin, 10; 3) **Taz!!**, Express 27, George Lythcott, 11. (5 boats)

PHRF 168 — 1) **Bewitched**, Merit 25, Laraine Salmon, 6 points; 2) **Bandido**, Merit 25, George Gurrola, 7; 3) **Faster Faster!**, Merit 25, David Ross, 9 points (5 boats)

PHRF >152 — 1) **Wings**, Columbia 5.5, Mike Jackson, 6 points; 2) **Lelo Too**, Tartan 30, Emile Carles, 8; 3) **Boogie Woogie**, Ranger 33, John Ratto, 11. (7 boats)

NON-SPINNAKER — 1) **Meliki**, Santana 22, Deb Fehr, 4 points; 2) **Loco 2**, Mercury, Paul Mueller, 7; 3) **Scrimshaw**, Alerion Express 28, Michael Maurier, 12. (6 boats)

WILDERNESS 21 — 1) **Gold Rush**, Matt Denny, 5 points; 2) **Slice**, Mark Rommell, 6; 3) **#21**, Rich LeBlanc, 10. (3 boats)

Complete results at www.iyc.org

Great Vallejo Race Dates

We're not foolin'! Here's one more reminder that the dates for the Great Vallejo Race changed from the first weekend of May, as originally published by the Yacht Racing Association, to the last weekend in April, the 26th and 27th. Racers can sign up for the season opener regatta, which is also the first weekend of YRA's Party Circuit, at www.yra.org. Registration closes on April 24.

Now in its 115th year (again, that's no joke), the Vallejo Race remains so popular that YRA's Spring #1 and the SSS Round the Rocks Race have shifted to May 3, and Sausalito YC moved their first Twin Island Race to April 19 to avoid the conflict. You can find an up-to-date schedule of races in April and early May in this month's *Calendar*, which starts on page 12.

— *chris*

WORLD

We continue an annual springtime tradition this month by bringing you a comprehensive overview of **Greater Bay Area Bareboats & Crewed Charter Yachts.**

Meet the Charter Fleet:

A Wealth of Bay Sailing Options

When you see big crewed charter yachts breezing across the Bay, do you ever wonder what sort of people pay to sail on them? You may be surprised to learn that some charter guests are accomplished sailors who own their own boats.

When occasions arise that require a passenger capacity or special amenities that your own boat just can't provide, you'll be relieved to know that the Greater Bay Area charter fleet contains a vast collection of boat types to meet the needs of almost any special occasion.

A few examples are: wedding ceremonies or receptions, family reunion sails, corporate teambuilding events, milestone birthday parties, retirement parties, divorce celebrations, you name it. As you'll see in the following listings of large-capacity vessels (as well as the six-passenger boats we'll present next month), there's a great variety of boat types to choose from, including traditionally rigged schooners, modern former race boats and flat-sailing catamarans. All are accessible to folks of all ages with no sailing skills required whatsoever, as their charter prices include the services of professional crew. That said, participation in some of the sailing chores is often encouraged.

We've also updated what we hope is a comprehensive list of every drive-it-yourself bareboat available for hire in the Greater Bay Area (including Monterey Bay). There are roughly 250 of them and almost all are managed by sailing schools — usually called 'clubs' — that offer a full spectrum of courses, from basic sailing to coastal cruising and celestial navigation.

In most cases, you don't have to be a member of the club to rent a boat, although nonmembers may pay somewhat higher rental prices. Be aware also that the first time you charter with a company you'll probably have to do a 'check-out' with their staff so they'll feel confident that you're not going to run the pride of their fleet into a cruise ship. Getting checked out a few days in advance will save precious charter time.

The availability of this vast fleet can be a great resource for prospective boat buyers too. Are you in the market for a Beneteau, Catalina, Hunter or J/Boat? Renting lets you sample each of these boat types and others before pulling the trigger on that very expensive decision.

Bareboating for a weekend or longer can also be a great introduction to what the cruising life is all about. Not only can you practice trimming sails, but you can practice navigating, assessing tides and anchoring.

Crewed Charter Vessels 'Multi-Passenger' Vessels (7+) (alphabetically)

Adventure Cat. This 55-ft catamaran was built specifically for chartering on SF Bay. One of the fastest local charters, she's been clocked at 20 knots. Guests can ride on the open-air trampoline, forward, or within the sheltered salon.

- Carries up to 48 passengers.
- Berthed at Pier 39, Dock J, in San Francisco.
- Available for scheduled sails daily (individually ticketed), private group charters, and special events, including weddings, whale watching and corporate programs.
- (415) 777-1630 or (800) 498-4228; sharon@adventurecat.com; www.adventurecat.com

Adventure Cat 2. This 65-ft cat, like her older sister (above), is fast and fun, but can carry twice as many passengers. For really big groups, consider chartering both boats and sail together in tandem.

- Carries up to 99 passengers.
- Berthed at Pier 39, Dock J, in San Francisco.
- Available for private group charters and special events, including weddings and corporate programs.
- (415) 777-1630 or (800) 498-4228; sharon@adventurecat.com; www.adventurecat.com



'Adventure Cat 2' is fast and fun.

BAY AREA BAREBOATS

As the following list demonstrates, there is a wide variety of sail-it-yourself bareboats available for rent in the Bay Area. Compiled here are listings from the area's principal companies (listed alphabetically). We've attempted to be as up-to-date and comprehensive as possible. We regret any errors or omissions.

SAILING SCHOOLS

Afterguard Sailing

Oakland & Treasure Island
(510) 535-1954 Ranger 22,
info@afterguard.net
www.afterguard.net

• SMALL BOATS •

Capri 14 (2)

• 30' & UNDER •

Ranger 22
Ranger 23 (2)
J/24,
Cal 25
Catalina 25
Ranger 26 (3)
Capri 30

• 31' - 35' •

Ericson 32
Seawind 1000 (33x19') cat
Targa 10.1
Ericson 34
Pearson 35

• 36' - 40' •

Maxum 38' power

• OVER 40' •

Dynamique 62

Club Nautique

Sausalito, Alameda
(800) 343-SAIL
marmand@clubnautique.net
www.clubnautique.net
AL = Alameda ; SA = Sausalito;

• 30' & UNDER •

Colgate 26 (7) AL, SA

• 31' - 35' •

Hunter 31 (4) AL, SA
Beneteau 31 (5) AL, SA
Jeanneau 32 (2) AL, SA
Hunter 33 (3) AL, SA
Beneteau 34 (4) AL, SA

• 36' - 40' •

Dufour 36 (1) AL
Hunter 36 (1) SA
Beneteau 37 (4) AL, SA
Beneteau 38 (1) AL
Beneteau 40 (2) AL, SA
Jeanneau 40 SA

• OVER 40' •

Hunter 41 (1) AL
Beneteau 41 (4) AL, SA

J World

Oakland, Puerto Vallarta
(800) 910-1101, (510) 271-4780
info@sailing-jworld.com
www.sailing-jworld.com

• 30' & UNDER •

J/80 [26] (7)

• 31' - 35' •

34' J/105 (3)

• 36' - 40' •

36' J/109
40' J/120 (2)

• OVER 40 •

Santa Cruz 50

Modern Sailing School & Club

Sausalito (800) 995-1668
mollie@modernsailing.com
www.modernsailing.com

• 30' & UNDER •

Catalina 30 (3)

• 31' - 35' •

Beneteau 31
Pearson 32
C&C 32
Beneteau 33
Beneteau 35

• 36' - 40' •

Catalina 36
Beneteau 36.7
Beneteau 37 (2)
38' Seawind 1160 Cat

• OVER 40 •

Beneteau 41
Beneteau 42
Beneteau 43
Sense 43
S&S 44

Monterey Bay Sailing

Monterey (831) 372-7245
www.monterey sailing.com

• 30' & UNDER •

Pearson 27

• 31' - 40' •

Celestial 32
San Juan 33

OCSC

Berkeley (800) 223-2984
info@ocscsailing.com
(membership required)
www.ocscsailing.com

• 30' & UNDER •

J/24 (22)
Olson 25 (4)

• 31' - 35' •

Catalina 310
Catalina 320 (4)
J/105 [34] (5)
J/109 [35]

• 36' - 40' •

Catalina 36 (3)
Sabre 362
Mahe 36 cat
Beneteau 373

Argosy Venture: This 101-ft Nevins motorsailer also offers expeditions beyond the Golden Gate. Built as a private luxury yacht in 1947, her bright-work and period styling are an eye-catching sight when she roars across the Bay at 12 knots.

- Carries up to 12 passengers.



'Argosy Venture' is a rare classic.

- Berthed at Brisbane Marina.
- Available for special custom charters locally (including corporate), family charters and expeditions, as well as film and dive charters.
- (650) 952-4168; www.argosyventure.com

Bay Lady: At 90 feet in length, she is the largest Coast Guard 'certified' traditional sailing vessel on the West Coast. Built of steel for chartering, her



The steel schooner 'Bay Lady' carries 80.

design combines modern strength and safety features with an old-time sail plan. Guests are invited to participate in sailing this great schooner.

- Certified for 90 passengers (most comfortable with about 70-75).
- Berthed at South Beach Harbor, San Francisco (next to AT&T Ballpark).
- Private groups, weddings, celebrations, corporate offsites, Angel Island BBQs, baseball parties to McCovey Cove, some scheduled sailings (individually ticketed Brunch & Sunset Cruises). (415) 543-7333; rendezvous@earthlink.net; www.rendezvous-charters.com

Bay Wolf: This pedigreed Santa Cruz 50 ocean racer is a veteran of many Hawaii and Mexico races. With her new mast, rigging and other upgrades, she promises fast, exhilarating Bay sailing.

- Certified to carry up to 24 passengers, but focuses on groups up to 18.



'Bay Wolf' is fast and fun.

- Pickups in San Francisco and Sausalito.
- Available for private group charters, teambuilding, lessons, corporate charters, ash scattering or special events. Passenger participation highly encouraged.
- (650) 492-0681; info@sfbaysail.com; www.sfbaysail.com

Caprice: This lovely, Australian-built, Seawind 1160 was delivered to SF Bay by owners, Dan and Carol Seifers. Dan holds a USCG Master's license and is an ASA instructor qualified to teach on catamarans and monohulls.

- Carries up to 12 passengers.



'Caprice' has crossed the Pacific.

- Berthed in Point Richmond.
- Available for private charters, special events, intimate weddings, corporate events, preparation for bareboat catamaran charters, private celebrations of life with ash scattering and sailing instruction.
- (510) 232-5820; seifers@pacbell.net; www.sailingcaprice.com

Cat Ballou: Originally a Caribbean charter yacht, this is a sweet-sailing Catana 42 catamaran. Chuck is a management consultant by trade, and



'Cat Ballou' is ideal for 'teambuilding.'

• OVER 40' •
Jeanneau 494
Tartan 4100
.....

Pacific Yachting/Sailing
Santa Cruz
(831) 423-SAIL (7245)
(800) 374-2626
info@pacificsail.com
www.pacificsail.com

• 30' & UNDER •
Santa Cruz 27
Catalina 28
30' Olson 911s

• 31' - 35' •
Catalina 31
Catalina 32 (3)
Beneteau 32
Hunter 33
Catalina 35

• 36' - 40' •
Catalina 36
Hunter 36

• OVER 40' •
Beneteau 46.1
.....

San Francisco Sailing School & Club
(415) 378-4887
www.sailinglessonsfsf.com

• 30' & UNDER •
Ranger 23 (5)
Columbia 23
Catalina 27

• 31' - 40' •
Islander 36
.....

Spinnaker Sailing of San Francisco
(415) 543-7333
www.spinnaker-sailing.com

• 30' & UNDER •
Viper 640 [21]
Ultimate 20
Ultimate 24
Santana 22 (2)
Santa Cruz 27 (3)

• 31' - 35' •
Flying Tiger 10 [32]
Catalina 320
Catalina 34
Catalina 35
Hunter 356 [35]

• 36' - 40' •
Beneteau 393
C&C 40

• OVER 40' •
Hunter 410
.....

Spinnaker Sailing of Redwood City
(650) 363-1390
(membership required)
www.spinnakersailing.com

• 30' & UNDER •
Cal 24 (1)
Merit 25 (12)
Catalina 27 (5)

• 31' - 35' •
Hunter 33 (1)
Beneteau 39 (1)
.....

Tradewinds Sailing School & Club
Marina Bay, Richmond
(510) 232-7999
staff@tradewindsailing.com
www.TradewindsSailing.com
Brickyard Cove / Richmond Marina Bay

• 30' & UNDER •
Capri 22 (7)
Catalina 270
Catalina 30 (2)
Newport 30

• 31' - 35' •
Beneteau 323 (2)
Beneteau 31 (2)
Dufour 31
Dufour 33
Catalina 34
Hunter 34
Beneteau 34
Hunter 356
Catalina 35

• 36' - 40' •
Catalina 36
Catalina 38
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WORLD

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- Berthed at Richmond Marina, with pickup opportunities in San Francisco or Marina Bay.
- Available for day sails, special corporate events or individually ticketed scheduled celebrations, public holiday parties, and marine education sailings.
- (415) 580-0335; sail@wyliecharters.com; www.wyliecharters.com

Desiderata: This elegant Islander Freeport 41 can cruise the Bay and Gate, sail to the Giants, picnic at Angel Island, or voyage overnight to Napa for winery visits, all on a stable, dry and speedy center cockpit ketch.

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Eros: This exquisite 103-ft schooner was built in the UK in 1939 for aristocracy. A museum-quality restoration of her was recently completed, mak-



'Eros' sails the Bay and beyond.

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- Carries up to 12 passengers.
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Freda B: 80-ft Luxury schooner built along the lines of traditional coastal schooners from the mid-1800's. Restored in Bristol fashion, with the creature comforts of a fine yacht: knowledgeable crew, flat screen TV, iPod compatible, excellent catering paired with Sonoma and Napa Valley wines.

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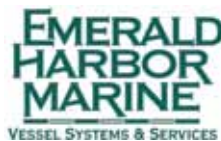
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OF CHARTERING



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Gas Light: This 72-ft schooner is a modern example of an 1874 SF Bay scow schooner. With a bright, comfortable cabin, plenty of on-deck seating, and a stable sailing experience. Offering a glimpse into SF's maritime history plus a hands-on sailing experience.

- USCG certified for up to 49 passengers.
- Berthed at Schoonmaker Point Marina, Sausalito.
- Available for private group charters; special events, corporate outings and teambuilding, weddings, birthday parties and educational excursions on the Bay.
- (415) 331-2769; gaslightcharters@gmail.com; www.gaslightcharters.com

Glory Days is a Morgan Out Island 51 staysail ketch. This luxury yacht is comfortable, fun and a great boat in the high winds of San Francisco Bay.

- Carries up to 42 passengers.
- Berthed at Pelican Harbor.
- Available for corporate teambuilding and private



'Glory Days' outside the Golden Gate.

day sails, special events, individually ticketed scheduled sails, BBQ cruises to Angel Island, weddings and memorial ash scatterings.

• (800) 849-9256 or (415) 336-0392; captam@sailsfbay.com; www.sailsfbay.com

Just Dreaming: Her teak and mahogany hull give a smooth, comfortable ride. Three staterooms, two heads (one with shower), full galley, and a luxurious Gatsby-era main salon. Forward and aft decks allow plenty of space for socializing.

- Certified for 42 passengers and a crew of two.
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Bay cruises, weddings, rehearsal dinners, bachelor(ette) parties, networking events, reunions, holiday dinners, dolphin/whale watching, backwater California vacations, singles events.

• (888) SFO-BOAT or (415) 678-0707; justdreamingyacht@gmail.com; www.justdreamingyacht.com

Nehemiah: This classic wooden ketch has circumnavigated twice, under previous owners. Solidly built and traditionally rigged, she is an ideal platform for pleasure sailing, as well as hands-on training, including "at-risk" youth sail training, the captain's true passion.

- Carries up to 29 passengers.
- Berthed at D Dock, Richmond, Marina Bay, 2600



'Nehemiah' has circumnavigated twice.

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WORLD

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- Berthed at Jack London Square, Oakland.
- Available for corporate teambuilding, birthdays, anniversaries, lessons and ash scattering charters. Passenger participation highly encouraged.
- (650) 492-0681; info@sfbaysail.com; www.sfbaysail.com

Privateer: This Islander Freeport 41 cutter has teak decks, finely varnished trim and many bronze fittings. Come see her mysterious stained glass.

- Certified for 28 passengers.
- Berthed at San Francisco's Pier 39.
- Specializes in scheduled 90-minute and 2-hour Bay sails (individually ticketed). Also available for private charters for all events and occasions.
- (415) 378-4887; sailing@sailsf.com; www.sailsf.com

Ruby: She started chartering in 1981, and proved her seaworthiness the next year by winning the Doublehanded Farallones Race. A veteran of cruises to Mexico, the Channel Islands and Delta, her skipper & crew have lots of party experience.

- 28 passengers.
- Berthed at The Ramp Café, S.F.
- Private parties and public sails.



'Ruby' is a longtime S.F. favorite.

- Call (415) 272-0631; rubysailing@yahoo.com; www.rubysailing.com

Santa Maria: Interestingly, this Islander Freeport 41 ketch was built for Wile E. Coyote cartoonist Chuck Jones. A complete refit was done on her in 2006, with a wall-to-wall teak interior.

- Certified for 36 passengers.
- Berthed at Pier 39.
- Offers private charter for all occasions, also match racing with the *Privateer* for teambuilding events. These are the only two identical inspected vessels on the Bay.
- (415) 378-4887; sailing@sailsf.com; www.sailsf.com

Seaward: Owned by the nonprofit Call of the Sea, during spring, summer and fall this 82-ft staysail schooner's primary function is Marine Environmental Education for Bay Area students. She winters in Mexico, offering programs combining education, seamanship, marine environmental

studies, and fun in the sun.

- Carries up to 40 passengers on day trips; 14 for overnights.
- Berthed at Sausalito.
- Available for youth educational day sails, sched-



The sail training schooner 'Seaward'.

uled (individually ticketed) public sails, overnights to Drakes Bay and the Farallones, private group charters, corporate events, and 'adventure sailing' in Mexico during the winter.

- (415) 331-3214; info@callofthesea.org; www.callofthesea.org

Tahoe Cruz: This Santa Cruz 50 sails daily out of Tahoe City Marina's Tahoe Sailing Charters, with captains Jim Courcier and Mike Pavel, from May to October. Prevailing SW afternoon breezes make for ideal sailing conditions.

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- Specializes in affordable and scenic 2-hour

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Team O'Neill: O'Neill Yacht Charter's 65-ft catamaran is the ideal venue to experience the beauty and thrill of Monterey Bay for novices and seasoned sailors alike.

- Carries up to 49 passengers.
- Berthed at Santa Cruz Yacht Harbor.
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- (831) 818-3645; sailingsantacruz@gmail.com;

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USA 76: 84-ft America's Cup IACC yacht that raced in the 2003 Louis Vuitton Cup in NZ. America's Cup champion Brad Webb brought her to the Bay to share the thrills of pro racing in a rare, participatory experience.

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- Berthed at Pier 39 in San Francisco.
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'Woodwind II' glides across Lake Tahoe.



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— andy

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CHANGES

With reports this month from **Ppalu** in Sint Maarten, where one hull was holed; from **Pincoya** on the hard way back from New Zealand; from the Wanderer on the differences between **Mexico and the Caribbean**; from **Cocokai** on passage from Cape Town to St. Helena; from **Maya** on the charms of Bequia; from **Mintaka** on hauling in Panama; and **Cruise Notes**.

Cat Ppalu — Spronk 75 Cat D Randy West, 'HQ' Roberson The Partial Sinking of Ppalu (Sint Maarten, Netherlands Antilles)

There was bad news out of Sint Maarten on March 8, which was also the second day of racing in the three-day Heineken Regatta. D Randy West, noted



D Randy rolls his eyes at the mistake he made. HQ stands by her man.

Caribbean character and big-cat racer, had spent the day racing aboard the Gunboat 62 *Tribe*. Joanne, aka HQ, his girlfriend as well as the quiet yin to his loquacious yang, picked him up after the race. They planned on returning to their 75-ft cat *Ppalu* for dinner.

Ppalu is the 13th and largest of the 50 or so catamarans designed by the prolific Dutchman Peter Spronk, who designed many of the early big charter cats in the Caribbean after moving to the West Indies from South Africa. "If it's not a cat, it's a dog", was the taunt back in the day. Many of his cats are still in full charter service.

Having been built on the shores of St. Martin's Simpson Bay Lagoon, *Ppalu* was carried to the water by human hands — including those of D Randy — in 1975. French sailing legend Eric Taberly was slated to race her across the Atlantic in the Route de Rhum, but something came up, so she was raced as *Paul Ricard* with

After seven months in the yard at St. Kitts, with lots of money and sweat poured in, the newly painted 'Ppalu' looked good.

Marc Pajot, French sailing legend in the making, at the helm. While *Ppalu*/*Paul Ricard* was very fast, she didn't do well, as her starboard hull was holed.

As was the case with many old racing cats, *Ppalu* took her old name back and began many years of day chartering in the British Virgin Islands. Tens of thousands of non-sailors took their first sail on her. After nearly 40 years as a 'cat-tlemaran', and indifferent maintenance, *Ppalu* came on the market last year for very little money. It was the opportunity that D Randy, who has pined for *Ppalu* for decades, had been waiting for.

D Randy bought *Ppalu*, after which he and HQ spent seven months at the yard in St. Kitts, investing lots of tropical sweat and money in bringing the huge cat back to sailing condition. Their only break was to come to San Francisco to watch the America's Cup. They left with Oracle down 1-8, the New Zealand victory a foregone conclusion.

Just prior to the Heineken Regatta, D Randy and friends sailed *Ppalu* from St. Martin to St. Barth. Despite her age, the typically low-slung Spronk ketch-rigged cat still hit 11 knots to weather and easily 20 knots off the wind.

Returning to the present, when D Randy and HQ got back to *Ppalu* that second night of the Heineken, their worst nightmare had come true. A reversal in the normally reliable easterly tradewinds had resulted in *Ppalu*'s starboard hull swinging around and onto the sand and rocks of Simpson Bay's Kim Sha Beach.

A salvor promised to come with air bags, but arrived without them. A second salvor arrived, but the two salvors refused to work with each other. All the pumping in the world couldn't have kept the decades old marine-ply starboard hull from submerging to deck level anyway, for as a diver soon discovered, she was badly holed. And with all of D Randy's tools in that hull.

"Buzzard luck on the sinking of *Ppalu*," D Randy later wrote. "My bad as it was I who put out 60 feet of chain 59 feet from the corner of the reef. I had anchored there many, many times with my 60-ft Spronk cat *Shadowfax* and never had a problem, but *Ppalu*'s 4-foot wider 28-ft beam made all the difference in the world."



The next day the big wounded cat was hauled at Bobby's Mega Yacht Yard, where the full extent of the damage became obvious — 20 feet of the bottom of the starboard hull ripped open and a couple of stringers badly damaged. It's all repairable, of course, as all it takes is marine ply, glue — and a pile of money. There are lots of very wealthy people sailing the Caribbean on big sailing yachts, but D Randy is not one of them. He's been trying to restore and run a very large older cat on a budget and with donations from many members of the marine industry. This is a very big hit.

Did we mention the cat's insurance had just lapsed? After all, what could happen to her?

The day after the sinking, D Randy —whom the Wanderer and de Mallorca have known separately longer than they have known each other — was uncharacteristically discouraged. "HQ and I are



D RANDY

IN LATITUDES



PHOTOS COURTESY JOANNE ROBERSON

Spread; There was no way the 40-year-old marine ply could stand up to a night of being ground against sharp rocks by the harbor slop. Inset; D Randy and HQ's feet dangle above the 20-foot long hole in the starboard hull. After seven months in the yard, it's hard to go back.

going to drink a couple of bottles of wine and figure out what we're going to do," he told *Latitude* by telephone. A few days later, they still didn't know exactly what they were going to do.

D Randy knows more people in the Caribbean than anyone. If they could all just chip in \$20, D Randy and HQ's dream would be sailing again. We'd sure be in. And for a lot more than \$20. *Ppalu* was going to be our ride for this year's Voiles. We're hoping that she will be ready for next year's Voiles.

— *latitude/rs* 03/11/2014

Pincoya — Island Packet 44 Gene and Gloria Watson Return From New Zealand (Salt Lake City, Utah)

After three years in the South Pacific,

it was time for us to head back to Mexico for more cruising and to pursue land adventures in South America. How to get back to Mexico was a common subject of discussion among the cruising fleet in the South Pacific. We always returned to the idea of taking the more adventurous route: sail east from New Zealand at 40°S around the end of May when the westerlies have moved farther north, toward the Australs or Gambiers of French Polynesia. From there we would sail to Tahiti and the Tuamotus, and then continue on to the Marquesas, the northeasternmost islands of French Polynesia. We would then sail northeast from the Marquesas in No-

vember, when the hurricane season was over in the Northern Hemisphere and the trades would — hopefully — be lighter. We could then make landfall anywhere along the long mainland coast of Mexico or Central America.

It took us two years to prepare for the trip, as we had to spend six months in Fiji, then a month in Vanuatu, so we could arrive 'late' in New Zealand. This meant we could stay our six months in Kiwiland and not have to leave too early for our jumping-off weather window.

We left Opua last May 30. The first thing you realize when you leave the comfort of land for the Southern Ocean is that you are on your own. There isn't much vessel traffic down there. Second, you have to deal with the unpredictability of the weather, as there is no shelter for thousands of miles. You also have to wear fleece and flannels the whole time, as we had air temps of 55° to 60°.

We left on a beautiful, light-air day, and had the same mild conditions for a number of days. This was a good thing, because we hadn't been at sea for six months, and because even though Gloria takes Stugeron, she still gets seasick. The mellow start might have helped her keep from getting seasick the whole time — despite the very rough weather we would encounter later.

We expected the voyage to take 20 to 25 days. Rene and Cheryl on *Gypsy Blues* left when we did, so we set up a local net. We also checked in with the Pacific Seafarer's net daily.

The second day out, the wind freshened from the west and we were able to sail a roly wing-on-wing course. Our water world was wonderful a week later, as we'd adjusted to our daily routine of watches, getting weather GRIBs and faxes, and periodic updates from weather

It was a long and rough trip back to Mexico from New Zealand, but once back in the calm marina waters, Gloria and Gene could smile again.



LATITUDE / RICHARD

CHANGES

guru Bob McDavitt. And we did plenty of reading. To think we had worried endlessly about making this supposedly adventurous passage!

But we should have worried, as day eight found us preparing to deal with the changing weather pattern. Our 2500-mile journey from New Zealand to French Polynesia was almost entirely within that part of the wind world known as the Southern Variables, aka the 'horse latitudes', which feature traveling highs and lows. In this part of the Southern Ocean, high and low pressure systems move from west to east at a pace of several hundred miles a day. We could travel about 100 to 150 miles a day, so we were continually being overtaken by alternating highs and lows.

Nine hundred miles into our trip, at about 37°S 168°W, we had two weather systems go over us. The wind had increased to 25-29 knots from the ESE, and we steered on a close reach heading northeast. We carried just a triple-reefed main and a staysail. There were 12-foot swells, and waves occasionally broke over the whole boat.

We thought we were in control and moving along nicely — until McDavitt sent us an email instructing us to do a U-turn and sail 300 miles to the northwest! This was to avoid a low forming to the northeast of us that was causing a significant Squash Zone — dreaded words — between it and the 1042 high in the direction we had been going. The narrowing isobars meant very strong winds and big seas.

It blew between 30 and 35 knots the next couple of days, with gusts to 42 knots and seas to 18 feet. We carried a triple-reefed main and put out a Delta Drogue in order to reduce our speed to 5 knots, making steering easier for the au-

Gene and Gloria seldom saw calm conditions such as these. Their Island Packet 44 saw lots of very rough weather, and stood up to it.

topilot. There was complete cloud cover and it was ugly outside. We moved into the cabin and used the autopilot remote and the belowdecks chartplotter to steer *Pincoya*.

Waves hitting the boat sounded like logs colliding, and blue water was going over the entire boat. Fortunately, neither of us got seasick — probably because we took Stugeron twice a day.

We were nervous when the storm first hit, but after the first 24 hours it felt as if we could make it through the next four days. But was disheartening to have to backtrack. *Wetnose* was on the same passage that we were, but a day ahead, and thus not positioned to turn back. They ended up in the Squash Zone with 50-knot winds. They hove to and survived.

Another huge high approached us after that. McDavitt said it's only been in recent years that he's seen such highs in this part of the Pacific, with hardly a low in between. It was just our bad luck, as the next couple of days the conditions worsened. It was amazing to go out into the cockpit and look out at the huge waves, spray and spume, with the storm petrels dancing through the watery mountains and valleys. *Pincoya* still had a triple-reefed main and was towing the drogue. We were having constant 30-40 knot winds and seas to 24 feet.

Gloria was thrown out of her berth and got a black eye to go with a sprained wrist. Gene ripped a finger tip from trying to hang on to a post. Everything on the boat found the lowest possible place to rest — including us! We had to switch computers as one took a dive to the cabin sole and would no longer print.

The huge waves that crashed over our boat sent blue water coming in through sealed dorade vents. They also sent water sideways under our dodger and our closed and covered companionway cover, soaking our galley floor and aft stateroom sole. Getting around on the boat was a serious adventure that had to be timed with the waves, boat pitches, and how far it was to the next handhold or foothold. Four-point contact was highly recommended in these conditions. For instance, two feet, one butt, and one hand, or two hands, a shoulder or thigh, and one foot.

During the first part of



the passage, when everything was wonderful, we had seriously contemplated sailing east to the Galapagos via the Southern Ocean, instead of our original plan of the Marquesas and directly to Mexico. That plan had been totally forgotten in the bad weather.

After 13 days at sea, we had sailed 1,200 miles, but had only made 880 miles to the good. Doing a 180° turn back toward New Zealand, with a northerly twist to circle around the 1042 high, and the Squash Zone resulting from a collision with a low, caused us to lose a lot of forward progress.

When the storm abated, we were alive and well at 25°S 174°W, with only minor injuries. And we still had our big Jordan Series Drogue in reserve in case things got *really* bad. Our Island Packet 44 was holding up well, as we only found a couple of small leaks.

The six months that we'd spent in New Zealand replacing the standing rigging, reworking the sails, and getting a new dodger, bimini and stern pulpit lee cloths to help keep water out of the cockpit, really helped. So did rebuilding the wind



PINCOYA

IN LATITUDES



ALL PHOTOS COURTESY LATITUDE / RICHARD

'Hoarders and Tossers' revisited. Six months ago we cleaned out 'Profligate's main food locker, disgusted by the amount — actually weight — of the staples we were dragging around the ocean. Yet just months later we found the locker full again! Prior to the Ha-Ha, person or persons unknown had purchased 11 tubes of wasabi, plus 240 sheets of seaweed for sashimi! And after our throwing out 75 pounds of pasta/rice months before, 30 more had appeared. What's a captain to do?

generator and adding new batteries. Part of good 'luck' — and survival — is a result of thorough preparation.

After the high moved east, and with the top of a low approaching, we finally got to turn NE on a reach with winds at 15 to 20 knots out of the WNW. This allowed us to sail at 6 to 7 knots, and finally east in the direction we wanted to go. Forty-knot squalls developed at night to keep us entertained.

Day 15 brought a sunny morning followed by more clouds in the afternoon. It seemed to be a pattern in this area. We were now at 29°S 165°W, and well east of our previous most easterly position. And we were still riding the top of the low that was moving by. After receiving another passage update from McDavitt, we made sail changes to broad reach to the east. This was more comfortable and would get us east faster — which was important, since McDavitt was predicting a new low

forming northeast of us that would give us easterly headwinds! We needed to be far enough east to be able to use the easterlies to go NNE to Raivavae.

As the new weather pattern approached, we had several brilliant days sailing with westerlies. Then the breeze gradually clocked around to WSW, SW, and S, and increased to 20-30 knots, rising higher in squalls. We were in a minor Squash Zone and sailing with a third reef, staysail, and hanky of a jib. Our downwind sail became a beam reach, and as the winds rotated to the east, we became close hauled, forereaching into 20+ knots, with *Pincoya* frequently getting buried under waves. It was a rough ride once again.

Above decks, chafe was an issue, as several lines were damaged. Some spots were wrapped with sail-repair

tape to get them through the passage. We forged on, hoping the high would move east soon, and allow northerlies to scoot us the last 120 miles to our destination. We were so looking forward to the three-inch waves of a lagoon!

The sky finally cleared and the weather changed. With northerly breezes at midnight, we turned SE to begin our approach. The wind gradually changed to more NW. Now motorsailing, we were able to close haul the last 30 miles to Raivavae with beautiful sunny skies.

After 23 mostly hard days at sea, we arrived on June 22 to anchor in the calm waters off the village of Roirua. To say the least, we were glad to be away from the high winds and large seas of the 30th to 40th latitudes of the Southern Hemisphere! But we never feared for our lives.

Although this had been our longest and roughest passage to date, in overall terms it sure was better than our Puddle Jump in 2010. The difference was fewer repairs because *Pincoya* was far better prepared for real blue ocean cruising — although she had been as well prepared as most boats for the Puddle Jump.

For the record, prior to starting the Puddle Jump, Gloria, 62, had only done two two-week sails on Gene's (68) Balboa 26 in the Sea of Cortez, and only one overnight passage. Nonetheless, we'd both take the same route back from New Zealand again.

— gene and gloria 01/15/2014

Mexico and the Caribbean The Wanderer

The Differences Between The Two (Mill Valley)

Our having just come from several months in Mexico to several months in the Caribbean, the differences are striking:

Big winds result in big seas, and the combination results in spray all over the boat. You get this all winter in the Caribbean, but not Mexico.



CHANGES

1) The wind blows in the Caribbean. According to Scotty DiBiaso, skipper of the 65-ft schooner *Juno*, and many others who have been around all season, the 'Christmas Trades' started blowing hard



LATITUDE / RICHARD

Mexico has many calm water anchorages, such as this one near San Carlos.

mid-November, a month earlier than usual, and didn't let up until late February. "It wasn't blowing 20 to 25 knots for a week and then lightening up for two days before blowing hard again," said Scotty, "it just never stopped blowing."

So no, this isn't a Pacific Coast breeze that blows onshore in the afternoon, offshore at night, and dies in the wee hours.

2) The open ocean is rougher in the Caribbean. See item #1, plus the fact that swells pour in from the open Atlantic.

3) There are countless more sailboats in the Caribbean. We take 'the Caribbean' to mean the ellipse of islands on eastern fringe of the Caribbean Sea, starting with Puerto Rico in the north-west and ending with Trinidad in the south. This includes nine separate countries and more than 20 major islands in about a 600-mile arc. As you might imagine, there are also more anchorages, chandleries, boatyards and every other sailboat-related thing in the Caribbean.

Fish soup, two fish smothered in shrimp, bread, rice, guac, a Malibu after-dinner drink, a banana dessert and all the tequila you can drink. \$11.



LATITUDE / RICHARD

4) Even though there are many more anchorages in the Caribbean, there are also many more boats, so it's easier to find an uncrowded or empty anchorage in *mañanaland*, particularly in the Sea of Cortez. Charter bases in the Caribbean mean packed anchorages.

5) People are much more friendly to strangers in Mexico. Except for a few bureaucrats, Mexicans are happy to do whatever they can do to help you, whether it's carry a couple of heavy boxes up the dock or run to the store to buy something for dinner that isn't listed on the restaurant menu. And they do it with a genuine smile.

There are friendly and helpful people in the Caribbean, too, but the percentage isn't nearly as high as it is in Mexico. And so help us, there is a legion of people in the West Indies, many of them inexplicably in the service industry, who are put out by even the most basic requests that fall well within their job description. Service with animosity. And while once again there are exceptions, don't even get us started on some of the customs and immigration officials.

6) Mariners in the Caribbean — be they fishermen, big boat crews running crew dinghies, or locals with powerful joyboats — recklessly drive their boats at top speed, even through crowded anchorages. Forty knots through the Soper's Hole anchorage at night? "Ya mon! Did you see me?!" You'd expect people to get killed, and it happens. Just a few weeks ago, in fact, at Tortola's Road Town Harbor at 5 p.m, for God's sake. *Panga* fishermen in Mexico often drive like cowboys, but compared to many in the Caribbean, they operate boats like cautious old ladies.

7) The Caribbean is *waaaaay* more expensive than Mexico, especially when it comes to dining out. Doña and the Wanderer could dine out all over the place in

Mexico at sit down places for less than \$25, drinks included, or where we are allowed to bring wine without a corkage charge. And many times dinner for two — as in delicious tacos on the street — comes to \$7 or less. There is no cheap food in the Caribbean. Any kind of sit-down place is going to be well over \$50 for a couple of drinks and appetizers, and basic dinners for two are going to start at



\$100 with a couple of drinks and wine. Furthermore, the food in Mexico tends to be better and fresher — particularly the fruits, veggies, fish and meat. On the other hand, the food in Mexico tends to be similar throughout the very large country, while there is more variation in the Caribbean. Creole, French, Indian, or Chinese, anyone?

8) Cruisers in the Caribbean are a much more international group than in Mexico. See this month's *Changes* from *Maya* for confirmation. In Mexico, almost all cruisers are from the United States or Canada.

9) The partying is far more exuberant in the Caribbean than in Mexico. Much of it is thanks to the countless 'party-'til-you drop' folks on bareboats, plus the hormone-driven young crews who work on the many big yachts. Train Dominoes with friends often constitutes a big night for folks on boats in Mexico. In the Caribbean, it's heavy drinking and smoking,



ALL PHOTOS BY LATITUDE / RICHARD

**Cocokai — 65-ft Schooner
Greg King and Crew
Cape Town to Brazil
(Long Beach)**

[Editor's note: While this *Changes* backtracks a little, we thought it was worth doing because of the unusual speeds attained sailing down the east coast of South Africa.]

I haven't done an update about our travels since October, so I had one of my crew write up his perspective on the trip. Currently we are halfway across the South Atlantic on our way from St. Helena to Salvador, Brazil. We are cruising along in light tradewinds, which are a pleasant change from the wild conditions we had coming down the coast of South Africa. We have 1,200 miles to go, so hopefully we'll reach Salvador in eight or nine days. Now, for crewman David Hochstadter's report:

It was a dream come true for Michelle Robb and myself to do a transatlantic crossing. We met Greg after a Wednesday night race at the Royal Natal YC in Durban, South Africa, in October of last year. A friend of mine had told me that there was an American on a 65-ft schooner moored at International Jetty who was looking for crew. I approached Greg and introduced myself that evening. Over a beer, I asked if we could join him. We visited *Cocokai* the next day, and at the end of the visit were invited to join the boat for the trip to Brazil.

We set sail from Durban on January 26, and headed down the South African coast toward Cape Town in a nice 15-knot northeasterly breeze. At first I was a little apprehensive, as only two of us on the big schooner were competent crew, and because from previous racing experience I knew that the 'Wild Coast' has a nasty reputation for infamous for southwesterly storms that create huge seas in a matter of hours. And there is nowhere to hide.

A Wet Wednesday night race in Durban, South Africa, where David Hochstadter met Greg King and became part of the 'Cocokai' crew to Brazil.

Spread; Unlike Mexico, there are always great sailing conditions in the Caribbean. Former Sausalitan Warren Stryker, a resident of St. Thomas for 30 years, drives his Hunter 54 'Botox Barbie' on another 'everybody come sailing' night. Stryker makes his budget boat go, winning all kinds of crewed and shorthanded races. A big secret? A 100% camberspar jib. Inset; A crowded Caribbean anchorage.

and dancing on tables until sunup.

10) Boats are bigger and newer in the Caribbean. No matter if you're in the BVIs, St. Martin, Antigua, or St. Barth, 150-ft sailboats and 250-ft motor yachts are not uncommon. Plus the charterboat fleets are constantly being upgraded with the latest in monohulls and multihulls.

11) Personal safety on boats is a real concern in the Caribbean, whereas it hasn't been an issue in Mexico. For reasons we don't understand, gratuitous violence, in addition to robbery, is too common in the Caribbean. In just the last six months, a woman from San Diego was slashed in the face and back with a machete while on her boat near Union Island; an older Brit man was slashed to death on his boat in front of his wife at St. Lucia; two older cruising couples

were attacked with machetes on their boats in supposedly lovey-dovey Bequia; and a shot fired by fleeing thieves struck the mast of the victim's boat in the normally safe British Virgins. The chances of your being attacked on a boat in the Caribbean are relatively low, but if you're attacked, it's likely the perpetrators will try to kill you just for the fun of it. This isn't true in Mexico.

12) The waters in the Caribbean are clearer than in most of Mexico.

13) Mexico has far more fish, and way more sea and bird life.

Mexico and the Caribbean are about as different as two places can be. Both have their pros and cons. We can't live without both of them.

— latitude/rs 03/15/2014

GREG KING



CHANGES

Fortunately, Greg timed our departure perfectly. The northeaster behind us built to 25 knots on day two, and we were clocking the miles. We were sailing about 50 miles offshore of the Transkei, with



KATRINA DUNCAN

'Cocokai', as seen shortened down off Mauritius.

the Mozambique Current running five to six knots. So our over-the-bottom boat speed averaged 9 to 14 knots! Day three saw the wind build to 45 knots in the afternoon. We shortened the mainsail down to a second reef, and with only our main and staysail pinched back to the coast on a broad reach. We had to come in to get shelter from the coast; otherwise we'd be sailing in big seas through the night. High cirrus clouds glowed pink, orange and red as they raced past us, and 'Rocko' our reliable Autohelm autopilot, strained to keep us on track as 12-foot seas knocked us onto our starboard rail. I could tell we were off Port Alfred!

We were all changing into dry clothing and wet weather gear for the night when Greg popped his head out of the companionway. Suddenly a huge wave sprang up over the side and dumped a copious amount of water over all three of us in the cockpit! It looked like a bath, as there was water up to the height of the table. We all hung on, but we all got soaked.

Greg ran back to the helm to drive for the next few hours. He later noted that we had wind speeds up to 48 knots, and speed over ground of up to 14.8 knots! As we got closer to the coast, the wind and

After the rough Indian Ocean, and prior to the mellow Atlantic, the 'Cocokai' crew took a much-needed break in Cape Town.



GREG KING

waves both died down. We all changed and settled in for the rest of the night.

The next morning Greg managed to get a five-day weather GRIB that showed another front coming up from Cape Town, so we put in at Port Elizabeth. A fisherman friend organized a free berth next to the fishing boats. So the first leg of our voyage was complete, and it included a 235-mile day. Greg said they hadn't done that in eight years of cruising. Hats off to the old South African coast for a bit of excitement.

Another precarious area of sailing was our next leg, the 483 miles from Port Elizabeth to Cape Town, where the Agulhas current runs from Mossel Bay to Cape Point. We decided to wait two days for the front to pass, then ignored superstition by leaving on a Friday morning. The rest of the voyage was easy, and we sailed by the famous surf towns of Cape St Francis and Jeffreys Bay. Four days later we arrived in Cape Town, rounding the Cape of Good Hope early Monday morning in 20 to 25 knots of wind.

This is where the Indian Ocean and Atlantic Oceans meet, and there is a spectacular view from sea, with the tip of Africa towering above us. We rounded with the first sighting of Table Mountain, and sailed up into False Bay with a howling 35-knot breeze on the nose.

The Royal Cape YC told us *Cocokai* was too big for their floating docks. Due to the high wind, Greg decided that anchoring at Clifton Bay was a safer option than taking a mooring. To his dismay we'd lost the large Rocna 55 kg anchor while underway. But we had a couple of cocktails, grilled burgers on the BBQ, and cracked a bottle of vino. Except for the anchorage being swirly, we had a good evening.

Early the next morning we motor-sailed into the Victoria Waterfront Basin, where we would spend a week, dining and wining. One memorable evening local chef Johnno cooked ostrich steaks on the boat. We also gained another crewmember, David Nichols, for the trip to Brazil.

After a week, we set sail for St. Helena, a British outpost that would be our halfway stop to Brazil. Eleven days and 1,700 miles later, we arrived at the island. This leg couldn't have been more different from the one down the coast of South Africa, as we were pushed along by 15-knot southeast trades. Pleasant!



We were happy to see land after 11 days, but St. Helena is no paradise. It's a barren volcanic rock without any beaches. Fresh provisions weren't available, and what food was there was very expensive. There was no cell coverage and the Internet was really slow. Although we couldn't wait to get back to the boat and sea, we did the tourist rounds: Napoleon's home in exile, Jonathan the 200-year old tortoise, and 699-step Jacob's Ladder.

Greg said St. Helena sort of reminded him of Catalina. He was also surprised that he knew about 20 of the boats in the anchorage. After loading on bread, butter and water, we left the next morning for 2,100-mile-distant Salvador, Brazil.

— *greg and david 03/12/2014*

Maya — LaFitte 44
Rick Meyerhoff
Bequia
(Sausalito)

We finally left Bequia after Audrey

IN LATITUDES

the morning net controller. He speaks in such a strong island patois that he's almost impossible to understand. Sometimes I thought I was starting to get it, so I listened really hard. I also turned up the volume to the point I wasn't sure if I didn't understand him because of his patois or the distortion.

But as any cruiser will tell you, it's the people who make a place. The people of Bequia, both the locals and expats, are super friendly. And every night of the week there are different adult activities to enjoy.

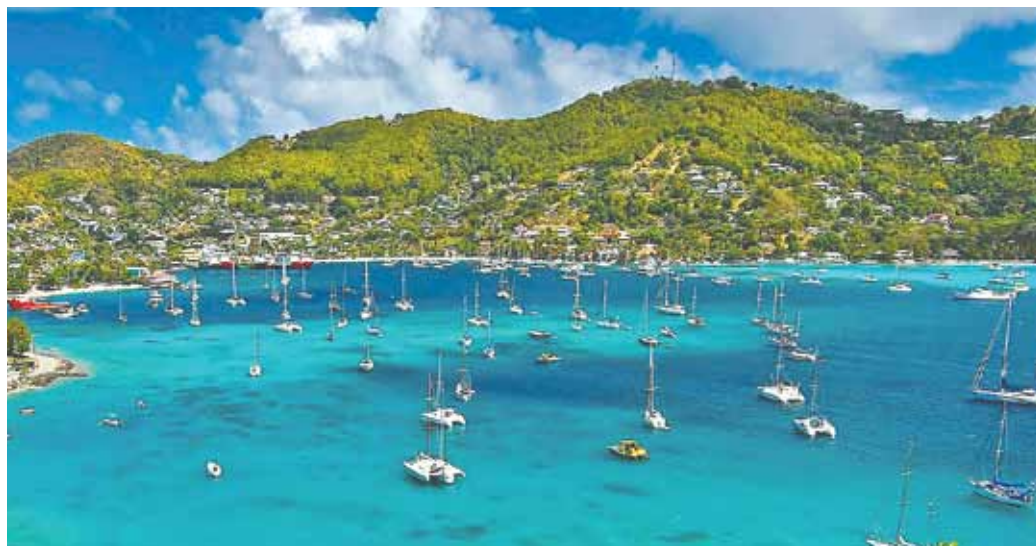
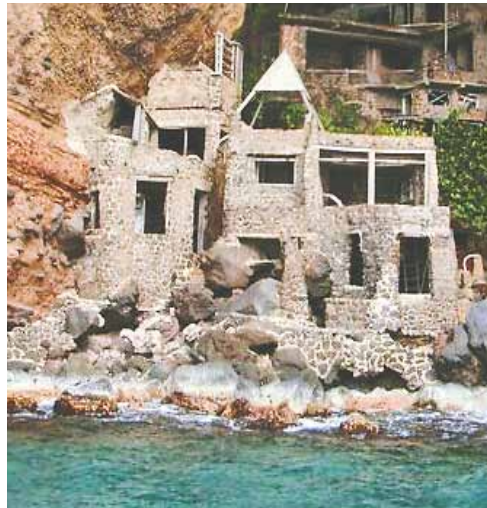
It can be hard to stay sober on Bequia, but that's half the fun. One night there might be dancing to a steel drum band, the next night is movie night, the third night there is dancing to the music of a rock 'n' roll band fronted by a guy who won the Caribbean version of Make Me a Star. He rocked! Plus, there are many musicians who can pick up a guitar and sing to a group around a bar. Sort of like Rick's was in Zihua when his bar was a cruiser center in Mexico. And for sailors who appreciate beautiful women, there are a lot of lovely Europeans, both young and no longer quite so young, who are very attractive.

Daytime life on little Bequia is just as good as at night. There are many great walks to take around the island, and the beaches are to die for.

We moored 20 feet off the Whalebone Bar, which made for an easy swim ashore. If anyone really wants to, it's possible to swim down to the Plantation House Beach. Rumor has it the last owner was a money launderer on the lam, and now the place and all the outbuildings look abandoned. The government has taken them over but doesn't seem to know what to do with them.

If you can swim farther — I do Master's Swimming — you can continue on down to Princess Margaret Beach, and even Lower Bay. The waters are a **Rotis and a view. Unlike the French islands, Bequia has a variety of cuisine — including creole — at reasonable prices.**

ALL PHOTOS COURTESY MAYA



Clockwise from above: Beautiful but crowded Admiralty Bay at the height of the season. The Whalebone restaurant is right on the water. Locals love the Bequia Regatta. Anna and Capt. Rick. The famous Moonhole, which is a story in itself. Fresh veggies are reasonably available.

— my most awesome crew courtesy of the *Latitude 38* Crew List — painted the town with Shel, my Swedish friend on the boat on the neighboring mooring, through most of the night. Yours truly was a good boy, as I stayed home and minded my own business. Besides, due to my advanced age — I just turned 67 — I find it difficult to stay awake past 7 p.m.

For those not familiar with Bequia, despite being a mere seven square miles, it's the second largest of the Grenadines in the southeastern Caribbean country of St. Vincent & the Grenadines. The island population of 4,300 is made up of people of African, Scottish and Carib Indian descent. Natives of Bequia are allowed to catch up to four humpback whales per year using only traditional hunting methods: hand-thrown harpoons from small, open boats. However, it's been

years since they've been able to land to whale. Thanks to a sheltered harbor and the presence of cedar trees, there has been a long tradition of boatbuilding on the little island. Bob Dylan's boat was built there.

As for Bequia, sigh, it's great in much the same way Aspen was in the early 1970s. It's very international, with lots of Brits, French, Dutch, Swedes, Germans and Norwegians. Plus the coffee shops, bakery, and restaurants serve high-quality food for — unlike the French islands — reasonable prices. The restaurant food is fabulous, and if you prefer to dine aboard, there are outdoor markets that sell fresh fruits and veggies. And Doris' store carries the hard-to-find speciality items that are rare anywhere in the Caribbean.

Another plus is everybody speaks English — except for

MAYA



CHANGES

turquoise-tinted crystal clear.

Yes, Bequia has it all — culture, safety and convenience. Alas, we didn't find the same things as we headed south to put the boat away in Trinidad after our four-month season. More on that next month.

— rick 03/15/2014

Mintaka — Triton 28 Stefan Ries Hauling and Surfing (Germany)

Hey now! I've been so busy sailing and surfing that I haven't had time to write about my haulout at the Balboa YC in Panama, where I had scheduled two days on the rail in February.



MINTAKA

Two friends and I sailed *Mintaka* over to the yard from the Las Brisas anchorage, then anchored just outside the boatyard to wait for high tide. The wind was light, but the current coming out of the Panama Canal was so strong that I decided to spring for a \$5 tow from the club's water taxi to get into the cradle. Four line-handlers took our lines and winched *Mintaka* into the cradle. It was my first time to get my boat hauled on a cradle. Somehow it felt safer than having her lifted into the air by a Travelift. All went smoothly.

Later that day we started scrubbing, sanding, and cleaning the bottom. The next day we put on some primer, and then the first coat of red anti-fouling. I paid a local worker to polish the hull. On the morning of the second full day,

Red and blue bottom. This was the first time Stefan had one of his boats taken out of the water on a rail as opposed to lifted out. He liked it.



MINTAKA

we put on another coat of bottom paint. After we'd let it dry, *Mintaka* was re-launched.

I was charged \$50 to be hauled and launched, and the daily rate for being on the hard was \$133. The bottom paint was \$220 for two gallons. All in all, this haulout was even less expensive than my last one on Banderas Bay — and we were able to stay aboard.

After *Mintaka* was back in the water, we sailed back to Las Brisas, and after provisioning, took off for Isla Chepillo. Just 25 miles east of Panama City, Chepillo has a nice right point break. We had the whole place to ourselves in all the sessions we surfed there. We also found some *cocos* and *platanos*. It seems like a safe anchorage for the dry season.

Right now we're anchored at Playa Venao, where the waves have been on the small side. Tomorrow we plan to set sail for Santa Catalina, as a swell is expected to arrive this weekend.

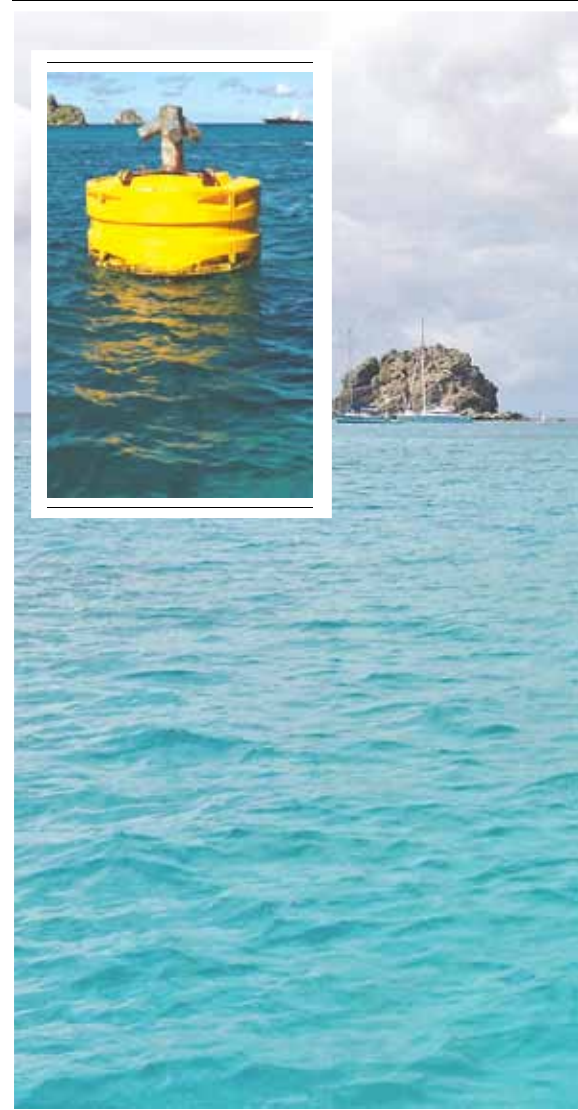
— stephan 03/17/2014

Cruise Notes:

"Our **World ARC** around-the-world rally is going well, and we'll soon be leaving on the third leg for French Polynesia," write Charlie and Cathy Simon of the Spokane- and Puerto Vallarta-based Taswell 58 **Celebrate**. *Celebrate* is one of 40 boats currently in the rally, and one of nine of them from the United States. The Simons got left behind by the fleet in the Galapagos for two days waiting for a replacement autopilot. They put the time to good use, however, as Charlie was able to diagnose the problem with the autopilot on **Ko-Ko**, another rally boat, so that a local mechanic could fix it. *Celebrate* subsequently caught up with the rest of the fleet part way to the Marquesas.

So what does it cost? It's common knowledge that **St. Barth, French West Indies** — where *Latitude* maintains a winter office — is one of the more expensive islands in the world. After all,

small but chic homes on the tiny island start at about one million euros — about \$1.4 million dollars — per bedroom. And vacation homes selling for tens of millions are not unheard of. On the other hand, we pay \$300 a month, on a three-month contract, to anchor our 45-ft Leopard cat **ti Profligate** off Gustavia. Turtles are our neighbors. The fee includes the use of the dinghy dock, restrooms and showers. It's a deal, as far as we're concerned.



If we wanted to save money — like Julian Darbe and Lisa Featherstone of the San Francisco-based Challenger 40 **Serendipity** have been doing for years, or Greg Dorland and Debbie Macrorie of the Lake Tahoe-based Catana 52 **Escapade** are doing again this winter, we could anchor at nearby Columbie, which is within dinghy distance of town, for free. Columbie is a Marine Reserve and you're not supposed to use the free buoys for more than a week per month, but nobody cares. Scratch that last sentence, for they just started "caring". You have to leave for a week before you come back for up to another week.

We're convinced living aboard at St. Barth is better than on land for two reasons besides the fact it costs a fortune less: 1) You need a car if you live on land. The high-season traffic has gotten out of hand, and there is nowhere to park in Gustavia. On the other hand, you can walk everywhere you need to go from the

IN LATITUDES

ALL PHOTOS LATITUDE / RICHARD



Spread; Juliano drives his new-to-him aluminum-bottom RIB, with passengers George Eisenberg and Lisa Featherstone, from Columbie to Gustavia. **Inset;** On the way they pass the St. Barth ship mooring buoy, where lovely sailing instructor Soizic temporarily exiles students who mouth off.

dinghy dock. And, 2) Unlike a home on dirt, you can move your floating home to new surroundings — Shell Beach, Baie St. Jean, Columbie, Corossol, Île Fourshue — on a whim. Yes, it suits us.

If you ask the previously mentioned former San Francisco restaurateur **Juliano Darbe** which is a better type of dinghy, a flat-bottom 9.5-ft inflatable Avon, or a 9.5-ft AB with an aluminum floor, he'll emphatically say it's the latter.

"The AB with the aluminum floor has a bit of a vee-shaped bottom, so it cuts through the water better, and there's much less spray," says Darbe. It doesn't hurt, of course, that Darbe got a great deal on the three-year-old AB. "It had some scratches on the bottom, so the previous owner just gave it to me," he laughs. Owners of big yachts often give away the most valuable stuff, as they

can't be bothered to sell it. "And I was able to sell my Avon, which I bought 12 years ago from West Marine in San Diego, and is now falling apart, for \$500."

"I have a 15-hp Yamaha to power my inflatable," Darbe continues. "I know the Yamaha 15 is really a souped-up 9.9-hp, and doesn't have the power of the Tohatsu 18-hps, which are getting really popular down here. But one's a Yamaha and the other is a Tohatsu. I know what I like."

Freezing cold in the Caribbean? That's the report from Scott Stolnitz of the Marina del Rey-based Switch 51 cat **Beach House**, which he has pretty much sailed around the world over the last eight years or so. "Nik-

ki and I did a hike up to a volcano crater on St. Vincent, and most of the hike was in the mist. The temperature in the forest was a humid 85 degrees, but when we got above the canopy, the rain came down, it blew, and so we were freezing. I know it sounds strange for the tropics, but it was way too cold for shorts and light shirts. As I write this, we have been



The Vermont Nature Trail, St. Vincent.

to St. Lucia, Martinique, Dominica, Guadeloupe, Antigua, and Barbuda. We are currently back in Antigua in a very private and calm bay with gin-clear water."

If Stolnitz thinks that's cold for the tropics, the temperature in **Puerto Vallarta** dropped to 59 degrees early on March 17, St. Patrick's Day. And that was at sea level. Fortunately it got up into the 70s later in the day, melting the snow that had covered all the roads and docks. Four hundred blood-thinned locals had to be treated for frostbite.

Just before we went to press, we got an update from Greg King of the Long Beach-based 65-ft schooner **Cocokai**, who contributed a *Changes* in this issue.

"I predicted that we'd make the 2,008 miles from St. Helena to Salvador, Brazil in two weeks, and that's what happened. The South Atlantic was everything that I expected — gentle tradewinds all the way across from Cape Town. We only got wet one day; otherwise it was sunny with cumulus clouds all the way. What a change after the rough Indian Ocean! Salvador is a big city — nearly four million in the area — and it is both one of

After a couple of weeks of mostly sitting on a boat crossing the Atlantic, the 699 steps of Jacob's Ladder are a big change — and challenge.



CHANGES

the oldest cities in Brazil and the center of Afro-Brazilian culture. It's also known as Brazil's 'Capital of Happiness' because of the countless outdoor parties."

Also making the crossing from Cape Town to Brazil via St. Helena at about the same time as *Cocokai* was longtime *Latitude* contributor Kirk McGeorge of the Virgin Islands-based *Hylas 49 Gallivanter*, McGeorge and crew left Cape Town on March 4 and arrived at 1,770-mile-distant St. Helena 11 days later.

We just remembered two things we forgot in our list of **differences between Mexico and the Caribbean** piece earlier in *Changes*. 1) Rain squalls, sometimes torrential ones, are common in the winter in the Caribbean, giving boats a welcome free freshwater bath. Such rain is rare in Mexico during the winter. Well, except for last December. And, 2) People in the Caribbean — the French, at least — smoke like chimneys! Despite the law prohibiting smoking in restaurants, sometimes there is so much cigarette smoke pouring out it looks as if someone is burning a cane field.



LATITUDE / RICHARD

Feel as though you need to have your head examined? Mexico has the technology for it, and the prices are less crazy than in the States.

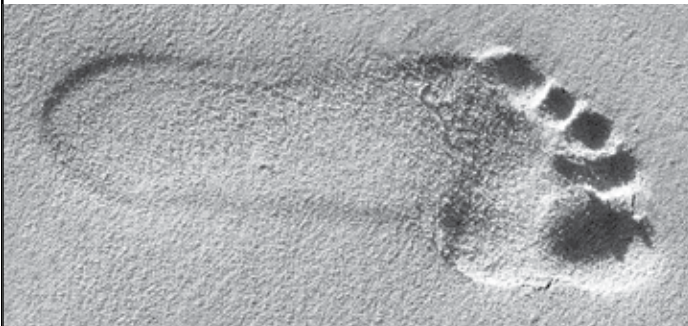
What are the top five countries in the world for "affordable and efficient health care"? According to **International Living** magazine, they are, starting with the best, France, Uruguay, Malaysia, Costa Rica and Mexico. Yeah, Mexico.

"Mexico's affordable and top-notch health care is a huge benefit to living there," wrote the magazine. "Pretty much across the board, health care in Mexico costs a quarter to a half of what you would pay in the U.S. And medical insurance with Mexico's national health care service costs less than \$300 a year. Private insurance will cost more, depending on your age and pre-existing conditions, but it will still be a fraction of what you'd pay for similar coverage in the U.S."

Where did the United States' health care rank? Twenty-two countries behind Mexico at #25. Impressive.

Steve Black, who founded the Caribbean 1500 from Virginia to the British Virgins in 1990, recently passed away after a long battle with cancer. He ran the event, which pre-dated the Baja Ha-Ha by four years, until about two years ago when it was purchased by World Cruising Ltd. Black had a long career in sailing, including many singlehanded offshore races. He had also been the executive director of U.S. Sailing. Black was a good guy, who was more passion-

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ate about the sailing than the money.

"My wife and I decided to change oceans, and brought our Atlantic 55 cat **Javelin** through the Panama Canal," reports Chris White, the influential multihull designer of Chris White Designs. He splits his time between Dartmouth, Mass., and *Javelin*. It was White who came up with the concept of forward cockpits on catamarans. While we've never quite understood the concept, others have embraced it, most notably the high-end Gunboat line.

"We're currently in Puerto Chiapas, Mexico," continues White, "and it sure is a long coastline coming north! A couple of days of good reaching winds would help, but it doesn't seem like that will be in the cards. I have my eye on the Banderas Bay area as a place to keep the boat while we return home to work. *Javelin* is in desperate need of bottom paint, and as *Latitude* knows, there aren't very many options to haul a boat with a 28-foot beam in Mexico. What are my options? Dry storage over the summer might be attractive, too, but that is secondary to

getting some fresh bottom paint."

We told White that we believe that the **La Cruz Shipyard**, which can handle boats with beams to 30 feet, is about the only game on the west coast of Mexico. In any event, we're looking forward to meeting him and touring *Javelin*.

"I was sleeping aboard on the Caribbean side of Panama at 6 a.m. on March 11 when I heard / felt several loud percussions," reports Louis Kruk of the San Francisco-based Beneteau First 42S7 **Cirque**. "After the second or third one, I decided to investigate. Once topsides, I could see that some large fuel tanks, once owned by a U.S. company but now owned by Panama's *Aeronaval*, had exploded. The lovely buildings, which looked to be about seven stories, were being consumed by flames. No yachts were close

CIRQUE



When large fuel storage tanks catch fire, there are repercussions. Louis Kruk of 'Cirque' knows that from firsthand experience.

enough to be affected, but the Internet was knocked out for a long time.

"A couple of days before, I was offered a paid crew position for a Canal transit aboard **Moksha**, a Shipman 72 sloop that is all carbon fiber and epoxy, from the hull to the spars to the standing rigging. Naturally I accepted the offer to join the paid crew of three. We had to spend the night halfway through at Lake Gatun, where I went swimming in



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CHANGES

the clear 83-degree water. Maybe it was the mention of crocodiles, but I was the only one who took a dip. The weather has been beautiful in Panama. I plan to cruise Portobello, Isla Linton, and the San Blas Islands until my season ends on June 1."

"The fifth annual **Cruisers Rally to El Salvador** kicked off March 17 with an afternoon party at local restaurant Mar y Sol," report organizers Bill Yeargan and Jean Strain of the Honolulu-based Irwin 37 **Mitu Kuuluu**. "So far 26 rally boats have arrived at Bahia del Sol, with six more expected in the next few weeks. Most of our events are fully booked. Although the total entries are down from past years, a larger percentage have managed to finish. El Salvador is wonderful, and the officials have been great."

If at first you don't succeed . . . When we asked readers what was so special about cruising in the Pacific Northwest — the many replies are to be found in the May issue — respondent John Howard suggested that we check out the blog of Chuck Rose and Laura Wong-Rose



EL SALVADOR RALLY

Thomas Winkler and Allison Evans make a grand El Salvador Rally arrival with their British Columbia-based Catana 381.

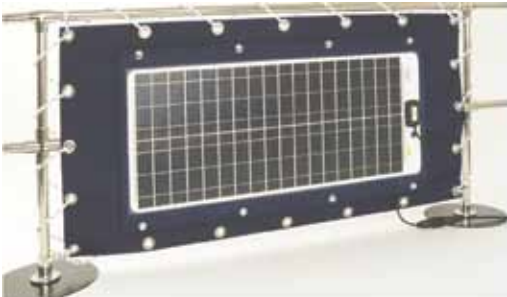
of the Vega 27 **Lealea**. They now live in Seward, Alaska, where Howard reports they started their cruising season on March 15 in temperatures as low as 21 degrees! Brrrrrr. Previously the couple had spent time in the Pacific Northwest and the Bay Area, having originally taken

off from Oahu in 2007. It's a wonder they continued after their difficult beginning:

"Everything went according to plan when we left the Ala Wai Yacht Harbor — until the engine quit when we reached the outer channel buoy. I expected to get seasick — I always do — but I never imagined that I would remain sick for a record 21 days. Nor did I anticipate that it would ultimately take us 55 days to reach Cape Flattery, Washington."


For what happened later, you'll have to visit Chuck and Laura's website at cruisinglealea.com. But after seven years they are still cruising aboard their rather tiny yacht and still enjoying it. "There is nothing mysterious or difficult about our lifestyle," writes Laura. "We try to keep it as simple as possible with the least amount of anxiety, and it seems to be working. After nearly 13 years of marriage and 16 years of living aboard, we're closer than ever." How many folks on big boats can say the same?

"No camera can capture the visual stimulation that Debbie and I experienced last evening off Banderas Bay's



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Punta Mita, Mexico," writes Glenn Twitchell of the Newport Beach-based Lagoon 380 **Beach Access**. "A large portion of the bay is surrounded by mountains, and just as the sun was setting we watched one of the boats cross the finish line of the San Diego to Puerto Vallarta Race. Just then two humpback whales commenced to breach nearly a dozen times! A picture may be worth a thousand words, but a picture is still limited in that it cannot capture the enormity of the vista. We are happy and grateful to be cruising in Mexico."

Dutch St. Maarten / French St. Martin is different — actually wilder — than most islands in the Eastern Caribbean. It's not just the "Drunken Caribbean Pancakes" at the St. Martin YC, which are "Homemade Pineapple and Coconut Pancakes Infused with Mt. Gay Rum & Served with Our Tropical syrup and your choice of bacon, ham or sausage. \$12." In addition to that 'hair of the dog' breakfast, there is topless and nude sunbathing at Orient Beach on the French side, topless ladies drinking for free at the

Sunset Bar on the Dutch side (where you can also watch 747s blowing tourists off the beach and into the ocean), strip clubs, lots of *ganja* — and unfortunately, a few too many dinghy thefts and too much violent crime. But yeah, St. Maarten is different.

"We hauled our Esprit 37 **Reflections** at 'Phuket's Premier Boat Yard' to put on some much-needed bottom paint and take care of some other projects," write Gene and Sheri Seybold, who were originally out of Stockton but have more recently been out of Honolulu. "The Thai workers were the best we have ever seen anywhere! We celebrated our first morning back on the water at anchor with Bloody Marys and eggs Benedict. Ahhhh!"

REFLECTIONS



Not everyone cleans their bottom at a yard. Sheri Seybold took a photo of this careened ketch — from Vladivostok — in Thailand.

Can somebody explain to us what the deal is with **gratuitous violence** in parts of the Eastern Caribbean? In just the last six months we're aware of an elderly Brit cruiser being stabbed to death in front of his wife aboard their boat in St. Lucia; two slashings of elderly couples on their boats in normally lovey-dovey Bequia; an elderly couple attacked with a machete by four men at Bloody Bay,

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CHANGES

Tobago, who then shot at a woman who came to the victims' aid; a bullet striking a mast at Penn's Landing in the BVIs following a failed robbery attempt, and a woman slashed in the face with a machete aboard her boat off Frigate Island, which is next to Union Island. Petty theft and even robbery are one thing, wanting to kill or maim is another.

When we went sailing with friend Warren Stryker off St. Thomas in late February, one of the women crew had a nasty scar on her left cheek. After the sail, she wanted to tell how she got it — "to try to prevent the same thing from happening to anyone else."

Tina Curtin, formerly of San Diego, was only in her third month of cruising with her boyfriend Mark Belser when they were anchored aboard his sloop **Rainbow** off Frigate Island in St. Vincent & the Grenadines in late September. Around dinner time, she heard a noise outside the boat, so she stuck her head outside the companionway to see what was going on. Without a word being spoken, she was immediately slashed in the face with a machete, and then, when an



COURTESY RAINBOW

Tina Curtin, formerly of San Diego and Alaska. Despite a vicious attack that left a large wound on her cheek, she's still cruising.

attempt at her neck missed, on her back. Her boyfriend, Mark Belser, grabbed a steak knife, shoved her out of the way, lashed back at the assailant. A healthy cut on the arm sent the man fleeing. We

use the word 'man' loosely, because he was actually just a 15-year-old boy. He had been accompanied by two friends, one of them 15, the other 17. After the perpetrators fled, Belser rushed Tina, who was in the process of losing two liters of blood and bleeding to death, to Carriacou. The next morning she was flown to a supposedly better facility in Grenada, and released 30 hours later. Belser stayed behind with the boat and to report the heinous incident to the police. When the assailant was brought before Belser, he showed no remorse whatsoever. In addition, the police seemed shockingly indifferent. Locals, however, hailed Belser as a hero. Tina is being flown back to the island, where she is given bodyguards, to testify at hearings and the trial. But we'll bet a nickel the youth is free in hardly any time at all.

Although you might expect the couple to give up cruising, they haven't. "We have **new safety measures**, though," says Tina. "We have installed a large halogen light for the aft deck and an aluminum barrier gate for the companionway.

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24-FT J/24, 1978. \$6,500. TP built, vermiculite job, main bulkhead replaced, Dyform standing rigging, calibrated turnbuckles, windward sheeting, roller stations all at minimum height, 8-1 boom-vang, Ullman class sails and two-axle trailer with gear box. Fun fast boat. (209) 603-7991 or ccorbin@costco.com.



15-FT YAWL BOAT, 1993. Santa Rosa, CA. \$3,500. West System epoxy/glass over cedar. Teak decks, mahogany seating and leeboards. Danforth anchor, bronze compass, leathered oars. Galvanized ShoreLand'r trailer. See YouTube *Rose on Tomales Bay*: www.youtube.com/watch?v=7IKnWQMmAVU. Contact douglascchandler@sbcglobal.net or (707) 527-7801.

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29-FT HUNTER 29.5, 1995. Alameda. \$34,000. Dodger, bimini, below deck A/P, Maxprop, PYI shaft seal, remote VHF mic, new stereo, microwave, spinnaker w/sock. New sails 2012. Set up for singlehanded. Nice interior. No diesel smell. Contact davecalhoun1@gmail.com or (650) 960-4078.

27-FT CAPE DORY, 1987. Tahoe Keys Marina, So. Lake Tahoe. \$16,500. Boat on trailer 3 years, needs, TLC=not much. Full set of sails, new bottom paint, a dodger, spinnaker and 8-ft dink, it is ready to tow. Contact scunamn5@yahoo.com or (530) 208-7841.

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30-FT WYLIECAT, 1998. Oxford, Maryland. \$75,000. Diesel inboard, custom tandem-axle trailer. Raymarine instruments, 4 sails, dodger, autopilot, installed battery charger. Used seasonally and dry stored, or on lift. (727) 641-5688 or (727) 502-0186 or hallpalmer@hotmail.com.

32 TO 35 FEET

32-FT O'DAY, 1987. Monterey. \$32,000. Roller furling, dodger, lines led aft, self-tailing winches, wheel, autopilot, radar, Yanmar diesel, 12-volt fridge, inverter, TV, stereo, propane stove. Good condition, except dodger. With transferable slip in Monterey. See photos on Craigslist. Call (831) 512-6842.

33-FT CAL, 1973. Emery Cove Yacht Harbor. \$17,900. Moving sale. Classic sailboat. Volvo diesel. Harken Mk II. Skeg rudder. Tiller. Modified scoop stern. (626) 410-5918 or ngolifeart@gmail.com.

34-FT CATALINA, 1994. Richmond Marina Bay YH. \$61,900. This Catalina has great mix of features: 30hp <1800hrs Universal, keel-stepped mast, open transom, 4-year standing rigging, full batten main, 90 and 110 jibs, refridge, microwave, 2 owners. Contact (530) 305-0129 or suezz3@yahoo.com.



32-FT COLUMBIA 5.5, 1966. Alameda. \$13,000. Complete refit 2000. Faired keel, rudder. New halyards, bottom in 2013. Pneumatic vang. Carbon spinnaker pole. Electric bilge pump. Great race record in both One Design and PHRF. Turnkey boat. Alameda, upwind berth. (707) 644-1978 or pszasz@att.net.



33-FT HOBIE, 1983. Healdsburg. \$20,000. Ballenger double-spreader rig, new standing, running rigging and life lines last 2 years. Lines led aft for single-/doublehanding, many upgrades including Honda-powered sail drive, removable bowsprit for asymmetrical spinnaker, oversized rudder by Foss Foam, Raymarine instruments. Lift keel version with keel set in semi-permanent down position. On galvanized trailer in good condition with electro-hydraulic brakes, tongue extension, new stainless steel rotors. Many sails in ex-racing condition. Upon sale will transport this Pocket Rocket to the Northern California location of your choice. (707) 433-3692.

34-FT CATALINA C-34, 1990. Alameda. \$49,000. Classic boat with "walk through" transom, furling jib, refrigeration, VHF, cockpit table and cushions, new batteries 7/2013, bottom painted 6/2013. Very clean, well maintained. Photos are available by email, billsailbay47@hotmail.com.



32-FT COLUMBIA 32 SPORT, 2007. Newport Beach. Custom and factory refurbished, new North Sails, GPS, rigging, 4,185 lbs. - flies around the course. Winning record. This is the second generation of the Columbia 30/32 (now Columbia 32 Sport) and was built for the owner of the company and then owned by the designer of the boat. Only four of these hulls were built and this is the only one that is 7/8 rigged and modified by the designer. Her sister Columbia 32 hit 26 kts and won its class in the San Francisco to Hawaii 2012 Pacific Cup. Includes tandem trailer. See <http://exigent7000.wordpress.com>. Contact (949) 294-9777 or tgrant@calr.com.

33-FT HOBIE, 1983. San Diego. \$24,000. H-33 in great shape, newer 3DL sails, kelp cutter, LED nav lights, Dyneema running rigging. Fun day sailer, race winner. Plan your assault on Transpac 2015 now! Many pictures on blog, <http://hobie33forsale.blogspot.com>. Contact (619) 405-9349 or h.33.sdyc@gmail.com.

32-FT WESTSAIL, 1975. Pillar Point Harbor, Half Moon Bay. Best offer. Launched in 1980. Original owner. 3 headsails, one drifter, Perkins 4-108, propane stove with oven. Recent haulout, June 2013. Come see, make an offer. (650) 303-3901 or (650) 712-1425 or pgclausen@gmail.com.

35-FT J/105, 1998. Berkeley Marina. \$72,000. J/105 #181 *Wianno*. Tiller boat for sale. Top 10 Fleet 1 finisher 2011 and 2012. Excellent condition. Two full sets racing sails, 1 set cruising sails. Race ready. See <http://picasaweb.google.com/Gnuggat/J105181WiannoForSale#>. Email gnuggat@gmail.com.



32-FT PEARSON 323 SLOOP, 1978. Berkeley. \$21,000. Berkeley berth, great Bay boat, new prop in 2012, sails in good condition, excellent maintenance records. Contact (510) 282-3316 or (510) 868-0228 or mikecdolan@gmail.com.



33-FT JEANNEAU SUNFAST 3200. 2009. San Diego. \$139,500. Veteran of Pacific Cup doublehanded, Transpac and Cabo. Turnkey ready for 2014 Pacific Cup doublehand or SHTP. Excellent condition with many extras. Full details and photos on website, www.mechdesign.com/3200. Contact sail@mechdesign.com or (435) 640-0587.



35-FT CORONADO, 1972. Alameda. \$22,950. *Silverwind*. Documented, new bimini, Yanmar diesel, center cockpit, diesel fireplace, head, full galley gimbal stove. Great liveaboard with large V-berth and aft stateroom. Transferable slip. Beautiful view of Estuary. (408) 209-5205 or joederyke@yahoo.com.



35-FT NAUTICAT, 1993. Portland, OR. \$165,000. This unique two-cabin pilothouse with a sloop rig and fin keel was designed by Nauticat of Finland to emphasize sailing capabilities. It has a beautiful teak interior rarely found in boats of this era, but with limited exterior woodwork and molded nonskid decks, you will have more time for sailing. It is loaded with coastal cruising gear: 50hp Yanmar 4JH2E, 630 amp hours of AGM batteries, Hydrovane self-steering, Icom M710 SSB. New main and genoa, watermaker, Furuno radar, chartplotter with AIS, new thru-hulls and bottom paint in 2013. Contact nauticat35@hotmail.com or (503) 290-9606.



32-FT COLUMBIA 5.5, HULL #4, 1965. Stockton Sailing Club. \$10,950. Fleet winner last 2 years, dry sailed, beautiful bottom, newer Ballenger mast and boom, rigid vang. New running rigging last year with tapered lines to Spectra, Spectra back stay and jumpers, Andersen winches, beautiful racing Doyle main and jib in 2012 and new max runner kite in 2013, many practice sails. Beautiful custom-built trailer with rear slide out making trailer 30 feet long. (209) 570-0501 or wccanepa@sbcglobal.net.



34-FT BENETEAU 350, 1989. South Beach Harbor, San Francisco. \$45,000. Losing our slip at South Beach. Our loss is your gain. Well cared-for 2-cabin, one-head 35-ft cruiser. Tall rig and shoal keel make *Betsea* a perfect boat for the Delta or weekends in the Bay. Recent \$4,500 service on Volvo diesel, full-batten main and new furling jib. Lightly used, regularly serviced by San Francisco Boat Works. Contact Garrett at gsmithmd@yahoo.com. Or Steve at: stevcd@comcast.net or (925) 413-2079.



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35-FT ALBERG, 1962. Marina Bay, Richmond. \$32,500/obo. Full keel pocket cruiser, ready to go. New liferaft, standing and running rigging, lifelines, electric windlass, chain and rode, EPIRB. Vari-Prop, lazy jacks, dodger, radar, much more, very clean. (707) 485-5218.



35-FT HINCKLEY PILOT YAWL, 1966. SFYC. \$55,000. Price reduced! *High Tide* is a two-owner, full-keel classic Sparkman & Stephens design. Hand-laid fiberglass hull. Westerbeke diesel. Wheel steering. Gray Awlgrip topsides. Varnished teak trim. Roller furling jib, full batten main, lazy jacks, jiffy reefing. Sleeps four. Honduras mahogany + teak throughout. Teak and holly sole. Head w/stainless sink, shower, hot/cold pressure water. 3-burner propane stove, refrigerator. 3 screened hatches. 8-ft Avon inflatable, Honda outboard. More at <http://hinckleypilot35.ning.com/photo/photo/listForContributor?screenName=2oz7adc9pf1um>. Contact (415) 435-9565 or sswan200@aol.com.

32-FT SAMSON C-MIST. \$3,000/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.

34-FT SAN JUAN, 1980. Richmond. \$27,000. Good condition, 100% ready to sail. Yanmar diesel 2QM15. All lines aft. Mainsail with double reef, 110% roller furling jib, 155% roller furling genoa. Hot/cold pressurized water. Rubber dinghy with outboard. Contact (530) 673-8457 or sf885@sbcglobal.net.

36 TO 39 FEET



38-FT CUTTER-RIGGED INGRID. British Columbia. \$65,000. *S/V Fairanne*. Jack Atkins design, hull #1. Mahogany/oak, 37hp Kubota. Full complement of electronics. Beautiful, heavy cruiser. Serious inquires only please. Contact John, fairanne68@yahoo.com.

37-FT JEANNEAU SUN ODYSSEY. 2002. Long Beach. \$79,000. Raymarine autopilot, bimini, dinghy with Yamaha OB, Volvo 29hp, original owner. (760) 980-0204 or marshallkagan@yahoo.com.

36-FT HANS CHRISTIAN, 1975. Oyster Point Marina. \$31,000. Proven cruiser from Alaska to New Zealand. Has good bones, needs new sails, little TLC to restore her to offshore condition. Monitor windvane, dinghy and more. USCG documented. Contact (415) 337-5303 or svtekin@gmail.com.



38-FT CONTEST 38S, 1986. S.France, Marines de Cogolin. \$99,000 VAT paid. A premium center-cockpit sloop by Cony-Plex Yachts Holland, USCG Doc, VAT paid. Professionally maintained with tens of thousands of \$ in upgrades past 12 years. New teak decks and Selden roller furl mast 2002. Volvo 2003T 47hp turbo and SS tankage for 400+ NM. Rod steering. Custom electric system with 75 amp Balmar alternator. Recent Raymarine instruments w/direct-drive Raymarine autopilot. Radar, Navtex, liferaft, EPIRB, Icom. Custom cabinetry. This comfortable ocean cruiser is sitting in beautiful Marines de Cogolin walking distance to St.Tropez. Berth available with 5-year lease. Contact (650) 637-7791 or terryshari@yahoo.com.

39-FT JEANNEAU SUN ODYSSEY. 2007. Sausalito. \$164,900. Boat's in great shape and includes the following features: furling mainsail, furling genoa, inverter, VHF radio, teak cockpit, E80w/GPS, Tridata & wind, electric winch, autopilot, spinnaker pole, and three sails. (415) 505-9614 or miami.hood@sbcglobal.net.



37-FT PEARSON 365 SLOOP/CUTTER. 1978. Sausalito. \$45,000. Well maintained, upgraded, sailed, and lived on for 22+ yrs. Recent LPU topsides, Mainsail, much more... Come see. (415) 297-4080 or art_epstein@yahoo.com.



37-FT GULFSTAR AFT COCKPIT, 1977. Delta. \$47,000. Original owner new in 1978. Loaded with all factory options, emergency tiller, automatic fire suppression, deck wash down, high output chargers with AGM batteries, and more. Fin keel, spade protected rudder, Perkins 4-108 diesel with 700 original hours, teak interior like new. Light use. Icom, 45lb CQR anchor, LectraSan, freshwater kept, propane stove/oven, 12v reefer/freezer. Phone or email for additional information and photos. (925) 679-0900 or (925) 759-3406 or bigbreakmarina@earthlink.net.



39-FT YORKTOWN, 1977. Vallejo. \$35,000. 'Turnkey' 39-ft Yorktown sailboat has undergone many upgrades and required maintenance. Very seaworthy. New paint, Harken traveler, Barlow winches, and more. Very complete project, you can put your own finishing touches on. Motivated seller. Call for more details. (925) 324-4226 or daltonm@scranonlawfirm.com.



38-FT CATALINA, 1982. Alameda. \$38,000. SS design, swift, graceful, easy-to-handle performance yacht. Full batten North main, 85 jib, 110 jib, 150 genoa and two spinnakers. Reefer, autopilot, chart plotter, inverter/charger. Universal diesel. Lots more gear. (916) 747-6933 or dgilmoressailor@yahoo.com.

39-FT FREYA, 1978. Berkeley Marina. \$68,000. Very clean. 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.



36-FT SCHUMACHER, 1989. Paradise Cay. \$30,000. *National Biscuit*. Ready for racing! Carbon spinnaker pole, over 15 bags of sails, new running rigging, Yanmar 3-cylinder engine, triple-spreader fractional rig. Call. (415) 271-2722.

36-FT CATALINA, 1983. Loch Lomond Marina. \$35,000. The spacious, well-laid out interior makes this Catalina an excellent boat for living aboard or for weekend and coastal cruising. Universal diesel, Simrad autopilot. TV. Needs a little TLC. Email Leep223@aol.com.



37-FT EXPRESS, 1985. Long Beach, CA. \$75,000. *BrownSugar*, Pac Cup-ready. 2x TransPac vet. 2008 complete renovation, new standing, fresh running rigging. 3-year-old Yanmar 3GM Balmar alternator, AGM batteries, new Martec propeller. 2013 bottom fairing, new Schumacher rudder. Autopilot, complete electronics. SideBand. One-season carbon 150 genoa, watermaker. Trailer available, loaded. No brokers please. Contact (714) 973-2878 or (714) 425-9788 (cell) or finc0@sbcglobal.net.

36-FT JEANNEAU 36.2 SUN ODYSSEY. 1998. San Rafael. \$79,000. Beautiful well equipped sloop, for Bay use or cruising. Meticulously maintained, excellent condition. See URL for hi-res pics: <http://hitchcraft.net/Zingara>. Contact (415) 299-0263 or miguel@hitchcraft.net.

40 TO 50 FEET

47-FT CATALINA, \$239,500. Customized bluewater ready. Extra fuel capacity, 110 or 240v, watermaker, chartplotter, radar, AIS, coldplate refridge/freezer. Custom cabinets and workshop, dive compressor, in-boom furler, staysail, autopilot, wind vane, new hard dodger, heat-air, auto prop. Much more. See <http://adream2sail.publishpath.com>. Call (916) 607-9026.



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48-FT PERRY-DESIGNED CUTTER. 1994. Seattle, WA. \$99,000/obo. Beautiful custom center cockpit, lightly used and well cared for. Excellent sails and rigging. Bow and stern thrusters and much more! MUST SELL. Photos/specs at: www.yachtsoffered.com/listing.php?yacht_id=223. Contact larsons_5@yahoo.com or (206) 352-6453.



48-FT MAYFLOWER KETCH, 1985. Puerto Vallarta, Mexico. \$139,500USD. Sleek and graceful bluewater cruiser properly equipped can fly up to five sails with a crew of two. Designed by third-generation naval architect George Stadel III, the *Oriana* has proven performance, good construction, and detailed appointments. The deck, hull, and spars were repainted in 2013. With its ample captain's cabin, attractive, roomy salon and fully-equipped galley, the boat is a comfortable liveaboard in any of the world's ports. Powered by the proven Perkins 92M, the craft cruises comfortably at 7.5 knots. Equipment includes roller furling on all masts, self-tailing winches, 300 ft. chain anchor rode, three sturdy anchors, watermaker, and more. See <http://TheOriana.com>. Contact info@theoriana.com or (480) 447-7316.



HUDSON FORCE 50, 1974. Pilothouse cutter-rigged ketch. Perfect liveaboard or ocean cruiser rigged to singlehand, 50-ft redesigned vessel, lots of room, storage and living space. New aluminum rigging, new main and mizzen sails, 2 full heads, 2 bunk rooms, 1 master berth, 78hp diesel Ford Lehman engine, 5K diesel genset, new batteries, plenty of tankage, lots of extras. Needs some finishing work, but is ready to sail anywhere. Taking serious cash offers. Make me an offer. (650) 589-8821.



40-FT BRUCE ROBERTS. Cutter-rigged sloop, 1984. Bradford Island, CA. \$23,000. Price reduced! *Windy*: Documented, 37-ft LOD, bluewater, custom built, classic design. Hull is 1-1/8" fiberglass, laid with Seaflex matting with integrated reinforcing fiberglass rods. Heavy-duty windlass, 4 anchors including 45lb CQR. Flush deck, hard dodger, 36hp diesel. Very sea kindly; proven Mexico cruiser. Comfortably built solid wood interior/mahogany, teak, maple. Bosch on-demand hot water heater, Queen bed. "Little ship". New \$4,000 bottom job. Bring all offers. (209) 406-0965 or (209) 855-4085 or bnrdeltadreamer@aol.com.



40-FT HUNTER LEGEND, 1990. Emeryville Marina. \$70,000. Boat is very spacious with centerline queen aft stateroom with plenty of storage, 2 heads, large galley, forward-facing navigation station, dinette seating, large forward cabin. Very well equipped with good electronics, strong Yanmar engine, and new mainsail, new stereo, aft head, lines and has been detailed inside and out, looks like new! Great boat for sailing the Bay and liveaboard! Check out link to see more photos: <http://tempestsailboat.shutterfly.com>. Contact (702) 303-4228 or fawcett1204@hotmail.com.



46-FT CAROL KETCH. John Hanna design, 1946. Berkeley Marina. \$42,000. Classic wooden ketch. You'll be only the fourth owner of this beautiful double-ended ketch. Recently hauled and surveyed in January 2014, lots of work done in the last 2 years that you will benefit from. 48hp Perkins diesel. All sails in good shape. New sail covers. Interior freshly painted. More information and plenty of photos available, just ask. Contact (970) 261-1611 or jfa@technicaldesigns.net.



47-FT CATALINA, 2000. Long Beach, CA 90803. \$198,000. Beautifully maintained and priced to sell. Call or email for more information, specs and photos. (626) 705-4561 or sailboat470@gmail.com.



CATALINA 42 MK II, 2002. Friday Harbor, WA. \$167,000. Pristine condition, meticulously maintained, and ready to go cruising! Fully enclosed canvas cockpit great for affordable Northwest adventuring. Full specs and photos on website: <http://CatalinaSailboatForSale.blogspot.com>. Contact (360) 370-5976 or (360) 298-2627 or ahampton06@yahoo.com.



46-FT HYLAS, 2000. Coronado, CA, USA. \$380,000. Ready to bluewater cruise. Superb condition, boat interior reconditioned in 2013. New hull and bottom paint. 2 cabins, 2 heads, A/C, heating, washer/dryer, full canvas, in-mast furling, dinghy with 6hp outboard, 6-man liferaft. More at www.seasilk.us. Contact (619) 995-9085 or craig@seasilk.us.



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.



43-FT BENETEAU 423, 2005. Redwood City, CA. \$149,000. Immaculate bluewater 43-ft sloop, with cutter rig. Dual chart plotters, radar, and belowdeck autopilot. 150% furling jib, staysail, and like-new mainsail. Cherry interior with white leather. Boat looks brand new. Two cabin configuration. Contact (650) 533-7732 or Captmaddog@gmail.com.



45-FT FASTNET 45, 1974. Portland. \$67,000. Price reduced!. Beautiful boat, many compliments on her lines. Recently sailed to Australia and back. Very seaworthy, comes with a lot of equipment. Considerable locker space and storage for extended cruising. (503) 327-6750 or lightheart45@yahoo.com.



48-FT SPARKMAN & STEPHENS, 1970. Marina del Rey, CA. \$310,000. Beautiful steel circumnavigator. Recent 18-month total refit 2010-2012! Dutch-built S&S/Koopman's design, completed by Royal Huisman. *Lola* is a beautiful, fast, seaworthy, circumnavigating machine! No expense was spared in bringing her back to "new" condition from top to bottom! Electronics, rigging, sails, mechanicals, electrical, and paint. All NEW! She is very unique, sails like a dream, and must be seen to be fully appreciated! More at www.sailinglola.com. Contact (707) 509-9096 or mjboucher76@hotmail.com.

44-FT KELLY-PETERSON, 1978. Alameda. \$110,000. Fast and nimble world cruising cutter, center cockpit, rear cabin, sleeps 7, skeg protects rudder and propeller from rock or reef contact, new diesel, review and report at website. <http://KP44.org>. Contact (408) 378-3700 or davidperry222@gmail.com.

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



44-FT TARTAN 4400, 2003. Channel Island Harbor. \$319,000. Major price reduction!. Dark green hull, low hours, bow thruster, electric winches, VacuFlush heads, spinnaker, new batteries, new LP and bottom paint, numerous other options/upgrades. See more at: www.showcaseyachtsusa.com/tartini_time/tartini_time_home.html. Contact (530) 318-0730 or amgjohn@sbcglobal.net.



47-FT 473 BENETEAU, 2006. Marina Village, Alameda, CA. \$240,000. Cruise ready. White hull. Deep keel. Teak decks, 3 cabin. 75hp Yanmar, 7.9 Westerbeke generator, Spectra Newport watermaker, air conditioning, custom upholstery, Cherry wood interior, bow thruster. Much more. (530) 545-9540 or jmbtahoe@yahoo.com.



48-FT CUTTER-KETCH, 1966. Moss Landing, CA. \$95,000/negotiable. Full keel, bronze fastened mahogany on oak cutter-ketch. 90hp Ford-Lehman, 300gal fuel and 200gal water tanks. Beautiful heavy-duty circumnavigator easily handled by two; sleeps 7, 2 heads, central-heat, center cockpit, U-shaped gourmet galley. Email ragsdol@AIM.com.

41-FT BENETEAU, 1986. San Francisco. \$86,000. Performance cruiser, 3 cabin, 2 head, 100 diesel, 110 water, heater, Aux genset, watermaker, water heaters, 4 headsails, main, spinnchute, 300' chain, VHF, HF, radar, GPS, A/P. Contact (415) 963-1025 or (415) 867-9348 or bsgandco@gmail.com.



50-FT SANTA CRUZ 50+, 1983. Dana Point, CA. \$350,000. *Horizon* is the definitive Santa Cruz 50+. Professionally maintained. Ready to race or cruise. New mast and boom. Open transom, stern scoop, new rudder, rounded hull-deck joint, grinder, carbon wheel, new deck layout including Admiral's Cup-style mainsheet and all halyards led aft to cockpit. Amazing sail inventory, running, standing rigging package, deck hardware and winch package. Comfortable interior. Contact Jon Shampain at EOSailing@cs.com or Erik Shampain at Eshampain@UllmanSails.com.



42-FT CATALINA, 1996. Sausalito. \$137,500. New bottom paint, new standing rigging, all new rope. Yanmar engine. Autopilot, winches professionally serviced, radar. All interior fabric to be new... your choice of Sunbrella fabric for new cushions. Call Tom. (415) 271-2722.



47-FT VAGABOND, 1986. San Diego. \$150,000/Asking. Great cruising boat for a family or 2 couples. Well outfitted and a very safe vessel. Look at the pic and if interested will return your email and determine a time to discuss the vessel's outfitted gear and upgrades. Has been professionally skippered and upgraded. Contact lwohlsdorf@hotmail.com or (310) 357-9673.



42-FT PASSPORT, 1981. Ft. Pierce, FL. \$124,500. Fully outfitted for worldwide cruising, this proven bluewater liveaboard performs well on long passages. Many upgrades less than 8 years old, including chainplates, rigging, electrical, European transformer, AIS, SSB, VHS, sat phones, Pactor modem. 150gal water and 200gal fuel capacity, hydraulic autopilot, solar panels, steering vane. Large spares inventory and original equipment manuals. Perkins 4.108 engine refurbished and meticulously maintained w/4600 engine hours. This reliable cruiser has sailed the Pacific, Atlantic and Med. Email sobella2009@yahoo.com.



43-FT RON HOLLAND, 1986. Marina Riviera Nayari, MX. \$143,000. Aft cockpit, 2 stateroom, 2 head, spacious, well equipped and well maintained for cruising. Singlehanded all over Pacific Mexico in comfort and now lying in a fantastic location. See more at www.sanctuarycharters.com/sabbatical.php. Email office@sanctuarycharters.com.



42-FT VALIANT, 2000. Kinsale, Virginia. \$319,900. *Breezy*. Super clean. Freshwater boat - nicest Valiant available. Shows as new. Was stored indoors for many years. Bow thruster, AC, heat. 55hp, 530 hours since new. Extensive equipment list too much for this space. Ultimate, perfect boat for the cruising couple - sails through all waters with ease. All-ocean SUV. Will email list and photos. We sailed her this winter on the Chesapeake, but will be on land this summer. *Breezy* can be trucked anywhere. Contact (907) 260-2658 or bob@bobbreeden.com.



43-FT J/133, 2005. Redwood City. \$320,000/obo. Excellent condition, fixed carbon sprit and emergency rudder, B&G instruments/pilot, Raymarine radar/GPS/AIS, Icom SSB/VHF, liferaft, EPIRB, 3DL sails, new faired bottom, etc. Contact (408) 234-4402 or john@castlerock.com.



47-FT VAGABOND, 1982. Brisbane, CA. Entertaining pre-listing offers. *SV Natural High* is for sale. 1982/95/99 Vagabond 47, 56' LOA. Too many details to list, see website for more details and photos: <http://svnaturalhigh.com>. Email info@svnaturalhigh.com.

51 FEET & OVER



68-FT DERECKTOR, 1971. Richmond, CA. \$299,000. Fantastic aluminum pilot-house expedition yacht set up for single-handing. 2011 refit including new Yanmar, mast, sails, refrigeration, electronics. Returned from voyage to Fiji, ready to go! More at <http://sites.google.com/site/yachtpandion>. Contact (415) 663-8776 or svpandion@gmail.com.



55-FT SWAN SLOOP, 1971. San Carlos, Mexico. \$198,000. Classic Swan 55 S&S sloop, one of three built by Nautor in Finland #007. Great racing cruiser. Email for more information. (707) 371-6550 or swanfun@hotmail.com.



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27-FT ROBERTS, 1999. Alameda. \$27,500. *The Jewel Box.* Beautiful custom cold-molded 27-ft Roberts sloop. 25 years to build, one of a kind. Shows like new. Contact (916) 872-5043 or michaelhart321@yahoo.com.



36-FT JOHN ALDEN CUTTER, 1937. Monterey Bay. \$3,000. Master Mariner candidate! Hull design #600 built at Sturgeon Bay Boatworks, now Palmer Johnson. 11 bags of sails, bronze Merri-man hardware, lots of documentation of past history. Listed in *John G. Alden and his Yacht Designs*. Dry bilges, no engine, needs work, but priced accordingly. Great project boat if you want to restore a classic. Email carmelitakp44@hotmail.com.



58-FT STAYSAIL SCHOONER, 1925. Port Townsend, WA. Make offer. *Suva*, 1925 staysail schooner designed by Ted Geary. A gorgeous and sound classic yacht that sails wonderfully! Teak. Financing available. See more at www.schoonersforsale.com. Contact (360) 643-3840 or schoonersuva@gmail.com.



25-FT FOLKBOAT, 1948. Coyote Point, San Mateo. \$3,000. Good structural conditions. Sailed regularly. Great Bay Area boat. Requires deck re-canvassing. Full cover. Optional electric outboard. More at <http://elcaleuche.net/Folkboat>. Contact (650) 387-5342 or jnavarro@gmail.com.

30-FT BIRD BOAT, 1938. \$6,000. *Kiwi* needs a new patron. Serious inquiries only please. Contact (916) 847-9064 or steve@paradigmpilgrim.com.



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35-FT BENETEAU BLUE II, 1986. San Diego, Ensenada. \$74,900/obo. Very fast catamaran! 14-18 knots. All new inside, electric, plumbing, instruments, 2x20hp new-Yanmars, racing main, roller furling, trampoline. Has keels, can go on beach, 2-4 cabins. Trailerable. No sales tax. Email sailoruno@yahoo.com.



38-FT CHAMBERLIN CAT, 1992. Nevis/St. Kitts, Caribbean. \$80,000. Custom 38-ft OSTAC performance cruiser: composite Vac-bagged Divinycell/Vinylester/Biax. Strong and lightweight. Two doubles, galley/settee berths up, bridgedeck with seated headroom. 30,000 ocean miles. See specs at <http://Sydeva.blogspot.com>. picasaweb.com/sydeva. Email sydeva@gmail.com.



38-FT FOUNTAINE PAJOT ATHENA, 1995. San Francisco, CA. \$149,000/obo. 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! See <http://htzortzis.wix.com/family-circus>. (925) 878-9659 or ctzortzis2014@gmail.com.



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28-FT CRUISING DESIGN, TELSTAR, 2007. Clipper Marina (on hard), Sausalito, CA. \$65,000. Outstanding 28-ft trailerable trimaran. All options, full galley/head, chart plotter, DSC VHF, autopilot, Tri-Data, Seataik, spinnaker, drifter, 50hp fully maintained Honda, completely overhauled trailer. Rig up/down in under 5 minutes, fast, seaworthy cruiser. Priced to sell - Leopard 43 here. Contact (415) 752-8683, (415) 377-0816 or mmichaelbrown@mac.com.

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38-FT CHRIS CRAFT, Commander Sportfish, 1965. Marin County. \$8,000. Fiberglass hull, Ford 427s, dual helm. Failing health makes this a project boat. Turnkey weekend living-aboard, large V-berth, electric flush, hot shower. Slip transferable. (206) 321-4089 or (206) 618-3437 or gailia.collins@gmail.com.

50-FT LIEN HWA TRAWLER, 1986. Monterey, CA. \$99,000. Fiberglass. Double staterooms, walk around king, very comfy. Turnkey. New galley appliances, Corian, double helms, aft enclosed deck. Twin Volvo diesels. All maintenance records, 8k generator, autopilot, tools, spares. (831) 601-0078.



50-FT EX-US NAVY LIBERTY, Conversion, 1944. Monterey Marina, Monterey, CA. \$-Best offer over \$30,000. Tri-cabin liveaboard trawler. Double V-berth, head, and shower. Spacious lower helm/galley with inside ladder to fly bridge. Aft cabin/salon/bedroom. Fly bridge with large sun deck. Dual Capilano hydraulic steering. Stand up engine room. Detroit 671 diesel Morse controls. LectraSan, 35gal holding. New 50 amp shore power and main battery panels. Comfortable large 6' high cabins. Tastefully decorated. Walk-around deck. Slip transfers with sale. Some project work required. Owner will finance OAC. Contact johna@arnoldassoc.com or (831) 373-6061.



32-FT HUNTER, 1963. Korth's Marina, Isleton. \$14,500. Rare Bay Area mahogany and oak classic beauty. Varnished cabin, transom, trim. Original interior, sleeps five, large cockpit, new canvas. Chrysler 318s. 2011 survey. Offers welcome. (510) 582-8593 or R1G1G@hotmail.com.

PARTNERSHIPS

SHARED PARTNERSHIP IN SAILBOAT. Long Beach. Equity/non-equity partner share in sailboat in Long Beach. 37- to 45-ft sailboat, good condition. Have sailed all my life, have all ASA certs, have owned 4 sailboats. Please contact Jon. (916) 302-6492 or ifundum2@surewest.net.

PARTNER WANTED. I am interested in purchasing a late-model 40+ ft. sailboat for sailing in the Bay and on the coast. Looking for partner with the same desire who might be interested in sharing ownership and costs. At this point, I'm open to the type of sailboat that would be purchased. The goal would be to purchase and maintain a sailboat that might normally be beyond the means of an individual owner. There are two partners already; looking for a fourth to join us. (510) 676-4913 or brjewell@sbcglobal.net.

SOVEREL 33 PARTNER WANTED. (Racer preferably) South Beach Harbor, Pier 40. Partner wanted. *Flexi Flyer*, well known Bay program. Desirable location. (408) 656-9919 or diamon4u@yahoo.com.

NON-EQUITY PARTNER-CATALINA 30. San Francisco. \$225. We are seeking a partner for a 1987 Catalina 30. Many features, excellent condition! Email for photo. \$500 security. Docked in San Francisco Pier 39. Parking. Contact (415) 999-3227 or kellyt72@gmail.com.

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SEEKING BOAT RENTAL BAY AREA. Experienced sailing couple seeking to live aboard min-30-ft sailing vessel for a month or so this spring. Can do repairs, maintenance, projects as needed. Sailing resume available. Leads appreciated. Email mimiarnstein@gmail.com.

36- TO 40-FT FIBERGLASS SLOOP. i.e., Catalina, Beneteau, Cal in good condition. No projects please. Serious buyer. Send photos, equipment list and price to: (415) 269-8279 or gphillips511@yahoo.com.

GEAR

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VILLAGE MARINE LITTLE WONDER. R/O watermaker LWV-200 12 VDC. San Francisco. \$4,995. Paid \$9,000 including tax. Sold boat so never used. 8 GPH, best available, will include \$1,000 in spare filters. Contact (917) 822-4060 or birdmaniac@hush.com.

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40-FT SLIP (E-63). Emery Cove Marina, Emeryville, CA. \$44,900/obo. Great location close to amenities with yacht club on site. Awesome views of S.F. Bay including a walking trail and restaurants. Secure and safe. Contact (262) 309-0202 or jadler10@wi.rr.com.

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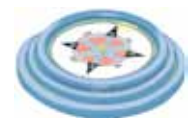
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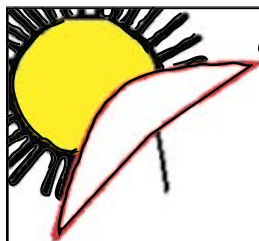
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MARINE TECHNICIAN. Sausalito. Hirschfeld Yacht is looking for marine technicians to join our team. Minimum qualifications: 2+ years direct mechanical/electrical experience. Must have a CA driver's license and car/truck as well as own tools and mobile tool kit/bag. For more information and to apply, email: hycbetawest@gmail.com.

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FEATURED LISTING
Wicked • 1996 Sabre 402 • \$214,000



Wicked's graceful lines and powerful sailplan will not go unnoticed. She offers two comfortable staterooms, a bright and spacious interior and the craftsmanship that sets Sabre apart. *Cruising World* chose the Sabre 402 as 'Best Full Size Cruiser' and 'Overall Winner' of its Boat of the Year Awards.

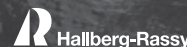
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70 Wylie/Schooner Crk	1993	\$299,000	45 Waterline	1995	\$350,000	41 Sceptre	1990	INQUIRE
64 Grand Alaskan	2002	\$735,000	44 Norseman 447	1982	\$179,000	40 Panda	1981	\$199,000
60 Little Hoquiam PH	1994	\$699,000	44 Norseman 447	1984	SOLD	40 Jonmeri	1986	\$149,000
53 Swan	1988	\$325,000	44 Tollycraft	1987	\$129,900	39 Concordia	1957	\$229,000
49 Hylas	1999	\$359,000	44 Nordic	1981	\$159,000	38 Perry Pilothouse	1980	\$79,000
48 J/145	2003	\$397,500	44 Nordic	1988	\$149,500	37 Tayana	1982	\$115,000
48 Buehler/TBM	2006	\$675,000	44 Perry	1981	\$189,000	37 Hallberg-Rassy	2007	\$299,000
48 Able Whistler	1991	SOLD	44 Allures	2006	SOLD	36 Hallberg-Rassy	1998	\$189,000
48 Kanter	1990	\$299,000	43 Hallberg-Rassy	2003	\$399,000	36 S211.0A	1980	SOLD
48 Swan	1972	\$149,000	43 Sceptre	1988	INQUIRE	34 Formula	2007	\$169,900
47 Valiant	1984	\$249,000	43 Taswell	1988	SOLD	33 Sea Ray 310	2008	\$134,000
47 Valiant	1982	\$249,000	42 Tatoosh	1981	\$89,000	29 Back Cove	2005	\$135,500
46 Hallberg-Rassy	1999	\$445,000	42 Swan	1985	\$179,000	25 Ranger Tug 255C	2010	\$109,900
45 Alden	1993	\$325,000	41 Sweden C41	1981	\$99,950	22 Pulsifer Hampton	2008	\$40,000



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30' CATALINA, 1983
\$24,900



**41' SCHOCK GRAND PRIX,
1984 \$57,000**



33' SANTA CRUZ, 1978
\$35,000

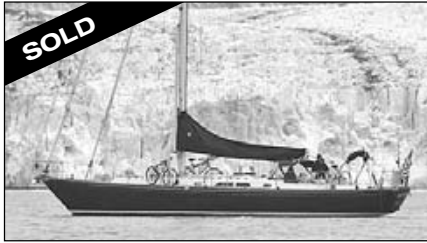


35' RAFIKI, 1980
\$34,000



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43' HUNTER 430, 1995 In nice shape inside and out. Spacious, well laid-out 3-stateroom/2-head interior with 6'6" headroom and lots of light and storage. Lying Oxnard. **\$97,000**

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31' PACIFIC SEACRAFT, 1988 Designed and built by actual cruisers. Shows very nicely. Yanmar diesel, radar, chartplotter, autopilot, offshore dodger, wheel, roller furling. **\$78,000**

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45' HUNTER, 1987 Amazing space below with 6'7" headroom; feels like a 50+ footer! Boat is in nice shape, well equipped and well priced. Pullman berth forward, shoal draft. **\$77,500**

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33' BENEteau 331, 2000 Clean, well equipped and lightly sailed. Priced right by a motivated out-of-state owner. Turn key condition; potentially transferable Sausalito YH slip. **\$72,000**

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28' ALERION EXPRESS, 2000 Lovely little daysailer shows as new for a fraction of the price. Very well equipped; potentially transferable Sausalito Yacht Harbor slip. **\$69,500**

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35' HINCKLEY YAWL, 1966 Only 2 owners; in nice original condition with roller furler jib, new sails in '99, Westerbeke diesel rebuilt '07, striking gray Awlgrippped hull. **\$62,000**

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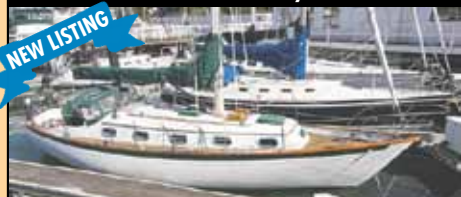
36' CANADIAN SAILCRAFT, 1986 One owner classic CS in beautiful shape. Rebuilt Westerbeke diesel, new standing rigging and more. She's perfect for the Bay! **\$53,000**

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36' CATALINA, 1987 Very nice inside and out, with the interior showing much newer than its actual age. Potentially transferable Sausalito Yacht Harbor slip. **\$42,000**

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35' RAFIKI, 1980 As solidly built as the 37, the 35 has a cutaway forefoot so is more nimble and considerably less expensive. This one shows well. Offers encouraged. **\$34,500**

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34' PETERSON, 1977 Fast, tough boats built to the highest quality standards, still popular on the market. This one was built for the Granny Goose potato chip family. **\$34,000**

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29' CAL 29 Sloop. Solid, classic Lapworth design in sailaway condition. A fast fin-keeled beauty with a nearly new auxiliary diesel! Handles well and is a great daysailer or weekender — or for limited cruising. Roller furling, new LPU & MORE! Asking **\$16,500**



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30' HUNTER Sloop. Nice, squared-away one-owner boat with lots of good features. Yanmar diesel, large aft dbl S/R, RF, all lines led aft for short-handed sailing, GPS, VHF, wheel steering, H&C pressure water, spinnaker, walk-thru transom, more! Asking **\$28,950**



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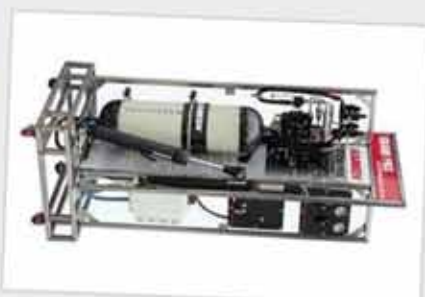
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