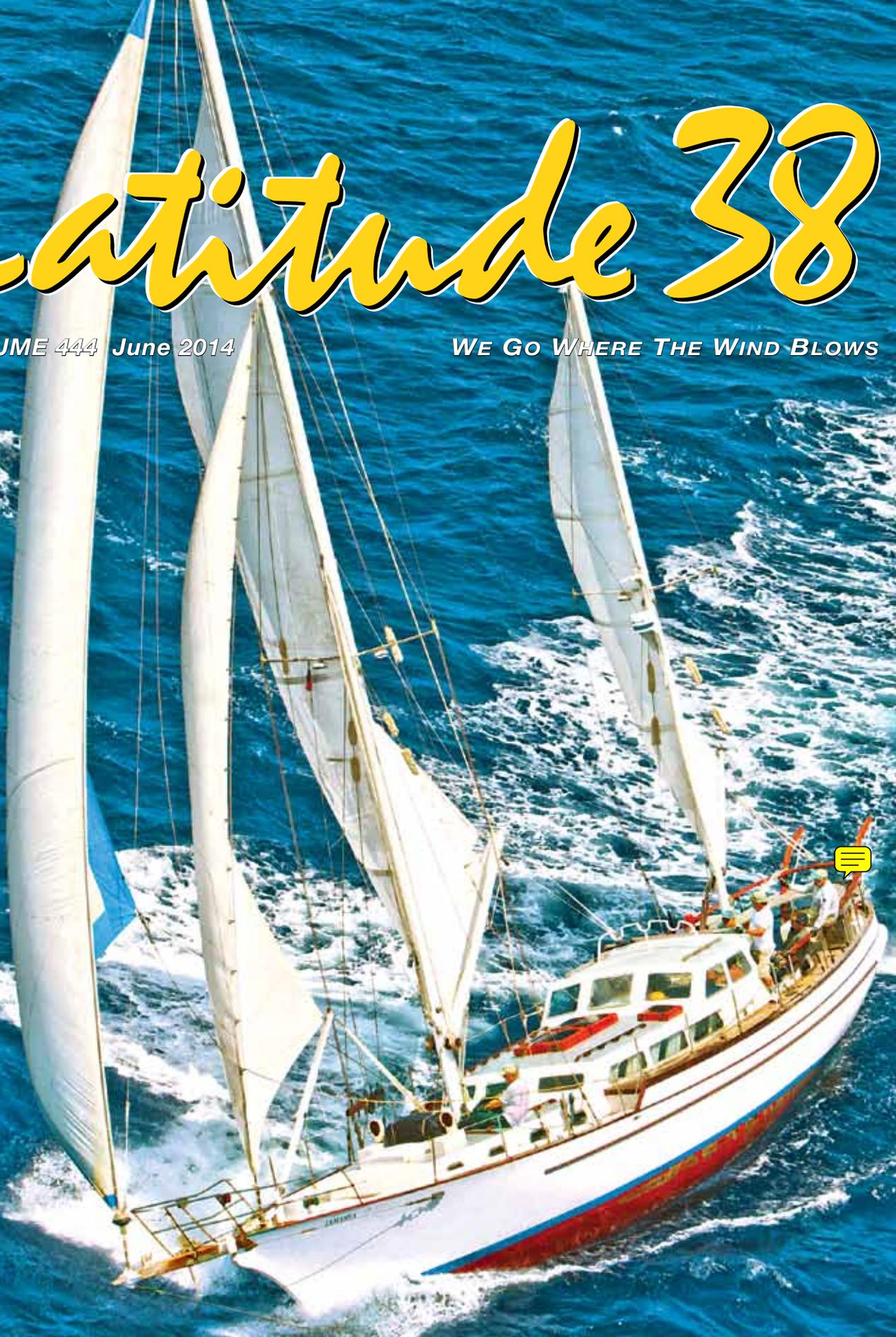


Latitude 38

VOLUME 444 June 2014

WE GO WHERE THE WIND BLOWS



THE GREAT VALLEJO RACE



The 115th Great Vallejo Race attracted 144 boats within 22 fleets — and their enthusiastic crews — to the heart of the Olympic Circle on Saturday, April 26. Facing cool temperatures, mid-level cloud cover and no wind, the race committee waited for some semblance of breeze to fill in. A gun eventually fired at 11 a.m., the 'Cat in the Hat' flag dropped, and the first two fleets were on their way to Vallejo in under five knots of breeze. But the breeze stuttered and it took those fleets approximately 35 minutes to reach the first turning mark. Further postponements occurred periodically, but by 1:35 all the racers were heading to Vallejo.

As the tail end of the fleet started, a healthy breeze was filling in from the Gate, reaching 18 knots at the southern mouth of Raccoon Strait. Eventually, it came through to the Vallejo racers, and many who'd hoisted spinnakers quickly doused them to take advantage of the new westerly between the starting area and San Pablo Strait.

The uncharacteristic beat to San

Pablo Bay may have had some worried that this would be a 'reverse year' where there would be no run to Vallejo. And although the gennaker boats could fly kites pretty early on — if they were tucked in the lee of Angel Island — the boats with symmetrical chutes had to wait a bit longer. Rob Theis skippered his J/111 *Aoleus* toward Angel to take advantage of the situation. "Passing by Angel Island is always a challenge," says Rob. "If you get too close, then you get into the shadow hole. The other option is to stay close to the eastern shores of Point Richmond and catch a draft there. We decided to stay close to Angel Island and catch the early build-up from the south and it eventually shifted to strong gusts from the west/northwest after Raccoon Strait."

Strategically, getting through this section of the Bay can be a make-or-break situation, and often determines who will lead and who will follow. Eventually, as boats reached Pt. San Pablo, the wind came around enough for the remaining spinnaker boats to set — and they prepared themselves for what turned out to

be a blast through San Pablo Bay.

Inside San Pablo Bay, racers saw up to 25 knots of wind, which many found to be ideal for their particular boats. PRO Jeff Zarwell reports that Larry Levit's Express 27 *Strega* saw 17.5 knots of boat speed coming off a wave. The challenging breeze spread little overall havoc — although an unidentified female crewmember sailing on a keelboat needed to be taken to the hospital for stitches after a head injury.

No hospital visit was required for Nick Grebe and crew Alan Engbrecht. But they took a bit of a beating on Nick's 5.5-meter Hobie Tiger *Evil Octopus*, which capsized numerous times and eventually had to be towed to Vallejo YC. (Thank you Jeff Zarwell). "We were in the San Pablo Bay just south of the Brothers when we had our first big spill, which was kind of fun except I wrenched my knee," says Nick. "We really ran into problems trying to get around Point Pinole. That's where we capsized about five or six times in the space of less than 30 minutes. Every time we tried to turn

A FRENZY OF FUN



A late morning westerly filled-in from Raccoon Strait after numerous delays due to light and flucky winds on the Olympic Circle. The new breeze brought significant pressure to San Pablo Bay en route to Vallejo.
— photo latitude/ross

down there was a 50/50 chance that we would flip. Since we couldn't seem to get high enough to run dead downwind — the only downwind heading we could survive in those conditions — we had to keep working back and forth between the channel marks and the point making very little headway and rolling the dice with each flip."

Also in the Multihull Division were two Marstrom 32s, Randy Miller's *Gradient Vee* and Malcolm Geffer's *Lift Off*. From the very beginning these two were in a hard-fought battle to see who could beat the other to Vallejo. "Saturday, after the long postponement, the wind came in fast and our entire race was sailed in breezy conditions," says Milller. "*Lift Off* made a last-minute call to reef before the start. We probably would have gone for the reef too, but we didn't think we had enough time before the start to tie a reef in. We were a bit nervous about this, but figured what the hell, let's go." It turns

out that was a pretty good idea, "as it looked like *Lift Off* was under-powered on the fetch from the windward mark to Pt. San Pablo. In the San Pablo Bay it was windy and very choppy. We couldn't hold our kite around Pt. San Pablo, so the boat got a bit nosy while reaching with a full main in a solid breeze with no kite and a steep and relentless chop. We stuffed it a few times, but not too badly. In the strait we got hit repeatedly by sharp gusts that kept us all on our feet until we got across the line and got the sail down. Saturday conditions were challenging, but fun." *Gradient Vee* beat *Lift Off* by about three minutes on elapsed time.

Strategy, course awareness and boat control are all key components of the Great Vallejo Race. Another aspect that cannot be ignored is the unadulterated fun factor. For the majority of skippers in the race, this is an annual "must do" event. Not only does it signal the opening

of the summer racing season in the Bay Area, but it's probably the most popular fully crewed regatta on the Bay.

The race presents many challenges and gratifying elements along the route to Vallejo. "Invariably there's both an ebb and a flood on the same long stretch, so it keeps your mind engaged more than other short-distance races," says Bruce Stone, who owns the *J/105 Arbitrage*. "Plus, people are able to rotate positions on the boat so it's more fun for everyone as well as a good crew-development opportunity," he continues. Ironically, Bruce invited his now-wife Nicole to sail with him on one of their first dates together. These days she calls tactics — and she's pretty good at it too, considering they got first in their division.

For many, the race is the perfect opportunity to enjoy their boat's downwind performance. "On the Vallejo Race we face the challenge between the current and the wind," says Andy Macfie who, with his wife Annette, owns the Olson 30 *HOOT*. "But it's mostly the thrill of sailing in a large fleet, the fact that Saturday

THE GREAT VALLEJO RACE



CHERIE SOGSTI



CHERIE SOGSTI



Clockwise from top left — Breaking-in the new crewmates on Doug Bailey's J/105 'Akula', Nick Grebe's 'Angry Octopus' takes a beating on San Pablo Bay, Happy crew on 'Sea Star', Fabio Maino's Flying Tiger 10 'Centomiglia,' Rufus Sjoberg's Melges 32 Odr 'Rufless' heading under the Richmond Bridge, a full harbor at the Vallejo YC, Simon James' happy crew aboard 'Lightwave,' A crewmember on Bob Harford's Express 37 'Stewball' already dipping into the red Solo Cups and Damien Campbell and crew find something very amusing or else they are just having a blast because they are on the Great Vallejo Race!

is the 'right' direction for an Olson 30 (sometimes), and seeing all the 'usual suspects' for the first time in a summer season," he continues.

"A big part of the excitement of the Great Vallejo Race is the sailing," says Cherie Sogsti, who trimmed main on Bob Walden's Cal 39 *Sea Star*. "You almost

want to pinch yourself when you are surfing down ebb-current waves in San Pablo Bay surrounded by hundreds of boats being pulled along by their colorful spinnakers. As a sailor, you can't dream this stuff up," Cherie continues.

After a hard-fought battle to Vallejo, Daniel Thielman's R/P 44 *Tai Kuai* won

line honors on Saturday, followed closely by Gary Redelberger's Farr 36, *Racer X* and Randy Miller's Marstrom 32 *Gradient Vee*.

Once across the finish line, it was a matter of filing into the harbor at Vallejo YC for the annual raft-up and after-party inside the club. This year though, Vallejo

A FRENZY OF FUN



YC's harbor wasn't dredged in time for the race. This left a good number of racers worried about damaging their boats' keels. The J/111s decided en masse to return to their home ports, while others, like Stone, decided to head an hour farther upriver to the Benicia Municipal Harbor.

Those who stuck around with the hundreds of sailors at Vallejo YC were naturally in for a good time. "The other part of the Great Vallejo Race is the

great party at the end," adds Cherie. "Boats snug up next to each other, flags are flying, beers popping, crews high-fiving each other, and toasts being made in honor of another epic day on the water. This year the band was pumping and kept us sailors dancing until the wee hours of the morning. Old friends bonded, new friends were made, food trucks kept our bellies full, and the bar never ran out of beer. The Regatta days were full of sun, wind, and waves and

Saturday night was loaded with music and laughter. Vallejo Yacht Club knows how to throw a party with great vibes and just a splash of rum."

"Sunday's conditions brought milder wind, 15-17 knots, and flat seas, making the race home pleasurable, but uneventful," says Zarwell. All in all it was another successful Great Vallejo Race that is certain to inspire many racers to come back for more next year.

— **latitude/ross**

MAKING IT PERSONAL —

During the two years since five *Low Speed Chase* crew members perished tragically in a Farallon Islands race, West Coast sailors have taken great strides to make offshore sailing — as well as cruising and daysailing — as safe as possible.

Nevertheless we're hit with constant reminders that even though there is nothing inherently dangerous about the sport of sailing, bad things can happen out on the water: In late February a crewman fell overboard during the Berkeley YC Midwinters and only one of the several boats that responded had the proper safety gear to retrieve him. In late March a crewman in the Clipper Round the World Race fell overboard in the mid-Pacific while en route to San Francisco, and it took an hour and 40 minutes for his boatmates to locate and retrieve him. In early April, a combination of boat problems and the frightening illness of a one-year-old child aboard *Rebel Heart* triggered a dramatic rescue 900 miles offshore that quickly became international news. Two weeks later, during a Sequoia YC race, a crewman was killed when the boat's rigging snagged a day marker, causing the mast to topple into the cockpit. A week after that a female crew fell overboard in San Pablo Bay during the Great Vallejo Race, but she was quickly retrieved.

Of course, while all these incidents were taking place, thousands of sailors were happily racing and pleasure sailing both inshore and offshore without getting so much as a bruised thigh or

a skinned knuckle. And there's no way you'll ever convince us that going 6, 7, or even 15 knots in a sailboat on the wide-open expanses of the Bay or Pacific is anywhere near as dangerous as hurtling down a freeway at 80 miles an hour, where mere inches separate you from a teen driver who is texting, a soccer mom who's painting her fingernails, or a truck driver who's checking baseball stats on his smartphone.

Even though there is nothing inherently dangerous about the sport of sailing, bad things can happen out on the water.

Nevertheless, the message of this article is that if you're a conscientious sailor, you'll insure that both your personal gear and the boats you sail on are as safe as possible. In this article we'll highlight gear and techniques that help make all forms of sailing — including ocean crossings such as the Singlehanded TransPac and the Pacific Cup — substantially safer than they once were.

Many Bay Area sailors spend decades recreating within the waters of San Francisco Bay, San Pablo Bay

and the Delta and never venture beyond the Golden Gate. But as every local knows, the strong winds and currents of the Bay — especially during the summer months — make our inshore waters as challenging as sailing offshore almost anywhere else. With that in mind, we've included two sidebars: The box below spotlights some of the many new personal safety devices now on the market that offer remarkable functionality at affordable prices. The sidebar on page 92 lists safety gear that every boater should scrutinize. It is taken from a larger document created by the specially formed NorCal Offshore Racing Council in the aftermath of the *Low Speed Chase* incident. We think you'll find that its tenets are hard to argue with.

For an expert's perspective on the subject of personal safety, we asked Chuck Hawley, chairman of the US Sailing Safety at Sea Committee, to give us his thoughts on the most important safety devices for both offshore and Bay Area sailors.



POCKET-SIZED SAFETY INNOVATIONS

In the past few years there's been a dramatic increase in the number of new and affordable tracking devices intended for personal use. As we perused the Strictly Sail Pacific boat show in April, we kept an eye out for products worth considering, such as

water-activated personal strobe lights, personal location beacons (PLBs) and more. Here are several items that made a strong impression on us. (Editorial note: These product highlights are not meant to be endorsements, but are simply offered to educate readers and inspire them to do further research on their own.)

See-Me Select Water-Activated LED Rescue Light & Strobe

In the strobe-only category, the See-Me Select is a water- or manually activated rescue light with a microprocessor. When the wearer hits the water, the light automatically goes into a strobing mode to attract rescue. As rescue gets closer, the switch

can be manually adjusted to alter the light from a strobe to a steady light. After rescue, a press of the button will switch off the device; the light will automatically reset back to water-activation mode.

Each unit has two LED lights that burn at up to 28 candelas — more than 35 times brighter than required by the Coast Guard. On one set of batteries, the lights burn for 27 hours in strobing mode or 24 hours in steady-light mode. The device is USCG-approved, SOLAS (Safety of Life at Sea) compliant, and waterproof to 200 feet. (\$50-\$80)

Firefly PRO Waterbug Emergency Distress Strobe Light

The Firefly PRO Waterbug also has automatic water activation triggering, but offers four modes: armed for automatic water activation, ultra-bright strobe light display, SOS strobe display and steady-on. The LEDs produce a 360-degree beam of light that is more than 41

candelas bright for visibility up to 3.5 miles away. Firefly PRO can operate continuously for more than 56 hours. It is USCG-approved and factory tested to be waterproof up to 33 feet. (\$45-\$100)

A step-up in the realm of PLB devices are those with an emergency button that, when activated, send a distress signal with GPS coordinates. This feature is a huge aid for getting help when you're in or on the water, but out of communications range.

AquaLink PLB & AquaLink View PLB

Both AquaLink devices are buoyant GPS-enabled rescue beacons with three levels of integrated signal technology: GPS positioning, a powerful 406-MHz signal and 121.5-MHz homing capability. Each can quickly and accurately relay your position to a worldwide network of Search and Rescue satellites, broadcasting a unique registered distress signal that tells rescuers not only where you are, but who you are. At 9.2 ounces and less than 6 inches in length, the AquaLink can be carried in a pocket or clipped to a harness. A step up is the AquaLink View with digital display that shows



ALL PHOTOS MARTHA BLANCHFIELD EXCEPT AS NOTED



ACR

SAFETY ON THE WATER



After falling overboard in raging weather conditions hundreds of miles offshore, Clipper Race crewman Andrew Taylor, 46, might never have been found if he hadn't had with him a personal locator device.

CLIPPER VENTURES LLC

"Somewhere around 700 West Coast sailors will be sailing to Hawaii

its operational activities including GPS LAT/LON, operating instructions, usage tips, transmission bursts and battery power. (\$340-\$500)

SafeLink R10

Kannad Marine offers a personal AIS (Automatic Identification System) device that's designed to be fitted to a lifejacket and assist in MOB recovery. It features a flashing LED indicator light. The SafeLink R10 transmits target survivor information, including structured alert messages, GPS position information and a unique serialized identity number back to an onboard plotter, which automatically contacts the crew member's vessel. The device will transmit continuously for a minimum of 24 hours and has a 7-year battery storage life. Manual triggering is required; the R10 can be made to auto-activate if paired and fitted to a list of approved lifejackets. (\$280-\$320)



KANNAD MARINE

SPOT Gen3 & SPOT Connect

SPOT technology has been around for several years. Intended for personal communication and

this summer, and a similar number will be sailing down the coast from San Francisco in a variety of coastal races — not to mention the 500 to 600 who will sail

tracking, it's important to note that SPOT devices *do not* have strobe lights and are not intended to remain in the water. For use on sailboats, devices are generally placed in a safe location on the vessel, as opposed to on a person. Of note, the newest SPOT Gen3 features a motion-activation sensor that only sends tracks when in motion; this conserves battery power. (\$150-\$175)

For travel in a region without cell coverage, a SPOT Connect (\$125-\$135) paired with a smartphone allows you to tap into a global satellite network for sending messages and GPS coordinates. In the case of a critical emergency—it can transmit an SOS message, relaying GPS location to the GEOS International Emergency Response Coordination Center (IERCC). For non-emergencies, SPOT is often used for route tracking and check-in, waypoint archive and connection to Spot Assist Maritime. Activation and service plans are available at additional cost.



SPOT

Another innovative safety item that caught our

south in October with the Baja Ha-Ha rally. While offshore safety depends on having a well-found sailboat, a seasoned crew, and the right gear, I'll focus here on personal safety gear.

"The place to start is arguably the most important: high buoyancy inflatable life jackets. Life jackets provide two primary benefits to swimming sailors: they get you to the surface quickly after immersion, thus giving you the best chance of surviving the gasp reflex that accompanies rapid cold water immersion, and they make it easier to avoid "swim failure" in the time that it takes to be rescued. To achieve these goals, sailors need buoyancy, if not prior to going in the water, then shortly thereafter, which is why a water-activated 35-lb buoyancy inflatable is recommended.

"Prevention from going into the water in the first place is the role of the safety harness, tether and jacklines. Safety harnesses need to be worn a few inches below the armpits to keep from damaging your back when you fall (on-board or overboard). Ideally — or almost universally — they are combined into a single wearable item with an inflatable life jacket. Tethers generally have different 'snaps' at each end: a quick-release shackle at the chest, and a double-action snap at the deck end. International Sailing Federation (ISAF) requirements state that 30% of a racing crew needs to have double tethers, which generally consist of both a 3-foot and a 6-foot piece of webbing, each with a competent snap.

attention is the **SOS Dan Buoy Man-Overboard Marker**. It's a compact self-contained device that aids rescue and recovery. No need to set or activate it. Just toss it into the water toward the person overboard. Within seven seconds of submersion, the buoy will inflate as a 6-foot-tall fluorescent green cylinder. For night rescue, an automatic SOLAS light is mounted at the top for night rescue, above high-visibility reflective tape. Also up top is an eight-foot-long streamer that waves back and forth with the water's motion, and is visible up to a mile away.

The inflatable includes a large drogue to slow wind drift, plus webbing loops that permit the MOB to place his or her arms around the marker. Reusable and repackable, the SOS Dan Buoy requires a 33-gram replacement cylinder and activation cartridge. Meets ISAF Offshore Special Regulations. (\$295-\$325)



— martha blanchfield

MAKING IT PERSONAL —

Wichard, Kong, Gibb, and other companies make secure snaps that resist unintentional disconnection, yet can be unsnapped when moving from jackline to padeye to belowdecks.

"Fanny-pack items don't actually have to be in a fanny pack, but you need to have them readily accessible, and preferably in one package, when you go on watch. Ideally, you'll carry a number of items to increase your 'findability', including a signaling mirror, an LED

strobe light (now less than \$15), a small flashlight, and a three-pack of Skyblazer flares. Of course, you'll want to carry a rigging knife as well.

"For personal electronics, there are two ways to go: a small waterproof VHF radio, preferably with a built-in GPS and Digital Selective Calling (DSC) — arguably the most cost-effective safety item for a coastal race boat — or a Kannad S10 AIS beacon. It was the Kannad

beacon that proved to be invaluable in locating Clipper Round the World Race crewman Andrew Taylor, who fell overboard in March while working the foredeck (not clipped in). With huge seas and gusts up to 70 knots, it was impossible for his crew to keep him in sight.

"What about PLBs or Personal Locator Beacons? These have applications for those who get lost on land, for a fisherman who's likely to be wearing a survival suit, or for singlehanded sailors. But they are less appropriate for offshore sailing with crew, primarily because if you go overboard you want to be able to alert your boat and the rest of the fleet, none of whom will have the gear to find a PLB. By contrast, your boat, and others in a race or rally fleet are very likely to have an AIS receiver or a DSC-capable VHF.

"This final recommendation seems obvious, but it's a personal safety item that's frequently overlooked: Treat yourself to some modern, breathable foul weather gear and a suit of insulating synthetic mid-layer garments. Getting cold because you don't have the right protective clothing on makes you a less effective and less safe crewmember. Plus, sailing with funky gear makes you look like you sail on Team Grunge.

"In addition to being breathable, and therefore less likely to trap perspiration on the inside of the fabric, new foul weather gear is made from much lighter fabric and is cut better to allow freedom of movement. Plus, the cushioning effect of the bulky midlayer has the added benefit of keeping your knees, elbows, butt and hips from suffering from the inevitable impacts of active sailing."

"One bit of seamanship that needs to be practiced by every crew is rescuing a crew member who's fallen overboard. The Lifesling device and Quickstop maneuver have been the standard for the last 20 years, but modern boats that fly downwind may need to rethink their sailhandling and maneuvering techniques, especially if they have fragile rigs, halyard locks, and other modern kit. On boats that can exceed 15 or 20 knots downwind, it's essential to have MOB transmitters on the sailors because you simply won't be able to find them without some refreshable position from the swimmer. The Lifesling is still the preferred way to make contact with the victim, once he or she is located, and to get him or her back aboard."

THE NEW STANDARDS FOR SAFETY AFLOAT

Safety Gear Required by NorCal Offshore Racing Council Offshore (but also applicable for cruisers and recreational sailors)

The complete document also contains requirements for crew education and structural elements. See: www.norcalorc.org

- Lifejackets which provide at least 33.7lbs (150N) of buoyancy, intended to be worn over the shoulders (no belt packs), meeting either Coast Guard or ISO specifications shall be worn by all crew at all times while on deck. Alternatively, a Coast Guard approved Type 1 may be substituted. Leg or crotch straps are required.

- Each crewmember shall have a safety harness and compatible safety tether not more than 7 feet (2.13m) long with a minimum tensile strength of 4500 lb. (20kN). The tether shall have a snap hook at its far end and a means to quickly disconnect the tether at the chest end.

- A boat shall carry jacklines with a breaking strength of at least 4500 lb. (20kN) which allow the crew to reach all points on deck, connected to similarly strong attachment points, in place while racing. In addition, multihulls must have jacklines or attachment points that are accessible when the vessel is inverted.

- A boat shall have navigation lights that meet U. S. Coast Guard requirements.

- A boat shall carry fire extinguisher(s) that meets U.S. Coast Guard requirements.

- A boat shall carry a sound-making device that meets U.S. Coast Guard requirements.

- A boat shall carry one SOLAS orange smoke flare not older than the expiration date.

- A boat shall carry two SOLAS red parachute flares not older than the expiration date.

- A boat shall carry two SOLAS red hand flares not older than the expiration date.

- A boat shall carry a Lifesling or equivalent man overboard rescue device stored on deck and ready for immediate use.

- A boat shall have a throwable flotation device that meets Coast Guard requirements (type 4) with whistle and self igniting light. A Man Overboard Module meets this requirement.

- A boat shall have a throwing sock-type heaving line of 50' (15m) or greater of floating polypropylene line readily accessible to the cockpit. 3.8.1 A boat shall have a permanently installed 25-watt VHF radio with a masthead mounted antenna of at least 15" in length. The radio must be VHF with GPS and Digital Selective Calling (DSC) capability, connected to or with an internal GPS, with an MMSI number registered to the vessel.

- A boat shall have a watertight handheld VHF radio or a handheld VHF radio with waterproof cover. This radio shall have DSC/GPS capability with an MMSI number properly registered to the vessel or owner.

- A boat shall carry a GPS receiver which is capable of recording the position of a man overboard within ten seconds.

- A boat shall carry either a 406MHz EPIRB which is properly registered to the boat, or a floating 406 MHz Personal Locator Beacon, registered to the owner with a notation in the registration that it is aboard the boat. After 01/01/2016, this device shall be equipped with an internal GPS.

- A boat shall have a fixed mount electronic depth sounder.

- A boat shall have a permanently mounted magnetic compass independent of the boat's electrical system, suitable for steering at sea.

- A boat shall have non-electronic charts that are appropriate for the race area.

- A boat shall carry soft wooden plugs to close all through-hull openings, attached to their respective through-hull fittings by a short cord.

- A boat shall carry one anchor, meeting the anchor manufacturer's recommendations based on the yacht's size, with a suitable combination of chain and line.

- A boat shall carry a watertight, high-powered searchlight, suitable for searching for a person overboard at night or for collision avoidance.

- A boat shall carry a waterproof flashlight in addition to above.

- A boat shall carry a first aid kit and first aid manual suitable for the likely conditions of the passage and the number of crew aboard.

- A boat shall carry an 11.5" (292mm) diameter or greater octahedral radar reflector or one of equivalent performance.

- A boat shall carry 2 sturdy buckets of at least two gallons (8 liters) capacity with lanyards attached.

Footnotes: DSC units send pre-defined digital messages, with a clearer signal and longer range than voice VHF. DSC units are programmed with the vessel's Maritime Mobile Service Identity (MMSI), a series of nine digits sent in digital form to uniquely identify a vessel.

The most cherished safety device

SAFETY ON THE WATER

of cruising sailors who make solitary voyages across vast oceans is probably their EPIRB (Emergency Position Indicating Radio Beacon). According to a recent report by the Boat US Foundation, EPIRBs — and their smaller cousins,

"One bit of seamanship that needs to be practiced by every crew is rescuing a crew member who's fallen overboard."

PLBs — have played a role in saving roughly 35,000 lives since such devices first came into use in the early 1980s.

Once activated, either manually or automatically (i.e. during a sinking) they transmit a unique 406-MHz signal to US Coast Guard Rescue Coordination Centers via two different satellite systems. Once the mayday is verified by shoreside personnel to be legit, appropriate rescue resources are dispatched. Late-model units transmit GPS coordi-

nates for a quicker location fix.

High frequency SSB or Ham radios can also play a key role in rescues, as the ability to describe the exact nature of the emergency lets SAR (Search and Rescue) centers send appropriate resources without delay.

But radio gear sometimes becomes useless if batteries die, the cabin gets flooded or the mast (and antenna) comes down. So more and more cruisers are opting for sat phones as both a communications backup and a portable emergency device that can be taken into a liferaft, if necessary.

Needless to say, being thoroughly prepared for emergencies is a big task,



GREG YARMAN

After capsizing offshore in 2010, the PDQ 35 'Catalyst' eventually drifted into a doghole off the Mendocino coast. There's ongoing debate over which type of life jacket is best: 'Catalyst's three crew had to ditch their lifejackets to get clear of the wreckage. A year later, when two sailors were trapped beneath the Chicago-Mac Race boat 'WingNuts', some sailors moved away from auto-inflate vests. But in 2012 at least one survivor of the 'Low Speed Chase' incident said he may not have survived if he'd had to find and pull a manual activation cord in the roiling surf.

and acquiring a full complement of safety devices can run up quite a bill. The worst thing you can do, though, is have no emergency plan at all.

— **latitude**/andy

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THREE MONTHS OF FUN IN THE SUN —

The brutally active active racing season in the Northeast Caribbean — which we take to mean the 150 miles between the British Virgins and Antigua — ended in early May. Thank god for that, because we were exhausted. And we only did a few of the events.

We counted nine major regattas and



Every sailor who has ever frozen their buns off sailing in the Gulf of the Farallones deserves to, at least once in their life, 'die and go to the heaven' of sailing in tropical Gulf of Farallones conditions.

one major race in an 80-mile radius of St. Barth between the last week in February and the first week in May. No matter if you had a Melges 24, a Beneteau 40 charter boat, a Carriacou work boat, or a \$100 million luxury megayacht, there was more racing than you could probably stand. And if you were an out-of-the-area weekend racer without a boat in the Caribbean, you could get a spot on a boat in many of the regattas.

Since this season is over, it's already time to plan for the 2015 season. So we've prepared this list of events for you, with next year's dates. Keep in mind that

The Gunboat 62 'Elvis' hit 28 knots in the Heinie, and came as close as possible to flipping — without actually flipping — in the Voiles.



LATITUDE / RICHARD

these are just the bigger events at islands where most people speak English. There are scores of smaller regattas, and some big events on islands where English isn't the common language. Here's our list:

Feb 23 — The Caribbean 600 open-ocean, middle-distance race for hardcore sailors on top racing boats. Sixty yachts and 680 skilled sailors sailed their brains out for 48 to 80 hours in every kind of tradewind conditions known to man this year. Matt Brooks of Fremont took Division D with *Dorado*, his S&S 52 from 1929 that won last year's TransPac. Brooks is a member of the St. Francis YC, but was recently named 'Yachtsman of the Year' by his other club — the New York YC. "The 600 was much tougher than we expected," said Brooks. Nine of the 60 starters didn't finish.

March 5-8, The St. Maarten Heineken Regatta. The 'Heinie' is truly a 'people's regatta', which in this year's 34th running attracted over 200 entries. One hundred of them were charter boats. It took approximately 2,500 sailors to get the boats around the courses in the three days of racing — and to guzzle the shiploads of Heinekens. Except for the charter boats, the racing is as serious as the partying at the Heineken. Former San Francisco YC member Rick Wesslund sailed his J/122 *El Ocaso* to 'Most Worthy Boat of the Regatta' honors. It wasn't the first time that Wesslund, now a resident of Florida, had done this.

March 11-14, The Loro Piana Caribbean Superyacht Regatta. The newest of the significant regattas in the Caribbean, this one was for superyachts, and was based out of the luxurious Costa Smeralda YC at North Sound in the British Virgins. It attracted a decent fleet of 20 boats, most of which quickly took off afterward for the St. Barth Bucket, which is twice as big and prestigious an event.



March 19-22, St. Barth Bucket. The original and still-reigning daddy of megayacht regattas in the world, the Bucket attracted a spectacular fleet of 38 boats for three days of racing in mostly breezy conditions. How breezy? Bjorn of West Indies Sails told us they had to work through most nights, at \$200/hour, to repair 28 sails, almost all of them very expensive spinnakers. "Superyacht racing is the fastest growing segment of the yacht racing market," said Kenny Keefe of KKMI, who sailed aboard the 190-ft *Adele*. Immediately after the regatta, he had to fly to the Med to meet a client in pursuit of another megayacht. Paul Cayard called tactics aboard the 218-ft *Hetairos*. "I really like this island," he told *Latitude*, "maybe I should move here." Our tip: Mid-February to early May is the best time in the Caribbean, both for the weather and sailing activities. It's hot and humid in the summer, and many businesses shut down.

March 30 - April 5, The BVI Spring Regatta and Sailing Festival. This is

CARIBBEAN RACING PRIMER



LATITUDE / RICHARD

another mostly 'regular sailors regatta', one that features more flat-water sailing than most. This year the event attracted 81 boats of every type and size, including many charter boats, several of which were charter cats owned by Californians.

April 13-18, The Voiles de St. Barth is yet another 'people's regatta', albeit one that this year attracted everything from a one-design class of Melges 24s to the Swan 118 *Highland Fling*. If we had to pick one regatta to recommend, this would be it, as it's first-class and French-festive — meaning dancing on tables and being 'naughty' in the way the young were in the less uptight 1960s and 1970s. If you can find a place to sleep, there's a good chance you can get on a boat. The four days of competition often feature vigorous sailing. After two days of light wind this year, including one that featured a spell of torrential rain, it blew in the 20s with big seas the last two days. But it was warm. Wonderfully warm. Ten-foot seas are what drove for-

Thanks to ideal conditions in the third race of the Voiles, 'Hotel California, Too', an old boat with a short mast and Dacron sails, still hit 22 knots.

mer South Bay resident Steve Schmidt's SC70 *Hotel California, Too* to hit 22 knots — despite having a stumpy mast and flying just white sails. San Franciscan Peter Aschenbrenner's Irens 60 trimaran *Paradox* was even faster, although we're not sure they hit 30+ knots, which Gavin Brady reported doing with the TP 52 *Vesper* the year before. Two Gunboat

Although the Voiles is French as French can be, Alex, on the left, and two friends from San Francisco rocked the quay one night as 'The Crocs'.



LATITUDE / RICHARD

62s raced, including *Elvis*. Her skipper told *Latitude* that the cat went over 45 degrees. "We were standing on top of the vertical saloon windows," he said. "All of us thought she was going to flip." But she came back down. The multihull division was won by the crew of the 1,800 pound Sea Cart 26. Brave lads. Fritz Bus, a superb Melges 24 sailor from St. Martin, lost his mast again this year, the second time in three Voiles.

April 16-21, the 37th annual Panerai Antigua Classic Regatta is perhaps the best classic regatta in the world, and this year drew 60 great Classic and Spirit of Tradition yachts. Ira Epstein of Bolinas, the owner of the Clark 65 *Lone Fox* that has twice taken overall honors in the event, reports that it blew in the high 20s and low 30s. That makes two years in a row of very breezy conditions. This was just fine for great yachts such as Carlo Falcone's Milne 79 ketch *Mariella*, the 65-ft Nathanael Herreshoff schooner *Mary Rose*, the 100-ft Bruce King-designed ketch *Winterhawk*; and the Soros family's 65-ft Gannon & Ben-

THREE MONTHS OF FUN IN THE SUN



CHRISTOPHE JOUNAY

The breezy Voiles was the last hurrah for the 12-year old 92-ft R/P 'Rambler'. She's being replaced this fall by a new 88-footer.

jamin schooner *Juno*, all of which won their divisions. A team of women dinghy sailors raced Brooks' *Dorada*, but didn't do quite as well as hoped. This is another regatta we'd highly recommend, as it's a spectacular classic boat show in itself, and you could almost certainly get a berth on one of the boats for racing.

April 25 - May 1, Antigua Sailing Week. This year over 100 boats, including many charter boats, competed in this oldest of big Caribbean regattas. Although Sailing Week no longer draws the 200+ boats it did when it was the

only really big regatta in the Caribbean, it still offers great sailing out of historic English Harbour. No matter if you have a charter boat or a Farr 100 such as *Leopard of London*, it's worth doing.

April 30 - May 3, St. Barth West Indies Regatta. The Northeast Caribbean season concludes relatively quietly with a regatta for about a dozen mostly rough-hewn boats that were built on beaches of Caribbean Islands for commercial use. What the boats lack in polish and expensive gear, the crews make up for in spirit.

If you're a young person passionate about sailing, and you've got a few starter bucks tucked away for a half-gap year, there are worse things you could do than head down to the Caribbean in early February. By the end of May you'd almost certainly have the opportunity to set sail for Palma or Antibes on a pretty fine yacht. If you're a West Coast racer, you could charter a boat for one or two

of these events. Everything from grand prix to charter cats is available. If you're a cruiser making your way to the Caribbean, you can drop in for as many of these events as you wish. When you've had as much racing and partying as you can take, you can just slip around the corner to a quiet anchorage and not even know an event is happening.



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— **latitude 38**/richard

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2014 SINGLEHANDED

The 19th biennial Singlehanded TransPac is set to start this coming June 28. The race features 21 sailors from all walks of life who have decided to sail across just over 3,100 miles of open ocean — alone. In boats that range in size from 21 to 49-feet in length, these solitary individualists will brave the elements and sail as fast as their boats will carry them, arriving in Hanalei Bay, Hawaii over 18 days later.

This year there are six return competitors from 2012. On the following pages we've compiled a bit of information on each of the participants and we hope this gives you a better sense of why they are subjecting themselves and their (mostly) little boats to this challenge.

Joe Baderrama
Archimedes — Express 27
Alameda, CA

Previous SHTPs: none

While many singlehanders seek out the challenge of racing against their fellow individualists, Joe simply wants to do this race while he still can. "Sometimes dreams need to happen early," he says. Why not? He's got his wife's full support. Inspired to do the race by his mother, he's looking forward to the adventure — save for those he'll not see for a little while. "I will miss my daughter and Big Josie, our Aussie Cattle Dog who will wait faithfully by the window each night."

Joe also sends out a bunch of thanks to, "George Lythcott and John Simpson for helping me get to the start line."

Barry Bristol
Fastlane — Catalina Capri 30
San Diego, CA

Previous SHTPs: 3

Barry, like some others, has a penchant for spending a lot of time alone on his boat — this is his fourth race. "It takes a certain type of person to want to do this," he says. "A few odd ones want to do it over and over. I like the independence of sailing by myself. There are no excuses for what happens. Good or bad it's all on me."

Sounds like Barry will be enjoying the food he brings along, too. "I take only food I like," he says. "None of 'this is good for me stuff' — cans and dry goods, one-pot hot dishes and pancakes/eggs for breakfast."

Karima Cherif
Las Brisas — Islander 30
Alameda, CA

Previous SHTPs: none

Since the young age of 15 Karima has dreamed of sailing solo across an ocean. This year that dream is to come true with her first solo crossing. She's prepared thoroughly for this event with a personal fitness program that includes swimming, and other exercise, coupled with a very serious refurbishment of her sailboat. She's raised money through unique fundraising methods via her blog.

As a professional photographer she specializes in capturing subjects underwater. This speaks to her broader passion for all things aquatic. "I know that this trip is the gateway to continuing a lifelong commitment to ocean conservation," says Karima. If her enthusiasm is any indication of her skill, she'll certainly be competitive.

Gary Burton
Elizabeth Ann — Westsail 32
Brookings, OR

Previous SHTPs: none

Sailing to Hawaii singlehanded takes a lot of friendly support. "Charlotte, Chris, Ezra and Faith," were particularly helpful according to Gary. "Dave who has put up with endless questions with patience, kindness and practical help. Lee with the most miserable of jobs. John, Bernie, Timmy, Steve and many others. You know who you are. Thank you!"

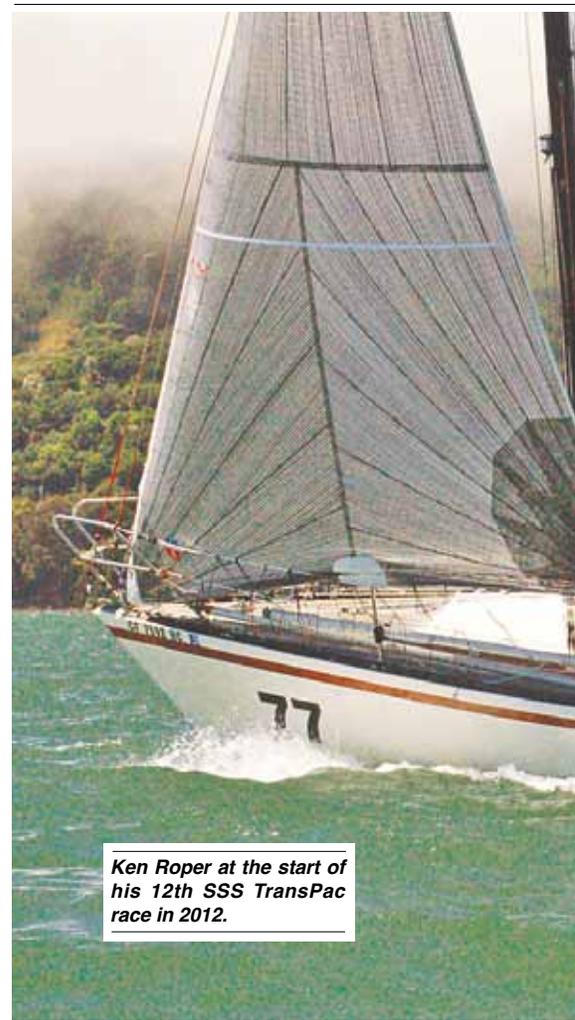
Only with help like this can Dave take on this personal and competitive challenge that will likely have him sailing home from the beautiful Hawaiian Islands on his own as well.

Brian Cline
Maris — Dana 24
Berkeley, CA

Previous SHTPs: none

Brian has wanted to participate in this race since he learned to sail — only about five years ago. Then, after doing the LongPac he wanted more.

"I find race deadlines and race rules serve as



Ken Roper at the start of his 12th SSS TransPac race in 2012.

both great motivators and guidelines to get the boat and myself up to seaworthy condition," he says. "I was also inspired by the many talented solo sailors before me, some of whom I am lucky to count as friends today." Taking his preparation a few steps further, Brian is also making all his own sails.

Nathalie Criou
Elise — Express 27
San Francisco, CA

Previous SHTPs: none

Nathalie was first introduced to ocean racing during the 2008 doublehanded PacCup — and had a blast. "This seems to be the next big step for me," she says. "This is mostly a downwind race and the Express 27 has fantastic surfing characteristics so should be a great boat for the event."

"I approach the event with a healthy mix of impatience, delight and fear." Rest assured, Nathalie will also have a healthy diet. Her mostly snack-based meals will include fresh oranges, smoked fish, cof-



TRANSPAC PREVIEW

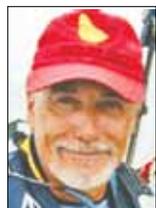


LATITUDE / LADONNA

fee, tea, pasta and a bit of wine for her halfway party.

Rick Elkins
Lightspeed — Custom Wylie 39
Richmond, CA
Previous SHTPs: none

Although Rick was both in the Navy and a member of the Sea Bees, he says, "I did not start sailing until 20 years later." And, when he did start sailing, he lived two hours north of the Bay, "which made sailing sporadic." But, having the opportunity to sail Olson 30s and Wylie 43s certainly helped move him in the right direction. After his daughters grew up and went on their own, he says "I got serious and moved up to *Lightspeed* to try my hand at ocean sailing."



Watching the sailing documentary of the 94-95 BOC race really hooked Rick on solo racing. "This SSS TransPac for *Lightspeed* is the next best thing." Fellow racers should keep an eye on Rick; he's done well crossing the Pacific. Back in

2012 *Lightspeed* placed first in her division in the PacCup.

Al Germain
Bandicoot — Wyliecat 30
Point Richmond, CA
Previous SHTPs: 1

Al has taken on this year's Singlehanded TransPac more as a personal challenge than anything. "I'm sailing this race again because I like the unique challenge and want to improve from previous races," he says. But it's not as if Al is really trying to beat anyone — he sees it all in the larger context of being able to prepare well for the event and then sail it enjoyably. "I want to enjoy the race itself. In this context, enjoyment could be defined as knowing the preparations are thorough and proceeding with the confidence that problems will be overcome." He continues, "It helps to know that we will all be out there together sharing this special experience, old friends and new."



Michael Jefferson
Mouton Noir — Garcia Freres 42
Alameda

Previous SHTPs: 4

This will be Michael's fifth singlehanded race to Hawaii and the second trip on board *Mouton Noir*. "I think many of the participants would admit that the true value of doing the race is in the mind and the soul, and the memories of an experience that only a lucky few have had," he says. "Being alone at sea is a very intense and personal experience... Although it can be very tiring and scary at times, there is great satisfaction and pleasure in overcoming the various obstacles that come my way." Ultimately, Michael has found that, "interactions with my fellow competitors have a depth and warmth rare in normal life." These experiences and accomplishments provide him good feelings that will last his lifetime.



Peter Heiberg
Scaramouche V —
Palmer Johnson 49
Vancouver, B.C.
Previous SHTPs: 1

After Peter's last singlehanded race to Hawaii in 2012, he wrote a book, *Lee Shore Blues*. The title may allude to the disappointment he felt in his performance that year. "It wasn't my finishing position so much but just that I sailed poorly and didn't make a good effort," he says. "Since this will be my last race (at least with *Scaramouche*) I thought I would take the opportunity to make the humiliation complete," he quips. Certainly it isn't going to be that bad. We can only hope his next book doesn't have the word 'blues' in it.



David Herrigel
Domino — Wilderness 30
Alameda, CA

Previous SHTPs: none

"My desire to do this race started back in the 80's, when I read about it as a sailing obsessed kid growing up in Seattle," says David. Aside from the TransPac representing a personal physical challenge, it's also about something more. "Ultimately it is about proving I can make a 30-year goal a reality."



David is also sailing in memory of the

2014 SINGLEHANDED

man who taught him how to sail — his father.

Steve Hodges
Frolic — Islander 36
Alameda, CA

Previous SHTPs: 1



Having raced back in 2012, one of Steve's biggest upgrades was a new autohelm. "Frolic's non-human steering will be primarily an electric belowdeck motor (I destroyed two tiller pilots in 2012) with an antique Atoms vane as a backup." This should add to the fun factor for Steve who had a "blast" during the last race. Also helping along the way are his many supporters including, "my super-supportive wife, Susan, friends, and notably other sailors who have shared their vast experience freely."

Kevin Jones
Back Beat — Capri 25
Port Townsend, WA
Previous SHTPs: none

Before the TransPac even begins, Kevin has plans to sail *Back Beat* from Port Townsend to Alameda, some 875 miles down the coast. We think this should be a pretty good tune-up for the race. But he's really not in it to outperform other racers. "The Singlehanded Transpac is one of my sailing bucket list races," says to Kevin. "I've wanted to do it since I first became aware of it in the late '80s, but the time hasn't been right for me until now. I'm not a super-competitive racer, but I do hope my boat and I give a good account of ourselves."



He's got a fair amount of navigation equipment on board too. "There are a few handheld GPSs on board, and the main VHF has AIS and GPS. I don't have a chartplotter, but I do have paper charts and electronic charts on a laptop." And, in case he gets bored, he's bringing along a sextant, which he's learned to use. "I plan to play with it along the way, comparing my GPS fixes with fixes plotted from my noon sights."

Przemyslaw Karwasiecki
Libra — Mini 6.5M
San Francisco
Previous SHTPs: none

We aren't certain why Przemyslaw is sailing to Hawaii alone. It's likely because of his love of the sea. But he might be in search of something more ethereal too. "Isn't it normal to look for mermaids



during a midlife crisis?" he asks.

Regardless of why he is going, he's certain to be safe. "I'm wearing lucky rainbow loom necklaces made by my sons, Stefan and Olaf." Safety aside though, we do worry a little about his diet — "I'll be eating Mountain House freeze dried food two-three times daily and Corzonas Oatmeal Squares as snacks."

Jak Mang
Maitreya — Ingrid 38
Port Townsend, WA
Previous SHTPs: none

This will be my second solo trip, but my first race. "The crossing has always been a big challenge for me," says Jak. "But then I met a couple of solo circum-navigators and it completely changed my perspective."

Like those in the small group of SSS TransPac alumni, Jak knows well the friendship and bond that develops after finishing one or many of these races.



"Having been around a couple of previous races, I see the faces change but the camaraderie stays the same. Getting to know the bug-lighters is a big draw for me."

Unlike others we've heard from, Jak plans on a bit of fresh seafood along the way adding, "I hope to catch some tuna and dorado this time across." Otherwise he'll dine mostly on snacks — "dried fruit, nuts, jerky, and oatmeal. I'll have an occasional larger dinner now and then."

Doug Paine
Jack — Capri 25
San Diego, CA

Previous SHTPs: none

Growing up on the East Coast, Doug admired his father's adventurous sea-borne spirit which landed him a spot on Admiral Byrd's second expedition to the Antarctic. "During the time I should have been paying attention in school I was reading books on boats and voyages,"



says Doug. "I was poring through the designs and words of Herreshoff and Stephens. I was awed by the J Boats, by tales of the clipper ships, Robin Lee Graham, Slocum, Sir Robin Knox-Johnston, Blondie Hasler, Sir Francis Chichester and others." Today, Jack

is intent on fulfilling his dream of experiencing adventure on the high seas while he still can.

Ken Roper
Harrier — Finn Flyer 31
San Pedro, CA

Previous SHTPs: 12

Ken retired from the military long ago in '77, but it trained him well for the rigors of singlehanded racing. He's gotten quite good at it too, despite threatening

once that 2010 was the last time he'd participate. But here he is at the spry age of 85 ready to cross the Pacific one more time. He and *Harrier* certainly get along well. He's sailed her long past 100,000 miles and owned her for close to 30 years.



Steve Saul
Grace — Wauquiez Pretorian 35
Sausalito, CA

Previous SHTPs: 1

We couldn't express it any better than Steve himself. "We sail alone over the blue horizon to find a perfect mirror that reveals our true nature. We are improbable, magnificent, flawed and humbled.

Deeper in the ocean, there is a clock. Its rhythms are the ocean swells and the arc of the galaxy over the horizon. For the sea, time is passing so slowly. For us, time is passing so fast.

Our solitude joins us to a community of rascals and heroes — past, present and future. They inspire us to sail onward. We discover for the first time the place in which we live."



John Simpson
Crazy Rhythms — Santa Cruz 27
Alameda, CA

Previous SHTPs: none

John, like many other singlehanders, has been busy getting his boat ready for the race. This might be taking longer than anticipated as

he sounds like someone who wants to do things on his own. "I like the self-reliance inherent in singlehanded," he says. But he also wants to do the race because of the challenge it represents.

But, there's another possibility, "maybe I'm just a weirdo with a boat..."



TRANSPAC PREVIEW

**Lilya Vorobey
Widmat — Olson 30
Emerald Hills**

Previous SHTPs: 1

The restoration of her Olson 30 *Widmat* is just a culmination of Lilya's interest in all things "floaty," as she



says. Although she's traveled the world and each of its continents, she's now focused on traveling the planet's oceans. This shouldn't be too difficult for her; she's been building boats for most of her life. Hopefully her elec-

tronic instruments won't fail her, as she doesn't pay much respect to her sextant. "Well, I have one. Nice box. Dazzling instrument. I might use it as a foot rest."

**Daniel Wiley
Galaxsea — Nauticat 44
Richmond, CA**

Previous SHTPs: 1

If you've ever seen *Galaxsea* on the Bay, you know that Daniel enjoys sailing a well-appointed boat. "I've set up



Galaxsea to singlehand to and from Hawaii, with all the comforts of home."

AHydrovane self steering system, a Simrad AC 42 auto pilot, Garmin chartplotters,

AIS, and HD radar do most of the work so that he can enjoy the more spiritual side of the adventure. "The race is adrenaline, rhythm, harmony, and peace all in one big vacation package."

**Frank Wooten
PneumAddict —
Farr 30
San Francisco, CA
Previous SHTPs: none**

Compelled by the teaching of his parents and the support of his loving partner, Rachel Tegano, Frank brings to the TransPac a hope to fulfill his vision of spirituality. "I am racing to challenge myself physically, mentally, spiritually," Frank says. "The physical experience will inherently be a lot of work performing the tasks of 4+ individuals for 10+ days. Mentally my challenge is to pay close

attention to macro and micro details in a situation where my mental acuity is dampened by sleep deprivation."



Ultimately, he hopes all the hard work will bring a sense of internal satisfaction. "Spiritually, I hope all the background noise slowly fades to silence and I get a chance to re-calibrate my internal compass."

We certainly hope everyone has a comfortable, safe journey to Hanalei Bay. It will be quite an experience for each and every one of these competitors. Preparing a boat, taking time off work, and spending time on the ocean practicing all take a lot of time and no small expense. That's not to mention all the support they've gotten along the way from friends and family. One of the amazing elements of this race must be sailing into Hanalei Bay and finishing the race. After an intense and hopefully fulfilling time at sea, who could ask for more — save for a refreshing Mai Tai? Sail fast, everyone.

— latitude/ross



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It was good to see that someone had finally read my instructions about how to prepare their boat for an inspection. The storm jib hoisted, the trysail bent on, jacklines rigged, and emergency steering system set up and ready to demonstrate. Even the anchor rodes were run out along the dock, ready to measure. This inspection would go quickly, and I might even have time to go sailing later in the afternoon.

By the time I went below to find the skipper, I had checked off most of the deck items: Toerail around the foredeck, lifeline stanchions secured in place, pad-eyes for harness tethers. Things were just as well organized downstairs, with

age plan.

"Looks like they might have gone a little too far north in the last race," I said. "Is that to remind the crew not to take that route again?"

"That's just the 'passenger chart,' like what they post on a cruise ship," said Lee. "And, like, it's not as far north as it looks on that projection."

"Right," I said. "I understand that the track chart is on a Mercator projection, so the great circle course is a curve to the north of a straight line. I guess when you have a spherical earth and make it into a flat map, it's impossible to show

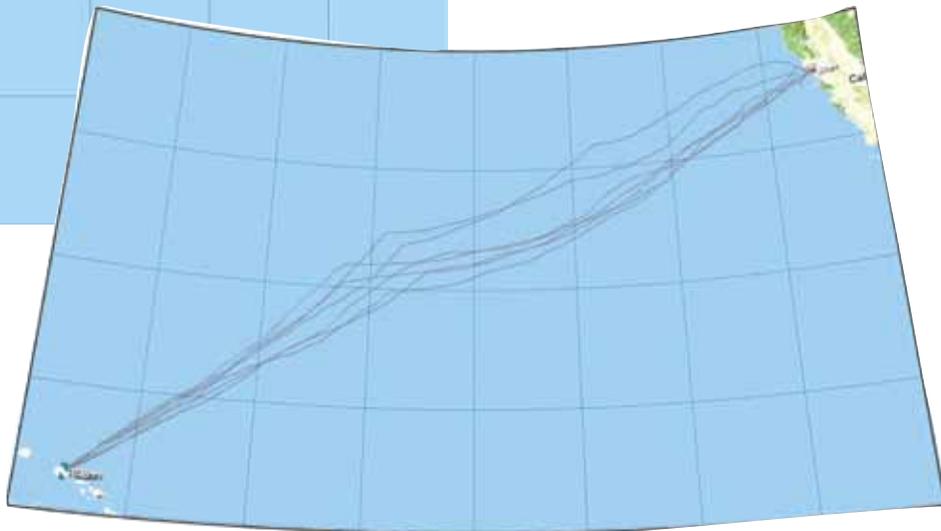
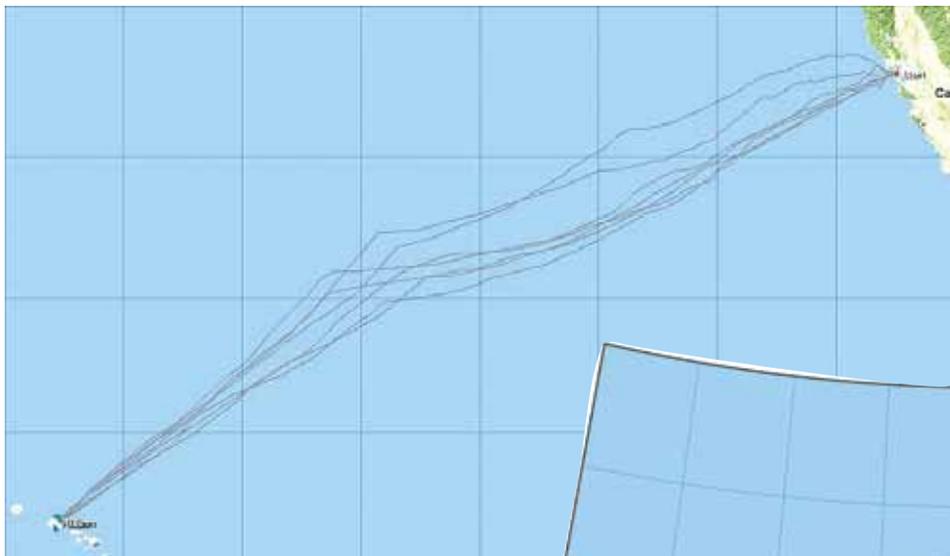
"For most applications the Mercator projection is more practical because it's, like, conformal and loxodromic."

Against my better judgment, I asked what those words meant.

"Conformal," Lee explained, "just means that shapes and angles are preserved, as long as their extents are small compared to the size of the earth. That is, a circle will always look like a circle, and a right angle will always be a right angle. Now, the scale may change a lot. We have the 'Greenland syndrome,' whereby Greenland looks bigger than South America, even though it's really much smaller. But the shape of any reasonably small feature is preserved accurately. Like, a bay in Alaska will appear five times the size of a bay in Brazil, but it will still have the right proportions."

"That's because the meridians all converge at the poles, but the Mercator projection keeps them at the same distance on the chart," I volunteered. "So the scale becomes infinitely large at the pole."

"And the chart would become infinitely large at the pole too," added Lee.



all the required PFDs, harnesses, tethers, flares, and other emergency items on display. Still no sign of the owner or skipper, but there was a file folder on the chart table marked "For Inspector" that contained copies of the raft certification and other required documents.

The inspection checklist was almost complete before the owner — or in this case, the owner's rep — came aboard.

"Max!" cried Lee Helm as she jumped down the companionway ladder. "I didn't expect you to be our inspector!"

"Well," I countered, "I didn't expect you to be on the crew. Did they leave you in charge of inspection prep? And are you on this boat for the Hawaii race?"

"For sure," she said. "Nice ride, huh?"

"It looks fast," I agreed.

I checked off some more basic items in the cabin — bilge pump handles, floor boards secured, ditch bag within easy reach — when I noticed a track chart taped to the bulkhead next to the stow-

The track chart at the top shows division winners of the 2012 Pacific Cup, in Mercator and tangential projections. When you see the great circle as a straight line, it doesn't look as if the winners went all that far north.

the shortest distance as a straight line."

"That's not true at all," Lee informed me. "There are lots of ways to represent a sphere on a plane, and some of them show all great circle paths as straight lines."

"Well then why don't we use them for navigation?" I asked. "Seems like it would be much more intuitive."

"That's why a Mercator projection — at least one aligned with the equator — never reaches the pole. But shapes and angles are preserved intact, so the projection is conformal."

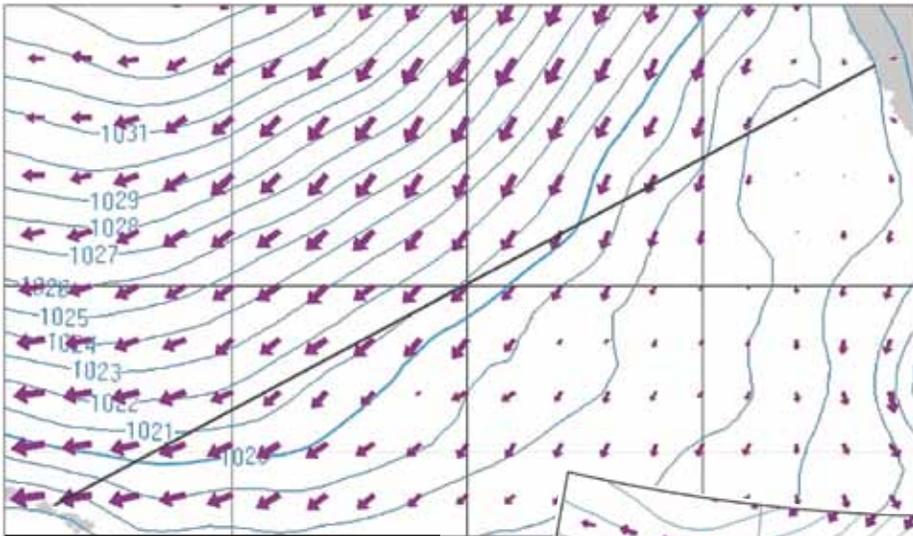
"What was that other property?"

"Loxodromic," Lee continued. "That just means that a straight line from point A to point B will have the same heading over its entire length."

"In other words, a rhumbline course," I said.

"But, like, in this case 'rhumbline' is not the shortest distance from A to B.

PROJECTING



GRIB file showing the surface wind field and pressure, as it might be downloaded at sea. The gnomonic projection makes it a little easier to choose an optimal route, especially if you are second-guessing your routing software.

It gets confusing in longer races where there's a difference, and a lot of people say rhumbline but really mean great circle."

"Keeping all this straight is just part of the navigator's art," I suggested. "We all know that when you look at a Mercator chart from here to Hawaii, you have to imagine that the shortest distance is an arc to the north."

"For sure, Max. But, like, we have computers now. For my charts, I like to re-project in a gnomonic projection that shows all great circles as straight lines. There's a little bit of distortion because it's non-conformal, but I think it shows a more accurate picture of the race course, especially in relation to weather systems and wind forecasts."

"I still don't see how you can project a sphere to a plane so that all the lines are straight," I said.

"Lots o' ways," Lee repeated. "For example, consider a tangential projection."

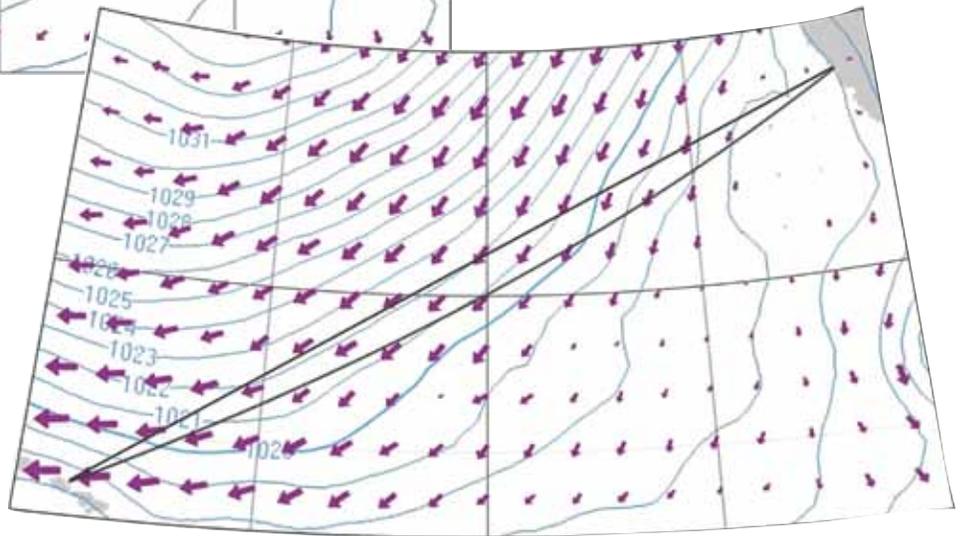
"Tangential projection?" I asked.

"Imagine a plane tangent to the earth's surface. Make the point of tangency near the middle of the race, like 30° degrees north by 140° west. Now imagine a light bulb at the center of the earth, and the map is drawn by literally projecting the shadows of the earth's coastlines, and the shadows of the meridians and parallels, onto that flat plane."

"Okay, that's not hard to imagine."

"Now it gets fun. Consider a great circle course from San Francisco to Hawaii. The radius of a great circle in three dimensions is the same as the radius of the earth, so the plane that contains the great circle is a plane that passes through the center of the earth."

"I'll buy that," I said after a little



thought.

"And because that imaginary light bulb is at the center of the earth, the line representing the great circle on the earth's surface will also project along that plane that contains the earth's center. The intersection of two planes is always a straight line, so the great circle maps to a straight line on the tangential projection. And, like, any great circle will map to a straight line, for the same reason, even if it's distant from the point of tangency. Because it's in a plane that passes through the center of the earth."

"Darn it, you're right!" I said after several more minutes of pondering and a few repetitions of the logic by Lee. "But this projection method can't ever map a point 90° away from the point of tangency, and I imagine the distortion is pretty severe as you get close to that."

"True," said Lee. "But, like, for a few thousand miles of ocean, I like seeing non-distorted great circle tracks. I can live without the conformal shapes. So, like, I re-project all my GRIB file views to an azimuthal gnomonic projection."

"Azimuthal gnomonic?"

"That just means that directions to any object on the map, from the point

of tangency, accurately represents the great circle direction from that point. It's another property of the tangential projection. I'll demonstrate."

Lee pushed me over to the nav station and had me sit down at the chart table. Moving the race paperwork out of the way, she opened a little hatch in the chart table lid that revealed a laptop computer. While we waited for it to boot up she explained that "GRIB" stands for "gridded binary," and is the form in

which some of the most useful weather maps are transmitted in low-bandwidth email via single-sideband radio or satellite connections.

A few seconds later we had a GRIB file viewer on the screen, showing the predicted wind field as an array of arrows of various sizes, and surface pressure contours over the race course.

"Like, this really should be a feature built into the GRIB file viewer," Lee complained. "But it was written by volunteers, so, like, I can't complain. I have to use a separate program to change from Mercator to a gnomonic view."

"Lee, I'm surprised that the viewer shows arrows instead of wind barbs. Aren't wind barbs the meteorological standard notation?"

"It's a setting on the viewer; wind barbs distort the visual analog," Lee claimed. "The feathers on the barb make the angle seem a little different. Also they only vary in increments of five knots, and we're concerned with way smaller differences for route optimization. And, like, the best part of using arrows is that when you set the viewer to scale the length of the arrow to the wind speed, the area of the arrow — and like, the amount of ink

MAX EBB

on the page — scales according to the area of the arrow."

She could see that this did not impress me.

"Get it? The amount of ink is proportional to the length of the arrow squared, so it's also proportional to wind speed squared, so it's proportional to dynamic wind pressure. It's like, a direct representation of the real force of the wind."

"Still, to a meteorologist it might look

domain that does this?" I asked.

"USGS has a program called MapIMG, but I like Geocart a lot better. Much better manual, too, with a really good tutorial on what all the different projections can and can't do for you. Like, did you know that there's a difference between azimuthal, a map that shows the direction to any other point on earth, and retroazimuthal, a map that shows the direction to you from any other point on earth?"

"Those two maps should be identical," I asserted.

"BZZZT! Wrong! Remember that the grid of parallels and meridians is not rectilinear in an azimuthal projection. The heading changes during the trip, so the initial course for the reverse trip is not the reciprocal of the initial course

of a map, figure out for itself what the projection was, then re-project in just one step according to my settings. Right now I can overlay the track chart, the GRIB viewer output, and the weatherfax charts all on the same projection and same scale — but there's a fair amount of legwork to do that. Like, it should all be built into the GRIB viewer or something."

"You really think a program could deduce the projection of an image file all on its own?" I asked.

"Okay, maybe help it out by clicking on some points and keying in their lat-long," Lee conceded. "But, like, 'til then you just have to practice a little with Geocart."

Lee demonstrated a few more map conversions, and since the chart table had a good Internet connection, I bought the program from *mapmathematics* right then and there. Our play was only interrupted by the footsteps of a horde of race crew climbing aboard the boat.

"It's the rest of the crew!" Lee exclaimed, looking up at the clock on the bulkhead. "We have a practice scheduled for this afternoon. I thought the inspection would be over by now."

"Well, it would have been," I said. "Quick, show me that the bilge pumps both work, and let me take a better look at the emergency rudder. We're supposed to do a test under power..."

The pumps worked fine, the mast step was secure, the fuel tank had its shut-off valve, and the batteries in the EPIRBs and strobes were all within spec.

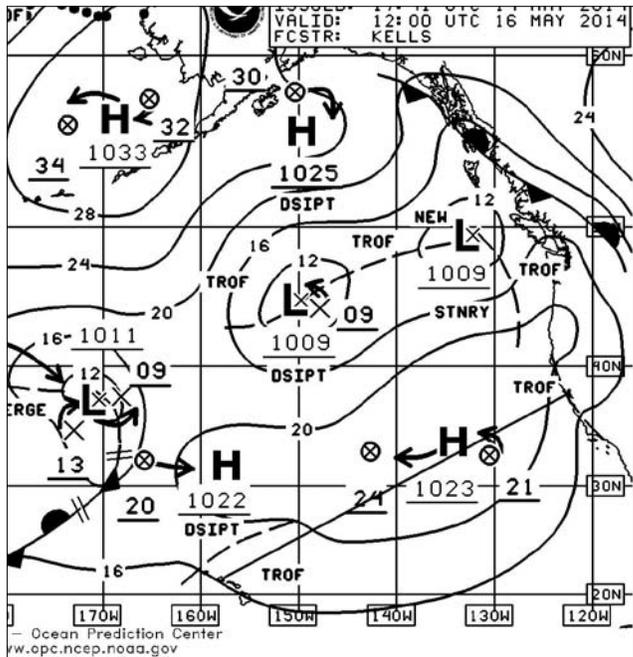
"Just do a doughnut or two with your emergency rudder on your way out of the harbor," I said. "I'll watch from the yacht club."

"Deal!" said Lee.

And the inspection, one of the longest ever, was finally over.

— max ebb

Readers — check out these resources: *Geocart* website: <http://www.mapmathematics.com> (free demo version, \$240 for non-commercial license). *MapIMG* website: http://cegis.usgs.gov/projection/acc_proj_data.html (free, open-source)



Above and right: Weatherfax surface program, in Mercator and tangential projections. The tangential projection brings Alaska back down to its actual size, along with the high-latitude weather systems.

amateurish."

"Heck with that, it gives a better picture of the wind than those silly barbs with feathers every five knots."

As Lee was arguing for arrows over barbs, she was also bringing up a program called Geocart. She opened a GRIB viewer image in JPEG format, did some manipulations with parallels of latitude and meridians of longitude in a Mercator projection to get it to match the GRIB image, then saved it, opened it again, and we had a new weather map with none of the great-circle distortion.

"Nice!" I said. "Where can I get this program?"

"The demo is a free download from *Mapmathematics.com*. Full featured, if you don't mind a big watermark 'demo' on all your output. Not all that expensive to buy, in the scheme of things."

"Isn't there anything in the public

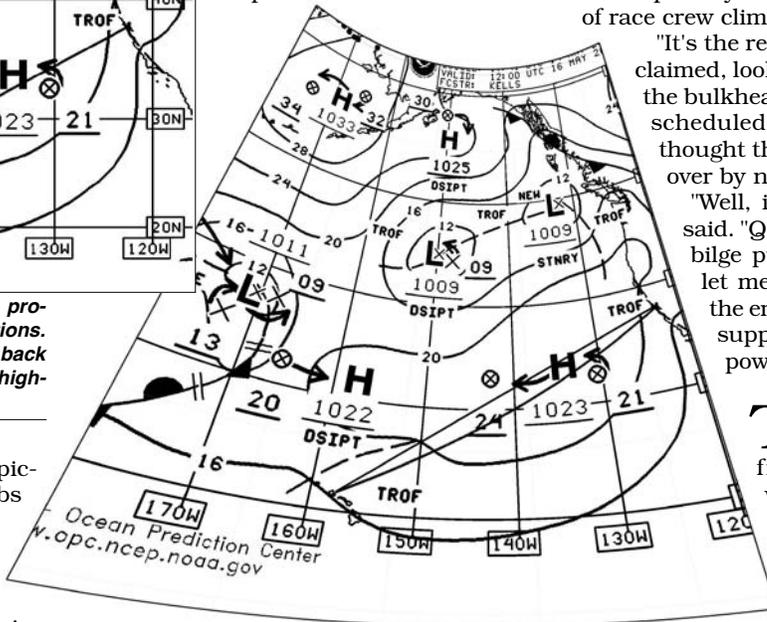
for the outbound trip."

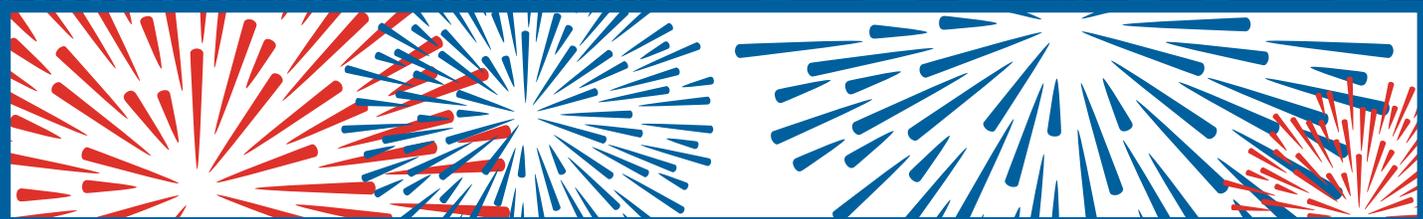
"Well, maybe," I allowed. "I remember when I had what must have been an azimuthal map, back when I had a Ham radio set. It was important to know the direction to any other point on earth for aiming the antenna. But why would anyone want a retroazimuthal map?"

"It's a classic problem," said Lee. "Which way is Mecca?"

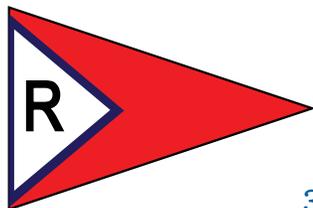
"Ah, of course."

"Actually," Lee said as she brought up another chart to re-project, this one from a weatherfax broadcast that included a lot of high-latitude distortion, "the app I really want would take any graphic image





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THE RACING

To begin this month's racing news we start with April's **Newport to Ensenada Race**, which was remarkable for its wind and the number of trimarans vying to break the speed record. Closer to home, San Francisco Bay racing is in full swing this season. The Singlehanded Sailing Society was busy running the **Round the Rocks, Duxship** and **Singlehanded Farallones** races. Berkeley YC ran the **WBRA's Race #2**, and midway through May there were the SFYC's **Elite Keel**, StFYC's **Phyllis Kleinman Swiftsure**, and SYC's **Women's Skipper** regattas.

Newport to Ensenada Race (4/25-4/27)

The big story in this year's Newport to Ensenada Race wasn't that big at all. A significant storm system had many thinking that records were going to be broken for the 125-mile race. All eyes were on the big trimarans: last year's winner, William Gibbs on his 52-foot catamaran *Afterburner*, Tom Siebel's MOD 70 *Orion* — the 2014 San Diego to Puerto Vallarta record-breaker — and H.E. Erloe's ORMA 60 *Mighty Merloe*. But seemingly out of the blue, Pete Melvin (of the well-known yacht design firm Morelli & Melvin) surprised many by winning best overall corrected time in his 28-foot catamaran *Mama Tried*. Tom Siebel won best elapsed time, skippering *Orion*. Despite wind speeds reaching 38 knots, no records were set.

Pete Melvin's done this race six times, but not since 2009. "I bought *Mama Tried* in New Zealand and we sailed the boat there for one season," says Melvin. Prior to leaving for San Francisco for the America's Cup he'd "modified *Mama's* daggerboards and built new floats. Just before the race we shipped the boat to Newport inside a container."

did not see too many other boats before dark but were pleasantly surprised as we converged with the finish line and were finishing near other boats that we consider to be much faster."

Melvin sailed with his 19-year-old son, James, and Peter Wells. "James and I have sailed in a lot of regattas together in the F18 catamaran class and on our trimaran in New Zealand. He and I have won several national championships together," says Melvin. "This was the first time we sailed with Peter Wells and he was a fantastic addition to our team. He was the 2004 Olympic team representative in windsurfing for the United States and has done a lot of other sailing as well. This was Peter's first multihull regatta and he said, 'First race on a multihull and I am hooked.'"

Mama Tried won three trophies — best corrected time, best corrected time/trimaran, and best corrected time for all boats.

Complete results at
www.newporttoensenada.com
— latitude / ross

Round the Rocks

On Saturday May 3, the Singlehanded Sailing Society's Round the Rocks race



ers. Heading back past Red Rock, they finished in front of Richmond YC.

Although conditions warranted some reefing at the start, racers eventually fell into far calmer waters when they reached Raccoon Strait. After that, the fleets experienced an easterly as they headed toward the Brothers. "There was a little bit of a fiasco around the Brothers," according to Jib Martens, who doublehanded his Worth 40 *Freedom* with his son Will. "The wind went light and changed direction, and the current is wicked there. Some boats ran into trouble getting too close to the island and had to turn on their engines. Others got flushed a little wide making the turn to the SE." Jib and Will avoided the mess and sailed on toward a healthy 20+ knot breeze at the finish.

— latitude / ross

SSS ROUND THE ROCKS REGATTA (5/3)

SINGLEHANDED MONOHULL — 1) **Hot Ice**, C&C 110, Mike Haddock; 2) **Green Dragon**, Cal 20, Marcus Choy; 3) **Whirlwind**, Wyliecat 30, Dan Benjamin. (26 boats)

DOUBLEHANDED MONOHULL — 1) **Can O' Whoopass**, Cal 20 Odr, Richard VonEhrenrook; 2) **Outsider**, Azzura 310, Greg Nelsen; 3) **Nemesis**, Pearson Commander, Jeff Sullivan. (44 boats)

SINGLEHANDED MULTIHULL — 1) **Tri N Fly**,



PHOTO KEN BROWN

Michael Radcliffe's Synergy 1000 'Kilo' during the May 10 Duxship race — held inshore this year.

Melvin is pretty discreet about his race preparation, what there was of it. "We had not raced the boat here so had no gauge against how we compare with the local fleet," he says. "In the race we

got off to a roaring start on the Olympic Circle, with breeze well into the low 20s by the first start at 10:30 a.m. Single- and doublehanded participants in 13 classes headed south to round Alcatraz, then past Harding Rock, through Raccoon Strait, and on to round the Broth-



'Orion' (1) and 'Mama Tried' at the start of the Newport to Ensenada Race.

LESLIE RICHTER / WWW.ROCKSKIPPER.COM

Corsair F-27, David Morris; 2) **Tri Chi**, Corsair F-27 Charles Jeremias. (2 boats)

DOUBLEHANDED MULTIHULL — 1) **Roshambo**, Corsair 31r, Darren Doud; 2) **Peregrine Falcon**, Corsair F-27, Bill Gardner; 3) **Ma's Rover**, Corsair 31, Mark Eastham. (6 boats)

Results at www.sfbaysss.org

OYRA Duxship

The Duxship race was held inshore this past May 10 because of concerns related to high-wind forecasts and thus safety. Race organizers followed weather forecasts for 24-hours prior to the regatta to ensure their ultimate decision would be the right one. This decision created a fair amount of debate amongst racers, frustrated by the restriction of not being allowed out the Gate due to weather. Many but not all skippers signed up for the OYRA series are planning to do the PacCup and saw this as an opportunity for some good heavy-weather training. Organizers saw things differently.

"The current OYRA board has been having ongoing discussions about wind limits for a couple of years now," says Andy Newell, President of the OYRA. "We have even discussed non-race-day forecasts in the past to prepare ourselves for making a recommendation to the PRO about whether to send the fleet out the Gate. We have adopted the policy of the

Berkeley YC midwinters that we won't race in a gale."

They arrived at their decision on May 10 to hold an inshore race after much study and deliberation. "The discussion specific to the Duxship started in earnest on Friday morning and involved all the members of the OYRA board and the PRO who was running the race for us. Dozens of emails went back and forth and we studied every forecast we could get our hands on," says Andy. "As we got closer to Saturday the forecasts all started to agree that we would see sustained winds in the high 20s with gusts in the mid-to upper 30s. We all got up early on Saturday and checked the various forecasts. We checked NOAA, Sailflow, and PredictWind and I even had a phone conversation with Mike Dvorak from *Sailtactics.com* who does a high-resolution forecast the morning of the race specific for the race area. All sources agreed that we would see sustained winds in the high 20s with gusts from mid-30s to 40. We had one final email huddle Saturday morning and I spoke to the PRO by phone and all agreed that the in-the-Bay course was appropriate based on what the forecasts said would be happening by mid-afternoon."

But even if forecasts were for high winds and a potentially large sea state, some asked why they decided not to let

racers go anyway.

"We feel that the organizing authority along with the race committee has a responsibility to determine if conditions pose a safety hazard to the fleet. Some members of our fleet are seasoned offshore veterans who have done multiple Pacific crossings in very stable boats," says Andy. "Some members of our fleet are weekend warriors who are expanding their horizons by trying ocean racing for potentially the first time. We understand that a few of the boats signed up for the race on Saturday are prepping for the Pacific Cup or other longer races and wanted to test their boat and crew in the nastiest conditions possible. To them I apologize and suggest that they watch the forecast and find a nasty day when there is not a race for practice. Most of our fleet does this for fun, and conditions Saturday were forecast to be somewhere between no fun and dangerous."

— latitude / ross

SSS DUXSHIP RACE (5/10)

PHRO 1 — 1) **Red Cloud**, Farr 36, Don Aherns; 2) **Dare Dare**, Jeanneau Sun Fast, Nicholas Popp; 3) **Cruzsea Baby**, Beneteau 10R, Brian Turner. (11 boats)

PHRO 2 — 1) **Whirlwind**, Wyliecat 30, Dan Benjamin; 2) **Green Buffalo**, Cal 40, Jim Quanci; 3) **Sea Star**, Cal 39, Bob Walden. (8 boats)

SHORTHANDED 1 — 1) **Racer X**, J/105, Mary Mcgrath; 2) **Javelin**, J/105, Sergei Podshivalov; 3) **Void Star**, Santa Cruz 40, James Murphy. (4 boats)

SHORTHANDED 2 — 1) **Nancy**, Wyliecat 30, Pat Broderick; 2) **Mesmerize**, C&C 35 Mk III, Rune Storesund; 3) **Moonshine**, DP 26, Dylan Benjamin. (4 boats)

Complete results at www.yra.org

WBRA #2

Berkeley YC was on station at the Olympic Circle to welcome the WBRA fleet on Saturday, May 10. Frustratingly, conditions never quite settled down as the wind direction moved through over 100°.

Regardless, the Bears, Birds, Folkboats and Knarrs encountered a light 5- to 10-knot northerly at the beginning

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

May's racing stories included:

J/Fest • Doublehanded Farallones Race • Resin Regatta • Rollo Wheeler Regatta • MEXORC Copa Corum Regatta Previews and much more!

THE RACING



Wind gusts into the low 30s were reported during StFYCs Phyllis Kleinman Swiftsure Regatta May 17-18, keeping racers on their toes. Clockwise from top left: 'Mr. Magoo' battles the heavy flood rounding a leeward mark; 'Gradient Vee' almost pitchpoles; 'Swiftsure' looking solid coming up the Cityfront; A fleet of J/105s heads downwind in heavy air and heavy flood; 'Encore' prepares for a leeward mark rounding; 'Chance' enjoying a downwind sprint; Gradient Vee' dismasts during the second race; 'Orion' flying in strong breeze.

of the first race coming from 305°. This had the unfortunate effect of creating a reach in both directions of the one-lap race, as the wind began shifting to the right. Bobbi Tosse and her race committee soon saw a wind direction of 235° and sent the Knarrs and the Birds on a newly oriented two-lapper course just before the wind began to shift again.

After a brief pause, the Folkboats and Bears were sent on a short one-lapper and the breeze appeared to almost die completely. Again, the shifty conditions required skippers and crew to pay close attention to the wind direction, which forced almost all to sail reach-to-reach with hardly any upwind or downwind legs.

— latitude / ross

WBRA #2 (5/10 first race)

BEARS — 1) **Smokey**, Stephen Robertson; 2) **Magic**, Tim Maloney; 3) **Huck Finn**, Margie Siegal. (3 boats)

BIRDS — 1) **Cuckoo**, Bill Claussen; 2) **Oriole**, Hugh Harris & Jock Maclea; 3) **Curlew**, John Gilmour. (6 boats)

FOLKBOATS — 1) **Polperro**, Peter Jeal; 2) **Thea**, Chris Herrmann; 3) **Nordic Star**, Richard Keldsen. (3 boats)

KNARR — 1) **Snaps III**, Knud Wibroe; 2) **Flyer**, Chris Kelly; 3) **Gannet**, Bob Thalman. (5 boats)

WBRA #2 (5/10 second race)

BEARS — 1) **Magic**, Tim Maloney; 2) **Smokey**, Stephen Robertson; 3) **Huck Finn**, Margie Siegal. (3 boats)

BIRDS — 1) **Oriole**, Hugh Harris & Jock Maclea; 2) **Kookaburra**, Sue Koffel; 3) **Widgeon**, Charles Rixford. (6 boats)

FOLKBOATS — 1) **Polperro**, Peter Jeal; 2) **Thea**, Chris Herrmann; 3) **Freja**, Tom Reed. (8 boats)

KNARR — 1) **Flyer**, Chris Kelly; 2) **Gjendin**, Graham Green; 3) **Snaps III**, Knud Wibroe. (8 boats)

Complete results at www.yra.org/wbra

StFYC Phyllis Kleinman Swiftsure Regatta

The third running of the Phyllis Kleinman Swiftsure Regatta saw plenty of wind to push the boats around the course. A hefty flood and limited over-

night blow made for pretty flat water most of the day, so the racing was generally manageable, but exhilarating. RC set up close to the Cityfront, off Fort Mason, both days to allow tactical use of the current relief as well as try to stay clear of shipping lanes.

Eighteen J/105s, three multihulls, and seven boats racing under PHRF/ORR dual scoring participated in the series, with the eponymous *Swiftsure* taking line and corrected honors to win the overall event. Wayne Koide on *Encore* got the ORR prize. Only *Orion*, Tom Siebel's big multihull, was able to come to the line for each race, and flew away with the trophy for that division. Ryan Simmons skippering *Blackhawk* took the J/105 prize in close competition.

Race day one called for starboard-rounding Cityfront courses, with the first set running from the South Tower to Blossom. Many racers eschewed the current relief of the Cityfront, diving for the Alcatraz cone instead. A good tactical call, but one that led to many paths



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crossing where the 270° rounding was unexpected by the next guy. Contact between *Arbitrage* and another boat in the J/105 class led to her missing race two, with average points awarded as redress.

Building winds and obviously exhausted crews, multi *Gradient Vee* dismasting at the weather mark, and some pretty spectacular roundups, led to an abandonment call before the third race, to the satisfaction of virtually all.

On day two we learned from the racers and set port roundings (if you want the cone, you get the cone). The two scheduled races got off on time, running on the Cityfront again. Though the day started off more calmly, forecast and observed winds at midday were somewhat stronger. A series of truly horrendous drops by the J/105 fleet at the leeward gate almost distracted the RC from finishing *Orion*, speeding alone like a freight train from midbay. "Um, you gonna finish that boat there?" inquired new StFYC Race Manager Lynn Lynch. We got them and nobody will ever know we almost dropped that ball.

Quite a few position changes among the J/105 fleet surely made for some exciting competition. Both *Blackhawk* and

PHRF racer *Whiplash* were forced to give up several places at the leeward gate, sailing deeply past it while recovering gear, while others had their challenges elsewhere on the course. Generally our racers were observed to treat the sporty conditions with the respect and seamanship due, while maintaining a competitive and safe race. Results are posted with congratulations to all competitors and thanks to our race committee.

— Michael Morazadah

StFYC PHYLLIS KLEINMAN SWIFTSURE

REGATTA (5/17-18; 4r, 0t)

J/105 — 1) **Blackhawk**, Ryan Simmons, 15 points; 2) **Mojo**, Jeff Littfin, 15; 3) **Risk**, Jason Woodley / Scott Whitney, 18. (18 boats)

ORR — 1) **Encore**, Sydney 36 CR, Wayne Koide, 6 points; 2) **Whiplash**, McConaghy 38, Donald Payan, 6; 3) **Deception**, Santa Cruz 50, William Helvestine, 12. (3 boats)

MULTIHULL — 1) **Orion**, MOD70, Tom Siebel, 4 points; 2) **Smart Recruiters**, Extreme 40, Jerome Ternynck, 17; 3) **Gradient Vee**, Marstrom 32, Randy Miller, 20. (4 boats)

PHRF — 1) **Swiftsure**, Schumacher 54, Sy Kleinman, 9 points; 2) **Mr. Magoo**, J/120 Custom, Stephen Madera, 9; 3) **Chance**, J/120, Barry Lewis, 13. (7 boats)

Complete results at www.stfyc.com

SYC Women's Skipper Regatta

Sausalito Yacht Club's annual Women's Skipper Regatta on May 17 created a new division this year. They invited *Freda B*, an 80-foot (LOA) gaff-rigged schooner to participate in the Exhibition Class. Sausalito YC race rules required only the skipper to be female, but *Freda B*'s co-owner Marina O'Neill chose to grace her beautiful schooner with a varied and talented team of 12 ladies, ranging in age from early twenties to late 60s. Skipper Abby Mohan, 34, handled the helm and ordered tacks and jibes with the calm authority of an old salt, yet this was the first time she had raced *Freda B*. The race committee staggered *Freda B*'s start time so she would be behind the fleet of smaller boats, and the course became challenging for a 32-ton schooner at times, but these fun-loving gals celebrated the calm sea in the lee of Angel Island with an impromptu dance party, prior to spending two hours tacking up Raccoon Strait against 20-25 knots of wind during a flood current.

Sausalito YC regatta chairwoman Deana Maggard would like to see more exhibition class boats next year.

For the rest of the fleet, conditions

THE RACING



PHOTOS LATITUDE / ROSS

The Singlehanded Sailing Society's Round the Rocks race got off to a blustery start (clockwise from left) — 'Roshambo' already reefed, leads the tri's; 'Starbuck' went on to win her division; 'Racer X' poised and ready for action; The JS 9000 'Jetstream' takes Alcatraz close.

soon turned boisterous after the start. Many of the smaller boats that normally have dry cockpits were getting slammed with wave after wave breaking over the bow and ending up soaking the cockpit as the course entered the central Bay. This didn't stop young Ava Richard from having a blast at being skipper for her first regatta. At the tender age of 10, she was at the helm for most of the race. Her mom Heather Richard, a professional captain, was proud to see Ava gain confidence. "It was fun for me to crew for her and help her figure out what to do. It was also fun to really push the boat together. I have a feeling she will want to do more races now," says Heather.

The awards ceremony on Sausalito YC's deck celebrated the spirit of women challenging themselves, creating teamwork and enjoying being on the water. Marina O'Neill donated tickets for daysails on *Freda B.* to the winners of each division. For details on *Freda B.*'s charter offerings, including a trip south this August to participate in San Pedro's Tall Ship Challenge, see the schooner's website.

— Lynn Ringseis

45f5, Marika Edler; 2) **Cattitude**, Tartan Ten, Deana Maggard; 3) **Escapade**, Sabre 402, Renee Linde. (7 boats)

NON-SPINNAKER C — 1) **Pip**, Santana 22, Pip Johnson; 2) **Meliki**, Santana 22, Deborah Fehr; 3) **Just Em**, Santana 22, Sally Clapper. (6 boats)

EXHIBITION CLASS — 1) **Freda B**, Schooner, Abby Mohan. (1 boat)

Complete results at www.sausalitoyc.org

SFYC Elite Keel (5/17-18)

San Francisco YC held their annual Elite Keel Regatta with 58 boats racing in eight divisions on two courses. Saturday morning's absence of wind quickly evolved into breeze well into the 20s. After two races, the third race on the northernmost course, with the Melges 24s, Audi Melges 20s, J/70s and Open 5.70s, was abandoned due to the high winds. On Sunday, the Express 27s, Etchells, Knarrs and IODs swapped courses with the smaller boats in hopes that the lee of Angel Island would offer more relief. It turned out that the breeze was downright fickle, just the opposite from Saturday. Although it blew into the 20s, light air and exceptionally shifty wind were the order of the day.

— latitude / ross

SFYC WOMEN'S SKIPPER REGATTA (5/17)

NON-SPINNAKER A — 1) **Ohana**, Beneteau

SFYC ELITE KEEL (5/17-18, 5r, 0t)

MELGES 24 — 1) **Personal Puff**, Dan Hauserman, 6 points; 2) **Nothing Ventured**, Duane Yoslov, 9; 3) **Posse**, Sallie Lang, 10. (4 boats)

AUDI MELGES 20 — 1) **Kuai**, Daniel Thielman, 4 points; 2) **Problem Child**, Elliott James, 16; 3) **Funner**, Sid Gorham, 17. (8 boats)

ETCHELLS — 1) **Magic**, Laurence Pulgram, 10 points; 2) **Moneyball**, Blaine Pedlow, 11; 3) **Imp**, Dale Hoffman, 13. (5 boats)

J/70 — 1) **Bliss**, John Fuller, 8 points; 2) **Cake**, Scott Dearnorff, 13; 3) **1FA**, Scott Sellers, 15. (11 boats)

EXPRESS 27 — 1) **Get Happy!!**, Brendan Busch, 11 points; 2) **Wile E Coyote**, Daniel Pruzan, 12; 3) **Peaches**, John Rivlin, 14. (11 boats)

IOD — 1) **One Hundred**, Paul Zupan, 9 points; 2) **Fjaer**, Richard/Mark Pearce, 10; 3) **Xarifa**, Paul Manning, 11. (6 boats)

KNARR — 1) **50/50**, Jon Perkins, 16 points; 2) **Benino**, Terry Anderlini, 18; 3) **Adelante**, Don Nazzal, 20. (15 boats)

OPEN 5.70 — 1) **Boaty**, Ben and CJ Anderson, 6 points; 2) **Frisky**, Dale Scoggin, 8; 3) **Petit Bateau**, Jean-Philippe Prefot, 19. (5 boats)

Complete results at www.sfycc.org

SSS Farallones Race

On Saturday the Singlehanded Farallones Race brought far fewer starters than expected to the morning's first gun. Of the 34 registered racers, 13 didn't show up at the start — probably because of the weather forecast. Of the 21 that did start, only nine finished. From all indications, conditions were very challenging.

Jib Martens, who won the spinnaker

ker division aboard his Worth 40 *Freedom*, was thanking his lucky stars as he came through the Gate in one piece. "The trip in after the Lightbucket was really gnarly for me," he said. "I had the spinnaker up from the Farallones with some really nice sailing. As I came in just north of the shipping channel, the wind went from 15-20 or so (which it had been from the Farallones) to 20-30, and the seas got bigger too due to shoal/channel. Well, I had the boat in control and I was flying — surfing at over 10 knots, which is fast for *Freedom*...then the fun started." as he came through the Gate.

Jib's spinnaker pole shackle then blew, sending the pole skyward and

making *Freedom* less controllable. Jib attempted to engage his autopilot but that turned out incapable under such windy conditions. "For the next 15 minutes, I must have rounded up or done

with a bit luck and a lot of newly gained knowledge about singlehanding in the ocean.

— ross



'Freda B' at the finish line of Sausalito YC's Women's Skipper Regatta, May 17.

flying jibes about 5-10 times while I tried to get the boat steady and then go fix the downhaul on the pole.

Eventually Jib managed to get everything under control and he finished

SSS FARALLONES RACE (5/17)

SPORTBOAT

- 1) **The Bar-Ba-Loot**, Moore 24, Andrew Hamilton;
- 2) **Warpath**, Olson 30, Andrew Zimmerman;
- 3) **Verve**, Express 27, Ron Snetsinger. (4 boats)

SPINNAKER

- PHRF <108 — 1) **Freedom**, Worth 40, Jib Martens;
- 2) **Racer X**, J/105, Richard Pipkin;
- 3) **TIJD**, Beneteau First 35, Dirk Husselman. (4 boats)

SPINNAKER

- PHRF 111-150 — 1) **Friday Harbor**, Beneteau 323, Ryle Radke;
- 2) **Whirlwind**, Wyliecat 30, Dan Benjamin;
- 3) **Wind Speed**,

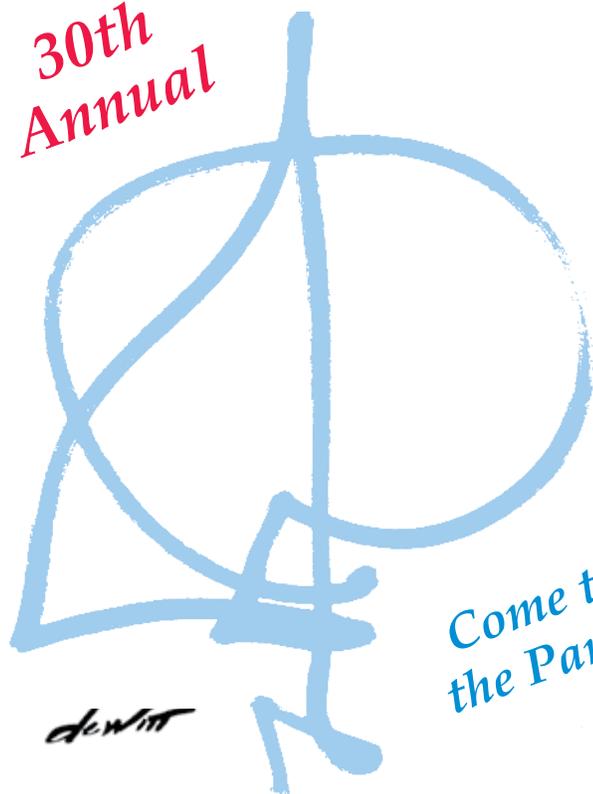
J/30, Tony Castruccio. (4 boats)

SPINNAKER PHRF 153+ — 1) **Galaxea**, Nautica, Daniel Willey. (4 boats)

NON-SPINNAKER — 1) **Krissy**, Passport 40, Allen Cooper. (4 boats)

PHOTO LATITUDE / ROSS

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With reports this month on the **Pristine Cruising Grounds of Southeast Alaska**, our **Strategies for Recruiting Ideal Crew**, and a charter addict's report on **Cruising the Leeward Antilles**.

Bears, Whales & Bald Eagles: Sailing Alaska's Watery Wilderness

Wanna get away from the rat race and do some blissful sailing within unspoiled natural surroundings? Consider exploring the verdant, maze-like waters of Alaska's Inside Passage under sail this summer or next.

You won't find vast fleets of bareboats in those latitudes, but there are a few well-run charter operations such as Sound Sailing. Established more than two decades ago by Rick and Jen Fleischman, the operation was bought in 2012 by young outdoor adventurers, Blain and Monique Anderson. They've both spent the past 15 years exploring the waterways and inland wilderness areas of the Alaska panhandle, and now specialize in running 'adventure sailing' trips out of Sitka aboard the company flagship, S/V *Bob*, a comfy and well-maintained Catalina/Morgan 50.

Blain, who was educated as a marine biologist, loves to share his knowledge of Alaska's prolific marine life and shoreline wildlife — he also loves to fish, and is said to be a great cook. Monique, too, loves exploring wilderness areas, both on foot and by kayak. Her greatest skills in the galley reportedly involve baking — especially desserts and wholesome breads.

"Alaskans love showing off Alaska," they write. "We think the spectacular Inside Passage is the best of Alaska, and we're proud to provide trips in Glacier Bay National Park, Admiralty Island National Monument, and the Tongass National Forest.

Needless to say, one of the primary attractions of sailing in Alaskan waters is getting close to all sorts of marine life and shoreline wildlife.

"The wildlife and scenery are remarkable, and it seems like something incredible happens every day. Whether your goal is photographing brown bears feeding, seeing humpback whales, kayaking through icebergs, hooking onto a big fish, or adding new birds to your 'life-list', we look forward to sharing this majestic area with you!"

Sounds pretty terrific to us — even though we normally charter in the tropics.

The boat is laid out with three guest cabins, each with a large double bunk and its own head and shower. So six guests is the max.

A tentative point-to-point cruising plan is designed at the beginning of every season. Prospective charters can book the whole boat, or just a cabin or two. No sailing experience is necessary. All you need is a good attitude and a thirst for discovering Alaska's wild beauty.

As of this writing there are still some openings for this summer. (See the trip plans on the website: www.soundsailing.com.) Or give yourself plenty of lead time and block out dates for next season. Write: capt.blain@soundsailing.com, or call (907) 887-9446.

Whom Should You Invite & How Do You Get Them to Commit?

We may not be the ultimate experts on yacht chartering, but we've been taking sailing vacations in prime destinations for three decades, and reporting on this vibrant industry for just as long.

That's probably why we get so many calls and emails from would-be charterers asking for our advice. Interestingly enough, one of the most often-asked questions is, "Once you've invited potential boatmates, how do you get them to fully commit?" We know from experience, this is a very important issue, so allow us to offer some advice.

First, though, let's back up a minute



to the question of whom you should invite along. As we've noted many times before in these pages, it's wise to pick your charter partners very carefully, rather than accepting the first people who show a casual interest. Spending a week or more in the relatively confined space of a charter boat — even a big beautiful one that has four private cabins, each with its own head and shower — is a pretty intimate experience. So the better you know your shipmates, the higher the probability that you'll have a wonderful trip. One whiner or obnoxious drunk can sour an otherwise glorious cruise.

So ideally you'll want to invite folks that you not only know well socially, but have spent time with in adventurous situations; people who will not blow a gasket if a head gets clogged, the outboard gets finicky, or the provisioning company forgets to include the Camembert. They don't all have to be super-sailors, or have any sailing experience at all, for that matter. But they should have an upbeat,



OF CHARTERING



ALL PHOTOS COURTESY SOUND SAILING

There are loads of stunning images in Sound Sailing's photo albums, all typical of what's seen on Inside Passage charters.

roll-with-the-punches attitude, be willing to pitch in to help with everything from swabbing the decks to galley duty, and be generally fun to hang out with.

Once you've identified a potentially cohesive group, pitch them your fully formed game plan: destination, rough itinerary, boat type and potential dates.

That brings us back to the 'c' word: getting firm commitments, so you can lock in the boat and set the plan in motion. Having been burned a few times — even by good friends who backed out at the 11th hour — we've come up with a very simple solution to this dilemma: Insist on getting a deposit check from every crew member. Once they have skin in the game, they will simply build their lives around the charter dates, and your chances of having someone bail out on you will be minimal.

— latitude/andy

A One-directional Cruise Through the Leeward Antilles

Five of us recently chartered the Sunsail 444 'Premier' catamaran *Speculation* for a one-way trip from Antigua to St. Martin. My crew consisted of Marco Salvalaggio and 18-year-old son Matteo from London, Donna Williamson from San Francisco and Teresa Rogerson from Berkeley.

We pre-boarded the yacht at about 6 p.m. on a Friday in Antigua's historic English Harbour. All of the Sunsail staff were cool. But before that a couple of us stayed at historic

Admiral's Inn next door, rented a car, and drove around the island a bit. There are some nice places on the west side, including Turners Beach and Darkwood — really good beaches. Biggs Car Rental met us with a car at the airport and we dropped it off at the Admiral's Inn when we boarded the boat (\$50 USD per day).

Those who know the Admiral's Inn but haven't been to Antigua in a while might be interested to know that the hotel now has a new development on property across the bay: a restaurant, museum and pool that's only 3 minutes away by a (free) water taxi from the Admiral's Inn dock. They have new chaise cabanas, and a good view of the harbor. The food is good too.

Another place we can highly recommend is the Mad Mongoose, a fun restaurant on the Falmouth Side with very good food. Some of our crew ate three dinners in a row there! And most of us had a shot of Mount Gay, in exchange for a promotional lanyard and scarf. The place has really fun bartenders and wait staff.

On Saturday, we shoved off for Non-such Bay in the southeast section of the island, and took a ball off Green Island. It's now a favorite spot for kiteboarders. The balls were free, and there were lots of them. We snorkeled on the reef, which was unremarkable, but fun.

The next morning we departed for Antigua's sleepy sister island, Barbuda, which, like Antigua, is a former British colony. The crossing was about a 65 mile sail. Our boat was a bit of a beast, but could do 8 – 9 knots on an upwind sail.

We saw a lot of wildlife on the crossing

Few bareboaters venture out to Barbuda. But put it on your wish list if you like serenity and great snorkeling in clean, clear water.



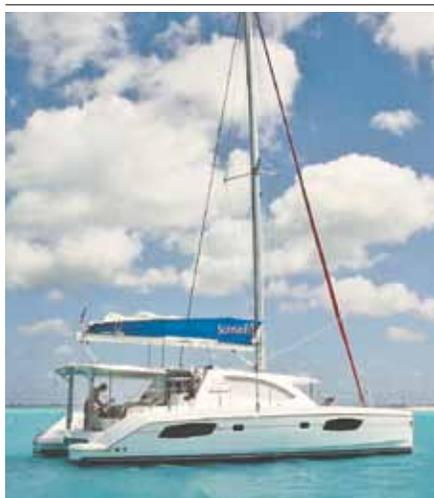
ART HARTINGER

WORLD

and throughout the charter: thousands of flying fish, turtles every single day, a pair of whales (we think orcas), and a fantastic frigate bird colony in Barbuda.

We anchored in Low Bay, Barbuda for two days. I last sailed there in 1996, and a hurricane had created an opening to the inner lagoon. This is no longer the case, although some folks just haul their dinghy over a short sand berm. I am sorry to say that a really expensive resort has been built on Low Bay. It is relatively small, but noticeable. We had anchored several miles down the beach, even though we saw nine masts way up the beach — which is fantastic. Every crew member debated whether it was wise to leave when we did. Perhaps we should have stayed longer?

Pat Richardson was our frigate bird guide. We arranged for him to meet us on the lagoon side, across from *Speculation*. For \$60 USD he took several of us up to see the frigate bird colony. This is a *must* if you visit Barbuda. We loved it. It was amazing to see these large birds clustered, and nesting, baby birds with white coloring, and all of them making



ART HARTINGER

This 44-ft cat from Sunsail's Premier line was a comfy ride for Art's ambitious itinerary, which included lots of open-water sailing.

lots of noise among the mangroves.

We still question our decision to leave this beautiful, sparsely inhabited island for St. Barts on Tuesday. But we did, setting sail at about 6:30 a.m. Most of our wind during this trip was 18-20 knots from the east, and this day was no exception. We arrived in Gustavia at 4ish, and ventured into the inner harbor,

only to be shooed away by a port official.

It was too crowded, so we anchored outside the harbor among lots of other boats, then dinghied in and walked to the famous Le Select bar — our hangout. Le Select has the cheapest beer, cocktails and food in St. Barts! We loved Le Select, and it became our rendezvous point for the crew.

We asked about the best pizza, and were directed to a place very close by: L'Isoleta sells fantastic pizza by the meter. We also rented motor scooters from an outfit up the street. A few of us scootered around St. Barts and thought it was the perfect way to see the tiny island — better than by car. Donna did get a 'brush up', but gamely cruised on. We visited beaches at Baie St. Jean, Saline, and Flamands, which was great fun. After a long day of exploring, we splurged on a great dinner at Bonito.

Clearing in and out with immigration, customs and the port authority was easy at St. Barts — and really throughout the cruise, every customs and immigration officer was really nice. This was unusual



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OF CHARTERING

in my experience, but I hope it's the new reality in the islands. The computer in St. Barts had loaded our information from Antigua, and we just cleared in and out in one setting. The French Port Authority guys were cool. Really, very helpful.

We have to give a shout out to the folks at the swanky Pink Parrot over at Baie St. Jean. It has beach tables, good food and drinks right at the foot of the airport where you can see bare-breasted sunbathers, and planes flying right overhead, all at one time.

On Thursday we left for formerly-British Anguilla, which lies just north of St. Martin — about 18 miles from Gustavia. I had anchored off the south side of Anguilla before, but never officially checked in at Road Bay. This is a nice harbor: sandy beach, lots of charter yachts, and many low-key, low-rise restaurants fringing the beach. We ate dinner at Roy's, which had really good food. Matteo had earlier scouted the beach, and radioed in that we needed to hang at Elvis. Matteo even met Elvis, the owner. We checked it out, and also found live music

at the Pumphouse. Lots of fun people dancing!

On Friday, we needed to travel back close to the charter base at Oyster Pond on the east side of St. Martin. Our plan was to snorkel early at Prickly Pear Cays, then head over to St. Martin. Unfortunately, we lost our starboard engine, and after snorkeling at Prickly Pear, we ended up rounding St. Martin and anchoring at Simpson Bay, on the Dutch side. We — well actually, Marco — talked Sunsail into picking up the cat from Simpson Bay, which is quite close to the airport.

It was a great cruise. But like all charter trips it seemed to end too soon. Next year we vow to cruise more of Anguilla.

— art hartinger



ART HARTINGER

On a sleepy island with minimal development like Barbuda, this frigate rookery is a must-see attraction, and it's easy to get a front-row seat.

Editor's note — If we awarded a special prize for the most dedicated yacht chartering addict within our readership, it would have to go to Art. For at least a dozen years he has made pilgrimages to idyllic sailing venues all over the world — and reported on them for us. So thanks again, Art. Yet another Latitude T-shirt is on the way to you.

Are "Californians Dreaming?"

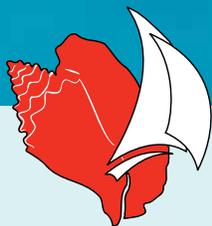
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CHANGES

With reports this month from **Skabenga** on battling a marlin in the middle of the Pacific; from **Eleutheria** on a Puddle Jump; from **Curare** on the east coast of South America; from **Amelie** on the Oyster Around the World Rally; from **Zephyrus** on 10 years of slow cruising in the Eastern Pacific and Western Caribbean; from **Esprit** in the Southern Caribbean, and **Cruise Notes**.

Skabenga — St. Francis 44 Cat Jennifer Martindale, Crew Not Your Average Puddle Jump (Big Sky, Montana)

I met Bruce Harbour, the skipper of *Skabenga*, during the last Ha-Ha, and

I starting sailing aboard his cat during December's Banderas Bay Blast. Having loved doing a previous *Latitude* Puddle Jump aboard a MacGregor 65, I was happy to get the opportunity to do another.

Early on in the trip, I learned that this one would be a little different. "The spinnaker stays up to the ITCZ," announced Bruce.

"Uh-hhhhh-roger," says me.

"And we're taking a detour to Socorro Island to look for fish," he added.

"Uh-hhhh-roger," I say again. Yes, this was going to be different.

One day we had a 'full spread' out. For those of you who don't know what that means — I didn't before this trip — it's five big rig lines off the stern of the boat. Four rods were in holders, and the other was at the fighting station on the transom. The outer two lines were held out by long outriggers. Big marlin and dorado were the captain's prey.

For a moment the roles of hunter and hunted were reversed. Then the marlin shook the hook and swam away to fight another day.

I was used to sailboats that fished for food offshore, but this was fishing at a whole different level — a professionally rigged fishing boat that was also a sailboat. Yes, sportfishing across the Pacific.

Bruce is a fishing fanatic. He is in the business of making lures with names such as *The Vigilante*, *The Plunderer*, *The Minion*, and *The Blackbeard*.

Anyway, we were doing 10 knots under spinnaker in 18 knots of wind — we'd hit 16 knots the day before — when one reel went WHHHRRRRRR! Something big was on a line, so everyone jumped on deck. Bruce ran to the line that had the fish, set the drag, and began issuing commands.

"Finn and Jen, reel in the other lines!" He then ran to the bow to drop the chute. After we reeled in the lines, it was time to drop the main. All this had to be done as quickly as possible so we wouldn't lose the fish.

Once the main was down, everyone returned to the stern. Finn was at the helm getting orders from the captain to start an engine to direct the boat to the best speed and angle to land the fish.

"Twenty degrees to port. Twenty more to port. More throttle. Now neutral!!!"

I was on the transom taking care of two jobs. First, holding onto the rod with the fish so Bruce could go down the transom steps to bring the fish in by hand. Second, capturing the action with a GoPro camera. It was then I got my first glimpse of the fish — a beautiful blue marlin. Bruce later estimated its weight to be between 350 and 400 pounds.

After a big fight, with Bruce hand-over-handing the line, he got the marlin close to the bottom step. But it was such a man-versus-fish battle that I

quickly reviewed the man-overboard drills in my head. Bruce and the fish kept duking it out on the swim step, as Bruce tried to land it before releasing it.

Suddenly the marlin disappeared under the starboard rudder and started circling beneath the cat. We all looked to see where he would surface next. Bruce was facing outboard, looking



off the side of the back steps. Suddenly I saw the marlin come around the other side of the steps and try to stab Bruce in the back!

"Behind you!" I shouted, as the marlin slapped the swim step inches from Bruce. Just then I felt the line go slack, and knew the marlin had gotten away. Now all we had to do was put the main and spinnaker back up.

It was a lot of excitement for me, as I'd been on night watch earlier and was sleep-deprived. But what a beautiful fish, and what an exciting bit of adventure.

— jennifer 04/28/2014

Eleutheria — Tartan 37 Lewis Allen, Alyssa Alexopolous Our Pacific Crossing (Redwood City)

Latitude readers may remember us as the young couple who met when I stopped by Alyssa's parents' boat to

SKABENGA



Jennifer, Puddle Jumping for the second time, takes in one of the lines.

SKABENGA



IN LATITUDES



ALL PHOTOS COURTESY ELEUTHERIA



Scenes from a young couple's adventure in the Pacific. Clockwise from above: Alyssa and 'Eleutheria' in the Marquesas. Filet time in the galley. One of the many stunning sunsets. Trying to catch up on sleep. A retired investment banker confronts real-world problems. The view from above.

measure their watermaker. We pretty much fell in love right away. As a result, I postponed my trip one year so she could finish school and join me. We've now completed our Puddle Jump, and would like to share some of the facts on our crossing to perhaps help those who follow in our wake. We'll start with perhaps the most important one:

Number of Arguments between Captain and First Mate — 0. Not bad for a 26-day passage on an often very hot and humid 37-ft boat.

Boat Speeds — We left from Zihua and made landfall 2,970 miles later at Hiva Oa. We averaged 115 miles per day or 4.8 knots over the ground. Our top speed was 7.5 knots.

Fuel Consumption — We started with 100 gallons of fuel and arrived with 60

gallons, having burned 40 gallons while using the engine for 110 hours. That's .36 gallons/hour. We mostly used the engine to generate electricity to do things like make 350 gallons of water.

Equator Crossing — We crossed the equator at 129° 29' W.

Diversions — We read a total of five books between us, and watched 17 movies and 20 television episodes.

Number of ships seen when more than 100 miles offshore — 4.

Fish caught — 1. Lures lost — 3.

Number of flying fish found on deck — 20. The number Alyssa didn't accidentally step on — 4.

The number of U.S. dollars

we spent for our first very slow Internet connection in the Marquesas — 40.

Breakages — Alternator, Sunbrella UV strip on jib, snap shackle on Code Zero, and the windlass.

Certainly our most frustrating failure occurred 2,969 miles into our 2,970-mile crossing. Just a mile from dropping the hook at Baie Tahauku, the breaker popped when Alyssa tested the windlass. After we reset the breaker, there was still no response from the windlass. Sh*! We were closing on a very crowded bay without a freaking windlass!

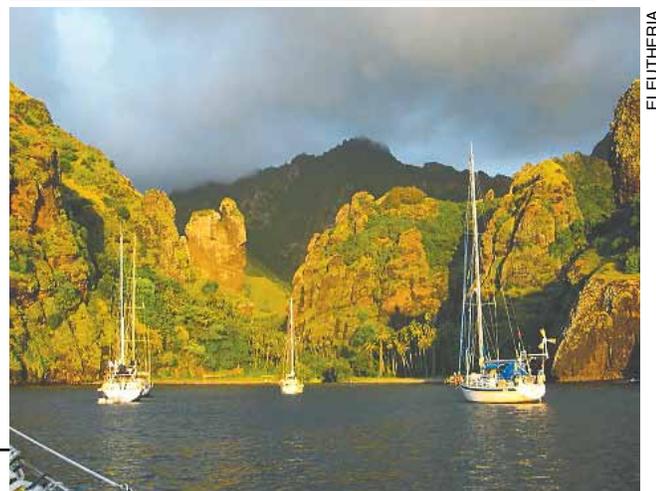
We did a 180° turn and started beating out to sea so I could troubleshoot the problem. After pulling out the jib to beat into 6-8 foot swells, I got to work. I checked the breaker, but it wasn't lighting up when I turned the switch on. So I traced the wires. Everything seemed fine. I checked fuse boxes, which also seemed fine. Talk about frustration!

I decided to try to unlock the windlass drum so we could at least drop the chain and troubleshoot while at anchor. Alas, the lock on the windlass was jammed, and I couldn't get the clutch to release. The boat's previous owner had told me not to torque the lock on the windlass because he'd once broken it that way. Well, I'm a man, and we men don't have complete control when it comes to tools. So yeah, I broke the f-ing thing trying to unlock it. Snapped the metal clean off!

Did I mention that we'd been only a mile from getting settled in, and we were exhausted from the cumulative effects of a month at sea without having gotten an uninterrupted night's sleep?

We weren't spending another night at sea, I can tell you that, so I asked Alyssa to get out the spare anchor rode while I went to work on the bow removing the anchor from the chain. Visualize

After 26 days of doublehanding, the rugged Marquesas were a welcome sight. Almost as welcome as a full night's sleep.



ELEUTHERIA

CHANGES

me on the bow, flying over waves about 12 feet in the air, then crashing into the troughs. All the while I was taking salt spray in my face as I worked furiously to release the shackle from the anchor.

Meanwhile, Alyssa struggled to remove the spare rode from the lazarette, and bring the bitter end to the bow. After I reattached the anchor to the spare rode, we headed back toward Baie Tahauku.

After motoring into the bay and weaving through all the anchored boats, we decided to drop the hook beside the commercial pier —

something you're not supposed to do. There we would wait for someone to leave or some official to yell at us. We dropped two hooks so we wouldn't swing into the pier or other boats.

I was still incredibly frustrated by the windlass situation, so I immediately went back to work, poking and probing with my multi-meter. After a long investigation, I concluded that everything should be working fine. So I threw the breaker to try the windlass one last time — and it worked! What? It turned out that the only thing wrong was that the stupid little LED light on the breaker was bad. I'd overthought everything!

We re-anchored at Baie Tahauku, getting a great spot behind the breakwater next to the dinghy dock. There were 14 boats when we arrived, so we had to

Alyssa paddling ashore in the Marquesas. If one were looking for marinas and convenient dinghy docks, this would be the wrong place.

wedge ourselves in. Luckily, a cat left right before sunset, so we snagged their spot. We finally got a chance to sleep, and were out like rocks for 14 hours.

The scenery was magnificent — rugged, towering cliffs covered with dense jungle foliage. The edge of the bay was black volcanic rock and steep-to. Above the bay were palm trees and some other vibrant green trees. Having rested up, we felt a great sense of achievement in having crossed the biggest ocean on the planet.

On a roll with the multi-meter, I went to work trying to figure out our other big problem — the alternator not putting out. After consulting the troubleshooting section in the owner's manual, I was able to trace the issue to the field current lead. There is a blue wire that goes from the voltage regulator to the back of the alternator. The wire had voltage, but there was no voltage at the post on the alternator — meaning a complete loss of continuity. I cut the connector off and crimped on another. After reconnecting the wire to the post on the alternator, we were back in business!

Despite our few problems, we are in great spirits and it's beginning to sink in that we're actually in the Marquesas. We are excited to go exploring tomorrow after we check in. We've heard the largest *tiki* in French Polynesia can be found in the valley outside town. We'll have to find that!

— lewis and alyssa 04/25/2014

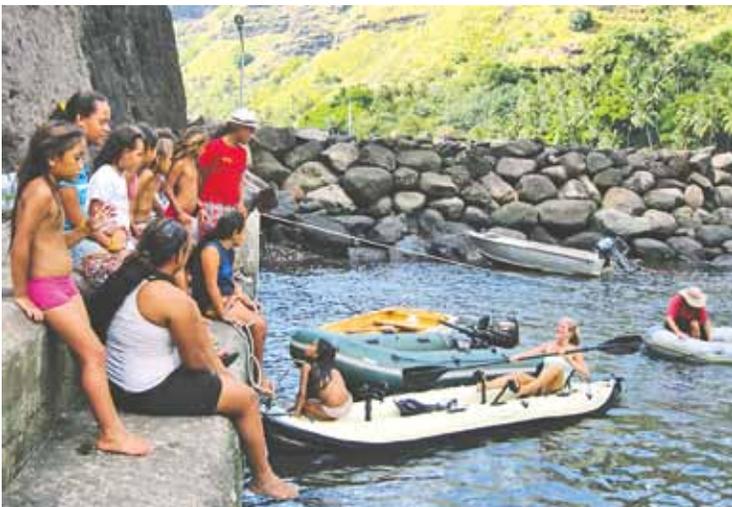
Curare — Bowman 36 Geoff and Linda Goodall The East Coast of South America (Vancouver, B.C.)

Now in the Caribbean, we recently completed almost two years cruising in South America. The year's adventure started in March from Ushuaia, Argentina, which is about as far south as you can get in Tierra del Fuego. Our destination was the Falkland Islands. We enjoyed several pleasant but windy weeks stopping at anchorages. The anchorages tended to be tricky, and the constant strong wind kept us alert. But it was worth it to be among all the

ELEUTHERIA



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pinguins, whales and other sea life.

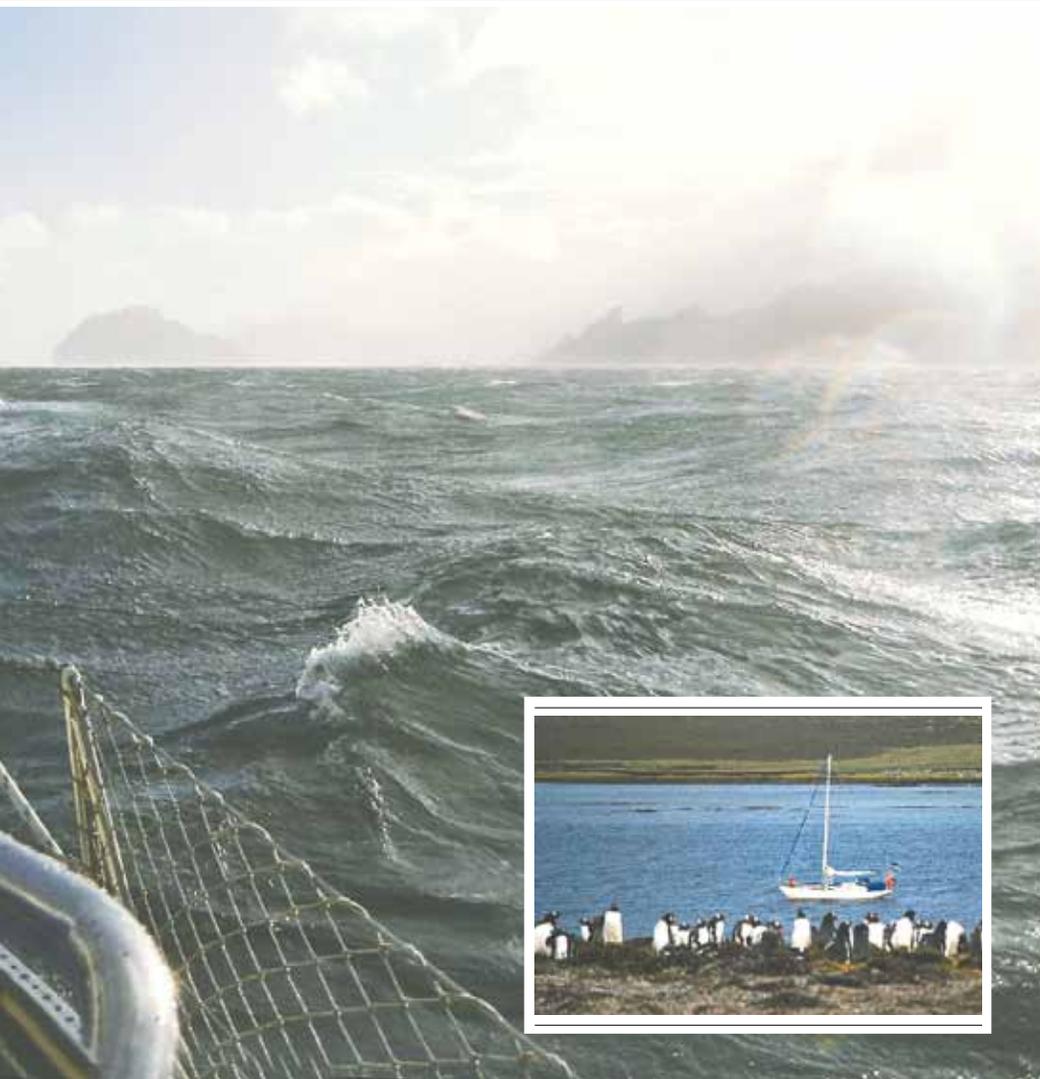
From the Falklands, we managed to pick a good weather window to run 1,400 miles up to Piriapolis, Uruguay. This small, unassuming place turned out to be very pleasant. In general, we found Uruguay to be a laid-back and well organized country. There were few anchorages along the coast, but the government-run marinas were close enough together to meet our needs.

After some relaxation and cleaning up, we crossed the Rio de la Plata and moored *Curare* at the posh Argentina YC in the heart of Buenos Aires. This gave us easy access to the well-run bus and metro system, which we used to explore the city. There were lots of great street cafes and tango shows. When using the 'blue' peso, there were great bargains to be found everywhere.

By late May we found ourselves heading up the long — 3,200 miles — coast of Brazil. Our strategy was to wait for cold

IN LATITUDES

ALL PHOTOS COURTESY CURARE



Photos from the Goodalls' trip up the east coast of South America. Spread; Big wind, big seas and fog near Cape Horn. Insets, clockwise from above: There were plenty of penguins at the Falkland Islands. A great offering of fresh fruits and veggies at Buenos Aires. The posh Argentina YC.

fronts to come up from the south, which would bring favorable winds. Unfortunately, the fronts usually brought lots of rain, too. Nonetheless, we hopped up the coast in 300- to 500-mile legs, with a brief stop in Paranaqua to clear into Brazil and take a trip to see the Iguacu Falls, which is at the border of Brazil, Argentina and Paraguay.

Farther north, we spent some time exploring the islands near Isla Grande and Paraty, which are some of the finest cruising grounds in Brazil. There are thousands of private boats in this area, but they are mainly powerboats, and they are mostly kept in storage sheds until the weekends. That's when the entire area comes alive. Fortunately, nearly every one has a professional crew, because the owners down a lot of *caipirinhas* each day. The odd thing was that

nearly all the boats would return to the marinas at night, leaving the anchorages empty and peaceful.

Anchoring beneath Rio's Corcovado was amazing, and the members of Rio YC in Niteroi were friendly and accommodating. They allowed us free access to the clubhouse, restaurant and showers.

We had additional stops at Salvador and the area around Itaparica. Salvador is a rough place, so we had to watch our backs.

By October we had travelled 2,500 miles along the Brazilian coast, and were at the northeast edge of the continent. We stopped at Cabadelo, where the coast was much flatter than the mountainous regions to the south. The only anchorages

in this area were up river deltas.

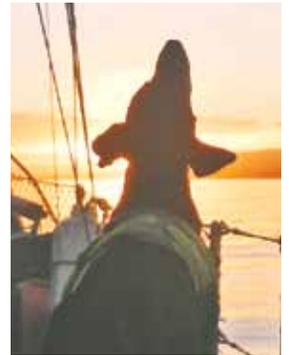
We visited the small village of Jacare, which is up the Rio Paraiba from Cabadelo, and found that it had two marinas. It was here that our beloved dog Jessie fell ill. Within a week she had passed. It was heartbreaking to have our best friend of 13 years no longer with us.

We needed a break from the boat after that unfortunate event, so we left *Curare* at the marina and flew back to Vancouver to have Christmas with family and friends. It was the first time we'd done that in eight years.

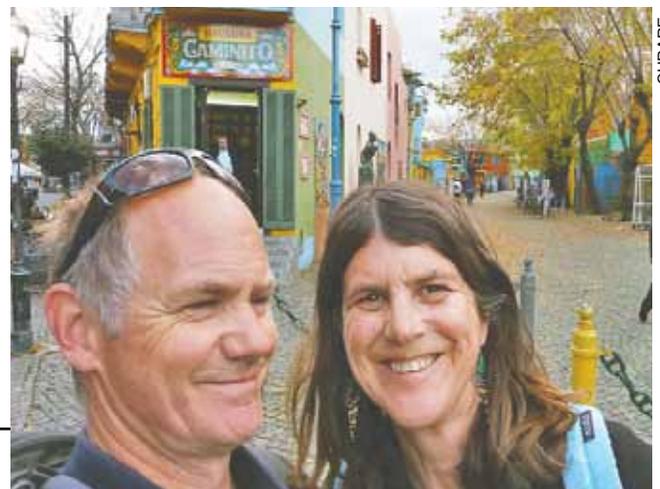
Returning in January, we prepared *Curare* for the 1,600-mile passage to Suriname. A friend of ours had recently moved there, so we made plans to meet up. The winds were light crossing the ITCZ at 3°S, but filled in as we neared the equator. We then got onto the Guyana Current, which runs westward at up to two knots. It gave us a comfortable ride up to Paramaribo.

Eight miles up the Suriname River is the small town of Domburg. A Dutch businessman set up a marina there with 14 mooring balls. The place was so new that the paint hadn't dried yet. Nonetheless, all of the moorings were already taken, mostly by boats from the Netherlands. As our time there coincided with the Olympics, we watched our fellow Canadians win two golds in hockey.

After tours through the countryside with our local friend, we made for Bar-
Geoff and Linda found urban Buenos Aires to be a big change from the more remote parts of southern South America.



Jessie, beloved crew.



CURARE

CHANGES

bados. Although this started out as a beat, it was only 15 degrees closer to the wind than going to Trinidad, and about the same distance. We persevered, and a few days out got to ease the sheets for a pleasant reach to Bridgetown.



Carlisle Bay, Barbados

The clear blue waters of the anchorage off Carlisle Bay were a pleasant change from the muddy rivers we'd been in, and it was marvelous to be able to go swimming again. The competing beach bars kept everyone thoroughly entertained, whether they wanted it or not, until 3 a.m. We had expected to see more cruising boats in Barbados, but only three or four came through in the two weeks that we were there. It was so pleasant walking along the mile-long sandy beach.

Martinique was a quick 120-mile reach to the northwest in light airs. We only stayed long enough to stock up on wine and cheese. We are now travelling south in the Windward Islands, thoroughly enjoying our time in the Eastern Caribbean. Our latest plans are to make our way toward Trinidad to haul *Curare* out for some much-deserved rest and repairs.

We'll share our opinions on cruising South America in next month's *Latitude*. We hope we're not giving too much away when we say we're thinking about returning.

— geoff and linda 03/15/2014

Amelie — Oyster 53

Stephen and Debbie Gratton
Oysters Around The World
(Exeter and London, England)

"The Galapagos Islands!"

That was the surprising answer that recent circumnavigators Stephen and Debbie Gratton gave us when we asked

Experienced sailors going in, Stephen and Debbie thought that the Oyster Around the World Rally was great fun and a great value..

them to name their *least* favorite stop. While money wasn't a big issue for them, they disliked feeling they were being ripped off by the shoreside tourist hustlers. They were further disturbed to note that the large amount of funds collected for the Darwin Center obviously weren't being used for the stated purpose.

"To be fair," Debbie laughed, "the Galapagos had a fabulous vegetable market.

The Grattons went around as part of the recently completed 14-month Oyster World Rally from Antigua to Antigua, which was held to celebrate 40 years of the brand's success. Twenty-eight boats participated in at least part of it, and 23 went all the way around. The boats ranged in size from two 47-footers to hull #1 of the new 882s, which is owned by Eddy Jordan of Formula 1 fame. The average size entry was about 57 feet.

Fifteen of the participants were from the United Kingdom, two each were from Switzerland and South Africa, and one each from the U.S., Ireland, Germany and the Netherlands. "Almost all of the owners were between 55 and 65 years of age," noted Stephen.

The Grattons had purchased their 53 — which like all Oyster 53s and 54s was built in New Zealand and shipped to England for the mast and commissioning — new six years before. Both were experienced sailors at the time. Stephen had done an OSTAR — upwind across the Atlantic — aboard a Contessa 32. And the couple sailed across the Atlantic for the start of the rally.

The rally entry fee was based on boat size and number of crew. The Grattons, who were among the minority in not having at least one crewmember, paid a total of \$22,000. "We found it to be an excellent value," said Stephen.

"The best part is that we met a number of really wonderful people who will be our dear friends for life," said Debbie.

The event was managed by Debbie Johnson, who had been a Project Manager for Oyster for six years. She had also done a circumnavigation aboard an Oyster 55, and had years of skippering Oysters and other superyachts. Johnson went around with Eddie Scougall, who had been the head of Oyster Customer Care for 11 years, and who had been sailing the world for 40 years.

"All the captains loved the fact that Eddie was along," said Stephen, "because he knew absolutely everything about the boats and all the gear on them. The fact that the boats were all the same brand was also advantageous, because



owners had pretty much the same gear and issues, and could give each other tips on repairs. Not that our *Amelie* or any of the other boats had any serious problems."

The Grattons also appreciated the twice-a-day SSB net. "The net gave the event a real sense of community," says Debbie. "We had the same excellent net controller for the entire event, and he did a fabulous job."

He was in contrast to "one particularly wicked woman, who tried to push everyone around," says Debbie. "But only one bad one in 100 isn't bad."

In order to prepare for the event, Oyster had sent two advance people around the world — via the Canal and South Africa — for two years to make arrangements. Participants still had to check themselves in to each country, but officials were expecting them, so things went more smoothly than they otherwise might have. In addition, the



IN LATITUDES



ALL PHOTOS COURTESY OYSTER YACHTS



Around the world with Oyster. Clockwise from above: Green Vanuatu was one of the more beautiful stops. Nothing but Oysters at Nelson's Dockyard in Antigua. Oyster put together an extremely detailed guide for the rally. The rally fleet transits the Canal en masse. The start off Antigua.

local tourism authorities often treated them to unexpectedly grand welcome parties — even at relatively small places such as La Reunion.

The worst weather the Grattons experienced was 40 knots on the nose for 12 hours when approaching Durban, South Africa. This was balanced out by the fact they didn't have to take shelter anywhere between Durban and Cape Town, which they were told was a rarity. Their most pleasant leg was from Cape Town to Brazil, a 23-day, 3,600-mile passage during which the duo flew the spinnaker for 21 days without taking it down. Rally participants were not required to stop at each suggested stop. Since the sailing was so sweet to Brazil, the Grattons decided to simply sail right by St. Helena.

There were no specific starting dates

for any of the legs. Participants were just told where the next gathering would be.

The Grattons are the first to admit that 14 months is a very quick trip around. This is why they intend to cruise for many more years. They'll summer in the southern Caribbean, winter in Cartagena, and take off for the Pacific in the spring. While the Grattons enjoyed all the stops, the Pacific was easily their favorite region.

"I totally fell in love with the Lau Group of Fiji," said Debbie. "It was a shame we only had a week to spend in the whole country," added Stephen.

What did they learn they needed? "Solar panels," said Stephen. "We don't want to run the genset all the time during future cruising. We

also learned that a clothes washer/dryer is indispensable."

As always, there are dangers in any circumnavigation. Stephen and Debbie's biggest danger, oddly enough, had to do with a bungling supplier named Marcello in Salvador, Brazil. Among the many things they ordered from him was distilled water for their batteries. When a watermaker problem left them running shy of water, they decided to use some 'distilled water' for coffee. It was actually battery acid.

"It could have killed us if we hadn't noticed the 'distilled water' bubbling in the bottom of our cups," said Stephen.

How did they stay in touch with the 'real world' during the longer passages? Despite having five children from previous marriages, they didn't. And they were delighted to be out of touch. "World War III could have started and we wouldn't have known," laughed Stephen.

If the Galapagos was their least favorite stop, which was their favorite? "Cocos-Keeling," the couple agreed. It's a low-lying 16-sq-mile territory of Australia located between the west coast of Oz and Sri Lanka. It has a population of just 500. Stephen and Debbie thought it was extremely beautiful.

World Rally Economics 101. Oyster told rally participants that it cost them one million pounds — about \$1.5 million U.S. — to put the event on. Of that, just under half was recaptured in entry fees. Part of the loss was offset by the fact that six Oysters were believed to have been purchased specifically to participate in the rally. Still, it was a big enough loss that a proposed second Oyster Around the World Rally is on hold.

The Grattons report that one entry did the Oyster rally as far as Australia, then switched over to the World Cruising's Around the World Rally for the second

Of all the places where the Oyster Rally stopped, the Grattons — somewhat surprisingly — liked tiny and remote Cocos-Keeling the best of all.



AUSTRALIA PHOTO

CHANGES

half. "He actually liked the World Cruising Rally better," says Stephen, "saying he liked the greater diversity of entrants." That's a bit surprising considering the entry fee for both events is about the same.

Be that as it may, the Grattons had absolutely no complaints with the Oyster Rally.

— *latitude/rs* 04/27/2014

Zephyrus — Cheoy Lee Pedrick 38 Dan and Lorraine Olsen Slow Cruising (San Diego)

Nobody can accuse Dan and Lorraine of cruising too quickly. In a time when some around-the-world cruising rallies circle the globe in just 14 months, after nearly 10 years the couple have only made it as far south as Ecuador, up to Florida, and just recently down to the Eastern Caribbean.

In more ways than one, their cruising started with the Ha-Ha. Dan did the 1997 Ha-Ha aboard the Freeport 36 *Party Animal*, and the 2002 Ha-Ha aboard the Maple Leaf 48 *Sabbatical*. Then, after spending four years converting the couple's Pedrick 38 *Zephyrus* from a multi-purpose boat to a cruising boat, they did the 2004 Ha-Ha with her.

"We owe *Latitude* a lot of thanks," said Dan during a chat with the Wanderer at Le Select Bar in St. Barth, "because the Ha-Ha deadline gave us a date we had to be ready by. It was really helpful."

Their crew for the Ha-Ha were sons Scott, then 27, and Lance, then 24. Apparently the Ha-Ha wasn't too damaging to the sons, as they both now live in San Francisco, where Scott is the CEO of two high-tech businesses, and Lance is a programmer for one of them.

The Olsens spent three years in Mexico and a couple of years between

What's the rush? It's taken Dan and Lorraine over nine years to get to the Eastern Caribbean via the Canal, but they're enjoying themselves.

Central America and Ecuador, then passed through the Panama Canal in 2009. After spells at Cartagena, Isla San Andreas, Isla Providencia, and the east coast of Nicaragua, they stumbled upon what they believe is "the most cruiser-friendly area on the planet."

"We totally fell in love with Guatemala's Rio Dulce and the Bay Islands of Honduras," says Dan. "We intended to spend one year at those two places, but they were so great that we ended up spending three. The bar to get into the Rio Dulce is only six feet at the extreme tide of a new or full moon, which is too shallow for the cruise ships that ruin so many places. Then you travel 17 miles up a freshwater river. Once you approach the bridge at Frontera, there are 15 to 20 marinas that cater to *gringo* boatowners. There is a great morning net, which allows everyone to stay in touch with each other, and for local businesses to tout their offerings. Restaurants, for example, would announce their lunch specials. You could get a good lunch for \$3 to \$4."

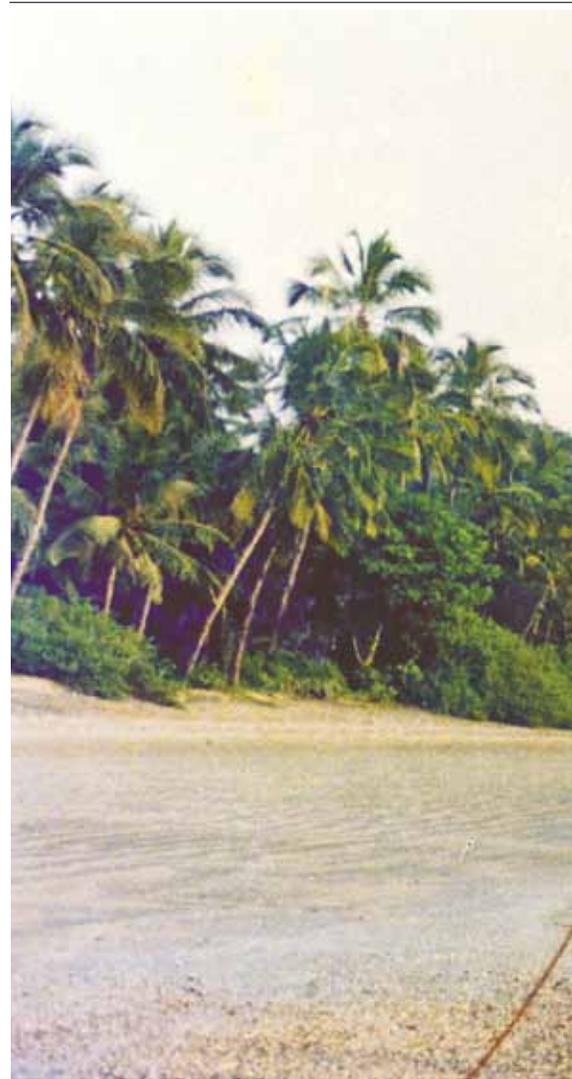
The primary attraction of Honduras was the diving out at the islands. "Honduras has the best diving that we've experienced," said Dan, "and it was very inexpensive. We could either go on a dive boat for not much money, or we could take our own boat out of French Harbor and just pick up a mooring."

Dan was also pleased with the price and quality of work getting the Cheoy Lee's original Kubota diesel replaced with a Yanmar 4JH.

"Even though our \$12,000 Yanmar had to come from Miami, it was less expensive to buy it delivered to the Rio Dulce than to have bought it in Miami. That's because the duty in Guatemala and shipping were less costly than the sales tax would have been in the Sunshine State. It didn't hurt that the boatyard made a 7-hour trip to get the engine for free because they were "going that way anyway".

The engine installation was a little tricky because various modifications had to be made in order to switch from a small Kubota to a big Yanmar. Nonetheless, Dan found the \$2,000 installation price to be very reasonable. "A friend at the Oakland YC paid five times as much to have the same engine installed in his boat," says Dan, who added, "Everybody loves their Yanmar."

Both Guatemala and mainland Honduras are notorious for gang



violence, but the Olsens and other cruisers seem to be unaffected. "We never had an issue with personal safety in three years on the Rio Dulce and out at the Bay Islands," said Dan. "Maybe there are problems between gangs elsewhere in Guatemala and on the mainland of Honduras, but it wasn't a problem for cruisers."

Two Christmases ago, the couple moved on to Isla Mujeres, Mexico, then Key West, then Marathon Key. "Marathon's Boot Key is really a hotbed of cruisers," notes Dan.

With the approach of hurricane season, the Olsens looked for a secure place to keep their boat. They checked out St. Petersburg, Florida, and were surprised to find they fell in love with it. "It's a very beautiful place that's gotten overlooked," says Dan. "It's a sweet town with a great vibe, and in a complete turnabout from years before, is becoming known as a city for the young."



LATITUDE / RICHARD



MIKE RILEY

For this month we promised a report on how Mike Riley, and family, have cruised for decades, including completing two circumnavigations, on \$500 a month. We ran out of space, but this photo of his small boat 'TOLA', beached for a bottom cleaning, will give you a hint. More next month.

The trip from Florida to the Virgin Islands is dreaded by all mariners because it's 1,200 miles upwind and up-current. Given that reputation, the Olsens decided to wait until March 1, the end of this year's cold fronts — and big winds — to start the passage. It proved to be a great strategy, as they had one of the easiest trips we've heard of.

"Except for about eight hours after leaving Georgetown, we had less than 14 knots of wind and flat seas all the way," says Dan. "We were very fortunate. We started by following cruising guide author Bruce van Zant's 'Thornless Path'," says Dan. "But if we followed that, it would have taken us forever to get to the Virgins. So we skipped many of the little islands on the way to Georgetown by going outside the banks and making a run for it. And we were lucky."

Their luck turned only slightly at Luperon in the Dominican Republic. "The only four words of English the official knew were, "The Navy says *propina*," laughs Olsen. "By the way, the DR Navy doesn't have any boats.

After stops on the south side of Puerto Rico at Ponce and the terrific hurricane hole of Salinas, the couple continued on to the U.S. Virgins. "Once we reached the Virgins, all the good things we'd read about in *Latitude* started appearing," says Olsen. "You weren't lying about how great it is here in the Eastern Caribbean!"

The very late start from Florida meant that the onset of hurricane season was something the couple had to think about right away. So after a short time in the U.S. and British Virgins, and four days at

St. Barth, the couple continued south with uncharacteristic speed to St. Kitts, Montserrat, and other islands on the way to a hurricane refuge at either Grenada or Trinidad.

Like many other longtime cruisers, the Olsens keep a 'foot in both worlds'. "We have a house we rent out in San Diego," says Dan, "and we look after Lorraine's mother in San Jose. So we've come home each year for three to five months."

The couple spend most of their time in California at either Lorraine's mother's house or on their other sailboat. "We've owned a Chrysler 26 for 28 years," says Dan, "so she'll soon become a member of *Latitude's* 'Over 30 Club.'"

Chryslers don't have much of a reputation in the sailing world, but Dan insists that they are great boats. "They have six feet of headroom, and were designed by Halsey Herreshoff, grandson of the great Nathaniel Herreshoff. We keep ours on the hard at Alameda Marina when we're out cruising, and in the water at Marina Village when we're back and have her in the water. It's a shame that Alan Weaver is no longer the Harbormaster there, as we thought he did a really great job."

— *latitude/rs* 05/01/2014

**Esprit — Peterson 44
Chay, Katie and Jamie McWilliam
Down Island, Eastern Caribbean
(Henderson, Nevada)**

After the long trip across the Atlantic, then a break to go home to Nevada, we returned to the island of Grenada to start a brief season of cruising.

We began with a day tour of Grenada by rental car. We had lunch at a chocolate factory and visited a rum distillery, but the best part was stopping for a two-hour hike to the Seven Sisters Waterfall.

Even though April 11 was a Friday, we left our southern Grenada marina for

Having sailed most of the way around the world together since the 2003 Ha-Ha, the McWilliams climbed to the Seven Sisters Falls as a family.



COURTESY ESPRIT

CHANGES

the short passage to Dragon Bay, which is near the southwest part of the island. We picked up a mooring for the day so that we could snorkel at the underwater sculpture park, as well as start running the watermaker again.

There were two other boats on nearby moorings. The first was *Pelican*, which we had first met several years before in the Maldives. This was before we shipped *Esprit* to Turkey to bypass Somali pirates. *Pelican* had taken the other option to avoid the pirates, which was sailing around South Africa to Brazil, and then up to the Caribbean. The other boat was *Sol Surfin*, which had sailed down the Pacific Coast of the U.S., Mexico and Central America years ago, then gone through the Canal and across to the Eastern Caribbean. There are so many ways to explore the world by sailboat.

The next morning we departed the anchorage for Carriacou, the most northern island of Grenada. The wind was on the nose, and the current was so much against us that at one point we were pointing southeast but heading southwest! Plus the seas were short and square. We took lots of green water over the bow, so we were very glad to drop the hook in Tyrell Bay on the southwestern corner of Carriacou. It always seems as though the first longish passage of each season is always a rough one.

We got up at 3 a.m. to watch the lunar eclipse, aka 'blood moon'. While it was not quite a complete eclipse where we were, it was quite stunning.

The next morning we awoke to the realization that we were slowly dragging out of the bay. So we re-anchored and had Jamie dive the anchor. The anchor had hooked on a long pole, so we re-anchored once again, with Jamie hovering over a spot that was free of debris. It

The 65 statues at the Molinere Underwater Park are dedicated to the slaves who were thrown overboard on the way over from Africa.



MOLINERE SCULPTURE PARK

wasn't the prettiest anchoring dance, but we held for the two days we were there.

Before long two 'boat boys' — older men, actually — stopped by. One was selling wine and oysters, the other lobster. We purchased a bottle of wine at a reasonable price, and told the lobster man that we would like some lobster the next day. "How many?" he asked. "Three big ones," Chay responded, because we usually get very small lobster from locals. Well, he came back from the lobster traps with three huge — as in two-foot-long! — lobsters. They didn't even fit in our pot. Chay had to cook the head and then the tail. But they were yummy, and we got three meals from them.

We cleared out of Grenada for St. Vincent and the Grenadines on the afternoon of the 14th, and left the next day for a pleasant two-hour sail to Union Island. We anchored just behind the reef at Clifton Bay, and cleared into the country.

We would later return to Clifton, the only town on Union Island, on Easter. Wandering the streets was interesting, as all the restaurants on the main road were blasting music so loud you couldn't hear. And it seemed clear to us that many of the locals were high on something. This was the first place in a long time where we didn't feel safe, but nothing happened.

There are many reefs in the area, including the famous Tobago Cays, reputed to have the clearest water and best snorkeling in the Caribbean. We made it to the Tobago Cays the following day and did some snorkeling. We sure got our exercise, as there was quite the current running, making it hard to swim 'upstream'.

All the time the trades were blowing at 15 to 20 knots, which kept the bugs away and cooled us when on the hook. We noticed that the water seemed less choppy farther into the channel between the two islands, so we decided to re-anchor there. Unfortunately, our timing was bad, and we got caught in a current that was so powerful that we couldn't come head to head with it. Frustration on Chay's part, we finally succeeded in maneuvering into a position where we could re-anchor. Once again, Jamie free-dove the



anchor to make sure it was set.

We did a shallow scuba dive that afternoon, and saw a variety of fish, sting rays — including a spotted eagle ray — some coral, and several sand dollars. We also discovered that the bottom of our keel and rudder were extremely dirty. Apparently the divers we'd hired to clean the bottom in Grenada didn't do a complete job.

The anchorage soon filled with charter boats, the majority of them catamarans. One was skippered by a young man who apparently had no boat handling skills. He eventually got his cat anchored, but not without some close calls with us and some other boats. We are amazed who the charter companies will give boats to. Shortly thereafter a squall came through the anchorage with rain and winds up to 27 knots. Fortunately, all the boats held.

One of the snorkeling highlights in the Tobago Cays is the Baradal Turtle Sanctuary, which was just a two-minute

IN LATITUDES

INSETS COURTESY ESPRIT



Spread; The Tobago Cays, which feature great diving, are one of the main draws of the Southern Caribbean. No wonder the anchorages get crowded. Insets left: The town of Clifton at Union Island. The McWilliams didn't feel so comfortable there. Jamie, who is about to head to college.

dinghy ride from where we were anchored. This is a protected area where we were able to snorkel with the green and hawksbill turtles as they munched on the sea plants. It was so cool to swim alongside them! There were also many conchs, both large and small, as well as large orange and brown starfish.

Since we've started this segment of our trip, we've seen several beautiful boats, including *Eos*, at the marina in Grenada and later in the Tobago Cays. At 305 feet, Barry Diller's schooner is the largest privately-owned sailing yacht in the world. She's suitably elegant. Thaddeus, a local who did our varnish, told us that he'd done the varnish on *Eos*, too. He said it "went on forever" and wore him out. We were especially surprised to see the catamaran *Rafoly*, home to Jamie's friend Jonny Duncan, pull into the an-

chorage. We hadn't seen that family since Croatia!

If the wind and seas calm down a bit, we hope to go to Petit Tabac. This is the island where Captain Jack Sparrow was marooned on two different occasions!

— the mcwilliams 04/20/2014

Cruise Notes:

It's June, which means it's officially **hurricane season in Mexico**. As we go to press, the first tropical depression of the season seemed about to form. June also means it's prime time for **local and regional cruising** on the West Coast, from Ensenada to Alaska. There are so many great destinations it would take pages to list them all. No matter

if you want to cruise alone in nature, or do some 'urban cruising', it's all waiting for you. Even if you only get two weeks off, there are still plenty of terrific places relatively close to home, no matter where you keep your boat. And remember, as Admiral Nelson said, "Men and ships rot in port."

If you'd like to take part in a Ha-Ha style rally off the coast of California, check out the **SoCal Ha-Ha II**, aka 'Reggae 'Pon Da Ocean' — from Santa Barbara to Catalina, with stops at Santa Cruz Island, Paradise Cove, Redondo Beach, and Two Harbors, Catalina. Visit www.socaltata.com for details. Don't wait too long, as there is limited space.

There's one cruising destination, however, that has to be scratched off the list for this year — **San Miguel Island**. The former bombing range is owned by the Navy and managed by the National Park Service. To its credit, the Park Service sought greater public access to the island. In response, the Navy shut the whole dang place down because "of concerns about unexploded ordnance". We smell a rat, but that's the way it is.

Little **Santa Barbara Island** is also currently closed to public access, this because of recent storm damage to the pier. It's expected to open again shortly.

Santa Catalina Island, on the other hand, has the welcome mat rolled out. If you're freaked because you saw the photos of big waves crashing on the beach at **Avalon** in early May, fear not. Those were generated by Santa Ana winds, and Santa Ana season is over until about November. By the way, Santa Anas usually advertise themselves well in advance via abnormally clear and dry air, and moisture-free decks.

Twenty years in the making, the cruising dreams of Jack and Marcie Shultz of the Annapolis-based Manta

When the wind blows the 'wrong way', as it did in early May, the shorebreak becomes pretty epic at Avalon. It will be calmer from now on.



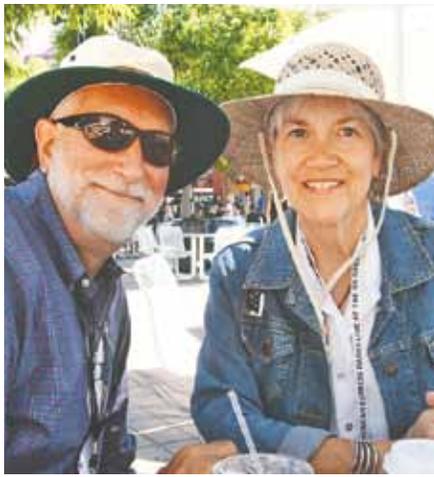
AVALON HARBOR PATROL

CHANGES

40 catamaran **Escape Velocity** tumbled down four days into an intended passage from the Galapagos to the Marquesas in early May. "We were reaching in 20-22 knots of wind in somewhat lumpy seas, which was uncomfortable but safe and manageable," wrote Marcie, "when the mast came down."

It's not as though the Puddle Jumpers hadn't carefully prepared their cat. Previously named **Chocobo**, the Manta had finished a circumnavigation in 2012. Wanting to be safe, Jack and Marcie replaced all the standing rigging. But it didn't help, as they report the mast came down because of a failure of the T-ball fitting that attached the port shroud to the mast. "It was not poor tuning or metal fatigue," they wrote, "it was a defective part." All they were able to save was the camber spar for the jib and half the jib.

Once the couple got rid of the mast and boom that were endangering the hull, they took stock of the situation. They quickly realized that with a 1,000-mile range under power, there was no way they could motor to the 2,600-mile distant Marquesas. They had no choice



ESCAPE VELOCITY

Our hearts go out to Jack and Marcie Schultz. They did all the right things to prepare their boat for a Pacific crossing, but the mast still fell.

but to start powering 400 miles back to the Galapagos, where they would refuel, then have to continue motoring at least 1,000 more miles to get back to Panama.

"It's been 24 hours since our sudden and shocking dismasting," the couple posted on their blog via HF radio email. "We are in a daze of six-hour watches

as we slowly motor back to Santa Cruz Island. We both agree this is the most uncomfortable ride we've ever experienced on a boat. The seas are big and confused, causing rolling and lurching like we've never felt before."

In a later posting, Jack and Marcie reported the motoring conditions had improved somewhat, and they were looking forward to Puddle Jumping next season.

The first ones to alert us of the *Escape Velocity* dismasting were Ed and Sue Kelly of the Iowa-based Catalac 37 **Angel Louise**, who were "fighting battery exhaustion" in Cowes, England, at the time. Having spent two winters in London, and having already circumnavigated Europe via the canals and the Danube, the couple are now heading "south down the Bay of Biscay and along the coasts of Spain and Portugal in hopes of making it to the Cape Verdes by December." "We'll then cross the Atlantic a second time, and hopefully meet the Wanderer and Doña de Mallorca in the Caribbean." We'll be there. Have a safe trip down to the Cape Verdes and across.

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Bill and Conni on SV Wings, their Passport 40, in Nuku Hiva, Marquesas, after completing the Pacific Puddle Jump in April 2013. Bill writes: "Don't leave home without one!"



Wayne on SV Dante, his Harmony 42, in Suva, Fiji. Hydrovane mounted off-center to preserve the swim platform.



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No cash, no credit cards, no out-of-state checks — no common sense, either. Here's another example of how **Hawaii** isn't very friendly to mariners:

"The Harbormaster's Office at Radio Bay, Hilo, is inside the secure port area, so I had to provide a photo ID just to get to the office. It was a good thing that I had my driver's license with me, because my passport had expired earlier in the month, and the one thing port security was interested in was the expiration date of my ID. Anyway, the lady in the harbormaster's office was friendly. In order to anchor out, we had to pay \$27.50 for the application fee, and \$9.24/day. The silly thing is that they don't take cash, credit cards or out-of-state checks. So I had to get a money order. We were headed to Wal-Mart to get a phone and Internet modem. Fortunately, Wal-Mart sells money orders, too."

We think it would be beneficial if Wal-Mart were given the concession for all the government marinas in Hawaii. Well, maybe not Wal-Mart, but certainly **Costco**.

Who sent us the email? We're mortified to say that we don't know, as we somehow separated the text from the email address. Regrets.

"My wife Debbie and I loved Guadeloupe's **Iles de Saintes**, as we found them to be more beautiful than St. Barth — and less expensive," writes Greg Dorland of the Tahoe-based Catana 52 cat **Escapade**. "We left St. Barth for Nevis, but there was so much south in the wind that we couldn't even lay Statia. So we flopped onto starboard after an hour and nearly laid Barbuda! It was sort of like heading out the Gate for Drake's Bay and ending up in Monterey. We then continued on to **Antigua**, where we closed Catherine's for the season along with Bear and Tony Brooks, the latter being Doña de Mallorca's old friend from years ago on yachts in the Med. Tony is now captain of the spectacular



If you work in the yachting industry a long time, and you're really good, you might be like Tony Brooks and end up running a huge schooner.

203-ft Hoek schooner **Athos**, the largest privately-owned two-masted schooner in the world.

"To show you what a small sailing world it is," continues Dorland, "this is the same Tony who delivered Art Lohrey's Swan 59 **Escapade** to Friday Harbor, and his brother David Lohrey's Swan 59 **Perseverance** from Belvedere to the Caribbean. And Bear once did some work on the Swan 46 **Midnight Rambler** for

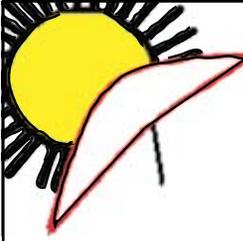
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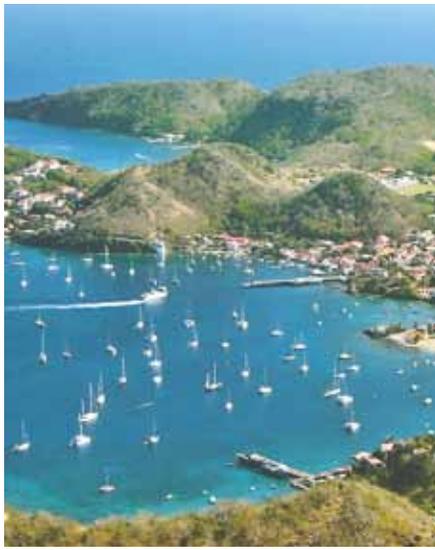
The Cruiser's Home in Mexico

CHANGES

Nicky Evans. All three of the Swan owners were clients of mine at North Sails Tahoe back in the 1980s. I offered to trade my Catana 52 to Tony for his job, but he demurred."

It's worth nothing that Dorland and wife Debbie Maccrorie visited Iles de Saintes in mid May, after the end of high season. They report that those wonderful islands weren't crowded. The last time we were there, it was three years ago during the high season with the Olson 30 **La Gamelle**. It was more packed than Ayala Cove is on Opening Day.

The **Stolnitz Corollary** states: The greater the density and frequency of cruise ships, the less pleasant the attitude of locals. "Can you spell 'jaded'?" he asks. Scott is the owner of the Marina del Rey-based Switch 51 **Beach House**, and he's nearing the completion of a circumnavigation, the last half of which he's been doing with Nikki Woodrow. "We'd have to say that **French St. Martin / Dutch Sint Maarten**, which often get five or six cruise ships a day, are "must miss stops" for cruisers. We don't want to be negative, and maybe others have had



JEAN LA FAYETTE

Guadeloupe's Iles de Saintes, another one of those places that suffers from its own high season popularity. Maybe go when it's 'low'.

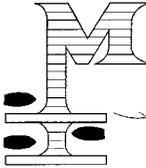
different experiences, but we wouldn't go back to St. Martin. Besides, St. Barth is just 15 miles away, and so far it's been the highlight of our season, what with seeing the Bucket and getting to see

Jimmy Buffet play for free in a tiny bar."

The Wanderer is not a huge fan of **St. Martin** either, which we agree suffers from both a cruise-ship economy and crime. But we would like to point out seven of the island's positive features:

- 1) It's home to the Heineken Regatta, one of the top two or three regattas in the Caribbean.
- 2) It has the great anchorage at Ile Pinel, and good restaurants on the beach at the Grand Case anchorage.
- 3) Standing directly beneath the KLM 747s just before they touch down at Queen Julianna, and a few hours later getting blown into Maho Bay by jet blasts at take-off, are unique thrills.
- 4) Lal's and other Indian restaurants offer some variety to the normal Caribbean fare.
- 5) Budget Marine and Island Water World are two of the finest chandleries we've ever seen, and the prices are much lower than in Antigua or the BVIs.
- 6) You always see or make sailing friends at the St. Martin YC.
- 7) Although it's sometimes hard to see through all the junk, St. Martin has a lot of inherent beauty.

While St. Martin does offer some



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unique thrills — see #3 in the previous paragraph — it also has a **unique danger** for sailors. One of the fun things to do on the island is watch megayachts try to squeeze through the 55-ft wide opening when the Simpson Bay Bridge, which connects Simpson Bay Lagoon with the Caribbean, is up. It's usually standing room only at the St. Martin YC in the afternoons to watch this. The real thrill, however, is reserved for those who decide to use the bridge opening at the French side at Sandy Ground. The deal is that if you want to go from Port Royal or the French side of Simpson Bay Lagoon around to Marigot Bay, you have to either make the 2+ hour trip via the new Causeway Bridge and the Simpson Bay Bridge openings, or you have to risk the bridge opening at Sandy Ground. The risk of the Sandy Ground route is that the bridge opening is just 30 feet.

Scott and Nikki were tempted to use it, but given **Beach House** has a beam of 25 feet, it would have only left a 2½-foot margin of error on each side. And there can be a pretty strong current in the cut.

But others are braver. Or perhaps more foolish.

A few days later, friends Ron and Kathleen told the two they had witnessed a Catana 47 charter cat, beam of 25 feet, lose her mast at the bridge. The helmsman, alone on the cat, either misjudged the opening or got knocked off course by the current. As a result, one side of the cat hit a bridge support, shearing off a chain plate. Apparently the skipper didn't realize how bad the damage was, because soon there was a cracking sound and the expensive carbon mast fell over.

Wait, there's more! When Scott and Nikki got to Culebrita in the Spanish Virgins, they heard a similar story from the owners of the US-based catamaran



You can try to shoot the opening at the Sandy Ground lift bridge with a catamaran if you want. But some cat owners have come to regret it.

Muse. The owners said they had the right-of-way coming through the Sandy Ground opening, but were pushed off center by a charter monohull. Like the other cat, *Muse* also lost her chainplate, followed shortly by her mast.

"We kept **Akka**, our Stevens 50 custom sloop at Marina Ixtapa for a few weeks while we returned home to Hampton, Virginia," report Rob and

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CHANGES

Andi Overton. "It was very secure, if a bit expensive. Plus there were eight-foot crocodiles, so we didn't do any bottom cleaning in the marina. The marina was almost done repairing some pretty severe damage from a recent earthquake."

The Overtons report that the beaches and even the pier at nearby Zihua had to be closed for a few days because of a big surge, which they were told happens from time to time. "While the red flag was up, we anchored the dinghy near the pier and hitched rides from *pangas* passing by. It worked great and we stayed dry. They didn't charge us anything, but they appreciated a 10- to 20-peso tip. But have the money ready, as once they get to the pier and you're off, they're gone!"

Bee attacks are not uncommon in the Sea of Cortez in the summer. John and Debbie Rogers of the San Diego-based Deerfoot 62 **Moonshadow** know all about it, as their boat was attacked in early May.

"A few unwelcome bees turned into six, then 15, then 100 or more," they wrote. "Cowering down below looking



JOHN ROGERS

Debbie Rogers has a big case of the Sea of Cortez blues — blue sky, blue sea, blue dress. And best of all, no bee stings.

out through the bug screens, we could see they were determined to see what was down in the cockpit scuppers. We

sprayed DEET, Windex, and lit some of those smoking spiral backyard things. The bees just laughed at us. Finally John climbed out through the hatch in the forward head and armed himself with the saltwater washdown hose. He probably killed a hundred bees, but soon there were even more replacements. Keeping the saltwater hose handy for defense, he started the engine and raised the anchor so we could motor out of there. Before long, most of the bees were gone. We guess the bees were attracted to the fresh water left over from the morning freshwater washdown."

The bees are looking for water, and small holes in which to build nests. We were attacked once while aboard **Prof-ligate** in the Sea of Cortez. Somewhere we'd heard that bees hate being sprayed with fire extinguishers, so we tried that. It worked like a charm.

Going 'cruising' this summer? No matter if it's even locally, we'd love to hear from you. A few paragraphs with who, what, why, where and when, plus a few photos, and you're good.

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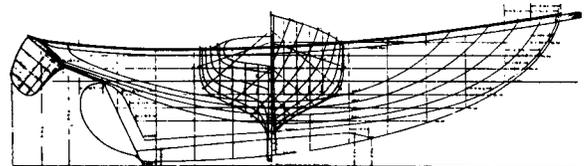
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25 TO 28 FEET



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25-FT PACIFIC SEACRAFT, 1976. DeSabra. \$35,000 w/trailer. With like-new EZ Loader trailer. Boat is cruise equipped. No expense spared on this beauty. Must see! Download the slideshow at: <http://tinyurl.com/pfb3nxi>. Contact (530) 354-4885 or vjohannesr@gmail.com.



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25-FT CATALINA, 1985. Ben Lomond. \$10,000. With trailer. 9.9hp Honda, swing keel, furling genoa, main, autopilot, marine radio, depthsounder, log, stereo, Porta-Potti, new anti-fouling paint. Contact (831) 336-8450 or (831) 212-0533 or ewtitus@gmail.com.

27-FT DUFOR 2800, 1977. Tiburon. \$7,500. Good condition with beautiful teak interior. Harken roller furler. All new standing rigging in 2011. New autopilot. Volvo MD6 diesel. Sleeps 5 (5'10" headroom) with lots of storage space. (415) 895-6233 or toni@hotelsuperior.com.



25-FT LANCER SLOOP, 1980. Ladd's Marina, 4911 Buckley Cove Way, Stockton. \$1,500. 3' shoal keel, new bottom paint. Mast down and newly painted. You re-rig. 50 hours on newly serviced Honda 9.9 long-shaft on stainless 3-position mount through-bolted to anodized aluminum transom plate. Anchor, compass, safety gear, power cord. Hauled out in Stockton. Contact (209) 694-6280 or chillingillen@hotmail.com.



SCHUMACHER EXPRESS 27 ULDB. 1981. Brickyard Cove Marina. \$13,000. *Desperado*, hull #8 with superb class and PHRF race record available now. Always dry sailed, this boat is clean, equipped and ready to get back on race course with some basic TLC. Two surveys pass this boat in every way. Priced so you can retrofit this well-known E27 into the boat you want to have. Contact owner for showing. (415) 250-4652 or campmkting@aol.com.



27-FT COLUMBIA. Repowered electric propulsion, 1977. Grand Marina. \$14,500. Turnkey condition. Completely repowered with an amazing all-electric 48v Advanced Marine Electric Propulsion, which is still under warranty. No "engine" maintenance ever. No fuel ever. No noise when motoring, no oil changes, and no smells. Zero pollution. It is all virtually maintenance free. Manual recommends service every 10,000 hours. Roller furling jib, spinnaker, Achilles dinghy, GPS/chartplotter, autopilot, alcohol/electric stove and more. Contact yourboatdoctor@yahoo.com or (415) 990-9230.



27-FT CAL 27-3, 1985. Coyote Point. \$8,000. Halsey Lidgard main, 3 jibs. Awesome Bay boat, good condition. Fin keel, fast and fun. Contact (650) 464-9797 or lkang@sbcglobal.net.

26-FT PEARSON COMMANDER, 1965. Richmond Yacht Club. \$16,000. Classic beauty, excellent condition, fiberglass hull, gleaming teak brightwork, new Pineapple main and jib, new Harken roller furler/forestay, some new shrouds, new bottom, RYC upwind slip. (415) 686-4686 or fabrizio.natale@gmail.com.

25-FT CATALINA, 1978. Sonora, CA. \$5,500. 2 headsails, spinnaker, has 8hp Honda 4-stroke. Swing keel, has nice trailer. Contact (209) 743-2638 or Zeropowerhouse@gmail.com.

28-FT COLUMBIA WITH TRAILER. 1970. Price \$15,000. Good sails and autohelm. Receiver. View details. Will deliver.



27-FT CHEOY LEE OFFSHORE, 1965. Alameda. \$11,500. Teak deck, cabin and interior, fiberglass hull, Yanmar diesel, 2+sets of sails, pressure and manual pump water, stove, head, boat cover, newly painted mast. (408) 267-9262 or cptjohn@pacbell.net.



25-FT CAPE FOULWEATHER BAHAMA. 1973. Alameda, CA. \$2,500/obo. Epoxy bottom, all lines led aft, electronic outboard. Custom interior needs completion. Good main, jib and genoa. Sails well. See www.bastress.com/bahama25. Contact woodshop@bastress.com or (510) 457-8982.

29 TO 31 FEET



30-FT CATALINA, 1982. Martinez Marina. \$9,800. Excellent shape. Tiller. Gas engine. Interior is in superb condition. Bottom paint 8 months new. Good main-sail and new genoa. Sailboat is in great condition. Bid now, B/O. (925) 708-5727 or kevin@baybuilders.net.



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30-FT CATALINA, 1982. Pt. Richmond. \$18,000/obo. Updated with Yanmar 20hp diesel, steering wheel, furling jib. 6'2" headroom. Sleeps 7. Comfortable family boat, also rigged for racing. No blisters. (510) 339-9369 or mzimmerman@sonomaconnections.com.



30-FT COLUMBIA SY, 2005. Port Townsend. \$55,000. Turnkey race-ready 2005 Columbia 30 sport yacht, beautifully built in the USA. Imagine a Melges with an interior. New North 3DL jib and asymmetric. Needs nothing! (360) 379-6611 or larryfisher1@mac.com.



30-FT CAPO, 1984. SFYC. \$31,000/obo. *Toy Box* is for sale! Designed by Carl Schumacher, and similar to the Olson 911S, the Capo 30 is a very fast, racer/cruiser with a 120 PHRF Rating. (415) 488-3317 or pjcampfield@yahoo.com.



30-FT CATALINA, 1978. Berkeley Marina O-Dock. \$18,500. Very clean Catalina 30. Please see details at: <http://sfbay.craigslis.org/eby/boa/4456337231.html>. Contact mcalistermichael@gmail.com or (415) 725-1868.

30-FT PEARSON 303, 1985. Alameda. \$25,500/obo. *Bay Dream* is well-kept and upgraded. Yanmar 2GMF diesel. Includes dinghy with outboard. Raymarine GPS, chart plotter, wheel pilot, radar. Perfect for Bay and coastal sailing. See <http://home.comcast.net/~jldoggett/site>. Contact sfbaydream@comcast.net or (925) 683-5901.

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.



30-FT NONSUCH CLASSIC, 1982. Sitka, Alaska. \$47,500. Well-cared-for single-handed sailboat, all electronics, new Volvo D1-30, three-bladed folding prop in Sitka, Alaska, cruising paradise. More at <http://sail-a-nonsuch.blogspot.com>. Contact (907) 738-5958 or (907) 738-5396 or andremonjoin@yahoo.com.

29-FT ERICSON, 1972. Richmond Marina Bay. \$8,500. Beta Marine diesel, offshore dodger, JRC radar, chartplotter, Garmin GPS, DSC VHF. Roller furling, spinnaker with pole. Contact (925) 783-2744 or stephengreenwood4009@yahoo.com.



29-FT HUNTER 29.5, 1995. Alameda. \$34,000. Dodger, bimini, belowdeck 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 (650) 960-4078 or davecalhoun1@gmail.com.



31-FT BENETEAU, 1992. San Diego. \$39,500. *Lanterne Rouge* has been set up to be easily singlehanded. This is a turnkey boat, ready to take you to your next adventure. The First 310 is a complete racer/cruiser providing speed and safety racing around the buoys and providing elegance and comfort at the marina or to Catalina Island with family and friends. Email george@elwersfamily.com.



29-FT ERICSON, 1975. Napa Valley. \$5,000. Finish recommission - not "project boat." Bruce King. Hull and deck good shape, LPU mast and boom; mast rewired 2013. Onre-season Pineapple main, 120, spinnaker, extra jib, genoa. Newer rig. Rebuilt Yanmar. Water, stove, custom joinery. Gear and extras. Needs batteries, interior cushions, minor electrical and mechanical. US doc, lying Napa Valley dry store. Motivated! Email e29forsale@gmail.com.



30-FT ERICSON 30+, 1983. Emeryville. \$25,000. Great Bay boat, excellent condition. New sails, roller furling jib, new bottom paint, diesel, new stove, oven, pressure water. Inflatable dinghy with new outboard. Sleeps 6. Ready for summer. (510) 390-6581 or m.o.pulliam@ieee.org.

32 TO 35 FEET



30-FT RHODES ANNAPOLIS, 1964. San Diego. \$10,000/obo. A rare, full keel pocket world cruiser, stoutly built fiberglass throughout. This Phillip Rhodes design is an inexpensive cruiser perfect for Mexico and beyond. Well equipped with near-new autopilot, chartplotter, windlass, VHF, solar panels, near-new North sails. Four golf cart batts, separate starting batt (new 2014). Refrigeration, propane stove, stereo. Upgraded LED throughout. Roller furling, jiffy reefing, all lines led aft - great singlehanded. Upgraded standing rigging and well decorated interior. Marine head, holding tank, large V-berth forward, quarter berth portside aft. Amazing storage. Live the dream now with this inexpensive world cruiser that is ready to go today! Ready for Ha-Ha. (415) 710-3161 or (415) 331-1178 or lunasea2@yahoo.com.



31-FT RUSTLER, 1967. Napa. \$35,000. Total refit, ready to go cruising, well almost. Beta Marine 20hp, new mast, boom, sails. Dodger, Raymarine speed, depth, Lewmar self-tailers. Monitor wind-vane. For complete inventory email. (707) 292-2596 or mrckite@yahoo.com.



31-FT PEARSON SLOOP, 1978. Brisbane. \$18,500. Excellent Bay boat. Volvo diesel, new Hogin sails, new standing/running rigging. All manuals, most receipts, two surveys, more pics available. Brisbane berth. Contact Tom. (408) 316-3744 or tarlowt@gmail.com.



35-FT YORKTOWN, 1976. \$19,400. Factory finished in Wilmington, CA. Sloop rigged. Center cockpit, cabins and head fore and aft. 12 gal hot water heater. 70hp Chrysler/Nissan diesel. 60 gal diesel tank. 210 nautical mile range on fuel. Hydraulic steering. Roller furling. 6-person Avon liferaft. Davits on stern. Boat needs some TLC. Incredible value. Bluewater veteran. Been to Hawaii and back, no problems. Has been a liveaboard. Owner retiring, moving off boat. No reasonable offer refused. Call Heinc between 8:00 a.m. and 8:00 p.m. to set up an appointment to view or for questions. (650) 261-1822 or kenneth_ivey@hotmail.com.

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33-FT CAL, 1972. Emery Cove Yacht Harbor. \$15,500. Modified stern. Skeg rudder. Tiller. Volvo diesel under 400 hrs. Harken Mk II. Newer rigging. Surveyed in December. Priced to sell. Buy it with a slip for extra discount. (626) 410-5918 or ngolifeart@gmail.com.

32-FT BRISTOL, 1971. Berkeley Marina. \$4,000/obo. 5 sails, full keel bluewater boat that crossed the Atlantic. Oven, Force 10 heater with lots of extras, sleeps 6, teak interior, Atomic 4 not running. (415) 317-0611 or techmediakid@mac.com.



35-FT J/105, 1998. Sausalito. \$80,000. Easy to handle, fun to sail, Yanmar diesel, main, jib, 135%, kite, new Raymarine i50/i60 instruments, autopilot, Fortress anchor, dodger, stereo, Full set of cushions, professionally maintained. (415) 637-4851 or walkaboutsaus@yahoo.com.



33-FT SOVEREL, 1985. Alameda. *Good & Plenty.* Join winning racing, fun cruising, performance sailing from Estuary. Record of long-term successful partnerships. PHRF 96. Racing and cruising sails in great shape. 1/3rd extra \$8K, \$250/month. Call Justis. (510) 390-4674 or soverel33goodandplenty.com.

33-FT SIMPSON, 1984. Napa. \$7,500. Steel hull cutter, in water. Good running Universal 32hp. 60 gal fuel. Well-built hull. Fresh bottom. New zincs. 3 sails. Manual anchor winch with lots of chain. Offshore potential. (707) 279-4564 or (707) 334-1797 or danaokirkpatrick@gmail.com.

32-FT GULF PILOTHOUSE, 1986. Coyote Point, San Mateo. \$35,000. Great for year-round cruising, radar, microwave, fridge, many extras. Email for photos and more info: gulf32coyotepoint@live.com.

34-FT HUNTER, 1985. Alameda. \$25,000/obo. New sail cover and head 2014. Bottom repainted 2013. New Doyle mainsail 2008. Yanmar 23hp diesel engine. Includes West Marine 2-person inflatable dinghy with motor mount. Pictures forwarded upon request. (510) 432-1191 or ron.myers@earthlink.net.



35-FT J/105 SOPHIA (USA 511), 2002. South Beach Harbor. \$89,000. Super clean J/105. Raced competitively past 4 seasons in Fleet #1. Great boat for racing/cruising on SF Bay. For more photos: <http://tinyurl.com/pj4f4gf>. Contact (408) 685-7070 or rfenchel@yahoo.com.

33-FT FREEDOM, 1980. Oxnard, CA. \$15,000. Cat ketch, Yanmar 2QM15 runs great, oil analysis good, new fuel tank, new running rigging, no electronics. Recent survey. See Yacht World for pics and specs. Contact: katakun at mac dot com.



CATALINA 34 MK II, 1997. Berkeley Marina. \$69,750. Fin keel, well maintained/equipped. Dodger, fridge, cruising spinnaker, custom V-berth mattress, diesel, 2013 bottom/batteries. New standing rigging and more. (559) 905-2633 or (559) 433-6436 or jgsatterberg@aol.com.

32-FT O'DAY, 1987. Monterey. \$30,000. 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. (831) 512-6842.



33-FT TARTAN TEN, 1979. Emeryville. \$6,000/obo. *Wishful Thinking*, which was a successful racer in the SF30 Fleet, is available for immediate sale. Was planning to donate it, so ANY offer considered. UK carbon fiber Tapedrive sails, still fast as new. Nexus electronics. Dinghy-like deck layout. If fast is all you want, and you won't mind the faded gelcoat and tired diesel, grab this proven winner for a song. Email us28195@yahoo.com.



32-FT HUNTER VISION, 1991. Alameda Marina. \$39,900. *Rumple J.* Free standing rig with new large-roach main and 130% jib. Yanmar diesel. Custom stainless radar arch/davits, and double anchor roller bow sprit. Great Bay, coastal cruiser. (408) 315-2192 or jeff7047@hotmail.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. (503) 290-9606 or nauticat35@hotmail.com.

32-FT WESTSAIL, 1972. Portland, OR. \$37,000. Factory finished with many upgrades, including teak deck removal. New jib and roller furler, fuel tanks, propeller and 110v water heater. Perkins 4-108, high-output alternator, smart charger, many electronics, diesel heater. Recent Mexico and Hawaii traveler wants to go again. Moored in fresh water for the past five years. Hauled out and redone two years ago. Delivery options may be included. Contact Jerry for complete details and photos. (541) 556-1113 or gastrella@aol.com.



35-FT J/105, 1999. SFYC. \$75,000. Race in the largest one-design fleet in the Bay with this proven winner. Meticulously maintained. Large sail inventory. Priced to sell. Contact (415) 999-9526 or steve@supersteve.org.



35-FT BABA, 1979. King Harbor Marina, Redondo Beach. \$59,000. Bob Perry design. Roller furling, Volvo Penta engine, Honda generator, wind generator, canvas cover, etc. Have to visit! (310) 528-2196 or (310) 374-4058.

33-FT WESTERLY STORM, 1987. Stockton. \$39,500. Only one available in North America. British-designed and built for the North Sea; Lloyd's Certificate of Construction. Rugged double-spreader mast with oversize rigging, Edson wheel. Strong rings on deck to hook harnesses to. Recent extensive refit, beautiful teak interior with factory lee cloths. Inflatable, propane stove, Volvo engine. Fin keel and rugged spade rudder. Google to view sisterships in Europe. Good condition, everything works. For Bay or offshore. (209) 460-1543 7 or judy777@gmail.com.

35-FT C&C, 1984. Pittsburg Marina. \$29,950. Clean, well equipped cruise/race vessel with large, good condition sail inventory (includes 3 spinnakers), Yanmar diesel, 2-blade folding prop, Autohelm and other instruments, like-new sail and wheel covers, dodger and bimini. Sleeps 6-7, propane 3-burner stove with oven, hot water heater, shower and electric head. (925) 366-4579 or (925) 432-4431 or pholkamp@sbcglobal.net.

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, (650) 712-1425 or pgclausen@gmail.com.



35-FT BENETEAU OCEANIS 351, 1995. Ventura, CA. \$69,500. Cruise-ready in sailaway condition. 3-cabin layout - most roomy 35-ft you've ever seen. Well maintained, numerous upgrades. Furling main and jib, asymmetrical spinnaker, Yanmar diesel, Raymarine autopilot, radar, chartplotter, electric head, new running rigging. Great condition. More at <http://Beneteau351forsale.com>. Email kaya1000@gmail.com.



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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 J/105, 1998. Berkeley Marina. \$70,000. J/105 #181 *Wianno*. Top 10 Fleet 1 finisher 2011 and 2012. Excellent condition. Two full sets racing sails, 1 set cruising sails. Race ready. See more at <http://picasaweb.google.com/Gnuggat/J105181WiannoForSale#>. Email gnuggat@gmail.com.

33-FT HOBIE, 1983. San Diego. \$23,000. H-33 in great shape, newer 3DL sails, kelp cutter, LED nav lights, Dyeema 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.



35-FT J/109, 2006. Anacortes, WA. \$179,500. A state-of-the-art racer/cruiser from J/Boats, fully equipped and ready to go. Roller furling, dodger, forced-air heat and standing headroom for cruising, adding carbon bowsprit, asymmetrical spinnaker, North 3DL sails, and a full Nexus NX2 network instrumentation system for racing, make this a perfect dual-purpose boat. Lots of goodies not mentioned here. Contact (206) 660-8181 or david.maclean@zgf.com.

32-FT MARINER KETCH, 1979. Brisbane Marina. \$10,000/obo. *Unicorn*. LOA: 32', beam: 10', draft: 4'. Fuel 35 gal, water 35 gal. Full keel, fiberglass hull, aft cockpit, anchor windlass, Harken Mk III roller furling. All sails in good condition. 3 Barlow #20 winches, rack and pinion steering (wheel and emergency tiller). Raymarine knotmeter, depthsounder, compass, VHF. Alcohol two-burner stove, ice box, pressure hot/cold water. Engine: 37hp Perkins 4-108 M diesel. Can be seen on Dock 5. Call Bob. (650) 355-5166 or (650) 996-4631 (cell).

33-FT RANGER, 1977. La Paz, BCS, Mexico. Best offer over \$12,500. Hull 460 of 464. Perfect world cruiser for income-limited couple. Can be singlehanded, but big enough and equipped for luxury and safety. Monitor windvane, radar, watermaker, water heater, shower, SSB Ham transceiver, Garmin 172c GPS, speed/log w/depth, windspeed and direction, M/W, propane stove/oven, Adler/Barber fridge, 32" LED TV. Much more. Entertaining firm offers. Call Jim, (801) 897-6659 or jhart369@yahoo.com.



35-FT SANTANA, 1979. Fortman Marina, Alameda. Very good shape, Alameda berth, price negotiable. For pictures and more info see website: <http://lexingtoninc.com/fabarchitects/Rocket/index.html>. Call or email. (415) 515-3524 or santana35rocket@gmail.com.

32-FT WESTSAIL, 1972. Brisbane, CA. \$30,000. Full keel cutter, factory finished. Excellent condition. Full suit Tanbark sails, Volvo MD11c, new bowsprit, gudgeons and rigging. Bulletproof cruiser, sailaway condition. Contact for specs and photos. (650) 701-6452 or lazystar@aol.com.

SABRE 34 MK II, 1987. South Beach Harbor, SF. Best offer. This exceptionally clean, well-maintained Sabre 34 MK II has too many upgrades to list: doubled up winches (8), fresh water head, Autohelm, custom convertible dodger, hard vang, hydraulic backstay, low engine hours, replaced upholstery, interior varnish, packless sealed stuffing box, lots of sails, spinnaker. There is not a better Sabre 34 Mk II on the Bay; plus she has Good Vibes! Contact (415) 821-9525 or eticket0@aol.com.

36 TO 39 FEET



38-FT DURBECK. Currently moored in Alameda. "PROJECT BOAT" could be a GREAT liveaboard with some love. Built 1972, launched 5/29/79. Diesel engine... is totaled! Full inventory of good-very good sails. Please call, come see and make offer. (510) 326-8446 or durbeck38@yahoo.com.



36-FT CASCADE, 1974. Stockton Sailing Club, Stockton, CA. \$36,000. Solid cruiser with all the extras. Hard dodger, solar panels and full electronics. Extra sails and much more. Needs some TLC. One-owner boat with custom teak woodwork throughout. Contact (530) 409-9101 or ealonso@sbcglobal.net.



37-FT HUNTER CHERUBINI, 1982. San Rafael, CA. \$37,500. Cutter, bluewater cruiser, Autohelm 4000, Adler Barbour refrigerator, two staterooms, separate shower stall, two anchor rodes, teak interior, stereo, four fans, wind scoops, BBQ's, cruising spinnaker. (415) 686-7238 or allandamon@yahoo.com.



37-FT CUSTOM CRUISER. Sacramento. \$98,000/Asking. *Sisu*, built by professional boat builder. Launched in 1992. Unstayed carbon fiber mast, hard dodger, three watertight compartments, also two-piece dinghy. All teak interior with a lot of built in storage, two staterooms. Propane heat and galley with refrigeration unit. 150gal water, 85gal fuel, Yanmar diesel. Docked at residence on the Sacramento River. Contact Jack. (209) 200-9200 or (916) 777-6792 (leave message).

36-FT ISLANDER FREEPORT, 1980. Sausalito. \$65,000. Much sought after Freeport 36 B-Plan in great condition. New bottom job and electronics, engine recently serviced, sails cleaned and hull waxed. Comfortable cruising or at anchor. More at <http://scotchnsoda4.wix.com/sailoncamelot>. Contact (816) 550-6349 or synetgy@gmail.com.



37-FT PEARSON 365 KETCH, 1978. So-Cal. Best offer. Sturdy, comfortable, classic cruiser. Many new systems: Garmin color radar/plotter, fuel tank, batteries, electronics, low hours on rebuilt Westerbeke, charger, pumps, etc. Liveaboard slip, cruise anywhere. Great boat! Email pearsonketch@yahoo.com.



36-FT ISLANDER, 1977. Emery Cove Yacht Harbor. \$40,500. Well maintained. Like-new spinnaker with sock. 95 and 120 jibs. Dodger and jib roller furler. Perkins 4-108 diesel-1000 hrs. Teak and holly cabin sole and leather settee cushions. Cabin table and cockpit table. Propane stove/oven and wheel steering. Re-bedded toe rails. Very active I36 Association. Available to see June 1. (925) 330-0326 or bobknick@comcast.net.



HANS CHRISTIAN 38 MK II, 1979. Morro Bay. \$85,000. Universal engine: 4-cylinder, 50hp. Lots of cruising gear: watermaker, autopilots, wind generator and more. Amidship double cabin and double aft cabin berths and shower. Call Sue. (661) 301-7162 or sue@businessinitiatives.com.



TAYANA 37 MK II, 1983. Caribbean Panama. \$79,000. Price reduced! On her own mooring in tropical paradise, just a day sail to the fabled San Blas Islands of Caribbean Panama. Well maintained and cruise-ready. Details, photos at website. www.sailboatlistings.com/view/23215.

39-FT JEANNEAU SUN ODYSSEY. 2007. Sausalito. \$161,900. 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.

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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 dalydolfin@aol.com.



38-FT CONTEST 38S, 1986. Marines de Cogolin, S. France. \$99,000 VAT paid. A premium center-cockpit sloop by Cony-Plex Yachts Holland, USCG Doc. 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. (650) 637-7791 or terryshari@yahoo.com.



36-FT ISLANDER, 1977. Brickyard Cove. \$47,500. Perkins 50hp diesel, dodger, MOB pole, VHF, Harken Mk II roller furling, newer 135% jib, two Harken ST44s, two Barlow ST 26s, new 35# Delta anchor with chain and rode. H/C pressure water. Contact (415) 999-6751 or (415) 383-9180 or arnoldgallegos@comcast.net.



39-FT YORKTOWN, 1977. Vallejo. \$29,999. Turnkey 39-ft Yorktown sailboat with many upgrades. Well maintained. Very seaworthy. New paint, Harken traveler, Barlow winches, and more. Ready to sail NOW! Reduced price. Very motivated seller. Call (925) 324-4226 for details or daltonm@scrantonlawfirm.com.



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.



36-FT JEANNEAU SUN ODYSSEY 36.2. 1998. San Rafael. \$79,000. Beautiful inside and out, just waxed, ready to cruise. Fast sailer re-rigged for singlehanding. Kevlar reinforced hull. More at <http://hitchcraft.net/Zingara>. Contact (415) 299-0263 or miguel@hitchcraft.net.



38-FT AERODYNE, 2003. Tiburon. \$165,000. Ultimate performance cruiser. Leisure Furl, electric halyard winch, Anderson winches, radar, TV/DVD, dodger, BBQ, retractable sprit, two spinnakers, Yanmar, SSB, Pactor modem, diesel heat, watermaker, recent Awlgrip, electric windlass, anticorrosion system. (415) 385-3600 or hspotter@aol.com.

40 TO 50 FEET



40-FT CAL, 1966. Alameda. \$88,000. Price reduced! Cal 40 Shaman. Best Cal 40 on West Coast. 3DL sails (new main), B&G instruments and autopilot, carbon spin pole, Ballenger mast/boom. Full specs/pics at: www.sailblogs.com/member/cal40shaman. Call (415) 725-9581.



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



44-FT CATALINA MORGAN 440, 2005. San Francisco, CA. \$259,000. Cruise fast in safety and comfort. Electric boom furling, generator, arch, davits and solar. A/C and heat, bow thruster, washer and dryer. Autopilot, C-120, Satellite weather, radar, SSB, AIS. Excellent condition. (408) 985-2107 or sail4destiny@gmail.com.



40-FT OLSON, 1983. Redondo Beach, CA. \$58,500. Ono is the perfect racer/cruiser. First overall Newport/Ensenada and Santa Barbara/King Harbor. All race equipment and sails. Comfortable for up to 8 people cruising. Full galley, refrigeration, removable windlass, boom cover, anchors, flushing head, teak and holly floors, cushions, more. Small wood burning stove for cold nights cruising. Ultralight design is fast and easy to sail for husband and wife. NEW REDUCED PRICE! Contact folkman@verizon.net or (310) 488-6516.

41-FT PEARSON RHODES, 1964. Mazatlan, Mexico. \$40,000. Classic Rhodes 41, fun and easy to sail, cruise equipped. She's a hot rod with a 44hp Yanmar and LP paint job. 10.5 beam, 5.5 draft, 8,800 ballast, 18,800 displacement, 6 bags sails, new rigging, Barents, Profurl, dodger, autopilot, GPS, radar, fish finder, custom 12v refrigeration system, electric windlass, gel cel batteries, solar panels, dinette interior, 10-ft dinghy with 15hp Yamaha, many spares, meticulously maintained. Contact (360) 961-0507 or boatburneill@hotmail.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 or

41-FT HANS CHRISTIAN, 1986. Los Alamitos, Long Beach, CA. \$135,000. Black hull, tanbark sails. Email for more info, thedockery@gmail.com.



42-FT CATALINA, 1996. Sausalito. \$137,500. New bottom paint, new standing rigging, all new rope. Yanmar engine. Autopilot, winches professionally serviced, radar. Excellent condition. Call Tom. (415) 271-2722.



41-FT BIANCA 414, 1980. Coeur d'Alene, ID. \$59,000. Fast, fun Danish-built sloop with self-tacking jib. Yanmar with folding prop. The boom vang, backstay and running backs are hydraulic. Newer epoxy bottom and Treadmaster decking. (509) 879-3640 or danlauriekar@aol.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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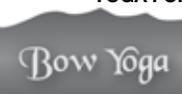
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46-FT JEANNEAU SUN ODYSSEY 45.1. 1996. Lowrie's Marina, San Rafael, CA. \$124,900. Great cruising boat with off-shore gear, AIS, radar, plotter, autopilot, etc. Good North sails. Clean interior. Well maintained. Pictures and details available. Contact sailingfans@hotmail.com or (253) 377-1660.



48-FT SPARKMAN & STEPHENS, 1970. Marina del Rey, CA. \$298,000. 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 mjbourcher76@hotmail.com.



40-FT COLUMBIA, 1965. Paradise Cay Yacht Harbor, Tiburon. \$27,000. *Libra*. Beautiful boat. 2nd owner. 1994 25hp Universal 4-cylinder M4-30 414hrs. Runs great. 4'6" draft perfect for the Bay. 7 sleeping berths. www.dropbox.com/sh/gxjif56ktnxuvsa/4REqpVCvoj. Contact maliarmoseley@gmail.com or (415) 948-9801.



48-FT PERRY-DESIGNED CUTTER. 1994. Seattle, WA. \$89,000/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.



43-FT RON HOLLAND, 1986. Marina Riviera Nayarit, MX. \$143,000. Aft cockpit, 2 staterooms, 2 heads, 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.



48-FT MAYFLOWER KETCH, 1985. Puerto Vallarta, Mexico. \$139,500 USD. 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 more at <http://TheOriana.com>. Contact (480) 447-7316 or info@theoriana.com.



45-FT GARDEN YAWL. One-off double-ender, 3 years in restoration, 98% completed, cold-molded over original strip planking. \$30,000 as is, or \$? to finish renovation. Contact (916) 847-9064 or steve@paradigmpilgrim.com.



46-FT HYLAS, 2000. Coronado, CA. \$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.



42-FT PASSPORT, 1981. Ft. Pierce, FL. \$115,000. Fully outfitted for worldwide cruising, this proven bluewater liveaboard performs well on long passages. Many upgrades less than 8-yrs-old, including chainplates, rigging, electrical, European transformer, AIS, SSB, VHS, sat phones, Pactor modem. 150 gal water and 200 gal 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 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. (408) 234-4402 or john@castlerock.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. More at www.sail7seas.us/photos.html. Contact (650) 533-7732 or Captmaddog@gmail.com.



46-FT KRISTEN, 2000. Sidney, BC, Canada. \$375,000 cdn. Proven offshore deck saloon cutter-rigged sailboat. Leisure Furl boom, hydronic heat, 2 Harken furlers, watermaker, liferaft, EPIRB, steel hull, center cockpit. See more at www.pamelabendall.com/sv-precious-metal.html or email mybentley@yahoo.ca.



47-FT 473 BENETEAU, 2006. Marina Village, Alameda, CA. \$220,000. 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 jmbtahoeh@yahoo.com.

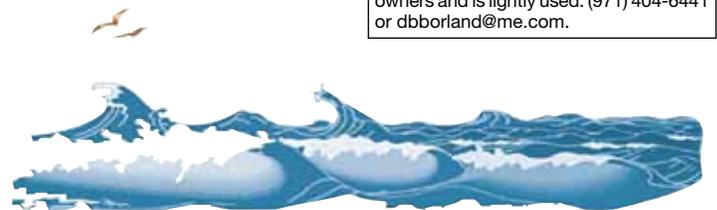
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45-FT FASTNET 45, 1974. Portland. \$67,000. Price reduced!. Beautiful boat, many compliments on her lines. Recently sailed to Australia and back. Very seaworthy, comes with a lot of equipment. Considerable locker space and storage for extended cruising.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



42-FT BAVARIA OCEAN, 1998. Portland, OR. \$165,000. The Ocean 42 is a center cockpit design with two cabins and ensuite heads, one forward and one aft, providing complete privacy for two couples or a family with two children. The interior cabinetry is finely crafted mahogany. This vessel has had three owners and is lightly used. (971) 404-6441 or dbborland@me.com.



51 FEET & OVER



55-FT TAYANA, 1984. San Pedro, California. \$285,000. The *Max Grody II* has been continuously upgraded by circumnavigator owner. Extensive refit 2001. Returned from Baja 2013. New bottom. This is a turnkey boat: ARPA radar, AIS, SSB and Pactor 3. Watermaker, SCUBA compressor, 2 autopilots, 8-person liferaft, 2 outboards etc., etc. Time is the currency of life. Spend it wisely. Go cruising now! More at <http://yachtmaxgrody2.com>. Contact maxgrody@hotmail.com or (626) 321-7237.



62-FT AL MASON CUSTOM. Design/built Salthouse NZ, 1985. Virginia, Chesapeake Bay. Spirit of Tradition ketch, extremely able yacht with pedigree and a history of continuous maintenance and upgrades by knowledgeable owners. Recent circumnavigation and refit. More at www.sailmarnie.com. Contact (757) 971-1811 or sailmarnie@yahoo.com.



65-FT PHILIP RHODES CUSTOM, 1966. Pt. San Pablo Yacht Club. \$750,000/obo. 2010 rebuilt ketch-rigged, motorsailer. New steel hull plating, twin Yanmars at 350 hours, rebuilt 25 kw DG, rebuilt Sitka spars, new rigging, 4 SR, 3 heads, 7 AC/heaters, W/D, PW, FW flush, 3 hot water heaters, Viking range top, 13-ft Boston Whaler dinghy w/40hp outboard. Email rjalexander@msn.com.



68-FT DEREKTOR, 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/yachtspanion>. Contact (415) 663-8776 or svpandion@gmail.com.

CLASSIC BOATS



60-FT STAYSAIL SCHOONER. (70-ft LOA), 1935. \$90,000/or best cash offer. *Volunteer (Zoe H)*. Designer, Edson B. Schock; builder, Port Boat Works, Wilmington, CA. Built concurrently with Humphrey Bogart's yacht *Santana*. Veteran of four Transpacs (winner 1939, Aloha Class B). On-screen home of actor Jack Klugman in Universal Studios long-running television series, *Quincy, M.E.* Colorful history including WWII submarine patrol, Mexican charter service and El Salvadoran registry. Last raced 2005 SF Master Mariners, winner Dead Eye trophy. Old-world craftsmanship, teak, oak, Honduran mahogany, leaded glass, marble; unique in all the world. One Transpac away from longevity record. Condition weathered; requires much sanding/varnishing to restore to former grandeur. Estimated replacement cost \$3 million. Owner willing to sacrifice for serious buyer. (541) 264-8346 or schoonervolunteer@yahoo.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.



33-FT BUZZARDS BAY 25, 2013. Portland, Oregon. \$145,000. Classic design, cold-molded in mahogany and old-growth Douglas fir. New - never sailed. Bronze hardware, carbon rig, North sails, custom galvanized trailer. Always stored inside. Photos at website: www.buzzardsbay25.com. Contact buzzthomsen@gmail.com or (360) 887-3015.



25-FT FARRIER TRAILER-TRI 680. Rocky Point, San Mateo County. Structural Bay Area boat. Full cover. Optional electric outboard.

MULTIHULLS



28-FT CRUISING DESIGN, TELSTAR. 2007. Clipper Marina (on hard), Sausalito, CA. \$65,000/obo. Outstanding 28-ft trailerable trimaran. All options, full galley/head, chart plotter, DSC VHF, autopilot, tri-data, Seatalk, 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. (415) 752-8683, (415) 377-0816 or mmichaelbrown@mac.com.

22-FT FARRIER TRAILER-TRI 680. 1987. Ventura. \$10,000/obo. Builder, Jaeger Yachts, BC, Canada. Sleeps 3 adults or 2 adults and 2 pre-teens. Used to cruise Channel Islands with family (< 2 hours and 30 minutes - S.B. to Fry's). Details, photos available. Email kgarcken@pacbell.net.



38-FT FONTAINE 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! More at <http://htzortzis.wix.com/family-circus>. Contact ctzortzis2014@gmail.com or (925) 878-9659.

55-FT HORSTMAN TRIMARAN. Half Moon Bay, CA. \$100,000. Glass over ply, 125hp Yanmar, 5000 watt generator. BIG, fat liveboard, mooring, HMB. Sleeps 12. Big pilothouse, live almost free. More at <http://RockyPointRealEstateGirl.com>. Contact susan_flinn@yahoo.com or (702) 448-8723.



34-FT CONTOUR TRIMARAN, 2000. Ventura, CA. \$105,000. *Orange* is a speedy adventure platform in excellent condition. Beautiful interior, fresh electronics, Yanmar 20 with Sail Drive, custom dodger and bimini. Many photos and details available at: www.contour34.com. Contact Paul@PierpontPerformanceSailing.com or (415) 602-5880.

33-FT SEAWIND 1000, 1998. San Francisco. \$149,000. New sails, motors, windows, canvas and rigging - all 2013. Safest and smoothest 33-ft cat on market. Radar, GPS, two autopilots, bow, pole and more. Contact (512) 750-5735, (510) 865-2511 or Cabosportsfrank@yahoo.com.

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24-FT BAYLINER CIERA, 1996. \$7,000. Volvo Penta AQ 501/275 engine and outdrive. The engine has a new top end, rebuilt cylinder heads and manifold risers. Transom shield has been replaced, lift motor assembly has been replaced, all new seals and O-rings on both transom shield and drive, all new bellows and hoses, new shift cable. Engine and drive run and operate well. The boat has a bathroom, galley with sink and stove, there is an aft bed, V-berth, fish finder, and included is a tandem-axle trailer. (408) 986-0848 or Zoom-golly@hotmail.com.



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 flybridge. Aft cabin/salon/bedroom. Fly bridge with large sun deck. Dual Capilano hydraulic steering. Stand-up engine room. Detroit 671 diesel Morse controls. LectraSan, 35 gal holding. New 50 amp shorepower 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 (831) 373-6061 or johna@arnoldassoc.com.



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30-FT CATALINA SHARE. Sausalito. Sausalito berth in prime slip, with parking included. Equipped with diesel and wheel. Renewed and updated, she sparkles. New top deck coating, new mainsail, performance mast/spar, furling, MaxProp, updated cushions. Parking is steps to boat/cafe/bars, in 5 minutes you are sailing. Share (non-equity) \$320 month for 1 year. Contact (415) 332-5442 or Leeloves2sail@hotmail.com.

PARTNER, CATALINA 250. SF Marina, San Francisco. \$333/mo. Very best berth in SF Bay. Walk to great dining, Marina Green, GG Bridge. Catalina 250, 1997, wheel, sleeps 5, good condition, spotless interior, head, galley, TV, radios, outboard. *Dances with Waves* can be seen from Marina Blvd. and Broderick St. - first dock. Contact patlan@pacbell.net or (650) 703-0610.

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. (415) 999-3227 or kellyt72@gmail.com.



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GEAR

VOLVO PENTA MS10L/A GEARBOX. San Rafael. \$2,750. "NEW" gearbox with 2.35:1 gear ratio, straight output, bought new with MD2020 diesel engine in 2005, never installed. Priced less than a rebuilt one. Pictures on request. (415) 306-1382 or garmor@sonic.net.

VOLVO MD17C ENGINE. San Francisco. \$650. Working 35hp engine. 3 cylinders. 1979. Was used on a 35-ft sailboat. It is out of the boat and in the boatyard. Easy transfer to new owner. Contact (415) 665-6269 or (415) 244-7835 or stephanietelmusic@gmail.com.

KARVER TOP DOWN FURLER. Santa Barbara. \$1,100/obo. Top down Karver chute furler. Model 2 with lock. Briefly used on boat with 19 foot J and 50 foot mast. No torsion lines included. Email jlaunie@cox.net.

WATERMAKER - LITTLE WONDER. Santa Barbara to San Francisco. \$2,500/obo. Little Wonder Watermaker by Village Marine Tec. NEW membranes 7/2013. 200 gal/day. 12v unit. Exterior dimensions: 11"x11"x28". Contact (503) 984-7288, (503) 791-0371 or atkin1934@gmail.com.



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2 PERKINS MOTORS 4-108. Both with Borg-Warner trans. #1: 200 hrs. on rebuilt. Needs seawater heat exchanger; \$3,500. #2: 2,000 hrs. on rebuilt. All or parts; \$2,000/obo. (415) 342-6908 or evagrace@aol.com.

CLUBS & MEMBERSHIPS

POINT SAN PABLO YACHT CLUB. Point Richmond. Point San Pablo Yacht Club prospective member open house. Saturday, June 14, 2014, 2-6 p.m. Tour one of the few members-owned and managed marinas in the Bay Area. Slips are available to members. We have a wood shop, a commercial-quality galley and dining room, dry storage, member-managed bar, and on and on. Join us for snacks and reduced-price beverages and take a tour of our facilities. We are off the 580 freeway at Canal Blvd. and Cutting Blvd. in Point Richmond. For directions, email tonjahester@gmail.com or normharris41@gmail.com. Initiation fees will be waived for new members until the end of 2014. See website: www.pspyc.org. Contact (510) 233-1046 or pspyc@pspyc.org.

ENCINAL YACHT CLUB. Open House Events. Alameda. Encinal Yacht Club (EYC) is hosting open house events throughout the summer. Please join us at one of the following open house events: Open House, 1-4pm. May 31. Sailstice, all day, June 21. Bart's Bash, all day, September 21. For membership inquiries contact us by email or on the web at: www.encinal.org/pageResource/membership/2008/membership.php. Contact (510) 522-3272 or (415) 902-6257 or membership@encinal.org.

CLUB NAUTIQUE PASSAGE-MAKER Membership. Sausalito and Alameda. \$3,495. Learn to sail SF Bay and offshore. Save \$500! Includes all US Sailing certification courses. Enjoy member discounts on charters. Network with other sailors. For more info, check out: www.clubnautique.net/membership/membership-types. Contact (408) 313-3541 or aki_kaniel@hotmail.com.

AMATEUR RADIO CLASS. Oakland Yacht Club. \$50. Going cruising? Got your Ham license? Don't leave home without it. More at www.oaklandyachtclub.net/events/2014-01-30/summer-ham-radio-class#attachments. Contact (510) 565-4706 or richanddonnab@yahoo.com.

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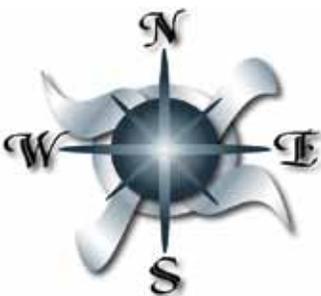
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35' ERICSON MkII Sloop. Near new standing & running rigging, & sails by Quantum. Profurl RF—all almost new, solid example of a great Bruce King design. Exc. cruiser, Atomic 4, 13 Barent winches, wheel, 2 spinn., refri., shower, dbl spreader rig & MORE! Asking **\$12,950**



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29' CAL 29 Sloop. Solid, classic Lapworth design in sailway condition. A fast fin-keeled beauty with a nearby new auxiliary diesel! Handles well and is a great daysailer or weekender — or for limited cruising. Roller furling, new LPU & MORE! Asking **\$14,950**



PERFECT!
52' STEPHENS 1929 CLASSIC Raised deck express coastal cruiser. ABSOLUTELY BRISTOL condition. Exquisitely decorated and stunning custom built, one-of-a-kind Gatsby era gem. Twins, generator, flybridge, more! Asking **\$290,000**



REDUCED!
32' DOWNEASTER Cutter. An excellent cruiser with robust hand-laid glass construction. Good looks, roominess (6'6" headroom), comfort, cutaway forefoot full keel w/hung rudder for stability, true tracking in a seaway & nimbleness in close quarters. MORE! Asking **\$25,000**



REDUCED!
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 shorthanded sailing, GPS, VHF, wheel steering, H&C pressure water, spinnaker, walk-thru transom, more! Asking **\$25,950**



REDUCED!
133' CAR FERRY Conversion: Office/Studio. Ultra spacious. Fully operational. Set up for very comfortable living and working. Ice Class, built in Norway. Fine condition. Absolutely unique and VERY cool. Rare opportunity. Asking **\$390,000**



40' HERSHINE TRAWLER Twin dsls, inverter, F/G, flybridge & pilothouse, 2 heads, shower, aft dbl strm + fwd + salon, full galley & MORE! Up or down the coast or up to the Delta in comfort & security. Seller wants fast sale! **\$69,000/offers encouraged**



39' BENEteau 390 OCEANIS Well priced good 1993 potential cruiser in nice shape. Refit w/Yanmar dsl, 3 cabins, 2 heads w/showers, autopilot, GPS, RF, battened main, dodger, wheel steering on pedestal, full galley w/refrig, more! Attractive **\$70,000** asking price



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At KKMI not only do we know how to spell B-O-A-T but we're experts at the 3 R's. Refresh, Repair and Refit, each "R" is part of owning a boat. Whether it's time to Refresh your antifouling paint, Repair that crack in the gelcoat or time for a new deck to be Refit, please consider us as your "go to" boatyard. The KKMI Team of craftsmen are experienced, dedicated and factory trained. There is simply no better place to take your boat, big or smallerRRR.

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