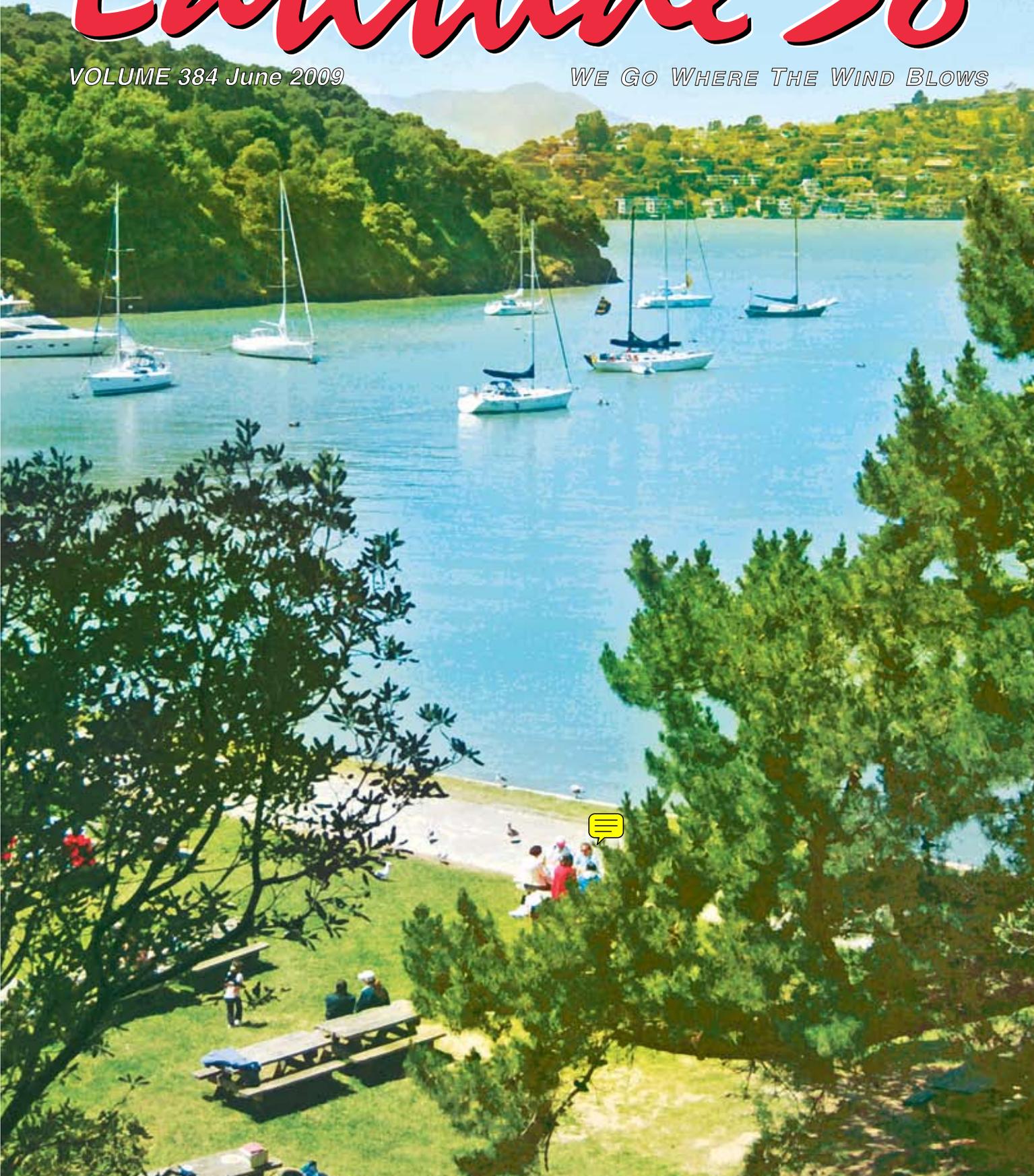


Latitude 38

Latitude 38

VOLUME 384 June 2009

WE GO WHERE THE WIND BLOWS



JUNE 2009

VOLUME 384

MASTER MARINERS



— **N**ew isn't always better. Just ask the connoisseurs of automobiles, guitars, LP records, Lalique glassware and classic sailing yachts, to name a few. And sometimes, the older the better. Such was the case at this year's Master Mariners Regatta on May 23.

The event itself is grizzled with age. It dates back to the 1800s when commercial ships would set aside a day to race around the Bay. Various Bay Area business owners would put up money to sponsor each entry — with the money in those days going to care for disabled sailormen and the families of those lost at sea. For their

part, the ships themselves won such useful items as a cord of wood or a ton of potatoes.

Today's Master Mariners Benevolent Association encourages the care and preservation of elderly yachts. And 364 days of the year, most owners lavish attention on these boats as if they were classic Bentleys. On Regatta Day, they go beat the hell out of them.

Sixty-nine boats showed up to do battle on the cold and overcast Saturday before Memorial Day. Breeze in the 10-12 knot range held through the reverse handicap starts, which began

continued on page 96



— OLD BOATS RULE

ALL PHOTOS LATITUDE / JR



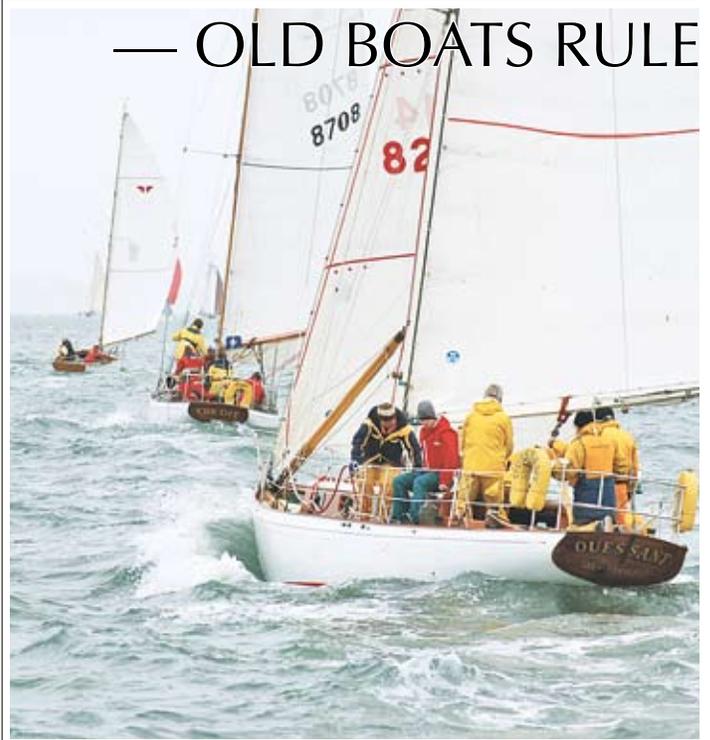
Above, the 122-ft LOA topsail schooner 'Lynx' was once again this year's biggest competitor. Right, the Bear Boat fleet was back in force. Opposite page, searching out the next mark. Spread, the gaff schooners 'Aida', foreground, and 'Stardust' neck and neck down the homestretch.



MASTER MARINERS



— OLD BOATS RULE



Serving their masters (clockwise from below) — a tidal wave sweeps over 'Pegasus'; 'Nautigal' passes safely in front of a container ship; 'Bright Star' rail down; 'Bounty's' kites were pretty but we fear permanent retina damage; adjusting the main outhaul on 'Lynx'; 'Corsair' on a firehose reach (actually, a firehose would probably be dryer); 'Ouessant' chases 'Credit'; the other 'Corsair' looking pretty — and pretty wet. Left, 'Polaris' in hot pursuit of 'Sequestor.'



MASTER MARINERS

off StFYC at noon. (In reverse handicap, the slowest boats start first and the faster boats later; so the first in each division to cross the finish line is the winner.) Per tradition, the grand dame of the fleet went at the first gun — the 60-ft scow schooner *Alma* is the oldest Master Mariner and, as a seagoing 'flatbed truck', the only boat left that raced in an original Master Mariners regatta.

Per usual, breeze built through the day to about the low 20s, giving everyone a thrilling ride down the homestretch to the finish just below Treasure Island.

One of the highlights this year was a fleet of eight Bear boats — the largest one design class in this year's race. Once as plentiful as J/105s on the Bay, the Bears have been in a sort of 'hibernation' for the last few years. The rumors continue that they will once again qualify for one design status in WBRA next year, and we hope the Master Mari-

PRELIMINARY RESULTS

BIG SCHOONERS — 1) **Seaward**, Ken Neal; 2) **Alma**, National Park Service; 3) **Lynx**, Craig Chapman. (3 boats)
GAFF 1 — 1) **Brigadoon**, Terry Klaus; 2) **Aida**, Skip Henderson; 3) **Yankee**, John Collins. (3 boats)
GAFF 2 — 1) **Makani Kai**, Ken & Kristine Inouye; 2) **Sea Quest**, Stephen Carlson; 3) **Taihoa**, Jody Boyle (7 boats)
GAFF 3 — 1) **Andrew Mulligan**, Stephen Canwright; 2) **Star-dust**, Mary Moseley. (2 boats)
L-36 — 1) **Leda**, David James; 2) **Papoose**, Allan Edwards; 3) **Ole**, J. Hamilton/C. Leonard. (4 boats)
MARCONI 1 — 1) **Chrysophyle**, Kirk Morrison; **Bolero**, Tim Murison; 3) **Bright Star**, Ted Hall. (7 boats)
MARCONI 2 — 1) **Sunda**, Bob Rogers; 2) **Nautigal**, Jeff Stokes; 3) **Unda**, Dean Gurke. (6 boats)
MARCONI 3 — 1) **Vixen**, Steve Kibler; 2) **Little Packet**, Dick & Barbara Wrenn; 3) **Vectis**, Louis and Sara Nickles. (7 boats)
MARCONI 4 — 1) **Flirt**, Peter Strietman; 2) **Glory**, Jerry de Rham; 3) **Blackjack**, Ted Hoppe. (7 boats)
OCEAN 1 — 1) **Kate II**, Roger Emerick; 2) **Bounty**, Dan Spradling. (2 boats)
OCEAN 2 — 1) **Chorus**, Brad Asztaios; 2) **Credit**, Bill Belmont; 3) **Ouessant**, Gene Buck. (4 boats)
BIRD — 1) **Robin**, Pat Kirrane; 2) **Curlew**, James Josephs; 3) **Widgeon**, David Cobb. (3 boats)
BEAR — 1) **Magic**, Tim Maloney; 2) **Bongo**, Jill Lutz; 3) **Cam-embert**, Todd Greenberg. (8 boats)

Complete results: www.mastermariners.org

ners turnout is a harbinger of that. A big congratulations to *Magic*, which not only won the class but was the third boat to

finish behind the mighty schooners *Seaward* and *Brigadoon*.

Going back to our theme, we also note that, in several classes and matchups, the oldest boat prevailed. Nowhere was this more thrilling to watch than the Gaff III contest between *Sequestor* and *Polaris*. The former is a 32-ft Tahiti ketch built in 1948, owned and skippered by Hans List. The latter is a 34-ft Pumpkinseed gaff sloop, currently owned by the Spaulding Wooden Boat Center in Sausalito and skippered by former owner Tom List — Hans's father. Although *Sequestor* started 15 minutes earlier, as the two boats sailed under the lee of Treasure Island, *Polaris* was coming up fast. Slowly, inevitably, *Polaris* drew even with *Sequestor*, then a bowsprit ahead, then a boatlength — all within the last 100 yards. Just before they finished, a large cheer went up from the old boat. A hundred years old and still winning. Take that, carbon fiber!

— latitude/jr

Join the Crowd and SAVE!

Low Rates for all your boats at BoatU.S.

Thousands of boat owners just like you have switched to BoatU.S. insurance. They know we provide the broadest coverage and best protection for your premium dollars. Insurance for your boat has never been more affordable!

- Low Rates, Broad Coverage
- Agreed Value, Actual Cash Value or Liability PLUS Options
- Discounts for Boating Safety Courses
- Flexible Payment Plans

Call or apply online for a fast, free quote.

1-800-283-2883

Priority Code: 4848

BoatUS.com/insurance



All policies subject to limits and exclusions. Installment fees apply to payment plans.

Own more than one Boat or PWC? Ask about our Multiple Boat Discounts!

Fast Shipping!



Over 1,000 New and Used Sails In Stock! Complete Inventory Online

- Mainsails
- Furling Genoas
- Storm Sails
- Sail Covers
- Cruising Spinnakers

Sample Prices

Catalina 22 Mainsail	\$465
Catalina 27 Mainsail	\$695
Catalina 30 Mainsail	\$1195
Catalina 36 Mainsail	\$1475
Catalina 42 Mainsail	\$2175
Ericson 27 Mainsail	\$675
MacGregor 25/26 Mainsail	\$565
O'Day 25 Mainsail	\$550
Pearson 26 Mainsail	\$650

High Quality
Low Cost Sails

Order today and we'll ship tomorrow!

Discount Roller Furler Specials

CDI FF2	\$445
CDI FF4	\$553
CDI FF6	\$667
CDI FF7	\$950
CDI FF9	\$1269
CDI Mainsail Furler	\$1362
CDI Spinnaker furler	\$822
Harken #00 Unit	\$ (Price too low to advertise)
Harken Cruise #1	\$ (Price too low to advertise)
Harken Cruise #2	\$ (Price too low to advertise)
Harken MKIV #0	\$ (Price too low to advertise)
Harken MKIV #1	\$ (Price too low to advertise)
Harken MKIV #2	\$ (Price too low to advertise)
Profurl C290	\$1036
Profurl C320I	\$1468



The Sail Warehouse

www.thesailwarehouse.com

(831) 646-5346

MASTER MARINERS

WOODEN BOAT SHOW

Sunday, June 28, 2009

Supports the Preservation of Classic Sailing Vessels, Seamanship and Nautical Education



Corinthian Yacht Club
Main Street, Tiburon
10 a.m. to 4 p.m.

Admission \$10 • Children under 12 free & must be supervised.

*A rare opportunity to view and board San Francisco Bay's classic sailing yachts.
Meet the skippers and learn their history.*

Corinthian Yacht Club Outdoor Bar & Grill Open for Lunch

Sponsored by historic (1867) Master Mariners Benevolent Association · www.mastermariners.org
Illustration by MMBA member Caleb Whitbeck



HEADED TO THE DELTA?

Start Here.

No matter where you're headed this summer, start with Landfall for all the outfitting gear and expert advice you need to get home safely. Call or click for a free catalog or to sign up for our monthly Landfall Report e-mail. Shop online anytime.

 **Landfall**
WHERE SAFE VOYAGES BEGIN

800-941-2219 | landfallnav.com

SAFETY | NAVIGATION | REFERENCE | WEAR

©2009 Landfall Navigation. All rights reserved.

BOATYARD TOUR

If you're a wooden boat-lover, here's a little tip: Run around to various Bay Area boatyards in mid-May to see some of the Bay's more interesting examples of the breed getting ready for the annual Master Mariners Regatta at the end of the month. Although unintentional, our annual foray through the boatyards yielded an abundance of woodies — some prepping for the race, others simply (or, rather, not-so-simply) catching up on delayed maintenance.

Every boat may have a story, but it's the people behind the boat that make a story interesting. And everyone we spoke to that day in May had a tale to tell — like the sailor who loved to help others but, in the end, needed the 'kindness of strangers' to get his own boat launched; or the young couple working hard to live their dream of returning to her homeland by boat; or the family of 12 siblings who sails — and restores boats — together; or the salvation and resurrection of a former champion by a team with a vision.

Though their stories may differ, all the sailors we spoke to had one thing in common: a passion for their boats. From production boat to custom-designed work of art, each vessel boasted an owner who loved her fiercely. We all know that a boat isn't the most fiscally sound investment, but we'd wager that not a single sailor in this article could care less.

— *latitude*/ladonna



Albatros, Atkins Eric — Most folks like to get in and out of the boatyard as quickly as possible. But sometimes a lengthier haulout is necessary, as was the case for Mike Curray's *Albatros*. She'd been on the hard for six months!

"I live in San Diego," Mike explained, "but we've kept her in San Rafael for the last 10 years or so, which was probably too long — the freshwater wasn't good for the wood."

In fact, Mike and his wife Gisela have based *Albatros* out of the Bay Area off and on for the last two decades, in between cruises to such far-flung ports as New Zealand, the Marquesas, Polynesia and Hawaii — a "little" 10,000-mile loop. "We didn't go as far as we'd have liked," Mike said, "but we had to keep coming back to work."

And Mike is clearly unafraid of hard work — during this haulout, he'd already added 26 sister ribs, rehung the rudder, and recaulked most of the boat. "I'm going to paint her white again, too, because varnish is too hard to maintain," he said. "It's all just your basic restoration of a 40-year-old cruising boat."

— GOOD OLD BOATS



Little Packet, 33-ft Lester Stone — Of all the fabulous wooden boats we saw during our tour, none had a more distinguished lineage than Dick Wrenn's *Little Packet*. Built in the Stone Boat Yard in 1958, she was one of just a handful of boats designed by Lester Stone himself. "He built her for Chris Jenks, the commodore of St. Francis YC in 1958," Dick said. "She was their flagship that year and was even on the cover of the menu."

He went on to detail how she came by her name. As the story goes, when Stone presented Jenks with the design, Stone said, "Isn't this a nice little packet?" Jenks agreed. Dick went on to detail that Jenks had local legend Hank Easom haul her out every year for maintenance.

"When I bought her from Chris in 1971," recalled Dick, "she was in perfect shape." Consequently, the amount of work he's had to do on the mahogany-on-oak sloop is minimal, compared to boats that have been neglected. "Maintaining a boat is a lot easier than bringing it back up."

Some might think that keeping such a beautiful boat in top condition would limit on-the-water time. Not so with Dick, who's retired. He's often seen sailing the Bay aboard the Berkeley-based *Packet*. In fact, this haulout was for a "shave and a haircut" in preparation for the Master Mariners Regatta. (Coincidentally, *Latitude 38* was *Little Packet's* sponsor for the race this year.) He also found the time to cruise the Sea of Cortez in the early '80s, where he came home with more than a tan.

"I met a Swiss woman," he said with a sly grin. At that moment, the lovely Barbara Widmer walked up bearing cool drinks. "She came sailing and never left." Hard to blame her.

Solitude, IOR 12-meter — "I get by with a little help from my friends." So go the lyrics of a Beatles tune, and so went the haulout story of Edwin Campbell.

Edwin, a boisterous South African who's been living in the Bay Area for the last six years, has been sailing since he was a kid. In his early 20s, he left Cape Town on a steel Roberts 45 and cruised up the east coast of Africa, across to Madagascar, the Seychelles, Maritius, Reunion and then back to South Africa. "Now that I'm 43 years old, I finally get to do my own shit again," he chuckled.

Two years ago, Edwin found *Solitude* "rotting up in the Delta." According to him, the one-off aluminum IOR 12-meter is "rumored to be the one and only IOR boat Bill Lapworth drew." Built in San Diego in 1976, *Solitude* needed a lot of work get her sailing.

But before he could work on his boat, Edwin had to help everyone else in the yard. "I have a problem," he explained. "I love to help people, especially when I see them doing something wrong!"

"That's me," said Joe Rothwell, one such recipient of Edwin's goodwill. He and several other DIYers were lent a hand by Edwin so, when the chips were down, they paid back the favor in spades.

Edwin (shown center) had to launch the day we met him and wanted to be on his way to Ensenada the next, so a work party formed and the group of able-bodied seamen got busy. Last we heard, Edwin slipped under the Gate on schedule — thanks to a little help from some new friends.



BOATYARD TOUR

ALL PHOTOS LATITUDE / LADONNA



Bamboleiro, Ranger 33 — When a boat is sold in a lien sale auction, it's typically in such sad shape that many people can't see the beauty lurking underneath years of neglect. Such was the case with an unloved Ranger 33. The new owner began cleaning her up but soon realized it was a bigger bite than he wanted to chew.

Enter Carl Johnson and Cristina Revilla. Having learned to sail at Cal Sailing Club after moving to Oakland two years ago, Carl, who works in the biotech industry, and Cristina, who teaches Spanish to adults, were eager to find a boat that could, eventually, take them places. Specifically to Cristina's homeland of Spain. We didn't ask them how much they paid for *Bamboleiro*, but generally speaking, boats with missing booms can be had for a song.

The couple are clearly unafraid of hard work, as they've done just about everything to their boat that Don Casey recommends (*Good Old Boat* has been their Bible during the refit). In the 1.5 years they've owned *Bamboleiro*, they've stripped and painted the mast, found a new boom, built new spreaders, replaced the standing rigging and lifelines, installed new portlights and painted the house and deck.

When they hauled out two days before we met them, they'd only expected to paint the topsides and do a quick bottom job. Unfortunately, they found that the rudder was waterlogged and a 'smile' had formed on the trailing edge of the keel. "We're probably looking at another couple weeks," Carl said with a smile of his own. In fact, neither of them seemed able to stop grinning while talking about their boat. If they can make it through such a grueling refit with such terrific attitudes, we have no doubt they'll get wherever they want to go aboard their resurrected beauty.

John T, Sinbad ketch — Brother and sister duo, Alex and Ariane Paul, feel a familial bond with their 41-ft Winslow-designed Sinbad ketch *John T*. "Our mom and stepdad, Pierre Vawter, were in a relationship before she married our dad," Ariane detailed. "Around the time we were born, Pierre built *John T*, so we sort of feel like she's a sibling."

Vawter was a boatbuilder by trade, having worked for Hugh Angleman for a spell, and when his father — well-respected architect John T. Vawter, for whom the boat is named — became ill, Pierre built *John T*. "It was something for them to do together," Alex said.

Pierre sold the boat a decade or so later to a gentleman who singlehanded her all over the Pacific. The family kept in touch and, when the solo sailor was ready to sell in 1994, Alex and Ariane bought her back.

Over the years, the siblings have done what time and budget would allow to refit *John T*. Thankfully the Douglas fir on double-sawn oak-framed construction is fairly bullet-proof, so she hasn't needed much work. During this latest haulout, they'd planned to refasten some butt blocks, install a new cutlass bearing, paint the boat and fancify the name.

But as soon as she cleared the water, it became obvious that their Alameda marina has an electrolysis problem. "The stem fitting has been nearly eaten away," said Alex, who hails from Arroyo Grande. The new bronze replacement fitting set them back a few days but they hoped to be back in the water in time to make it to the Master Mariners raft-up.

As for *John T*'s future, Ariane, who lives just blocks from the boat's Alameda slip, hopes to one day take her cruising. "I don't have the big dreams," she said, "I just want to get to Mexico."



— GOOD OLD BOATS



Adventure, Catalina 36 — Pharmaceutical engineer Klaus Weisenberger is a self-proclaimed "happy daysailor." The Rockridge resident, who grew up all over Europe, has been sailing his entire life. "I'm a Euro-kid," Klaus explained. "You could move freely between countries so we sailed the English coast, up to Holland and Germany, down to France, then to the Mediterranean."

After moving to the U.S. about 20 years ago, Klaus and his wife Julie lived in Pittsburgh, PA, for about a decade. "It's a nice city but there's no saltwater," he laughed. After moving to the Bay Area eight years ago, Klaus spent time perusing the pages of *Latitude* in search of a good Bay boat. He found it three years ago in *Adventure*.

"Sailing on the Bay is very interesting," he noted. "There are so many variables — one day it's smooth and the next day everything is different." Klaus singlehands most of the time because of one of those "interesting" days.

"Julie grew up in Nebraska," he explained. "There's no water there so anything that's slightly rolly is scary to her. I took her out one day and it was a little windy. That was it for her." So even though his wife doesn't join him on his frequent daysails, his two daughters — Hanna, 16, and Emma, 13 — do every now and again. "Hanna has too many other activities, so she doesn't come out very often, but Emma, who's autistic, loves to just sit on the boat."

When we met him, Klaus had been hauled out for a couple weeks while the yard fixed some blisters and the ubiquitous 'Catalina smile' at the leading edge of the keel. "I'm just buffing out the topsides," he said. In fact, the blister repair is the most work *Adventure* has needed since he bought her. Which makes this "happy daysailor" even happier.

Magic, Bear Boat #65 — The Maloney family just can't seem to stay out of the boatyard — or *Latitude*, for that matter. Constant readers will recall the story Tim (right) wrote for April's *Sightings* about his family's restoration of Bear Boat #9, *Panda*. That intensive project took three long months with the 12 Maloney siblings pitching in.

Thankfully, *Magic*, which is berthed in Berkeley, was only slated for a quick bottom job for this haulout, in preparation to defend her title in the Master Mariners Regatta. "We won last year," explained Tim, who will be skippering *Magic*, "but this year, because we're racing both boats, the experienced crew is spread thin." Brother Daniel (left) will be helming the Sausalito-based *Panda* in her first Master Mariners.

In fact, eight Bears have entered the race, earning the design its own class. But even though the Maloney family's entries make up 25% of the class, they aren't taking anything for granted. "We got lucky last year," Tim said. Indeed, the competition in this year's Bear fleet is fierce thanks to an increase in the boat's popularity.

"In the past few months, the Bear group has been gaining momentum," said Daniel, who went on to note that folks are becoming more active on the Bear owners internet forum. "To really get things moving, we need a core of people who are of the same mind."

"Yeah," snorted Tim. "Nuts."



BOATYARD TOUR

Petrified. Half-Tonner — When local Flying Dutchman booster Zhenya Kirueshkin-Stepanoff had a whim to broaden his horizons into the world of keelboats, he bought a little quarter-tonner that his crew, Kurt Hemmingsen, thought was perfect. But Cree Partridge of Berkeley Marine Center thought differently.

"You want a keelboat, let me show you a keelboat," he told Zhenya.

Cree took the unsuspecting Zhenya over to Berkeley Marina to look at a half-tonner that had been through the lien sale process twice without being bid on. At Cree's urging, Zhenya bought *Petrified*, a Gary Mull design that won the 1977 Half-Ton NAs under the guidance of the always-controversial Tom Blackaller. When Cree heard the news that the sale was final, he told Zhenya, "Gotcha!"

Petrified wasn't in a happy state — one can imagine her condition if she didn't get a single bid at two lien sales — but Zhenya believed the initial haulout would last a week, two tops. That was six months ago.

"She's cold-molded with red cedar," said crewman James McVaney (shown

holding his favorite tool: the grinder) when he gave us a tour of *Petrified*. Zhenya explained that the fiberglass on her transom peeled off in whole sheets during the painting prep, and that the hull to deck joint needed to be re-glassed as well.

But that wasn't the worst of it. At the beginning of the refit, Zhenya said that if Cree couldn't get the old Ferryman engine to run, he wasn't going to invest another nickel. Cree insisted it wasn't a problem.

Boys being boys, they made a wager — "one that would hurt," laughed

Zhenya. If Cree fixed the engine, Zhenya would have to say "Cree, you're always right" every time they met. If the engine stayed dead, Cree would have to say the same to Zhenya. Six months and \$15,000 later, *Petrified* is still without a working engine.

And Zhenya couldn't be happier.



Get Your Boat Ready For Summer Sailing!



SEASHINE

Make it shine!

YOUR BOAT DESERVES IT!

Fully Insured & Marina Approved

Polishing • Detailing • Maintenance
Bilge Cleaning • Washdown
Carpet and Cushion Cleaning

Serving the Bay Area Since 1986

Call now for a Free Estimate

510 428-2522 or 415 457-6300

NEW & IMPROVED
WEB SITE

www.seashine.net

Made in the USA!



Got Shade?

- Ingenious, self-supporting awning system, attaches to lifelines
- Tall enough to walk under at cabin, no limbo
- Bombproof construction, easily sustains 25 knots
- Sets up in 10 minutes, stows complete in its own 10" x 36" bag
- 10 standard sizes fit any boat, catamarans too
- Prices from \$300.00 to \$700.00

Visit: www.intheshd.com

ShadeTree
888-684-3743
shadetree@gulftel.com

shadetree 
Relax Under A ShadeTree



VALLEJO MARINA

Gateway to the Bay & Delta



*Join us!
We love making new friends
and spoiling them!*

- Competitive Rates!
- Ample Guest Dock
- Full Service Boat Yard and Chandlery
- 2 Restaurants for Breakfast, Lunch, Cocktails and Dinner
- Covered and Open Berths



**(707)
648-4370**

Fax 707-648-4660
42 Harbor Way
Vallejo, CA 94590

www.ci.vallejo.ca.us



*Join us for those
warm summer nights!*

- One hour from Sacramento
- Only three hours from Reno
- Easy access to San Francisco Bay and the Delta

**REPAIR
REPAIR
REPAIR**

**ROOSTER SAILS
A REPAIR
LOFT**

**YOUR ROLLER
FURLER UV COVER
SPECIALIST**

ROOSTER SAILS
2021 Alaska Packer Place, Box 18, Alameda
(510) 523-1977
www.roostersails.com • rui@roostersails.com
Open M-Th 9-6 • Fri 9-5 • Sat by appt.
Owned and Operated by Rui Luis • Experienced Sail Repair and Fabrication

NOW OFFERING NEW CRUISING SAILS!

SAIL REPAIR SPECIALISTS • COMPETITIVE RATES • RECUTS • CONVERSIONS

**NOW AT
GRAND
MARINA**

MasterCard
VISA

San Rafael Property with Deep Water Slip FOR SALE



- This stunning two-story condominium is one of two on the property.
- Spacious two bedrooms + den with two ½ bathrooms
- Approx. 2,495 square feet
- Entertaining or simply living made easy... **NO HOA Dues!**

Asking \$1,150,000. Shown by Appointment.

To preview this home, click on www.susanpaul.com

Susan Paul, Certified EcoGreen REALTOR®

(415) 609-7596



Coldwell Banker
350 Bon Air Center, Suite 100
Greenbrae, CA 94904



DELTA CRUISING:

The Delta is a big place. With its 1,000 miles or so of sun-soaked navigable waterways, it's ripe for exploration and discovery. Sadly, most Bay sailors never take the time to poke around the tules.

Late last year we had a crazy idea: why not create a rally to encourage Bay sailors to discover everything the Delta has to offer? Support for the concept was overwhelming and the Delta Doo Dah was born. We suspected the response from readers wanting to get in on the fun would be positive but it exceeded all our expectations when, within 48 hours of posting an invitation to join on *'Lectronic Latitude*, all 30 available spots were spoken for.

Why did we cap the event at 30 boats? Although we knew some folks would be disappointed at not being able to participate, we felt it was important to keep the inaugural fleet small so that we could get a feel for what the event might become and how to accommodate all those who'd like to tag along. Next year we hope to increase the number of available spots.

Our ultimate goal for the Doo Dah is to expose folks to all the local cruising possibilities available to them. Instead of flying the family to Disneyland . . . again . . . why not explore your own backyard — and save some money while you're at it? This writer and her husband cruised the Delta for a week last year and spent under \$100 (not including provisions).

Even if you spent every night in a marina, frequently ate at the Delta's fantastic restaurants, and generally lived



SURF THE DELTA

Delta Doo Dah
www.deltadoodah.com
Delta Chamber of Commerce
www.CaliforniaDelta.org
Discover the Delta Foundation
www.discoverthedelta.com
California Dept. of Fish & Game
www.dfg.ca.gov

quickly, load up your boat with some food, sunscreen and bug spray, and get your butt up-Delta!

ents, so don't assume a lot of accuracy, but most main channels are regularly dredged to certain depths.

- *Franko's Map of the California Delta* and/or *Hal Schell's Delta Map and Guide* — both are widely available 'up-Delta'. Have a local circle their favorite anchorages and fishing holes on it.

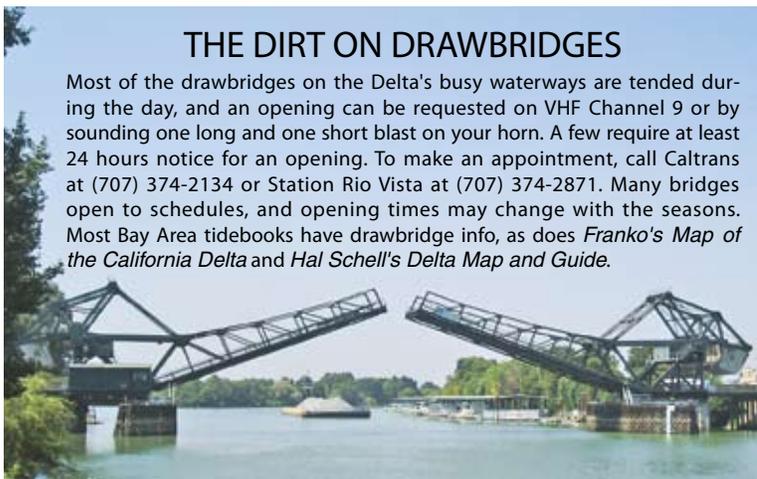
- Lots of reading material. If you can, try to find copies of the long-out-of-print *Dawdling on the Delta* by the late Hal Schell, Robert Walters' *Cruising California's Delta*, or Erle Stanley Gardner's *Gypsy Days on the Delta*. And be sure to pick up Carol Jensen's new book, *The California Delta*, for an historical view of the area.

- A good tide book. Not only will it help you know when to travel — always move on a rising tide . . . *always* — but it also gives you contact info for bridges.

- A working depth sounder and a little patience — most keel boats touch ground at least once on any Delta trip, so don't be embarrassed. If you traveled on a rising tide, you'll be off soon enough. If you

THE DIRT ON DRAWBRIDGES

Most of the drawbridges on the Delta's busy waterways are tended during the day, and an opening can be requested on VHF Channel 9 or by sounding one long and one short blast on your horn. A few require at least 24 hours notice for an opening. To make an appointment, call Caltrans at (707) 374-2134 or Station Rio Vista at (707) 374-2871. Many bridges open to schedules, and opening times may change with the seasons. Most Bay Area tidebooks have drawbridge info, as does *Franko's Map of the California Delta* and *Hal Schell's Delta Map and Guide*.



the 'high life', you'd still come out richer — both financially and psychologically — than with most family vacations.

So instead of sitting in your slip this summer, dwelling on the fact that the entry list for the Doo Dah filled so

but are intimidated by the unknown, we've compiled a list of "must haves" for any Delta cruise:

- A current Bay and Delta chartbook. Many of the depths listed on the less-traveled sloughs are older than your par-

ROLLIN' ON THE RIVERS



Not much beats dawdling on the Delta. A good book, some sunscreen and a little shade is all you need for a great vacation.

compact 'panels' available for iPods, PDAs and cell phones.

- Sunscreen, the higher the SPF the better — and don't forget a couple tubes of 15+ SPF lip balm (they're easy to lose). The Delta sun can be brutal, and high summer temps will keep you out in the sun most of the day.

- Bug spray, netting and swatters. Mosquitoes are voracious feeders and you don't want to be the main course. Some Bay Area sailors question this commandment, but just trust us on this one, okay?

- Lots of hot weather clothes — shorts, bathing suits, tank tops — but don't forget a light jacket and a pair of pants for the odd cool evening.

- Wide-brim hats, and lots of 'em.

- Good quality but reasonably priced sunglasses. Why? Because, with all the time you'll spend in the water, you won't be too bummed out when you sacrifice your shades to the river gods.

- Windscoops. Need we say more?

- Boat shade. Anything from the ubiquitous blue tarp to a custom-made deck

awning. You'll live under it.

- Water toys, inner tubes, air mattresses, inflatable kayaks, water cannons, windsurfers and/or sailing dinghies are nice. Bring one of each!

- A hammock, comfy boat cushions and a stack of beach towels.

- A digital camera. If you don't have one already, suck it up. You can pick up a really decent pocket digital for \$100. Just be sure to set the photo quality and size to their highest settings for the best results.

- Fishing license and gear. Nothing tops off a great day better than dinner you caught yourself. Striped bass, sturgeon, catfish, crawdads, steelhead and, our personal favorite, crappie (yes, we're *that* juvenile) can be snagged upriver. Whatever you do, don't take your chances poaching. A license is just \$41 (plus \$6 for the Bay/Delta stamp) while the fine for getting caught poaching is \$760. That could ruin anyone's vacation.

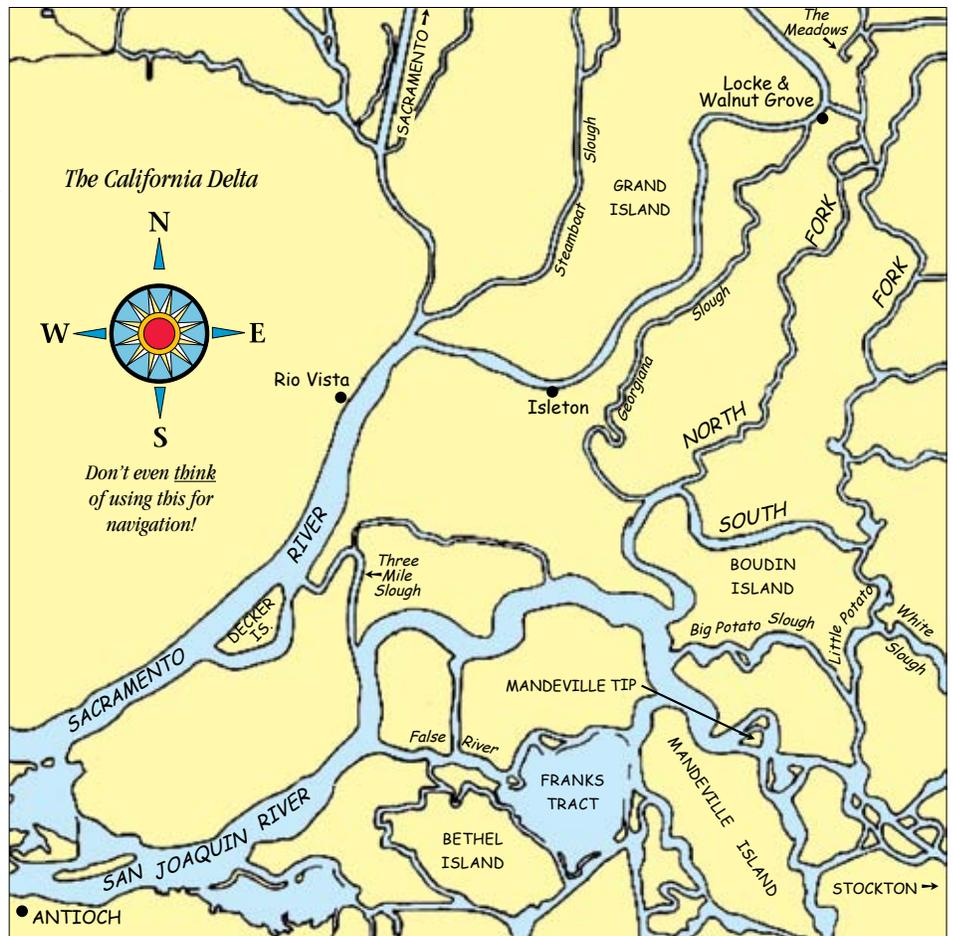
- Ice, ice, baby! Hot summer days just aren't the same without ice-cold beverages. If you don't have refrigeration, there are plenty of spots to pick up ice along the way.

don't have a depth sounder, you can get by with a lead line, which certainly fits with the ambience of the region.

- A good stern anchor with plenty of rode. Most rivers and sloughs are too narrow to swing on a bow anchor, so you'll need to polish your Delta anchoring technique. Here's the skinny: Find a tree, piling or big stump on shore. Motor slowly toward your *objet du désir* while dropping the stern anchor and paying out the rode. Depending on your draft, you may have to hop in the dinghy to take the bow line to shore. Most folks pull the boat close-in for easy access during the day, then pull back out when the bugs show up for dinner.

- Inflatable dinghy with a good-size outboard for side trips up the more shallow sloughs. This isn't a must, but it can make the trip really special.

- Solar panels. You likely won't be running your engine a lot, so you'll want to make sure your house batteries stay topped off. A small panel will do the trick for the house bank, and there are com-



LATITUDE / JOHN A

MAP COURTESY OF DEPT. OF WATER RESOURCES

DELTA CRUISING

WHAT'S DOIN' IN THE DELTA

Check out www.californiadelta.org for more on Delta events throughout the year.

Fourth of July Fireworks and Doin's

- Antioch — The Fireworks Spectacular barge moves down the San Joaquin River from downtown Antioch to the Antioch Marina. Don't miss the hometown parade, classic car show, and other entertainment. Info, (925) 757-1800.

- Benicia — Picnic in the Park with food and live music, 12-7 p.m., ending with a fireworks display. Info, (707) 745-9791.

- Lodi — Start the day with a pancake breakfast, move on to an Americana festival, and end the day with a fireworks spectacular at Lodi Lake. Info, www.visitlodi.com.

- Mandeville Tip — The massive Hilton Fireworks Extravaganza is now staged in honor of Barron Hilton, who passed away in 2004. This popular show attracts over 5,000 boats and is the largest boat-in event in the Delta.

- Pittsburg — Fireworks are usually shot from either an offshore barge near the waterfront, or from shoreside. Info, (925) 432-7301.

- Suisun City — A signature family event

with great food, rock climbing, pony rides, arts & crafts, free live music, and 'Sky Concert' fireworks over the harbor, 11 a.m.-10:30 p.m. Info, www.suisun.com.

Other Doin's to Mark On Your Calendar

- June 6 — Al the Wop's Annual Chili Cook-Off in Locke. Chili and beer seem strangely at home in this tiny historic Chinese town. Starts at 11 a.m. Info, www.locketown.com.

- June 19-21 — Whether you call 'em crawdads, crawfish or crayfish, these little bugs sure are tasty! Eat your fill at the wildly popular Isleton Crawdad Festival, www.crawdadfestival.org.

- July 12-Aug. 27 — Suisun City's Sunday Waterfront Jazz Series. Concerts from 3-6 p.m. every Sunday on the Harbor Plaza. Info, (707) 421-7309 or www.suisun.com.

- July 11 — Taste of the Delta. Wine and food from Delta restaurants and wineries, live and silent auctions, and live music. Held at KOA's Tower Park Resort in Lodi, 1-4 p.m. Info, www.tasteofthedelta.com.

- July 25-26 — On your way up to or back from the Delta, stop by the Benicia Fine Art, Wine and Jazz Festival. Info, (707) 745-9791.

- July 26 — Courtland Pear Fair. If you like pears, you'll love all the pear-oriented food & drink. Info, www.pearfair.com.

- Aug. 11 — Petaluma Waterfront Jazz Festival. Spend the day enjoying jazz and fine wine. Info, www.petalumachamber.com.

- Sept. 12-13 — Pittsburg Seafood Festival at Pittsburg Marina. Sample tasty treats from over 40 vendors while listening to live music. Info, www.pittsburgseafoodfestival.com.

- Sept. 17-20 — Lodi Grape Festival & Harvest Fair. Celebrate everything grape as they've done since 1907. Info, www.grapefestival.com.

- Sept. 19 — Delta Blues Festival, 12-7:30 p.m. on the Antioch waterfront, free. Great boat-in venue! Info, www.deltabluesfestival.net.

- October 3 — Suisun City Waterfront Festival at Harbor Plaza, 10 a.m.-5 p.m. Info, www.suisun.com.

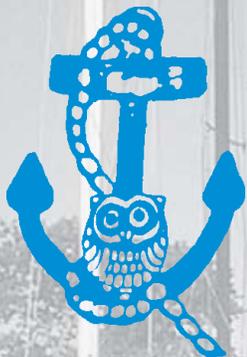
But the most important item to pack is your sense of adventure.

There are more ways to enjoy

the Delta than there are pages in this magazine. You just have to get up there to discover them. And if you see a big

raft-up of sailboats flying bright yellow burgees, c'mon over and say 'hi'. Who knows — next year you might be flying your own yellow burgee.

— **latitude**/ladonna

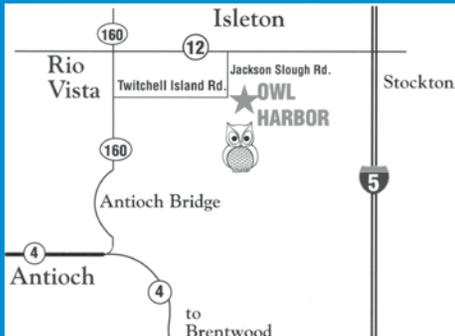


OWL HARBOR MARINA

THE FRIENDLY MARINA

HOME OF THE ANDREAS COVE YACHT CLUB

Welcome Delta Doo Dah Sailors!



- 30'-50' deep draft berths @\$5.50 per foot
- Dry and open storage
- Extra wide berths for multihulls
- Home of Club Rio Sailing School

LOCATED ON SEVEN MILE SLOUGH
OFF THE SAN JOAQUIN RIVER

HARBORMASTER: TOM SHUSTER

(916) 777-6055

email: tom@csmarine.com
www.owlharbor.com

1550 W. TWITCHELL ISLAND RD.
ISLETON, CA 95641

GLEN COVE MARINA

JULY 18: JAZZ, WINE & ARTS FESTIVAL



**WE ARE DREDGING
CALL FOR DETAILS**

(707) 552-3236

2000 Glen Cove Road, Vallejo, CA 94591

www.glencovemarina.net • glencovemarina@gmail.com

SAILBOATS ONLY



**VISIT OUR
NEW
WEBSITE!**

www.hiddenharbormarina.com

MARINE EMPORIUM

At The Bridge

since 1968

Attention Delta Doo Dah sailors:
Come see us for all your needs –
during the rally and throughout the summer!

Yacht Sales



43' Nauta Line Houseboat, 1978

Delta ready.
\$24,900



40' Buchan Sloop, 1953

Good, sound vessel.
\$19,500



**38' Holiday Mansion Houseboat,
1984**

Excellent condition.
\$24,900



30' Island Gypsy Trawler, 1982

Teak interior and decks.
\$59,500

- **FULL SERVICE BOAT YARD:**
Haulouts up to 60 tons, expert fiberglass and metal work, bottom paint, etc.
- **RUNNING GEAR and REFINISHING**
- **PARTS and SERVICE**
- **COMPLETE MARINE CHANDLERY**



Located in the Heart of the Delta

5993 Bethel Island Road

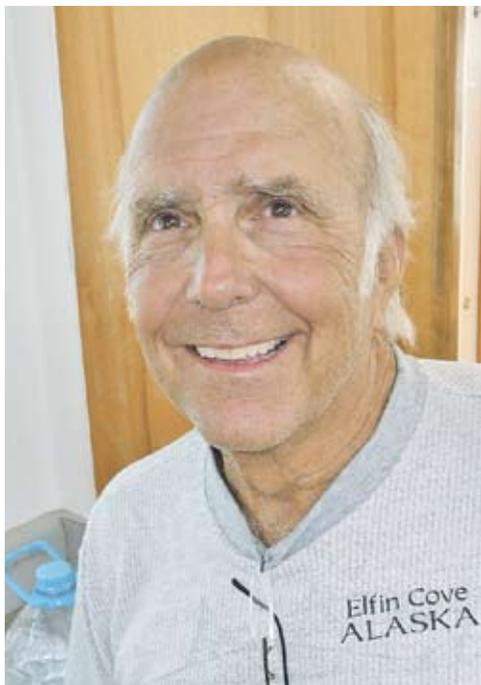
PO Box 520, Bethel Island, CA 94511

(925) 684-2330

www.MarineEmporium.com

PETER CARR —

Peter Carr is a modern day vagabond. Even though he's 70 years old, he just keeps moving on. And ironically, for



One if by land, two if by sea, Peter Carr may be 70 years old, but he likes to just keep adventuring.

a man who grew up not liking sailing, he spends six months a year traveling around North America with and aboard *Kai Lani*, his F-31 folding trimaran. Although he's no longer a kid, he's more into adventure than luxury.

During his youth, Carr grew to dislike sailing as a result of overexposure. A little family history will help explain why. Carr's grandfather was Stanley Barrows, who moved out to the West Coast from Chicago and, according to Northern California yachting historian R.C. Keefe, was very much "a mystery man." Barrows made a lot of money, lost a lot of money, then made a lot of money again. But nobody could figure out how or why. According to Keefe, in 1930, at the height of the Depression — "and it was a real depression, not what we're having now" — Barrows purchased the 66-ft ketch *Dragoon*. This was a big deal,

because the economy was so far down the toilet that there wasn't much yachting going on. But by '36 Barrows was broke, and was forced to sell *Dragoon* to Ronald Coleman, a famous actor of

that era. Barrows surprised everyone by coming back into money just a few years later. In fact, enough money to order a big powerboat from the famous Stephens Brothers yard in Stockton. He also bought the *Six-Metre* that had belonged to racing legend Briggs Cunningham. But even that wasn't enough. In '39, he went to the East Coast and bought the proper yacht *Mañana*, a 100-ft John Alden schooner. After starting out for the Canal and the West Coast with her, Barrows learned that the Canal had been closed to yachts because of the war. *Mañana* ended up somewhere in South America, where she was sold. But Barrows wasn't to be denied his yachting fix. Later in '39 he acquired the 70-ft motorsailer that once belonged to Cliff Mallory, "the dean of yachting on the East Coast." After being taken over by the navy for World War II, she was lost on the rocks near Monterey.

Long before the war, one of Barrows' two lovely daughters married Dr. Jessie Carr, who would eventually become the head of the San Francisco Health Department. Like his father-in-law, Dr. Carr was a sailing enthusiast. In '37, he built the first Farallon Clipper, which he christened *Pattita II*. He would own her for 20 years, and in '46 she became the flagship of the St. Francis YC. Dr. Carr had two sons. The first was Larry, now 77, who was a very active racer in the '60s and '70s with *Lightning*, a 57-ft S&S design that was built by Stephens Brothers, and later the Swan 44 *Bandit*. The other son was Peter Carr, Larry's younger brother.

"I was born in San Francisco," says Peter, "and because both my father and grandfather were big sailors, I had to go sailing way more often than I wanted to. In fact, it seemed like every weekend. I was seven when my dad launched *Pattita*, and he and his friends would take me out with them. And when they raced, they raced hard. In all the years he sailed on the windy Bay — he didn't sail outside the Gate — he never reefed. Not once! There were times we'd be knocked over so far that the water would

"Because both my father and grandfather were sailors, I had to go sailing more often than I wanted."

pour down the companionway and into the cabin. But he still wouldn't reef. But he eventually added some lead ingots to the bilge to keep from rounding up so often."



Sailors were a heartier breed back in the '30s, '40s and '50s, not having all the comforts we have today. "All I had to wear when my dad used to drag me out sailing every weekend was a T-shirt and a pair of pants," Carr remembers. "And since I was just a kid, I'd often end up on the cockpit cabin sole, with the rest of the crew's legs over my head. I have many memories of lying in that cockpit, half-filled with water, soaked and freezing to death. When we got back to the dock, we'd change our clothes and put our wet clothes in the sail drying room, have dinner at the club, then go home. Then we'd do it the next weekend and the next weekend and the next weekend."

When Peter was finally old enough to leave home, he moved inland. "I'd watched a lot of cowboy movies during my youth, and it looked like a great life to me. So like my friend Barry Stephens, of the famed Stephens Bros. yard, who would later own the famous Rhodes 55 *Rowena*, I went to northeast California

SON OF A SON OF A SAILOR



LATITUDE/RICHARD

Sandy and Peter aboard 'Kai Lani' in La Paz in early April. They were each singlehanded up in British Columbia when they met.

and bought a ranch. Barry and I had some fun times up there. He was a wild guy. He used to ride his mule into the bar in Haden and get into fights just for the fun of it. But he was a great guy."

Carr quickly learned that the cowboy life wasn't as it was portrayed in the movies, and that he couldn't make any money raising cows. "So I started buying beat up ranches in Sutter and Butte counties," he remembers. "Back in the early '60s you could buy 200 acres on a trout stream for \$25,000. I fixed up my first ranch property and sold it nine months later for twice what I'd paid for it. Then I got into almonds and stuff like that."

The funny thing about kids who hate sailing because their parents drag them out on the water every weekend is

that many of them later develop a strong desire to go sailing again. Peter was one of these. "At age 35, I really started to want to have a boat of my own, but I couldn't afford one. I had to settle for reading about sailing in *Latitude 38*. But I eventually managed to buy a Hobie 16, and a few years later I moved up to a Hobie 18. But the big change in my life came in the early '91, when I bought the F-27 folding trimaran *Trust Me*."

Beginning in '91, Carr started trailering his F-27 to Mexico for six weeks in the winter. In fact, he's sailed in the Sea of Cortez almost every winter for the last 18 years. When the six weeks were over, he'd trailer the tri home, work for awhile, then trailer *Trust Me* some-

where for the month of July. Many times it was to the waters of British Columbia. "I know every nook and cranny up there."

Another big milestone in his life occurred in '98, as he retired, and turned to what he calls the "gypsy life" full-time. Before long, Susan, then Peter's wife, grew tired of all the travelling and they separated. But Peter got into the life even deeper. In order to keeping traveling when he wasn't sailing, he plunked down \$120,000 for a 35-ft RV "with all the trimmings." Originally, he was going to tow the F-27 with the RV, but that turned out not to be practical. "I figured I would use the RV for two years, by which time I would have had my fill," he says. "But I've still got it, and she's now got 120,000 miles on her. It works out that I travel almost all the time, about six months of it with my boat, and about six months of it with my RV."

"It doesn't have to be an expensive way of life if you don't spend money on things you don't need," Carr maintains. "Over the years, I figure I've pulled my trimarans — he now owns the F-31 *Kai Lani* — tens of thousands of miles. "I tow my current boat with a Tahoe pickup, and get about eight miles to the gallon. But if you're towing a boat to use the boat somewhere for months, I've found that gas just isn't that big an expense. And in all these miles, I've only stayed in a motel three nights. I usually stay in a Wal-Mart parking lot, or pay \$20 for a space in an RV park, or just pull off the side of the road. In Alaska, Canada and many other rural places, you can just pull off the road and nobody cares. The only incident I ever had was in the mountains of Mexico. I heard a noise and thought it was my ladyfriend getting

This F-31 is Chuck and Elaine VanderBoom's 'Boomerang', a near sistership to Carr's 'Kai Lani'.



LATITUDE/RICHARD

PETER CARR —

up to take a pee. "You okay?" I shouted. It was actually a Mexican guy who had climbed on the boat. He must have been so shocked by the sound of my voice because he fell off the boat!"

Carr also notes he's able to live less expensively since he's become a resident of Texas — by mail, if we understood him correctly. "It means I don't have to pay state income tax, property tax and high insurance rates." He's also a member of Escapees RV Club, which handles all his mail and pays his bills for \$25 month. The club also has 24 campgrounds with low rates.

Over the years, Carr has hit all the West Coast spots with his F/27. "I've done all of the Bay Area, the local rivers, the Delta, Tahoe, British Columbia, Port Angeles to Glacier Bay, Alaska, and some of the west coast of Vancouver Island, too. I also trailered my 27 to the Chesapeake Bay and to the Bay of Fundy on Canada's East Coast. In fact, I was there on 9/11. And let's not forget the Caribbean. I trailered *Trust Me* to Cancun, Mexico, and after launching her, cruised down to Guatemala's Rio Dulce — and then sailed back again."

It doesn't matter if you're talking about the 27 or the 31, Carr thinks they are both great cruising boats capable of handling even the rough weather that can be found on the west coast of Vancouver Island, in the Western Caribbean — and even in Maine. "One time I was reading a book while broad reaching the F/27 out of Bar Harbor, Maine. I was doing about 12 or 13 knots, not really paying attention, when suddenly I realized that it was blowing over 25 knots. But the autopilot was handling it just fine. Both the 27 and 31 are very seaworthy, safe and comfortable. The 31 is much more powerful, of course, and gets going faster sooner. She's more stable, too, but even the 27 is plenty stable. It's funny, I never really needed a knotmeter with the 27 because the daggerboard always started humming at 10 knots. I'd say the 31 is about 15% faster in most conditions, and I feel comfortable sailing her up to about 15 knots of boat speed. Both boats are pretty dry — until you start sailing to weather in the short, steep stuff. Then they are both really wet!"

One of the biggest drawbacks Peter



Peter aboard his Port-a-Boat. Although odd-looking, he says it planes easily and is easy to lift aboard by hand. The only drawback is, unlike an inflatable, it doesn't have enough stability to allow you to pull yourself aboard after diving.

has found on both boats is that the main can be very difficult to raise. As a result, he doesn't use the main that often — and doesn't feel that he needs to. "I've found that the only time you really need the main is when you're going to weather. So if I'm going to be on a reach, I'll just put up a jib or two, and I'll cruise along at 12 to 14 knots. The main just doesn't help that much unless you're sailing upwind."

Carr's F-31 is one of the very few with an inboard diesel. "She motors pretty well, too. She'll easily do six knots at half the maximum RPMs and hardly burns any fuel. I've been down here in the Sea of Cortez for two months, and we still haven't used all of the 10 gallons of diesel I started with.

One of the more recent big changes in Carr's life took place in '06. "I lost my outboard coming into Bella Coola, British Columbia, which is famous for only being accessible by water or via a 20-mile-long gravel road that has an 18% grade. They don't let anyone drive rental cars in or out, so I had to wait for a new Honda outboard to arrive from Vancouver. One day I was standing around on the dock when in the distance I saw a kayaker headed toward me. Mind you,

Carr thinks that the F-27 and the F-31 both make great cruising boats.

Bella Coola is really in the middle of nowhere. The person had blonde hair and was wearing a pink jacket. I figured it was some college rower. It turned out

to be Sandy Taylor, a 65-year-old grandmother from Alberta, Canada. She was doing a five-day, 100-mile, open ocean kayak trip, and had been sleeping on the beach at night. I'd kinda sworn off women and had been singlehanded for years, but I found her to be a very interesting woman, so I invited her to lunch. We hit it off pretty well, so before lunch was over I suggested that she meet me in Loreto in the fall to cruise on *Trust Me*. The thing that made me think

it might work out was her reaction upon stepping into the cabin of my 27-footer — which has a smaller cabin than 27-ft monohulls. "My god!" she said, "there's so much room in here!" Sandy and I have been together ever since. Well, together in the sense that we spend about eight months a year doing stuff with each other. She spends the other four months with her children and grandchildren, in hostels, skiing, sea kayaking and stuff like that. She lives on almost nothing, too, and has a great time doing it."

Getting into a relationship with Sandy is the only reason Peter moved up from a F-27 to a F-31 in 07. "The F-27 actually has more storage space than the F-31, but it didn't have a bunk big enough for Sandy and me to sleep together, and I didn't want to sleep alone." While on a sailing adventure near Juneau, Peter bumped into a world-class photographer who became enchanted with the idea of traveling around on a trimaran — specifically Peter's F-27. Carr told him that his boat wasn't for sale, but that he'd help him search for one on the Internet. They found an F-31 for sale in Florida for just \$58,000, a little more than half of what most F-31s sell for. What's more, she was really equipped for cruising — Yanmar inboard, watermaker, hot and cold running water, refrig/freezer, radar, solar panels, full electronics and just about everything else you could ask for. One thing led to another, and Carr bought the 31 sight unseen after he sold his 27 to the photographer.

"Never buy a boat sight unseen," is Carr's verdict of the experience. There weren't any structural problems, but there were countless little things wrong with the boat. For example, he had to re-

SON OF A SON OF A SAILOR

wire the entire boat and all the systems. But having put a lot of work and money into her, he's now got the 31 just the way he wants her. And he's totally happy with the trimaran concept. "I wouldn't take a monohull if you gave me one. These trimarans are just way too fast, too fun to sail, and too stable to want anything else. We also have room to carry two kayaks and a Port-a-Boat dinghy. The interior is tight in colder climes, but in the tropics and in warm weather, there is tons of living space."

But it's not as if Peter and Sandy have limited themselves to warmer climes. Last year they trailered *Kai Lani* to Great Slave Lake, which is not only north of Edmonton, Alberta, but north of the Arctic Circle! "It's a 250-mile long lake, with 10,000 miles of uncharted waters. It would rain for a week and then be cold for a week. You wouldn't think there would be many sailboats that far north, but the Yellowknife YC has some

40-footers. Sandy and I thought we'd be all on our own up there, but we weren't. There's actually a lot of air traffic, so ev-

"My God," Sandy said, "there's so much room inside this trimaran."

everybody knew where we were and what we were doing. And what great people! The folks in Yellowknife fought over who got to feed us and put us up. They also got us cheap air tickets normally reserved for locals. It's great up there. If I'm not mistaken, it's against the law to pass a disabled vehicle in the Northwest Territories."

As mentioned before, one of Carr's earlier trips with the 27 was along the East Coast and up to Canada. He really enjoyed sailing past the Statue of Liberty

and along Manhattan. But at the time of the 9/11 attack he was in Canada, and wasn't allowed to sail back into the States. So he trailered the 27 home through Canada, and then down through the national parks in Montana, often passing through snow. Peter and Sandy are now looking at doing another East Coast trip, one that would involve going up the Hudson River, to Lake Ontario, and back down the St. Lawrence Seaway. It's a 2,000-mile loop often done by East Coast powerboaters, and involves using 50 or 60 locks.

If anyone thinks cruising with a folding trimaran is a crazy idea, we'll remind readers that Chuck and Elaine Vander-Boom of Lake Havasu have also done it with their F-31 *Boomerang*. After doing the '07 Ha-Ha, they cruised mainland Mexico as far south as Zihuatanejo and as far north as San Carlos over a period of seven months. They spent all but seven nights on their tri, and reported that they had a great time. We're not sure if it would be the way Stanley Barrows would do it, but to each his own.

— **latitude/rs**

Life Line

by

WAGNER INSURANCE

Since 1978

Life Insurance Rates That Will Keep You Afloat

- Compare our rates with anyone.
- More than 50 companies to choose from.
- Many other Life and Health products.

TERM LIFE INSURANCE RATES:

FOCUS TERM PREMIUM RATES:	\$250,000 COVERAGE, SUPER PREFERRED NON-TOBACCO, MONTHLY PREMIUMS						
	ISSUE AGE	10-YEAR POLICY		20-YEAR POLICY		30-YEAR POLICY	
		MALE	FEMALE	MALE	FEMALE	MALE	FEMALE
	30	9.84	9.19	13.78	12.47	22.09	18.38
	40	11.81	10.94	18.16	15.53	33.25	25.38
50	25.16	21.66	47.25	33.03	71.97	51.41	
60	67.17	43.97	117.69	79.84	N/A	N/A	
	\$500,000 COVERAGE, SUPER PREFERRED NON-TOBACCO, MONTHLY PREMIUMS						
30	15.31	14.00	23.19	20.56	39.81	32.38	
40	19.25	17.50	31.94	26.69	62.13	46.68	
50	45.94	38.94	90.13	61.69	139.56	98.44	
60	129.94	83.56	231.00	155.31	N/A	N/A	
	\$1,000,000 COVERAGE, SUPER PREFERRED NON-TOBACCO, MONTHLY PREMIUMS						
30	25.38	22.75	40.25	34.13	72.63	56.00	
40	32.38	29.75	56.88	49.00	117.25	84.00	
50	86.63	70.00	175.00	115.50	266.00	186.38	
60	246.75	158.38	456.75	305.38	N/A	N/A	

Rates are monthly. 15- and 25-year policies are also available.

Lic. #0F22446

Protect Your Assets. Protect Your Family.

It's Easy!

CALL US **TODAY** FOR A QUOTE: **(888) 788-8855**



WEST COAST LIFE
INSURANCE COMPANY
Sample Ad

EYE ON THE BAY

The month of May was a merry one for Bay sailors. In fact, we can't remember a spring when we've seen so many folks enjoying themselves so early in the season. Summer doesn't officially begin until the solstice on June 21, yet white sails were as plentiful as whitecaps every weekend of last month.

We wonder if the economy and 'staycations' have something to do with it. Or the unseasonably hot temps in mid-month. Or perhaps it was the logic of unwinding with zero carbon footprint and zero fuel costs. But when you get right down to it, we suspect the usual — folks are out there sailing because it's fun. (You guys are so predictable!)



Every time we saw 'Parachute Woman' last month, girls outnumbered guys and everyone was smiling.

Whether it was racing, daysailing, cruising or brushing the spiderwebs away and getting that crusty old slip

queen out for the first time in years, it was good to see you all out there!

We know there are some among you who need your fun a little more structured. To you we offer two words: Summer Sailstice. This 'happening', now in its ninth year, involves simply making it a goal to go out sailing on June 20 and/or 21. Yup, the Sailstice coincides with the solstice — it's almost like they planned it that way! Not only will you be part of a 'movement' that has taken hold worldwide, but you can compete for lots of cool prizes — and have fun doing it! See www.summersailstice.com, or this month's *Sightings* for more.



— MERRY MERRY MONTH OF MAY



Dark-hulled beauties 'Tatiana,' above, and 'Aleta', below, revel in the Bay's famous breezes. Left, future race boat owners practice bellowing. They'll both do well.

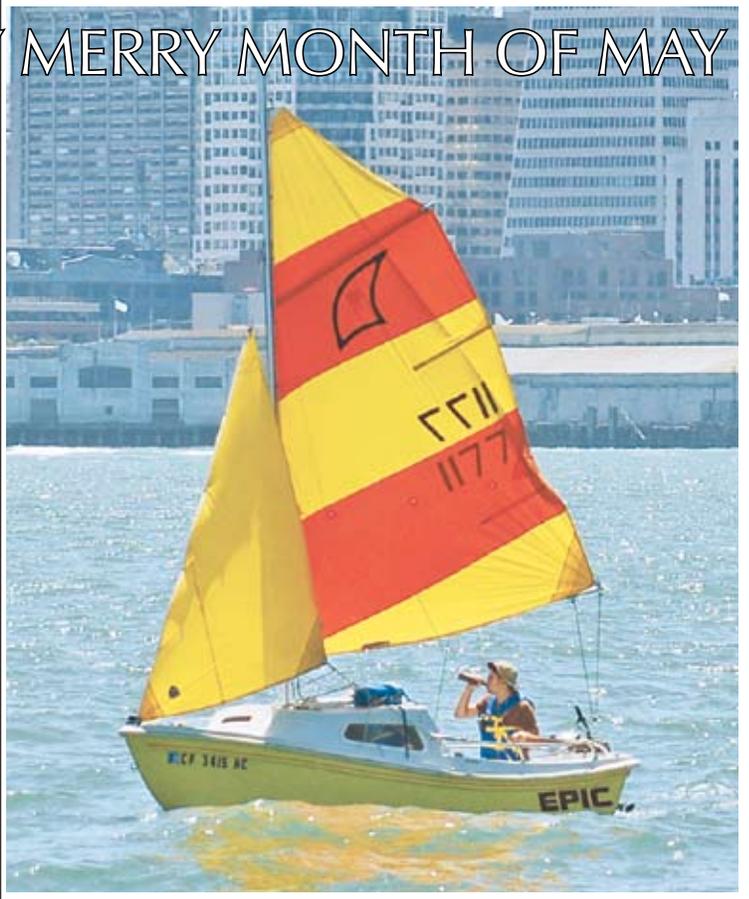
ALL PHOTOS THIS PAGE LATITUDE/ROB



EYE ON THE BAY



— MERRY MERRY MONTH OF MAY



Great days on the Bay (clockwise from below) — Some people fly spinnakers, others fly kids: the hot weekend in mid-May had everyone in shorts and shirtsleeves; Knaarly action at the Elite Keel Regatta; the best way to spectate sailboat races — is from a sailboat!; 'Wind Chaser' sails with jumping dolphins all the time; best seat in the house; a warm day, a cold beverage and a sailboat — does it get any better?



PHOTOS LATITUDE/JR



**CELEBRATING OUR
25th YEAR OF SERVICE**

SAN FRANCISCO BOAT WORKS

835 Terry A. François St., San Francisco, CA 94158
(415) 626-3275 Fax (415) 626-9172

www.sfboatworks.com info@sfboatworks.net

Be our guest for lunch at the historic Ramp Restaurant*

**Some restrictions apply*



**We're so close,
you could swim over!**

And we're always available!

- **REQUEST A HAUL-OUT - ONLINE!**
- **ORDER PARTS - ONLINE!**
- **CALL US - SEVEN DAYS A WEEK!**



NEW

**As Seen at
Strictly Sail Pacific**

ULTIMATE POWER MANAGEMENT



victron energy

3000W True Sine Wave Inverter
120Amp Four Stage Adaptive Charger
Dual Battery Bank Charging

Dealer Inquiries Welcome

SWEDISH MARINE

1150 Brickyard Cove Rd., #B6, Pt. Richmond, CA 94801
(510) 234-9566 • info@swedishmarine.com

SAUSALITO



LIST MARINE INC.

- Full service engine shop
- We service all makes
- Dockside facilities
- Mobile service trucks



P.O. BOX 2008 / 69 LIBERTY SHIP WAY • SAUSALITO, CA 94966
Adjacent to Schoonmaker Pt. Marina

415•332•5478

www.listmarine.com

Welcome Anchor Boat Sales!



Discover
Brisbane
Marina

Brisbane Marina would like to welcome Anchor Boat Sales to our line of services. Call Jose today at (415) 250-1401 if you're looking to buy or sell your boat.

- GREAT LOCATION!** Just minutes to Central Bay sailing.
- GREAT RATES!** \$5.90/foot!
- GREAT FACILITIES!** All concrete docks. Newly constructed bathrooms and laundry rooms.
- KAYAK STORAGE!** \$25 per month.

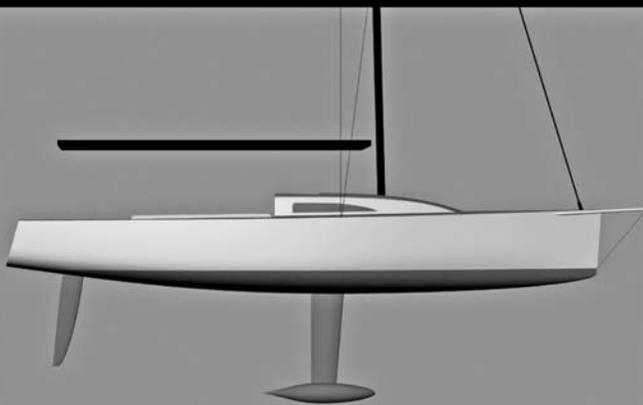


Jose Miguel Martinez
(415) 250-1401
anchorboats@yahoo.com
www.anchorboatsales.com



From Hwy 101, take the Sierra Point Pkwy exit and follow the signs to the marina.
**400 Sierra Point Parkway
Brisbane, CA 94005
(650) 583-6975
www.ci.brisbane.ca.us
harbormaster@ci.brisbane.ca.us**

Launching in June 2009



LS-30

LOA 27 ft 10 in	Draft 6 ft	Displacement 4,073 lbs	Rigging Carbon	Hull Cold-molded	Power Inboard diesel
--------------------	---------------	---------------------------	-------------------	---------------------	-------------------------



The Landing School
www.landing-school.edu



**INFLATABLE
BOOM TENTS**

by **RONSTAN**

The Ultimate Protection from the Elements



Reflective coating minimizes UV & heat

Unique 'Air Arch' maximizes cockpit space

- Shower proof
- Light and compact
- Easily mounted
- Highly adjustable

While supplies last.

NEW PRODUCT — BIG SAVINGS!

Boom Tent for 25-30 ft. boats.....List \$549.00	YOUR PRICE: 494.10
Boom Tent for 30-35 ft. boats.....List \$599.00	YOUR PRICE: 539.10
Boom Tent for 35-40 ft. boats.....List \$699.00	YOUR PRICE: 628.20
Boom Tent for 45-45 ft. boats.....List \$799.00	YOUR PRICE: 719.10



**SVENDSEN'S
MARINE** 510.521.8484
svendsens.com

1851 Clement Ave., in the Alameda Marina • Open 7 Days/Week

WELCOME

Lately it seems that we're bombarded with statistics purporting to show the decline of participation in sailing, that nobody is coming into the sport and no boats are being sold. But as we're out and about around the Bay, we keep finding — at least anecdotally — the opposite to be true. It seems every day we're meeting or hearing about someone who's just bought a boat. More impressive than the fact that these people are either trading up or jumping into the fray for the first time, is the fact that a lot of them have big plans for their new toys. For example, five of the new owners you're about to meet are planning on doing a Hawaii race in the not-too-distant future!

And while we only had space to introduce you to five boats, we know of new owners of no less than a: Farr 40, Express 37, Beneteau 36.7, Moore 24, Catalina 22, Vanguard 15, Weta, and foiling Moth as well. We hope to introduce you to them in the not-too-distant future. But for now, here are some people going full-bore with new boats.

Double Trouble, J/125, Andy Costello — After a few years of cleaning up with his 1D35 *Double Trouble* on the Bay, Andy Costello decided last year it

was time to try something different. "I'd been wanting to go offshore for awhile," he said. But to do it, he wanted something a little faster. J/125s have won just about every offshore race on the West Coast, so that seemed like a natural call. The only problem was that with only 16 built over their short-lived production run, there just aren't many around.

"I'd been looking for awhile and not

having any luck," he said. So he enlisted the help of Sail California's Norman Davant, who tracked down *Narrow Escape* — soon to be re-dubbed *Double Trouble* — on the East Coast. The boat was originally owned, incidentally, by Pat Nolan and sailed on the Bay under the name *Javelin*; it still holds the monohull record for the Vallejo Race.

Costello — the new car sales manager at BMW of San Francisco — hasn't wasted any time getting up to speed with the new boat. He's won both the Crewed Farallones and Lightship races since splashing her earlier this year. In between those trips outside the Gate and the Vallejo Race, his three boys, Andrew, 7, Nicholas, 5, and Sean, 2 keep him busy for Corinthian YC's Friday Night Series.

"Nicholas gets mad if we don't sail on Fridays," Costello said, laughing. While Nicholas already has a Vallejo Race under his belt, his dad has plans for a race that might be a bit long for him just yet; don't be surprised to see *Double Trouble* in next year's Pac Cup.

Great White, Express 27, Rachel Fogel — Her want-ad on the class website read, "Need E27 this month!" We wondered, why would one possibly need a boat right away, assuming he or she wasn't trying to escape from the law? For Rachel Fogel, the newest member of the Express 27 fleet, the phrasing was simply a ploy to find a good boat, quickly. And find one she did in the ready-to-roll *Great White*.

"I'd been looking for four months," she said. "I just wasn't finding what I was looking for, which was the best boat I could find."

With the help of fleet members like Jason Crowson, Fogel — a doctor specializing in geriatrics — bought the boat in early January, a couple years after a seven-year hiatus from sailing for med school and a residency.

"The Express 27 fleet has been awesome in every way," she said. "It's a wonderful fleet to join. I learned so much about the boat just from looking at boats with them."



PETER LYONS/WWW.LYONSMAGING.COM

Rachel Fogel, left, and Lori Tewksbury are going all-out to prepare for Pac Cup in 2010.

Fogel — a member of Berkeley YC — plans to sail the boat in next year's Pacific Cup doublehanded with friend and sailing colleague Lori Tewksbury. The two hatched the idea while helping Singlehanded TransPac sailor Jim Fair deliver his Outbound 46 *Chesapeake* home from Hanalei Bay last year.

"During the trip we started to feel like it was something we really wanted to do," she said.

The two have already started racing just about everything with a doublehanded division, along with the fully-crewed Spring Keel Regatta in March, when class members rounded up a rock star crew to get her going. Unfortunately *Great White* was T-boned at a weather mark while sailing on starboard.

"He felt terrible, and I was shellshocked," she said. Through that mishap though, she ended up getting in touch with rigger Gilles Combrisson, who had the boat repaired and ready to go in two weeks and has been helping her ever since. Since then she and Tewksbury have been out almost non-stop as part of their Pac Cup preparations. The T-boning did mean they missed the Island YC's Doublehanded Lightship race, however.

"We offered to return her entry fee," said the YC's Dawn Chesney. "But



HEATHER COSTELLO

Andy Costello already has sons (from left) Andrew, Nicholas and Sean trained in at least one fundamental sailing skill — hiking.

was time to try something different.

"I'd been wanting to go offshore for awhile," he said. But to do it, he wanted something a little faster. J/125s have won just about every offshore race on the West Coast, so that seemed like a natural call. The only problem was that with only 16 built over their short-lived production run, there just aren't many around.

"I'd been looking for awhile and not

TO THE PARTY



tween a lifeline and the tiller an autopilot. Although she was swept over the line early at the windless start of the Singlehanded Farallones Race and spent 40 minutes trying unsuccessfully to get back to restart, McCormack decided to go around the Rockpile anyway, and as it turned out would have corrected out to fourth in class and 18th overall.

"What a rock star for her first singlehanded race!" said McCormack's husband, Skip. "As you can tell, I'm pretty stoked for her."

Not only was it her first singlehanded race, but it was also the first race for the pair's Mumm 30 *Trunk Monkey*,

being that the race is a fundraiser for United Cerebral Palsy, she told us to keep her check and add it to the donation!"

Trunk Monkey, Mumm 30, Skip and Jody McCormack — In her first singlehanded effort, Jody McCormack pulled off a kite set, gybe, douse and a jib change, all without an autopilot — unless you consider a sail tie rigged be-

ing that the race is a fundraiser for United Cerebral Palsy, she told us to keep her check and add it to the donation!"

Sailing has been a big part of their lives together even before the pair tied the knot on the Kaneohe Bay sand bar after sailing last year's Pac Cup on

Jody and Skip McCormack are Kaneohe-bound. With the arrival of their Mumm 30 'Trunk Monkey', the days of boat borrowing — like at this year's *Three Bridge Fiasco*, below — are over for now.



DAVE KEANE



Flash, and while Skip — who works in the insurance industry — has been sailing pretty much his whole life, Jody — an attorney — has followed a more recent and rapid trajectory. She started on a 1D35, then went to a Farr 40 and TP 52. Her first dinghy experience was on Skip's *49er!*

"I guess she's actually regressing with the Mumm," Skip said, laughing. "She's really the one pushing it. It's wonderful, she's the one driving the effort, and I'm loving it."



LATITUDE/ROB

James Dilworth has accrued some sanding hours since picking up his Tuna.

TBD. Santana 22, James Dilworth — A trip to Gashouse Cove last year resulted in a tired Santana 22 for James Dilworth.

"I made a huge mistake going down there that day," he said, jokingly.

The San Francisco-based web developer originally planned on just getting the boat into good enough shape to go for casual day sails, so last year he painted and re-fit the boat's mast. But as the part-time racer with a few years of small boat sailing under his belt got more and more into sailing his new toy, the idea of racing her nagged him.

That kind of effort would, of course, beget a little more preparation for the boat. And so in early April, he cleared his work schedule, hauled his Tuna at Berkeley Marine Center and got to work — replacing bulkheads and keel-bolt nuts, sanding, fairing and painting. Three weeks later, it might as well have been a new boat.

"I heartily recommend that everyone spend a month or two in the boatyard," he said. "It's been a very educational experience."

But that's not the only education he's undertaken since buying the boat.

WELCOME TO THE PARTY

Dilworth also took classes at OCSC last summer to build his skills. Now carrying a confirmed case of the racing bug, he has his sights set on the Santana 22 Nationals, scheduled for late July at Corinthian YC. Although the boat doesn't yet have a name, when it shows up on the Bay, you won't miss it; he's enlisted the help of a graffiti artist from Sacramento to create a huge orange Octopus graphic on the topsides.

Deception, SC 50, Bill Helvestine — If any of you boat builders out there have doubts about the power of celebrity endorsements, maybe Bill Helvestine's reason for buying his SC 50 Deception will change your mind.

"I chose the SC 50 largely because Paul Cayard made the decision for me," Helvestine said. "I figured if it was good enough for him and his family, it was good enough for me."

Helvestine, who previously actively sailed aboard a friend's Olson 30 had been out of sailing for a "long time." But with all five of his kids now either in or graduated from college, the Lark-

spur attorney figured, "If I'm going to get back into racing, I better do it now!"

He said some people questioned whether it was too much boat to basically get started in.

"I'm finding the boat to be just right" he said. "It's a joy to sail. I didn't want a cruisy boat or a racer/cruiser; I wanted a racing boat and I didn't necessarily want the newest of the new."

Deception was the final SC 50 built, and the only one with a carbon fiber deck and a rig positioned farther forward than the originals. His immediate plans include the OYRA schedule, where he hopes to develop the skills of the core group of crew that's been accreting for the boat, and learn-

ing how to sail it well. He's also got his eye on a future Hawaii race, with the 2010 Pacific Cup being the earliest possibility.

— **latitude**/rg



'Deception' is proving to be the perfect fit for first-time owner Bill Helvestine (in red jacket). A SC 50 isn't a bad starter boat . . .

PETER LYONS/WWW.LYONSIMAGING.COM

SCHOONMAKER POINT MARINA

• IN SAUSALITO •



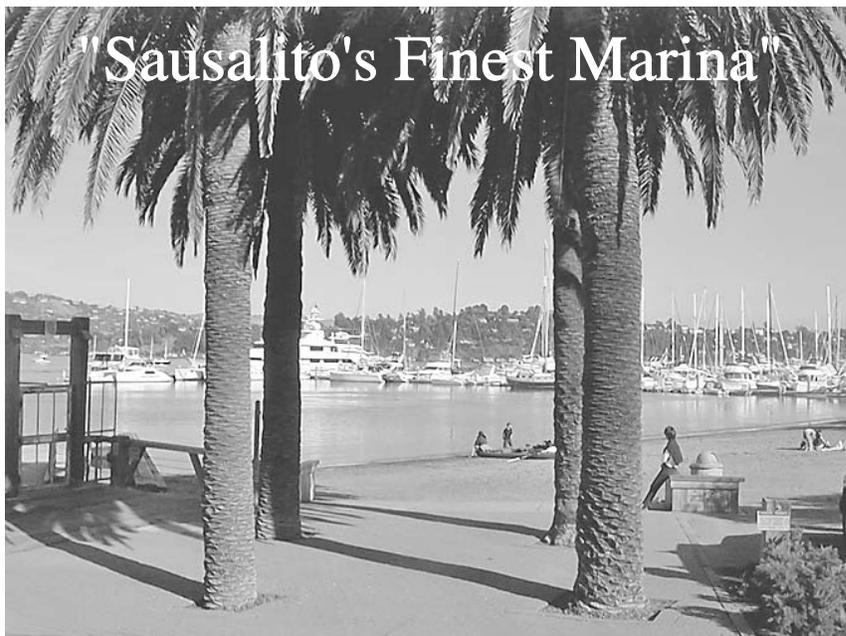
Call the Marina Office
for more information

415•331•5550

FAX 415•331•8523

or check our web site at
www.schoonmakermarina.com

85 LIBERTY SHIP WAY, #205
SAUSALITO, CA 94965



160 Berth Marina in one of the most beautiful spots on the Bay

- Visitor berths • Guest moorage able to handle yachts up to 200 ft.
- Dry storage • Waterfront Offices • Three-ton Hoist • Windsurfing
- Deli • Beach • Rowing • Kayaking • Yacht clubs always welcome

STAY FOCUSED WITH OUR EYE SAFE NO-STING FORMULA



Z Blok sunscreen's new non-greasy formula will not burn or irritate your eyes. So you can concentrate on winning the race or just enjoying a great day on the water. Z Blok is also fragrance free.

Z Blok is the official sunscreen of the PUMA Ocean Racing Team. Skipper Kenny Read said:

"The UV protection is excellent. Every member of the team is a true believer. We have put Z Blok to a tough test that few others can. Most importantly, we have experienced no eye stinging or irritation and we use it every day."

Visit zbloksun.com
or call 508.995.9511

**OFFICIAL SUNBLOCK OF THE
PUMA OCEAN RACING TEAM**



FURL ON THE FLY.

With Schaefer's innovative boom furling system and patented articulating sail track, you can reef your main on any point of sail - all from the safety of the cockpit. Trouble free reefing and furling - just what you would expect from Schaefer Marine.

SCHAEFER
LEGENDARY STRENGTH

508.995.9511
SCHAEFERMARINE.COM

Ballenger Spar Systems, Inc.

**Custom Racing and Cruising Spars
Expert Design and Consultation**

- Carbon and Aluminum spars
- Rod and wire rigging
- Hi-tech and conventional halyards
- Spar kits, extrusion
- Repair and modification
- Custom fabrication, waterjet and CNC
- Hardware, sheaves, spreaders
- Bay Area pick-up and delivery
- **Discounts** on halyards, standing rigging, deck hardware, furlers, Navtec integral cylinders
- 35 years experience!

**Call about Carbon Spars.
Masts • Booms • Poles**

www.ballengerspars.com

**831/763-1196
831/763-1198 (fax)**

ELLIOTT / PATTISON SAILMAKERS

Because your sail matters!



Antrim 40 "XL" - 1st in Class Crewed Farallones
949 645-6697

Photo by:
Charlie Bergsted

LA Harbor Area:
Steve Dair 310 619-7245

Marina Del Rey:
Doug Johnstone
310 528-2146

Oceanside: Lee Pryor
760 529-0062



**We have a passion for
building sails. Call us
about your next set.**

**870 Production Place
(949) 645-6697
Newport Beach, CA 92663**

LEE HELM

Max has, like, done it again. He gets invited to navigate the Marion to Bermuda Race and leaves me back here to write his column for him. And I don't know why they even think he can navigate — all he'll do is look at the GPS and do what the pre-race weather router told him to do. It's, like, only 600 miles from Massachusetts to Bermuda. He had to get a crash course from me on celestial calcs, 'cause that race still requires a couple of celestial fixes to be worked. As if I have the cycles to spare. But heck, I guess he has done me some favors since I've been here in grad school.

The first I knew about this was a couple of nights ago. I was up late writing a subroutine (can you believe some of the department software is still in FORTRAN?) when I get this text message: "What's a Newton?" So like, of course I type back "A famous 17th Century mathematician and physicist, or a fig cookie made by Nabisco," and like, he texts, "No, I mean for lifejackets."

Well *duh* — what else would he mean? I deduced that Max was reading the latest edition of the *Offshore Special Regulations*. Starting last year, all PFDs have to have thigh or crotch straps, and the buoyancy has to be at least 150 Newtons. Since I was already at the keyboard, I told him to switch to email.

"A Newton," I had to explain, "is the force you get when you accelerate one kilogram-mass at one meter per second squared. From Newton's $F=MA$, which is why it's named after a cookie."

Yes, I know: he just wants to figure out how many pounds buoyancy he needs in his PFD. But get real. I can't let him off that easy when he asks a dumb question he could just as easily figure

"What's a Newton?"

out himself or get from any one of a zillion websites.

He doesn't respond for a few minutes. I give up and send him the actual answer: "A pound of force is one pound-mass accelerated at one G or 32.2 feet per second squared, and a kilogram-mass is 2.2046 pound-mass, and a meter is 3.2808 feet. You get one Newton = $2.2046 \times 3.2808 / 32.2 = 0.2246$ pounds, or one pound = 4.45 Newtons. Your PFD has to have 150 Newtons buoyancy, and that works out to 33.7 pounds."

Hey, don't worry, this article won't be like last month when Max confused



everybody trying to explain my theory of second moment of inertia and why keels fall off.

"Hmm. I have a feeling this is the end of the road for my trusty old Type III fishing life vest," he typed back. "I like it because it has the pockets for my strobe light and VHF and spare flashlight (I hear that helicopter pilots hate strobes). And it's foam, so it's 100% reliable."

A quick web search, and I had some numbers for Max.

"Your Type III fishing PFD only has 15 pounds of buoyancy. Sure, that holds your head above water in flat calm, but there's no margin for heave response in waves. You really want those extra Newtons to keep your head above water when the water is going up and down faster than your body."

"I wonder if anyone makes a Type I that's comfortable enough to wear," he typed back. "I still don't trust those in-

flatables, and I hear it's hard to get the cylinders through airport security."

I pointed out that, like, even a dorky old Type I PFD at 22 pounds doesn't meet the new standard. But he mentioned airport, so I had to ask where he was going, and that's when he started to brag about navigating the Bermuda race — while I'm stuck working on my thesis and writing his column for him, too.

"The OSR wants a crotch strap or thigh straps, even on the PFD," he complained in his next message. "That pretty much means it has to be a PFD-harness combo. But I can't find any that have the required straps."

Max sent me the URL of the new *Offshore Special Regs*. Yes, they really are requiring straps on all PFDs. "I'm going to have fun inspecting boats for the Pac Cup next year," I thought. "Everyone's illegal!"

"It doesn't say here that the straps have to be factory-installed," Max wrote back. "I think we'll see a lot of aftermar-



LATITUDE/JR

Crew going overboard — and how to get them back — is a problem that has vexed sailors for centuries. New technology increases the likelihood that more people can survive such incidents.

ket crotch strap kits."

But this turned out to be a false alarm. Max was reading from the ISAF site, probably because Google brings that one up first. I mean, like, that's what US Sailing gets for being last to put their docs online, trying to get people to pay for dead-tree editions. With a little data-mining at the US Sailing website I found the version with the US prescriptions: The crotch/thigh strap thing is downgraded to a recommendation, not a requirement, so everyone can ignore it. Max had to go back and check his Notice of Race to figure out which version of the OSR is being used for Bermuda.

"No crotch strap needed," he typed back. "But I sure wish someone made a hybrid inflatable PFD-harness combo

with a few pounds of foam buoyancy in case it doesn't inflate, and some nice big pockets, and the recommended spray hood."

"For sure," I sent back. "It would look like a kind of thin Type III, maybe with eight or ten pounds' foam buoyancy, with lots of pockets, and the built-in harness and the inflatable collar to bring the total lift up to 33.7 when you need it."

"One pocket should be designed for a handheld VHF, with a Velcro closure," he typed. "And maybe even another pocket designed for one of those new personal GPS-EPIRB units. Remember, I don't know this crew that well, and I don't know how good they are at recovering people overboard."

"I feel your paranoia, Max. But do you want to alert the whole EPIRB rescue network if you're just going for an accidental swim around the boat? Think locally if want to be rescued locally. Give me a few minutes to dig up some info on these things."

There were no more communications for the next half hour as we both searched for ways to fall overboard at night in rough weather in the middle of the ocean and not die. Some good stuff is out there. And some really expensive stuff too, perfect for those wallet-driven big-boat programs. Then I thought of a possible problem with, like, a recursion in my subroutine, and I was happily debugging when another text message from Max popped up.

"You still up? Answer your email!"

"Sorry, got distracted."

The most recent email from Max described one interesting system: "Each crew wears a little electronic pendant, and if the onboard base unit fails to detect any one of them within range, it sounds an alarm."

I followed the link he sent to the website. It turned out to be kind of pricey, and I was hoping the pendants would look like tiny little electronic key fobs, with a passive re-radiator like a library book RFID tag. Instead they're clunky things more like the size of those old wristband radios, and they have batteries in them that need to be checked.

"If you have the compatible instruments, it will enter the MOB waypoint into the chartplotter and even zoom in to a large-scale plot," Max emailed.

"Does it also run a DR for the MOB?" I typed back. "If the boat has the usual instrument package, it knows the current vector and should be able to keep track of where the MOB is drifting."

"Doesn't look like it," he answered.

"I could program that function into the boat's laptop, no prob," I suggested.

"Here's a review website that complains the alarm isn't loud enough to hear over engine noise," Max typed along with a URL from a site that does boat and equipment tests, usually by powerboat-

"I feel your paranoia, Max."

ers. But they fail to suggest the obvious, wiring it up to cut the engines instead of sounding an alarm."

"Watch out for over-integration," I warned. "If the wave that knocks you off the boat also takes out the main instrumentation network . . ."

That kept the wires quiet for a while. Then Max came back with another website for me to check out.

"Here's an MOB warning system that

URLS OF INTEREST

www.acrelectronics.com — ACR Electronics (EPIRBs and PLBs)

www.Boattest.com — BoatTEST.com (Reviews and review videos, by power-boaters)

www.mobilarm.com — Mobilarm VPIRB (water activated DSC VHF/GPS MOB signal)

www.usna.edu/SailingTeam/training/lectures/2008/SAS/SAS%20Communications%202008%20Final.ppt — Naval Academy slide show (tutorial on new communications, search and rescue systems)

www.nke.fr — NKE (wireless MOB medallion interfaced with autopilot controller or NKE instruments)

www.raymarine.com — Raymarine LifeTag (wireless MOB pendant interfaced with Raymarine instruments)

www.findmespot.com — SPOT (Globalstar subscription rescue beacon using satellite network with mostly terrestrial and coastal coverage)

www.standardhorizon.com — Standard Horizon (Handheld DSC VHF/GPS)

talks to the autopilot — it will turn the boat head-to-wind when one of the medallions goes out of range."

"Hmm . . . I don't know if turning head-to-wind by surprise is always such a good idea. Even for cruisers."

"Or if another boat is to windward."

"Might be okay under the old racing rules, but not now."

Max agreed that it makes more sense to have the alarm cut power, enter the waypoint and start the running MOB DR instead of taking out the spinnaker and/or the boat to windward with an automatic luff and heave-to. But he also pointed out that none of those systems served his immediate requirements anyway, because it's, like, not his boat, and even if he wanted to spring for the whole system, he only gets there a day before the start. So he was pricing out personal pocket-size EPIRBs, stand-alone units that call up a global rescue network, and it sounded like he was almost ready to order one.

"Have you heard of this SPOT system?" he emailed. "Looks like a cheaper alternative to a personal EPIRB, and you can signal that you're okay."

"That one uses the Globalstar satellite network," I replied after checking up on it. "Might be okay for Bermuda, but coverage doesn't reach Hawaii. And there's an annual subscription fee. I don't think it's a good substitute for an actual EPIRB, if you want to activate shore-based rescue. And it doesn't communicate back to the boat you fell off, or to any other boats in the area."

Max then suggested he get a personal EPIRB or PLB — Personal Locator Beacon.

"If you need the cavalry to charge

over the hill and save the day like in the movies, then yeah," I advised. "But if I fall over in warm water and I'm not hurt, I don't want them to trash a spinnaker with a quick stop, and I don't need the Coast Guard helicopter, either."

"That says I should stick to my little handheld VHF," Max typed. "I can communicate urgency or lack thereof, and I can talk them back to me after a normal spinnaker douse."

"What you really want is a handheld DSC unit," I suggested. "Digital Selective Calling. If they make a handheld DSC that also has a built-in GPS, and does the full DSC protocol, you can send the MOB distress code to the boat you fell from, and to anyone else in VHF range. And your position can be updated as you drift."

"Do they make such an animal?"

I let Max do the Googling while I tried to get some more work done.

Eventually he emailed that he had found only one model that seemed to combine all the features he needs: Handheld, submersible, DSC, integrated GPS, alkaline battery tray.

"And not too expensive," I added with tags indicating it was to be read in Michael Palin's falsetto voice.

"It even says it has a built-in strobe light."

"Don't put all your eggs in one battery tray," I typed.

"Okay, I ordered it," Max confirmed 10 minutes later. "Although I still wonder if I should have a personal EPIRB, in case we're all in the water after a real disaster."

"If you were singlehanded, sure" I typed. "But you don't want to cry wolf when the emergency can be easily

handled locally. VHF range is a good match to all the boats close enough to help — as long as the fleet has mostly DSC receivers, and mostly keeps them turned on."

"But what if I'm knocked unconscious by the boom? Maybe I should also have one of the MOB alarm systems."

"If you were doublehanded or cruising, sure," I typed again. "They make sense if you're going to be on watch alone."

The wires were quiet again for a while, then he asked me to look at one more gadget. This one turned out to be a kind of dumbed-down VHF/GPS combo — a small, stand-alone, wearable unit, water activated, with DSC distress transmission and GPS position. . . but no voice.

"I'd kind of like to be able to talk the boat back to me, or tell them if I'm okay or if I need help right away," I answered. "Seems silly to have a DSC/VHF/GPS with no voice capability."

"Here's what we really need," Max typed. "First, a tiny little RFID key fob that does only the alarm function. No other bells or whistles, and I'd want the base unit to have its own batteries in case ship's power is down. Then, a handheld DSC/VHF/GPS like the one I just ordered, but combined with a personal EPIRB, manually activated, for when the situation gets more serious."

"You'll need more Newtons for all that hardware," I pointed out. And that he would still have to be, like, conscious to activate the EPIRB after the local rescue attempts went south. He came back with schemes for time delays after water activation, or an EPIRB activation signal back from the boat, or other algorithms and protocols to escalate from the local VHF distress hail to the global EPIRB distress call.

Then he started babbling about the weather patterns between Massachusetts and Bermuda.

"On the one hand," he typed, "there is really good data for the Gulf Stream meanders — not much guesswork involved hitting the Stream just right these days. On the other hand, the Bermuda High can move fast, and the New England weather patterns can change quickly."

On the other other hand, why would anyone sail 600 miles upwind to Bermuda when they could sail 2,000 miles downwind to Hawaii?

— lee helm

BAJA HA-HA XVI

BROUGHT TO YOU
BY THESE
OFFICIAL SPONSORS



536 sailors completed
Baja Ha-Ha XVI!



Turn the page for more →

WWW.BAJA-HAHA.COM

The Rally Committee encourages you to patronize the
advertisers who make this event possible.

Your
Yacht Club
South of the
Border



Home
of the
Banderas Bay
Regatta

Vallarta Yacht Club

<http://vallartayachtclub.org>
<http://banderasbayregatta.com>

Everything you need from a full service yacht club.

ARE YOU READY TO HA-HA?

Despite our gloomy economy — or perhaps because of it — there's no shortage of sailors eager to head south this year. Since the Ha-Ha Rally Committee opened online registration May 1, 63 boats have already signed up with homeports as diverse as Kauai and Montreal. The smallest so far is Stephen Yoder's Westsail 28 *Siepre Sabado* out of Oregon, and the largest so far is Bob Callaway's Washington-based MacGregor 65 *Braveheart*. You'll find the complete list at www.baha-haha.com.

If you're new to the event, let us explain that the Ha-Ha is a 750-mile cruisers' rally from San Diego to Cabo San Lucas, with stops along the way at Turtle Bay and Bahia Santa Maria.

You'll find frequent updates on this year's event, in addition to all sorts of other hot sailing topics at *Latitude's* 3-times-weekly news portal, **'Lectronic Latitude'** (found at www.latitude38.com).

Summer
is safe at
Paradise



Enjoy
your stay
with us!

Paradise Village
BEACH RESORT & SPA

011-52-322-22-66728 • www.paradisevillage.com
marina@paradisevillagegroup.com

Nautical Books, Software, Charts
and more!



WAYPOINT

621 - 4th St., Oakland, CA

www.waypoints.com • (510) 769-1547

RIGGING ONLY

Standing and running rigging, lifelines, furlers, winches, headsail poles, main slider systems, windlasses, travelers, wire terminals, blocks and more...
Expert advice for selection and installation.

Our 25th Year! www.riggingonly.com
(508) 992-0434 • sail@riggingonly.com

ICOM

Icom America Inc.

Award-winning Marine Communications Equipment

Handhelds • Mounted VHF • SSB • Radar

Visit one of our many West Coast dealers

www.icomamerica.com/marine

MONITOR
INFORMATION
auto-helm

SOS Emergency
Rudder
Saye's Rig

SCANMAR

INTERNATIONAL Factory Direct

432 South 1st Street • Pt. Richmond, CA 94804
Tel: (510) 215-2010 • Fax: (510) 215-5005
email: scanmar@selfsteer.com • www.selfsteer.com

West Marine

We make boating more fun!

Call 1•800•BOATING

(1•800•262-8464)

for a catalog or the store nearest you.

Almar Marinas

The West's Finest

Full service
marinas –
San Francisco
to San Diego

www.almar.com

BAJA HA-HA XVI

BROUGHT TO YOU BY THESE OFFICIAL SPONSORS



WWW.BAJA-HAHA.COM



NOW UNDER CONSTRUCTION

Contact Dockmaster: Juan Sebastian Estrada
Ph/Fax from US: 011 52 322 297 7000
juan@marinanuevovallarta.com
www.marinanuevovallarta.com



Spinnaker & Genoa Sleeves
Top/Mast Climber

GALE SAIL • TACKER

Sailing should be easy and safe

www.atninc.com
(800) 874-3671



Let Marina El Cid
Welcome You to Mexico

A Cruiser's Paradise!

www.elcid.com
qcevallos@elcid.com.mx

011-52 (669) 916-3468

¿ MEXICO BOUND ?
GERRY
SEA of CORTEZ CHARTS
Accurate Navigation Charts & Guides
ELECTRONIC and PAPER
www.GerryCruise.com

Early Bird Rates



We Are Now Open!

MARINA RIVIERA NAYARIT
AT LA CRUZ

The best marina – 25 minutes away from Puerto Vallarta
Tel: 322 779 91 91 or 329 29 555 26
info@marinarivieranayarit.com
www.marinarivieranayarit.com

MEET THE FLEET

Among the important dates to note (at right) is *Latitude's* annual Mexico-Only Crew List and Ha-Ha Party, September 9. There, hundreds of potential crew mix and mingle with Ha-Ha boat owners looking for extra watch-standers. Get a headstart on the process at our constantly updated Crew List site at www.latitude38.com. As many Ha-Ha vets will confirm, the best way to prepare for doing the event in your own boat is to crew for someone else first.

IS THE PACIFIC PUDDLE JUMP IN YOUR FUTURE?

For many cruisers, the next logical step after cruising Mexican waters for a season or more is to hang a right and head west into the Pacific.

We call that annual springtime migration the **Pacific Puddle Jump**, and report on it heavily in the pages of *Latitude 38*. Making that 3,000-mile passage is one of the most thrilling accomplishments in the realm of sailing. Learn more at www.pacificpuddlejumps.com.

Ventura Harbor Boatyard, Inc.

Located halfway between San Francisco & San Diego

Haulouts to 165 tons ~ Full line of marine services
Dockside services ~ On-site chandlery

1415 Spinnaker Drive, Ventura, CA

 (805) 654-1433 • www.vhby.com 



Not just a marina – a cruiser's community
Your best destination across the Sea...

www.marina-mazatlan.com

011-52 (669) 669-2936 & 2937
elizarraga@marinamazatlan.com



Survive Your Dream

ECHO Tec Watermakers

604-925-2660 www.hydrovane.com



A Full Service Boat Yard in Puerto Vallarta
88 ton Travelift • Parts • Service • Repairs

011-52 (322) 221-1800 www.opequimar.com
info@opequimar.com

'lectronic
Latitude

Official Electronic Host

We Go Where
the Wind Blows

See 'lectronic Latitude at
www.latitude38.com



ULTRA ANCHORS - The quickest setting, highest holding power anchors available for you, your family and your vessel's safety.

Marine Products from the World to the USA



QuicklineUSA

15561 Computer Ln, #A, Huntington Beach, CA 92649

714-843-6964 714-843-6906 fax

www.quickline.us or info@quickline.us

**FilterBOSS
COMMANDER**

"Don't Leave Shore Without It."

A complete fuel maintenance system



www.KTISYSTEMS.com

(800) 336-0315

MARINA DE LA PAZ
FULL SERVICE MARINA

Conveniently located downtown

Tel: 011-52 (612) 122-1646

Fax: 011-52 (612) 125-5900

email: marinalapaz@prodigy.net.mx

www.marinadelapaz.com

KATADYN
MAKING WATER DRINKING WATER

Watermakers that improve the cruising lifestyle.

(800) 755-6701

marine@katadyn.com

OD36887

Cruise with Confidence

See Our Half-Page Ad In This Issue

(800) 992-4443

www.marinersinsurance.com

MARINERS
GENERAL INSURANCE GROUP

Newport Beach, CA • San Diego, CA
Burlingame, CA • Seattle, WA
Bradenton, FL • Puerto Vallarta, MX

IMPORTANT DATES

Sep 9 — Mexico-Only Crew List and Baja Ha-Ha Party, Encinal YC in Alameda; 6-9 pm.

Sep 10 — Final deadline for all entries.

Oct 18 — Ha-Ha Welcome to San Diego Party, Downwind Marine, 12-4 pm. Ha-Ha entrants only.

Oct 24 — Informational Meeting about the Pacific Puddle Jump, West Marine, San Diego, 5 pm.

Oct 25, 9 am — Final deadline for all crew and skipper waivers, West Marine, San Diego.

Oct 25, 11 am — Skipper's meeting, West Marine, San Diego. Skippers only please.

Oct 25, 1 pm — Ha-Ha Halloween Costume Party and Barbecue, West Marine, San Diego.

Oct 26, 11 am — Start of Leg 1

Oct 31, 8 am — Start of Leg 2

Nov 4, 7 am — Start of Leg 3

Nov 6 — Cabo Beach Party

Nov 7 — Awards presentations hosted by the Cabo Marina.

Baja Ha-Ha Inc.

c/o 15 Locust Ave.
Mill Valley, CA 94941

WWW.BAJA-HAHA.COM

PLEASE NOTE: There is no phone number for the Baja Ha-Ha Rally Committee.

Please don't call *Latitude 38* with questions. The Ha-Ha is a separate operation.



www.downwindmarine.com

2804 Cañon St., San Diego

(619) 224-2733 • (800) 269-0241



www.sandiegomarine.com

2636 Shelter Island Dr., San Diego

(619) 223-7159 • (800) 336-7369

Mexico 001-500-336-7369



www.sailingsupply.com

2822 Cañon Street, San Diego

(619) 225-9411 • (800) 532-3831



**Sea of Cortez:
A Cruiser's Guidebook**

The most up-to-date, accurate cruising guide detailing the remote and pristine anchorages of the Baja Peninsula and Sea of Cortez.

www.exploringcortez.com

Blue Latitude Press

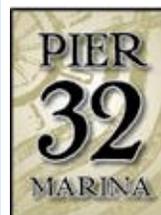
Yachtfinders/Windseakers
in the heart of
San Diego's boating community

Specialists in cruising sailboat brokerage for 27 years

info@yachtfinders.biz • www.yachtfinders.biz

(619) 224-2349 • (866) 341-6189 toll-free

Fax (619) 224-4692



Enjoy a free night on us
and a pre Ha-Ha party too!

Cruiser friendly with a
helpful staff.

(800) 729-7547

(619) 477-3232

office@pier32marina.com



A Sailor's
Consignment
Chandlery

(510) 769-4858

Located at Grand Marina

www.bluepelicanmarine.com

THE RACING

The season is in full swing, and with a huge blockbuster weekend just before we went to press, it took a little bit of scrambling, but we were able to wrap most of it up for ya. The first gun of this month's Racing Sheet goes to St. Francis YC's **Stone Cup**, where the IRC fleet kicked off its Northern California Series. Second up is the **Great Vallejo Race and YRA Season Opener**. Next, you'll find a recap of San Francisco YC's **Elite Keel Regatta**, followed by a look at what it takes to win the **Laser Masters North Americans**. We follow that up with a look at both the **Singlehanded Farallones Race** and the regulatory issues facing organizers of ocean races originating in San Francisco Bay. Then it's on to 'the little Catalina 30 that did' in this year's **Newport to Ensenada Race**. Finally we threw in as many **Race Notes** as we could squeeze in!

Stone Cup

It was total mayhem out there for the St. Francis YC's Stone Cup on May 16-17. And we mean that in both good and bad ways. The good — Ashley Wolfe's TP 52 *Mayhem* trounced the 8-boat IRC A fleet. The bad: heavy commercial traffic shifted the standings in one division, while one boat hit a whale and another was T-boned by a daysailer.

It was also hot, again in both the literal and figurative senses. Unseasonably high temperatures approached 90 in the City on both Saturday and Sunday, leaving most crews a bit overdressed on the only slightly cooler Bay. And the racing action was hot among the 48 boats in 4 divisions that came out to play.

The closest finishes were in IRC A where *Mayhem* narrowly defeated Dan Woolery's *Soozal*, with John Siegel's veteran Wylie 42 *Scorpio* taking third — all just a point apart. Both *Mayhem* and *Soozal* carried impressive resumés into the regatta, with the former crowned 2008 IRC A East Coast Champion (and taking third in the West Coast IRC

since Annapolis and the crew work was excellent," says Calgary-based Ashley Wolfe, who co-owns the boat with her father, Bob. This despite the fact that she had to find three local grinders to take the place of her normal guys — who had committed earlier to sail aboard Chip Mageath's *Criminal Mischief*. *Mayhem*'s crew, made up of about 50-50 by sailors from the Vancouver and the Bay Area (with one guy regularly flying in from Spain) was Mike Mottl, Andrew McCorquodale, Damian King, Jim Prentice, Matt Lees, Eric Bentzen, Will Vanderkraats, Nate Campbell, Rory Giffen, Jeff Causey, Richard Clarke and Lindsay (whose last name she couldn't remember). Papa Bob, who normally works the pit, had broken his foot so he had to sit this one out.

In IRC B, Gerry Sheridan and crew on his Elan 40 *Tupelo Honey* were hitting on all eight cylinders to sweep the 9-boat division with an impressive 1-1-2-1 score, the best of the series. Most of the *Tupelo* crew — Bill Nielsen, Fabrizio Natale, Arne Vandebroucke, Adam Simmons, Jamie Platto, James Mullarney and Bart Von Zastrow — have been together for a few seasons and know the boat well. New additions this year are Kevin Wilkinson and Mike Reed, who have acclimated quickly. This crew also sailed the boat to a division win at the Big Daddy in March. "I hesitate to say we're on a roll yet, but we're committed to doing well this season," says owner/skipper Sheridan.

Both Wolfe and Sheridan are big proponents of more IRC racing on the Bay. "There are always going to be a few boats that don't measure up well, but overall it's about as fair and equitable a rule as we weekend warriors can work with," says Sheridan.

Scooter Simmons and the *Blackhawk* crew have been nipping at the heels of the J/105 leaders for several years. At



LATTITUDE/JR



Gerry Sheridan, left, and Barry Lewis took class wins at Stone Cup.

Championships) and the latter wowing the crowd down south earlier this year with a 'triple crown' of wins at Key West, the Pineapple Cup and the Acura Miami Grand Prix. But it was *Mayhem*, whose recent modifications made her quicker upwind, that prevailed.

"This was the first time we'd raced

Stone Cup, it was their heels that were showing the nip marks. Simmons and his crew — son Ryan, Tim Russell, Lindsay Browne, Rhett Smith and Jennifer Marks — won the series handily over 22 boats in this very competitive fleet. Their 8 point final score 4-2-1-1, was a whopping 6 points clear of second.

"We've had a record of starting strong in regattas and blowing it at the end," says Simmons, who's been sailing in the fleet for five years before this first major regatta win. "I think we've finally exorcised the demons."

As for the 'mayhem' incidents we mentioned earlier, all occurred during the second race on Saturday. Here's a brief recap:

- Commercial ships passed right through the J/105 fleet during their downwind leg, not once but twice — both times causing mid-fleet boats to scatter every which way. One boat broached — and stayed that way — to



Scooter Simmons' 'Blackhawk' is consistently in the top ranks of the J/105 fleet, but had never won a fleet-schedule regatta until this year's Stone Cup, finishing six points clear of second place 'Donkey Jack'.

escape the dreaded five-toots that often mean DSQ. Another boat did get 'tooted' but not disqualified.

- Timo Bruck's J/120 *Twist* was about midway between Treasure Island and Alcatraz, when bowman Rich Hudnut shouted, "Whale!" Sure enough, a small whale estimated at 25 feet surfaced only about a boat length in front of *Twist*. With no time to react, they crossed over the location and felt a soft bump, which they think must have been the keel grazing the end of its tail.

"After reading about all the crazy whale strikes over the years, I was glad that this one was very minor," says Hudnut. *Twist* was not damaged in the encounter and went on to finish third in that race.

- Not so minor was the hit-and-run experienced by Timothy Ballard's Beneteau 40.7 *Inspired Environments*. They

were T-boned by a port-tack daysailing boat, which then fled the scene. Damage was severe enough to *IE* that it may put the boat on the 'disabled' list for the better part of the summer. We can't give you details until all the paperwork is filed, but when we can, there will be a lot to be learned. Stay tuned.

IRC A — 1) **Mayhem**, TP52, Ashley Wolfe, 9 points; 2) **Soozal**, King 40, Daniel Woolery, 10; 3) **Scorpio**, Wylie 42, John Siegel, 11. (8 boats)

IRC B — 1) **Tupelo Honey**, Elan 40, Gerard Sheridan, 5 points; 2) **Phantom Mist**, Beneteau 40.7, Gary Massari, 10; 3) **Mintaka 4**, Farr 38, Gerry Brown, 16. (9 boats)

J/105 — 1) **Blackhawk**, Scooter Simmons, 8 points; 2) **Donkey Jack**, Rolf Kaiser, 14; 3) **Risk**, J. Woodley/S. Whitney/J. Titchener, 20. (23 boats)

J/120 — 1) **Chance**, Barry Lewis, 8 points; 2) **Mr. Magoo**, Steve Madeira, 9; 3) **Desdemona**, John Wimer, 11. (8 boats)

Complete results at www.stfyc.org

The Great Vallejo Race

Despite some less-than-promising forecasts earlier in the week, the 110th Great Vallejo Race and YRA Season Opener May 2 and 3 got some decent breeze on both days. The 27-division, 227-boat fleet that made at least the downwind slide to Vallejo got a little rain and not much sunshine on Saturday, but there was breeze and a ripping ebb for both days.

Pat Nolan's Santa Cruz 37 *Javelin* smoked down the course, reveling in the moderate 8- to 14-knot southerly and finishing with the best monohull corrected time. Meanwhile, Bill Erkelens Sr.'s modified D-Cat *Adrenaline* took the multihull honors. A few boats had issues with not observing new exclusion zones on the course, and as a result there were a few protests. There are probably a few navigators that'll be reading the course chart a little more closely next year.

While most folks had pretty uneventful trips, there was a big pre-start collision on Saturday — Jim Forni's C&C 121 *Sweetspot* T-boned Gary Gebhard's Holland 47 *Infinity* just forward of the chainplates. In the ensuing chaos, Dave Thompson, owner of The Canvas Works in Sausalito and a crewmember aboard *Infinity*, sustained facial fractures and had to undergo surgery the following week, picking up some titanium in his face in the process. Gebhard said that Thompson's recovery has progressed well, and by the time you read this, he may have been able to go back to work.

While undoubtedly a great strategic test, the Vallejo Race wouldn't be the Vallejo Race without the massive party. This year didn't disappoint, according to everyone we've talked to who has even the foggiest recollection of Saturday night.

Sunday was a new day and a down-current, upwind race with breeze and even a little sunshine. Not surprisingly waterline was a boon, and John Walker's Mull 82 *Sorcery* covered the 14.5-mile course a little over 1h, 20m, while Peter Stoneberg's Formula 40 *Shadow* did it in 1h, 13m. With 27 divisions for both days, squeezing the results in was a challenge, but here they are:

SATURDAY (5/2)

PARTY CIRCUIT MULTIHULLS — 1) **Adrenaline**, D-Cat, Bill Erkelens; 2) **Shadow**, Formula 40, Peter Stoneberg; 3) **Roshambo**, F-31R, Darren Doud. (10 boats)

PC J/105 — 1) **Roxanne**, Charles James; 2) **Donkey Jack**, Rolf Kaiser; 3) **Advantage 3**, Pat & Will Benedict. (11 boats)

THE RACING



LATITUDE/ROB

SERGEI ZAVARIN/WWW.ULTIMATEYACHTSHOTS.COM



ALL PHOTOS/PETER LYONS/WWW.LYONSIMAGING.COM EXCEPT WHERE NOTED



Clockwise from top left — taking it easy on the way home from Vallejo; Cameron McCloskey, Benny Allen, Campbell Rivers and Morgan Gutenkunst apply some draft reduction to Andy Costello's J/125 'Narrow Escape' as at low-tide more than a few deeper-draft boats had trouble getting into the harbor at VYC; a pack at The Brothers; cheers!; the party was packed; it's alright to be 'The Guy', just not "that guy"; the slippery SC 37 'Javelin' smoked down the course on Saturday; Open 5.70s motor upwind on Sunday; 'Sorcery' put her waterline, and top-secret bottom coating to work for the race home.

PC EXPRESS 27 — 1) **Wile E Coyote**, Dan Pruzan; 2) **Freaks On A Leash**, Scott Parker; 3) **Ergo**, Chris Gage. (12 boats)

PC NON-SPINNAKER — 1) **Triton**, Hunter 30-2, Bernard Flynn; 2) **Tenacious**, Catalina 30, Aaron De Zafra; 3) **Terrapin**, Ranger 33, Timothy Johnson. (4 boats)

PC SINGLE/DOUBLE — 1) **Nancy**, Wyliecat 30, Pat Broderick/Michael Andrews; 2) **Wind-**

some Wench, Newport 30-3, Robbie Gabriel; 3) **Bandicoot**, Wyliecat 30, Alan Germain. (9 boats)

PC SF 198≥PHRF — 1) **Can O' Whoopass**, Cal 20, Richard vonEhrenkrook; 2) **Star Ranger**, Ranger 26-1, Simon James; 3) **Slip Away**, O'Day 27, David Opheim. (9 boats)

PC SF 180 — 1) **Starkite**, Catalina 30, Laurie Miller; 2) **Double Play**, Yankee 30-2, RDK Partners; 3) **Serena**, Cal 29-1, Neil Calvert. (6 boats)

PC M (PHRF 159-195) — 1) **Aleph Null**, Freedom 25, John Danielson; 2) **Gypsy Lady**, Cal 34-1, Val Clayton; 3) **Don Wan**, Santana 28, Don Kunstler. (7 boats)

PC K (PHRF 120-156) — 1) **Arcadia**, Modernized Santana 27, Gordie Nash; 2) **Extra Action**, Wilderness 30, Simon Winer; 3) **Silkye**, Wyliecat 30, Steve Seal/John Skinner. (9 boats)

PC D (SF 30, PHRF 117-141) 1) **Topgallant**,



Tartan 10, Jim Lindsey; 2) **Stink Eye**, Laser 28, Jonathon Guttoff; 3) **Tule Lost**, Olson 911S, John Burnett. (9 boats)

PC J (PHRF 105-117) — 1) **Baleineau**, Express 34, Charles Brochard; 2) **Green Buffalo**, Cal 40, Jim Quanci; 3) **Mesmerize**, C&C 35-3, Wayne Koide. (10 boats)

PC H (PHRF 75-102) — 1) **Jet Stream**, JS 9000, Dan Alvarez; 2) **Mintaka 4**, Farr 38, Gerry Brown; 3) **Head Rush**, Antrim 27, Charlie Watt. (16 boats)

PC G (PHRF 51-72) — 1) **Sand Dollar**, Mumm 30, Erich Bauer; 2) **Q**, Schumacher 40,

Glenn Isaacson; 3) **Bodacious**, Farr 40 1T, John Clauser/Bobbi Tosse. (13 boats)

PC F (PHRF ≤ 48) — 1) **Javelin**, SC 37, Norman Davant/Pat Nolan; 2) **Zamazaan**, Farr 52, Charles Weghorn; 3) **Astra**, Farr 40 OD, Mary Coleman. (8 boats)

VALLEJO 1 (PHRF ≤ 18) — 1) **Racer X**, Farr 36 ODR, Gary Redelberger; 2) **Copernicus**, Sydney 38, Michael Kennedy; 3) **Serena**, T-1150, Dave Kuettel. (7 boats)

VALLEJO 2 (PHRF 21-60) — 1) **Diabality**, 1D 35, Gary Boell; 2) **Alpha Puppy**, 1D 35, Alex Farell; 3) **Recidivist**, Schumacher ILC 40, Ken Ol-

cott. (10 boats)

VALLEJO 3 (PHRF 63-87) — 1) **Skiffs Out Of Water**, 11 Meter OD, Skiff Sailing Foundation; 2) **Salt Peanuts**, GP 26, Brooks Dees; 3) **Relentless**, Sydney 32, Arnold Zippel. (11 boats)

VALLEJO 4 (PHRF 90-117) — 1) **Bluefin**, Santana 35, Noble Griswold; 2) **Hot Betty**, Olson 30, John Scarborough; 3) **Independence**, J/32, Joe Wells. (10 boats)

VALLEJO 5 (PHRF 120-150) — 1) **Kelika**, Hunter 33.5, Mike Weaver; 2) **Yellow Fin**, SC 27, Jeff & Jim Kearney; 3) **Vitesse**, SC 27, Bart Goodell. (12 boats)

THE RACING

VALLEJO 6 (PHRF 153-195) — 1) **Antares**, Islander 30-2, Larry Telford; 2) **Small Flying Patio Furniture**, J/24, Ed Walker; 3) **Downtown Uproar**, J/24, Darren Cumming. (9 boats)

BENETEAU 36.7 — 1) **Mistral**, Ed Durbin; 2) **Summer and Smoke**, Pat Patterson; 3) **Bufflehead**, Stuart Scott. (5 boats)

ALERION EXPRESS 28 — 1) **Ditzzy**, Ralf Morgan; 2) **Maeve II**, Nancy Pettengill; 3) **Encore**, Dean Dietrich. (4 boats)

SF 180 — 1) **Goose**, Catalina 30, D. Michael Kastrop; 2) **Zeehond**, Newport 30-2, Donn Guay; 3) **Serendipity**, Cal 29, Philip Hyndman. (4 boats)

EXPRESS 37 — 1) **Elan**, Bill Riess; 2) **Golden Moon**, Bill Bridge/Kame Richards; 3) **Stewball**, Bob Harford. (6 boats)

ISLANDER 36 — 1) **Cassiopeia**, Kit Wiegman; 2) **Captain Hooke**, Tom & David Newton; 3) **Diana**, Steve Zevanove. (5 boats)

OLSON 25 — 1) **Pearl**, Thomas Blagg; 2) **Synchronicity**, Steve Smith. (2 boats)

SANTANA 22 — 1) **Meliki**, Tom Montoya; 2) **Carlos**, Jan Grygier; 3) **Tchoupitoulas**, Giovaccini Buckingham. (5 boats)

SUNDAY 5/3

PARTY CIRCUIT MULTIHULLS — 1) **Shadow**, Formula 40, Peter Stoneberg; 2) **Origami**, Corsair 24, Ross Stein; 3) **Peregrine Falcon**, F 27, Bill Gardner. (4 boats)

PC J/105 — 1) **Roxanne**, Charles James; 2) **Walloping Swede**, Theresa Bradner-Allen; 3) **Mojo**, John Case. (10 boats)

PC EXPRESS 27 — 1) **Wile E Coyote**, Dan Pruzan; 2) **Xena**, Mark Lowry; 3) **Desperado**, Mike Bruzzone. (12 boats)

PC NON-SPINNAKER — 1) **Tenacious**, Catalina 30, Aaron De Zafra; 2) **Triton**, Hunter 30-2, Bernard Flynn; 3) **Sea Rose**, Catalina 30, Harlan Van Wye. (4 boats)

PC SINGLE/DOUBLE — 1) **Nancy**, Wyliecat 30, Pat Broderick/Michael Andrews; 2) **Blackhawk**, J/105, Scooter Simmons; 3) **Dazzler**, Wyliecat 30, Thomas Patterson. (9 boats)

PC SF 198 \geq PHRF — 1) **Star Ranger**, Ranger 26-1, Simon James; 2) **Sagitta**, Islander 28 S, Walter George; 3) **Slip Away**, O'Day 27, David Opheim. (7 boats)

PC SF 180 — 1) **Huge**, Catalina 30, Russell Houlston/William Woodruff; 2) **Starkite**, Catalina 30, Laurie Miller; 3) **Outrageous**, Catalina 30, Paul Caturlegi. (6 boats)

PC M (PHRF 159-195) — 1) **Gypsy Lady**, Cal 34-1, Val Clayton; 2) **Don Wan**, Santana 28, Don Kunstler; 3) **Boondoggle**, Ranger Fun 23, Kris Jensen. (7 boats)

PC K (PHRF 120-156) — 1) **Impact**, Ericson 37, Thomas & Chris Hyder; 2) **Arcadia**, Modernized Santana 27, Gordie Nash; 3) **Silkye**, Wyliecat 30, Steve Seal/John Skinner. (8 boats)

PC D (SF 30, PHRF 117-141) 1) **Bay Loon**, J/29, Grant Harless; 2) **Shameless**, Schumacher 30, George Ellison; 3) **Elusive**, Olson 911S, Charles Pick. (9 boats)



LATITUDE/JR

Melges 24s and Knarrs provide a great chronological contrast at San Francisco YC's Elite Keel.

PC J (PHRF 105-117) — 1) **Iolani**, Hughes 48, Barry Stompe; 2) **Green Buffalo**, Cal 40, Jim Quanci; 3) **Baleineau**, Express 34, Charles Brochard. (9 boats)

PC H (PHRF 75-102) — 1) **Mintaka 4**, Farr 38, Gerry Brown; 2) **Petard**, Farr 36, Keith Buck/Andrew Newell; 3) **Escapade**, Sabre 40-2, Nick Sands. (14 boats)

PC G (PHRF 51-72) — 1) **Jarlen**, J/35, Robert Bloom; 2) **Jeannette**, Frers 39, Henry King; 3) **Bo-dacious**, Farr 40 1T, John Clauser/Bobbi Tosse. (10 boats)

PC F (PHRF \leq 48) — 1) **Diabalita**, 1D 35, Gary Boell; 2) **Raven**, CM 1200, Mark Thomas; 3) **Zamazaa**, Farr 52, Charles Weghorn. (8 boats)

VALLEJO 1 (PHRF \leq 18) — 1) **Sorcery**, Mull 82, John Walker; 2) **Low Speed Chase**, Sydney 38, James Bradford; 3) **Copernicus**, Sydney 38, Michael Kennedy. (5 boats)

VALLEJO 2 (PHRF 21-60) — 1) **Macondo**, Beneteau 47.7, Camilo Martinez; 2) **Recidivist**, Schumacher ILC 40, Ken Olcott; 3) **Inspired Environments**, Beneteau 40.7, Timothy Ballard. (10 boats)

VALLEJO 3 (PHRF 63-87) — 1) **Relentless**, Sydney 32, Arnold Zippel; 2) **Made Easy**, Beneteau 42, James Peterson; 3) **Ohana**, Beneteau 45, Dean Hocking. (7 boats)

VALLEJO 4 (PHRF 90-117) — 1) **Bluefin**, Santana 35, Noble Griswold; 2) **Seeker**, Tatoosh 51, Norio Sugano; 3) **Irish Lady**, Catalina 42-1, Mike & Pat Mahoney. (6 boats)

VALLEJO 5 (PHRF 120-150) — 1) **Pretty Penny**, Mull 30, Bruce Sinclair; 2) **1st Impression**, SC 27, Rick Gio/Jan Grant; 3) **Kelika**, Hunter 33.5, Mike Weaver. (11 boats)

VALLEJO 6 (PHRF 153-195) — 1) **Antares**, Islander 30-2, Larry Telford; 2) **Downtown Uproar**, J/24, Darren Cumming; 3) **Small Flying Patio Furniture**, J/24, Ed Walker. (7 boats)

BENETEAU 36.7 — 1) **Mistral**, Ed Durbin; 2) **Ay Caliente!**, Aaron Kennedy; 3) **Bufflehead**, Stuart Scott. (5 boats)

ALERION EXPRESS 28 — 1) **Ditzzy**, Ralf Morgan; 2) **Maeve II**, Nancy Pettengill; 3) **Encore**, Dean Dietrich. (4 boats)

SF 180 — 1) **Goose**, Catalina 30; D. Michael Kastrop; 2) **Zeehond**, Newport 30-2, Donn Guay; 3) **Serendipity**, Cal 29, Philip Hyndman. (4 boats)

EXPRESS 37 — 1) **Stewball**, Bob Harford; 2) **Elan**, Bill Riess; 3) **Golden Moon**, Bill Bridge/Kame Richards. (5 boats)

ISLANDER 36 — 1) **Captain Hooke**, Tom & David Newton; 2) **Cassiopeia**, Kit Wiegman; 3) **Luna Sea**, Daniel Knox. (5 boats)

OLSON 25 — 1) **Pearl**, Thomas Blagg; 2) **Vivace**, Larry Nelson/Frank VanKirk; 3) **Synchronicity**, Steve Smith. (3 boats)

SANTANA 22 — 1) **Meliki**, Tom Montoya; 2) **Tchoupitoulas**, Giovaccini Buckingham; 3) **Carlos**, Jan Grygier. (5 boats)

Complete results at: www.yra.org



Elite Keel

San Francisco YC's Elite Keel Regatta brought out good sized fleets of Knarrs, J/24s, Etchells, Melges 24s and Express 27s for two days of buoy racing May 16-17.

The Knarrs and Etchells sported the largest of those with 15 boats apiece. Tom Reed's *Sophia* was tops in the former.

"Just lucky, I guess," Reed said. "Lucky to have a great crew: tactician and main trimmer Bob Frey, jib trimmer Chris Fehring, Saturday bowman Tom Reed Jr., and Sunday Bow woman Lee Ann Chernack."

Reed reeled off two bullets and a second in the final three races of the five race series to finish six-points clear of runner-up Chris Kelly's *Flyer*, the second-largest margin of victory in any of the classes.

The largest was in the J/24s, where Ed Walker's *Small Flying Patio Furniture* scored a 2-1-1-1-1 to take that class. Tim Wells *Wilder Beast* won the Etchells honors on a countback after tying with Bill Melbostad and Bryan Moore's *JR*.

2008 Fleet Season Champion Tom Jenkins and his Morro Bay-based *Witchy Woman* took the honors in the Express 27 class with a 3-1-1-1-1. And in the nine-boat Melges 24 class, Matt Clark

sailed *Personal Puff* to a one-point win over John Downing's *USA 686*.

ELITE KEEL 5/16-17 (5r/0t)

EXPRESS 27 — 1) *Witchy Woman*, Tom Jenkins, 7 points; 2) *New Wave*, Buzz Blackett, 11; 3) *Discotheque*, Echeyde Cubillo, 19. (7 boats)

KNARR — 1) *Sophia*, Tom Reed, 14 points; 2) *Flyer*, Chris Kelly, 20; 3) *3 Boys and a Girl*, Chris Perkins, 25. (15 boats)

J/24 — 1) *Small Flying Patio Furniture*, Ed Walker, 6 points; 2) *Little Wing*, Luther Strayer, 13; 3) *On Belay*, Don Taylor, 16. (7 boats)

ETCHELLS — 1) *Wilder Beast*, Tim Wells, 21 points; 2) *JR*, Bill Melbostad/Bryan Moore, 21; 3) *Dinner Roll*, Jeff Moseley, 29. (15 boats)

MELGES 24 — 1) *Personal Puff*, Matt Clark, 10 points; 2) *USA 686*, John Downing, 11; 3) *Practice Girl*, Christopher Farkas, 17. (9 boats)

Complete Results at: www.sfyc.org

Not Slowin' Down

Counting two bullets, a second and nothing south of an eighth, Burlingame's Peter Vessella took the top spot the '09 Laser Masters North Americans. Sailing in his final year in the 'Masters' group (ages 45-54), the St. Francis YC member won the six-race, one-throwout series — hosted by Carolina YC in Wrightsville Beach, NC, May 15-17 — on a countback, after finishing tied with four-time Mallory Cup winner Scott Young of Austin, TX. For Vessella, the regatta was his first Masters NA win, but with two top-fives in previous Masters Worlds to his name, he's no stranger to strong finishes in large Laser events.

"I've won some Masters regattas, but this is the biggest one," he said. "There were a lot of good sailors there."

While the final tally was close, Vessella's win didn't come at the conclusion of a pitched, boat-on-boat, end-game battle for the top spot. Although the 94-boat fleet was scheduled to sail a three-day event, Sunday's racing was cancelled due to thunderstorms.

"I don't think anybody realized how close they were," Vessella said. "Everyone figured they'd be racing another day and

no one knew who was leading. We were all just trying to do the best we could."

Four of Vessella's training partners and fellow St. Francis YC members from the Bay also posted strong showings in the final results. Tracy Usher — who also sails with Vessella aboard the latter's Etchells — finished ninth, two spots clear of the first 'Apprentice Master' (ages 35-44). 'Grand Masters' Chris Boome and Walt Spevak finished 35th and 48th overall, and fifth and eighth in their age group respectively (ages 55-64).

"I train a lot with Tracy, Chris and Walt and it helps," Vessella said.

When he's not sailing against anyone in that group, Vessella — who gets out on the water two or three times a week — has a routine for his practices off the breezy and sloppy Coyote Point.

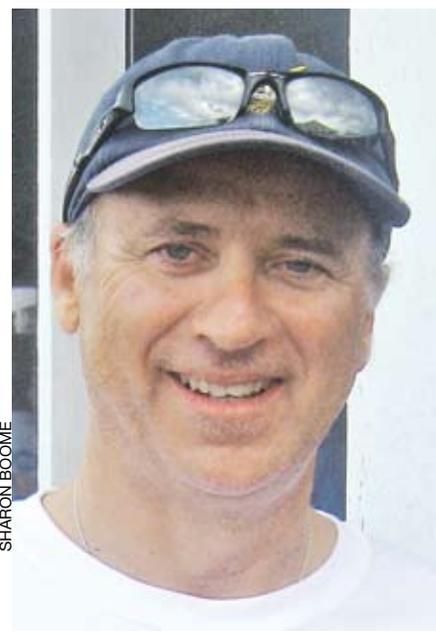
"I just try to build my hiking endurance," he said. "I go upwind as long as I can, fully-hiked, then I turn around and work on my downwind technique. I've always felt that if you can sail downwind in chop at Coyote Point, you can do it anywhere."

He figures his Coyote Point sessions served him well in Wrightsville Beach.

"It was beautiful ocean sailing conditions," he said of the venue. "When the seabreeze comes in, you get awe-

some conditions with ocean swells and chop on top of them."

Although the first day of the regatta was lighter, the second day provided 15 knots and a chance to show what his training regimen — which also includes four to five trips to the gym each week, when he's home — does for him. Throw in a traveling sailing schedule including events all over the world, and it's easy to see how he's become so good. Although he's still active in the Etchells fleet, he also typically does a fair amount of big boat sailing on



Peter Vessella puts some serious time into his Laser Sailing. He also gets serious results.

the likes of Jim Gregory's *Morpheus*. But this year he says he's focusing on the Laser, a boat he's sailed constantly for the last 30 years. Next up is the Laser Masters Worlds later this summer in Halifax, Nova Scotia, and after that, he

THE RACING

says it's back to the gym as he becomes a Grand Master next year.

"I'm going to have to spend more time there," he said, laughing. "Now, the 40 year-olds are going to be that much tougher."

Singlehanded Farallones

The Singlehanded Sailing Society's Singlehanded Farallones Race saw 49 boats make the trip 'round the Rockpile May 16. A little persistence paid off for those who were able to avoid being swept over the Cityfront start line in the ripping morning ebb and glassy calm. A few boats were OCS but decided to sail the course anyway after trying in vain to get back to the course side. But everyone who made the trip ended up having a picture-perfect day for most of the 56-mile course.

"It was pretty much perfect weather," said Santa Cruz's Andy Hamilton, who sailed his Moore 24 *Bar-ba-loot* to a win in the sportboat division and third overall. "I managed to go around the Farallones and back without ever tacking. I was lucky to be on the north side when the wind came in and was able to carry the #1 to within about 5 or 6 miles from the island before I had to change down to the #3."

Hamilton had a kite up by the time he was halfway back to the Lightship and said he was dreaming of a fast finish before hitting a big hole at the bucket. That seemed to be a pretty common experience.

"There were light spots but it turned out to be a pretty nice day," was the re-

port from Stephen Buckingham, who sailed his Santana 22 *Tchoupitoulas* to a win in PHRF 4.

"I saw a couple of whales right off of Bird Island! It was getting really light by the shipping channel on the way back but it freshened up as we got to the Gate, and I was able to hold a spinnaker all the way to the finish."

Winner of the Elapsed, Multihull and Overall honors was *Native*, Stephen Marcoe's Newick 38 which had a fast ride home in the afternoon, finishing at 4:30 p.m. with a 7h, 36m elapsed time.

"My favorite thing in life is contrast," Marcoe said. "To start a windless race by dragging an anchor to prevent crossing the line early, and then finish up surfing back at 18- to 20-knots was as good as it can get!"

Marcoe has been restoring *Native* for the last year, resurrecting the boat — a predecessor to Newick's famous *Moxie* — which was designed and built for the



Andy Hamilton, above, got both an earful and a noseful aboard his Moore 24 'Bar-ba-loot' during this year's Singlehanded Farallones Race from the Coast Guard cutter escort, as viewed from Stephen Buckingham's Tuna 'Tchoupitoulas', right.



OSTAR, but never sailed in that race. Having only sailed "three beach cat races, 25 years ago," Marcoe was pleased with his first SHF.

"To me it was a to-do on the bucket list," he said. "I am honored to have sailed with seasoned sailor in this notorious race."

In addition to whales and pretty weather, the race also had something new — an escort from an 87-ft Coast Guard cutter.

"When I heard that the Coast Guard was going to station their boat out there during the race I thought it was good after

THE BOX SCORES

We would like to keep a running tab on Beer Can results through the summer — and we need your help. We don't have the time or manpower to chase down results. You have to either post them on a website or send them directly to the race editor at rob@latitude38.com. Our format, for these many years, is to include the name of the boat, the type and length of boat, and the first and last names of the owner(s). The following are the only results that were posted online for May. Don't forget the *Latitude 38* Beer Can Challenge: sail every night at a different beer can race in any given week, then send us photo documentation, and we'll send you some swag to commemorate your pursuit of sailing satisfaction. Happy Summer!

BVBC MONDAY NIGHT MADNESS (5/13)

DIVISION A — 1) **Pilot**, Islander 36, Paul

Zingaro; 2) **Crazy Horse**, Ranger 23, Nick Ancel; 3) **Windsons**, n/a, Paul Harris. (5 boats)

DIVISION D — 1) **Sanity Check**, Coronado 25, Xenon Hermann; 2) **Hunky Dory**, Cape Dory 27, John Mazza. (2 boats)

Complete results: www.bayviewboatclub.org

BENICIA YC THURSDAY NIGHTS (5/14)

B FLEET — 1) **Too Tuff**, Tom Hughes; 2) **Stolen Moments**, Deborah Lyons; 3) **Warwhoop**, Chuck Hooper. (4 boats)

C FLEET — 1) **Alte Liebe**, Jerry Martin; 2) **Katie Bay-B**, Mike Munn; 3) **Yippee!**, John and Johanna Wright. (4 boats)

CORSAIR — 1) **Gajjin**, Pete Adams; 2) **Flash**,



Brett Nelson. (2 boats)

Complete results: www.benicia yachtclub.com

CYC FRIDAY NIGHT SERIES (5/15)

J/105 — 1) **YIKES!**, Sue Hoeschler; 2) **Vim**, Garry Gast; 3) **Alchemy**, Walter Sanford. (6 boats)



COURTESY TCHOUPITOULAS

the near-miss in the Doublehanded Farallones," Hamilton said. "Unfortunately, they seemed to spend the entire day within about 300 yards of me, perhaps because I was positioned in the middle of the fleet. They sat upwind of me for about an hour on the way back in, close enough that I could hear their engines and smell their stink, which was a bit of a buzz-kill; a little peace and

fresh air is one of the reasons I go on these races. I'd be happier if they'd set up downwind of the fleet; they'd still be close enough to be helpful. It was pretty much bad luck for me though, and I doubt many others have this complaint."

Buckingham had a different concern, envisioning a potentially more damaging scenario to sailing than a lost boat.

"I can hear the grumbling about our tax dollars coddling the 'rich yachties,'" he said.

The escort was accompanied by new requirements for the race's permit.

"The Coast Guard also wanted a data

sheet for each boat, with the skipper's cell phone number, emergency contact name and phone numbers, the color(s) of the boat, marina and slip number, list of safety equipment carried on board beyond SSS minimum requirements and a photo of boat," said the Society's Max Crittenden. "We normally collect the first four anyway, but we had to send out requests for the last two."

"Early in the week before the race, Petty Officer Brian Clark who processes the permits notified me that his superior officer wanted everyone to be carrying a handheld VHF on his person at all times, and that this was going to be a condition of the permit. Brian — who seems very reasonable — agreed that this requirement would be just about impossible to implement on such short notice, but I promised I would send emails and make an announcement at the skippers meeting to get the best compliance we could."

Although only three boats finished late enough to be subjected to it, there was also new requirements that came down the day before the race that every skipper try to establish cell phone coverage on the water with a successful call, and after 10 p.m. any boat still racing was required to check in with the race committee by radio or cell phone — every hour.

"I hadn't thought too much about the required radio check-ins, but it seems like it could be a little onerous if they try to do it on the hour, since there will

be a frustrating radio jam-up," Hamilton said. "I guess if they want us to do it, they should make it a VHF roll call, like in the Hawaii races. That'd be more manageable, and if they do it in alphabetical order or something, then it might go pretty quickly and be something you could manage on the handheld while driving and trimming the sails. The big question I have is, what are they going to do if someone fails to check in, scramble the helicopter?"

"I'm a supporter of the idea that each boat should be expected to be self-sufficient and I believe that putting responsibilities onto the race committee opens up a can of worms," he added. "I'd hate to see people preparing less due to a sense that someone is looking out for them."

"I hope we can come up with some alternative requirements that the Coast Guard will buy into," Crittenden said. "But they don't sound like they're going to budge. What would be worse is if they dream up something new to put on the permit the day before the next race."

SSS and sailboat racers in general have statistically excellent safety records. And it seems that many we've talked to are willing to look more closely at the issues and make changes to the way things are done in the name of increased safety — Hamilton for instance, already carries a personal locator beacon. But there has to be some middle ground, where new requirements aren't a reactionary 11th-hour impediment to the pursuit of happiness. We'll be keeping a close eye on this as it unfolds.

SPINNAKER 3 — 1) **Wintersmoon**, Knarr, Bryan Kemnitzer; 2) **Wuda Shuda**, Soverel 26, Craig Page; 3) **Vague Unrest**, Rhodes 19, Phil Simon. (8 boats)

NON-SPINNAKER 3 — 1) **Fjording**, Cal 20, Tina Lundh; 2) **Tension II**, Cal 20, John Nootboom; 3) **Fantasea Islander**, Islander 28, Kevin Reilly. (5 boats)

NON-SPINNAKER 1 — 1) **Min Flicka**, Hanse 370, Magnus "Julle" LeVicki; 2) **Q**, Schumacher 40, Glenn Isaacson; 3) **Jarlen**, J/35, Robert Bloom. (13 boats)

SPINNAKER 2 — 1) **Viva**, Melges 32, Don Jesberg; 2) **Yucca**, 8 Meter, Hank Easom; 3) **Shenani-gans**, Express 27, Bill Moore/Nick Gibbons. (15 boats)

NON-SPINNAKER 2 — 1) **Seaya**, Catalina 380, Mark Thompson; 2) **Mimicat**, Hinckley 38, Robert Long; 3) **Lone**, Ranger 33, Tod Moody. (9 boats)
Complete results: www.cyc.org

ICY ISLAND NIGHTS SERIES (5/15)

DIVISION A (<150) — 1) **Jet Stream**, JS9000,

Daniel Alvarez; 2) **Audacious**, J/29, Scott Christensen; 3) **Galatea**, Aphrodite 101, Ken Viaggi. (3 boats)

DIVISION B (168 raters) — 1) **Bewitched**, Merit 25, Laraine Salmon; 2) **No Name**, Merit 25, Scott Wilder; 3) **My Tahoe Tool**, Capri 25, Steve Douglass. (5 boats)

DIVISION C (>150) — 1) **Shadow Fax**, Olson 25, Mark Simpson; 2) **Wuvulu**, Islander 30, John New; 3) **Lelo Too**, Tartan 30, Emile Carles. (5 boats)

DIVISION D (Non-Spinnaker) — 1) **Svenska**, Peterson 34, Fred Minning; 2) **Dominatrix**, Santana 22, Heidi Schmidt. (2 boats)

Complete Result: www.iyc.org

MPYC WEDNESDAY NIGHT SUNSET SERIES (5/20)

PHRF A — 1) **Bustin' Loose**, Pulford; 2) **Cal-phurnia**, Duncan; 3) **Sea Saw**, Cordrey. (3 boats)

PHRF B — 1) **Fleeboflam**, Chaffin; 2) **Santy Anno**, Cailliet; 3) **Joss**, Duncan. (6 boats)

SHIELDS — 1) **October**, Jackson; 2) **Harriet**,

Stratton; 3) **Stillwater**, Hobson. (5 boats)

Complete results: www.mpyc.org.

YYC WEDNESDAY NIGHTS (4/29)

A FLEET — 1) **X-TA-C**, Olson 29, Sweitzer; 2) **Somewhere In Time**, Schock 35, Ochs; 3) **Summer & Smoke**, Beneteau First 36.7, Orr. (5 boats)

B FLEET — 1) **Splash**, Beneteau, Mullens; 2) **Pretty Penny**, custom Mull 30, Sinclair; 3) **Scarlett**, Tartan 30, MClenaghan. (8 boats)

Complete results: www.vyc.org

TISC SVENDSEN'S THURSDAY NIGHT SERIES (LASERS 5/14, VANGUARD 15 5/21)

LASER — 1) Marc Jux; 2) Nick Burke; 3) Ryan Nelson. (12 boats)

VANGUARD 15 — 1) Andrew Watters/Hanne Nagatani; 2) Ken Turnbull/Rebecca Beard; 3) Jim Barkow/Melanie Roberts. (16 boats)

THE RACING



RICH ROBERTS

The 'Sojourn' crew came away from this year's Ensenada Race with plenty of hardware.

SINGLEHANDED FARALLONES (5/16)

MULTIHULL — 1) **Native**, Native, Stephen Marcoe; 2) **Humdinger**, Acapella (modified), Larry Olsen; 3) **Puppeteer**, Thom's 24, Thom Davis. (6 boats)

WYLIECAT 30 — 1) **Nancy**, Pat Broderick; 2) **Dazzler**, Tom Patterson; 3) **Bandicoot**, Al Germain. (3 boats)

SPORTBOAT — 1) **Bar-ba-loot**, Moore 24,

Andy Hamilton; 2) **Legs**, Moore 24, Lester Robinson; 3) **Outsider**, Azzurra 310, Greg Nelsen. (6 boats)

PHRF 2 (<140) — 1) **Lilith**, WylieCat 39, Tim Knowles; 2) **Punk Dolphin**, Wylie 39, Jonathan Livingston; 3) **Culebra**, Olson 34TM, Paul Nielsen. (9 boats)

PHRF 3 (140-155) — 1) **Green Buffalo**, Cal 40, Jim Quanci; 2) **Shaman**, Cal 40, Steve Waterloo; 3) **Ragtime!**, J/93, Bob Johnston. (6 boats)

PHRF 4 (>155) — 1) **Tchoupitoulas**, Santana 22, Stephen Buckingham; 2) **Seawitch**, Yankee 30, Robert Boynton; 3) **Chelonia**, Yankee 30, Ed Ruszel. (8 boats)

NON-SPINNAKER — 1) **Shamrock**, C&C 41, Jim Connolly; 2) **Meritime**, C&C 30, Gary Proctor; 3) **Krissy**, Ericson 35-3, Allen Cooper. (11 boats)

OVERALL — 1) **Native**; 2) **Nancy**; 3) **Bar-Ba-Loot**; 4) **Legs**; 5) **Lilith**; 6) **Humdinger**; 7) **Green Buffalo**; 8) **Dazzler**; 9) **Shaman**; 10) **Puppeteer**. (49 boats)

Complete results: www.sfbaysss.org

Ensenada Race

To win this year's Newport to Ensenada Race overall, you didn't need a canting-keel maxi or an ORMA 60 trimaran;



Photo: Latitude 38/Rab



Photo: David Dibble



Save the Date!

**Raise a Sail
Find a Cure**



The Leukemia Cup Regatta • September 19-20, 2009

The San Francisco Yacht Club, Regatta Chairman Ian Charles and the regatta committee wish to thank Tom Perkins and the many generous sponsors and sailors from the Bay Area, for raising a record-setting \$649,121 in 2008. The Leukemia Cup Regatta benefits The Leukemia & Lymphoma Society, the nation's leading organization dedicated to blood cancer research and drug development.

For more information and to sign up:

www.leukemia-cup.org/sf



Leukemia Cup Regatta, VIP Reception & Dinner • Saturday, September 19
Leukemia Cup Regatta and Awards Celebration • Sunday, September 20

Join the Party! BBQ celebration & awards ceremony on the SFYC deck sponsored by Mt. Gay Rum

Contact Caely Cusick at (415) 625-1132 or caely.cusick@lls.org



all you needed was — a Catalina 30? That turned out to be the right choice for San Diego's Cleve Hardaker as his *Sojourn*, hailing from Silver Gate YC, won the President of Mexico Trophy and a \$5,000 Corum watch for first overall in PHRF, first in PHRF-K, and yet another trophy for being the first Catalina. Which begged the question, how would he get it all home on April 25?

"I'm worried about that," he said, smiling. "It's a small boat."

The 'little Catalina that did' finished the race at 8:30 a.m. Saturday morning — faster than we've ever finished the race, on boats a lot faster than a Catalina 30. While the economy and security concerns apparently drove down the number of boats in the final count to 270 entries this year, only three of the 260 starters dropped out as the fleet enjoyed enough steady breeze to see everyone into Ensenada by 4 p.m. on Saturday!

On the elapsed-time side, *Magnitude 80* set a new monohull elapsed-time record of 10h, 37m, 50s, averaging



PETER LYONS/WWW.LYONSIMAGING.COM

Folkboats are fast; but come on guys, did you really think you could barefoot behind one? Wet action at the WBRA racing on May 9.

just under 12 knots over the 125-mile course.

Sojourn's crew, like many of the boats this year, never had to tack, and

only made one jibe into Todos Santos Bay. Kathy Spinner, the primary driver, Mark Spinner, Buz Boyd and race rookie Brendan Inglis rounded out Hardaker's crew.

"Now," Hardaker said, nodding to the rookie Inglis, "he thinks they're all this way."

A word of advice for Inglis: Retire from Ensenada races — that was as good as it gets.

Race Notes

TransMed Sled — In offshore record-breaking news, Franck Cammas' newly-rebuilt 105-ft VPLP trimaran **Groupama 3** took nearly an hour off the the trans-Med record formerly held by Bruno Peyron's *Orange II*, sailing the 458-mile trip from Marseille to Carthage, Tunisia, in just 17h, 8m, 23s at an average speed of 26.72 knots on May 16.

Onboard for the attempt was Lionel Lemonchois, who sailed *Gitana XIII* on her world records tour last year which included a stop here on the Bay. Lemonchois posted the top speed on *Groupama*



"The World Leader in
Outfitting Performance Sailors."

BLOG
THE RACK

Apparel
Line
Hardware
One Design Parts
Accessories
Team Gear



Team Gear




Photo Courtesy of Dan Phelps (Spinsheet)

www.APSLTD.com



800.729.9767

THE RACING SHEET

GUILAIN GRENIER



Franck Cammas' 'Groupama 3' broke the TransMed record from Marseilles to Carthage by nearly an hour, averaging over 26 knots for the 458 miles.

3 this trip — 42.62 knots!

Melges 32 news — St. Francis YC member **Jim Swartz** sailed USA-007 Q to his first major class in at the Melges 32 East Coast Championships May 15-17 at American YC in Rye, NY. His crew of Gavin Brady, Chris Larson, Jamie

Gale, Ben Beer, Tim Klein, Sarah Callahan and Alex Baittinger took the title by an eight-point margin over Alex Jackson's *Leenabarca*. It was the first major win for Swartz in the Melges 32 Class.

"This has been fantastic," Swartz said. "We feel incredibly lucky. It came down to the last race, and we had some inter-

esting starts that got our blood pumping. But this team rose to the occasion."

Giving Back — **Paul Cayard** will be the keynote speaker at the West Marine/Challenged America Regatta's dinner and

benefit auction June 12.

The dinner will benefit Challenged America, the 30 year-old, San Diego-based non-profit that facilitates sailing opportunities for disabled children and adults.

"From being a seven-time world champion, two-time Olympian, five-time America's Cup veteran, and the first American to win the Whitbread Race, Paul Cayard's name and presence is quickly identified and talked about in virtually every yacht club and sailing venue in the world," said Challenged America co-founder Urban Miyares. "Having Paul take time out of his busy schedule to come to San Diego to help us, and do the keynote dinner and auction is truly a special treat."

The dinner and auction begin at 6 p.m. with Cayard's address followed by the meal and auction at the Bali Hai on Shelter Island. For more on the dinner and auction, or to register for the regatta, visit: www.WMCAregatta.com.



Prepare for the unexpected

BLUESTORM





Bluestorm Inflatable PFDs provide the ultimate in style, safety and value.

- Three sailing models with built-in harness
- Manual, fully automatic, or convertible inflation
- USCG approved

Bluestorm
P.O. Box 210
Plympton, MA USA
(877) 688-5657
www.bluestorm.us



OYSTER POINT

Marina/Park



A full service marina located in South San Francisco with berthing and guest dockage available

For information and pricing call

(650) 952-0808

www.smharbor.com/oysterpoint

**New Member
Showers and
Laundry Facilities
Now Open!**

Emeryville Marina

ON THE BAY

NEW SLIPS!

Available Fall/Winter 2009
Now taking reservations
for 40' to 60'

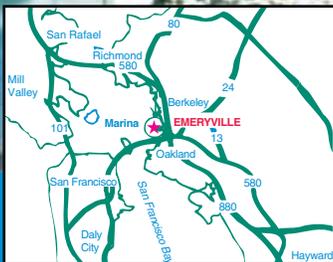
When you call Emeryville Marina Home...
...call this your backyard!

**Free Wi-Fi
and Video
Surveillance**

Slips from 20-65 ft
Full Amenities - including
Fuel Dock & Pumpout Station

(510) 654-3716

www.emeryvillemarina.com



MARINAS
International

"The elegantly simple, single-sail Wyliecat 30 makes the fun of sailing instantly accessible."
Sailing Magazine

Experience the high performance and simplicity of the Wyliecat design.

WYLIECAT 30
Sailing In The Right Direction

Models: 17 | 30 | 39 | 48 | 65 | 66

www.wyliecat.com • Tel: 916-743-7194

SVENDSEN'S RIG SHOP

30% OFF

Standing & Running Rigging

Subject to parts & availability

Call or schedule your rigging work online at svendsens.com!

Located in the Alameda Marina at 1851 Clement Ave.

510.522.7860

With reports this month on **The Advantages of Summer Chartering in the Caribbean**, varied options for **California Coastal Chartering**, a frequent charterer's **Cruise Across Latitude 15N**, and miscellaneous **Charter Notes**.

Trying to Reason With Hurricane Season

When it comes to slogans to live by, one of our favorites is: "If you're not living on the edge, you're taking up too much space." With that in mind, we'd like to introduce the idea of sailing in the Eastern Caribbean during the annual June-to-October hurricane season.

If this notion conjures up images of surfing your bareboat down 50-ft waves in 80-knot winds, let us give you a reality check. While there's no guarantee that the charter dates you book won't coincide with the worst storm in a century, the statistical chance of a given island experiencing a direct hit by a hurricane — or even a serious storm — is extremely small.

Having chartered during the summer months in the Virgin Islands, and both the Leeward and Windward Antilles, at least a dozen times in the past 20 years without incident, we think it's a pretty safe gamble. And it's especially appealing when you consider that boats and hotels are substantially cheaper during summer, and anchorages — as well as restaurants and shops — are much less crowded than during the peak winter season.

This year, with virtually the whole world experiencing big-time economic blues, the summer bargains are particu-

For hundreds of years the islands of the Eastern Caribbean have attracted all sorts of sailing craft — and plenty of colorful characters.



LATITUDE / ANDY

larly enticing. Companies hard-hit by the slowdown are wheeling and dealing like never before.

For example, we just booked a round-trip flight from San Francisco to the British Virgins for \$520, including all those nasty taxes and fees, for a trip five weeks from now. That's amazing! During the decade this writer lived in the Caribbean, prices were *never* anywhere near that cheap — and that was 20 years ago.

The same is true for boat pricing. Every week our email in-basket is bombarded with special offers of up to 30% off rack rates, even for nearly-new boats. It doesn't do the boat owners or the management companies that charter them any good to have boats sit idle at a dock, which is exactly what many of them have been doing lately.

Hotel rates have been similarly reduced everywhere we've looked. Check out discount travel websites such as Kayak, Orbitz and Expedia and you'll see what we mean. (www.kayak.com, www.orbitz.com and www.expedia.com, respectively.)

If it seems like we're giving you a hard sell here, you're right. But it's only because the silver lining of this recession — that is, low, low travel pricing — will inevitably disappear when the economy perks up again. Over the years we've talked to dozens of readers for whom the magical sailing venues of the Eastern Caribbean are normally out-of-reach financially, especially for those with a lot of mouths to feed. For many workaday wage slaves, the normal price of airfare alone can be a deal-breaker. But this year's bargains may be the window of opportunity that they — or perhaps you — have been waiting for.

In the interest of full disclosure, we should tell you that both tropical waves and tropical depressions are common during the summer



LATITUDE / ANDY

months. While not particularly threatening, they do often bring periods of somewhat overcast skies and occasional showers. So every day of your charter may not see perfect, picture-postcard weather with puffy cumulus clouds and brilliant blue skies. But we think that's a fair trade-off for being able to sail, snorkel, hike, dine, shop and anchor in uncrowded conditions. And if you fear that as soon as you book a summer charter you'll start lying awake at night worrying about the mother of all storms, we suggest you simply take out trip cancellation insurance — it's a good investment in your peace of mind.

Having made our pitch, we'll leave you to do your own investigating. When you do, we think you'll see why we say, "At prices like these, you can hardly afford to stay home!"

— latitude/andy

California Dreamin' — Sailing Vacations in Our Own Backyard

If a Caribbean vacation just isn't in the cards for you this summer, despite



This summer you'll find far fewer snorkelers at the BVI's famous Baths. Inset: Our crew points to Salt Island's Wreck of the Rhone.

the deeply discounted rates, no worries. We've got another idea for you. Why not set up a charter vacation right here in sunny California?

As we've often said in these pages, the Channel Islands comprise an ideal cruising ground for chartering, especially for those who hope to cruise on their own boat someday. Our favorite, Santa Cruz, lies a half-day's sail from charter bases in Santa Barbara, Ventura and Oxnard, and offers at least a dozen great (free) anchorages where you'll feel like you are hundreds of miles from the hustle and bustle of modern urban living. Although hiking ashore is restricted in certain areas, there are many established trails for hikes of .5 to 18 miles. Marine life is prolific around Santa Cruz and her sister isles, making diving and snorkeling a highlight. While wet suits are needed, summer water temperatures can reach 65° — a full 15° warmer than San Francisco Bay. Another favorite pastime here

is exploring the many sea caves that pepper the north coast — not recommended, however, when surge is heavy.

More adventurous sailors might want to check out neighboring Santa Rosa Island, which lies 8 miles to the east, and sees far fewer visitors. There's good protection at the principal anchorage,

Becher's Bay, and hikes ashore will lead you to ruins of former settlements, archeological sites and quiet coves where you might encounter fur seals, sea lions or elephant seals.

The most famous isle in the group, Catalina, lies a long day's sail to the

southwest of Santa Cruz (65 miles), and only a few hours' sail from charter bases at Long Beach and Redondo (about 26 miles). In contrast to Santa Rosa's solitude, and Santa Cruz's rustic amenities, Catalina is hoppin' with shoreside activities, especially at Avalon, where there are dozens of bars, restaurants and shops to peruse. An efficient system of public moorings and shore boats at both Avalon and Two Harbors makes Catalina a favorite stopover for both weekenders and visiting cruisers.

There are also bareboat charter bases at San Diego and Newport Beach. Both areas are well worth a few days of sunny summer sailing.

If you'd prefer a summer getaway even closer to home, why not charter a comfortable late-model boat from any of the San Francisco Bay's half-dozen charter companies, and take a trip up the Delta (see our overview of the area on page 104), perhaps also exploring the Napa and/or Petaluma Rivers on the way back to the Central Bay?

Another local option often overlooked by would-be vacationers is making a three- to five-day trip up the coast to Drake's Bay, Tomales and Bodega, or down the coast to Half Moon Bay, Santa Cruz and Monterey. All have much to offer, and making the trip to and fro will be an adventure that will leave you with a feeling of accomplishment.

In tough times like these, we certainly can't all afford to take lavish vacations, but that's no reason to deny ourselves a little summer fun. Besides, a few days of adventurous sailing can do wonders

Waters around the Channel Islands are teeming with sealife — including whales. With relatively warm sea temps, diving is a popular pastime.



BILL FAULKNER, NPS

WORLD

for both the soul and the psyche. We'll see you out there.

— *latitude/andy*

Old Friends in a New Destination: Exploring the 'Middle Antilles'

After our trip to the Sea of Cortez last year, the same group decided to charter again, this year in the Caribbean on a Bahia 46 cat — *Bigorneau* — from Sun-sail. We mapped out a one-directional, 200-mile itinerary from Martinique to Antigua, which crossed 15°N latitude, the dividing line between the Windward and Leeward Antilles.

We were a crew of seven, so the 46-ft cat (which technically has berths for 12) was quite luxurious. The crew included me, the captain; Donna, our spiritual leader; Nathan, chief of hijinks; Geoff, chief of security; Robert, chief angler; and Amy, the doctor. Our chief angler brought along several fishing rods and all of his gear, so we were well-prepared to test our luck.

Unfortunately, we arrived at (French) Martinique in the midst of a general strike that caused a severe gas shortage, so our plan to methodically tour all rum distilleries, as well as visit Le Robert (obviously named after Robert, our chief angler) was thwarted. We had a day to kill, so we went to the beach — Grand Anse d'Arlets, a beautiful spot with good swimming and some beachfront cafes still open.

Before we continue our report, we should explain that a "ti punch" consists simply of rum, sugar and lime, and we

The motley crew strikes a pose at historic Nelson's Dockyard, Antigua, where British ships were once refurbished.



began to work earnestly to acquire a taste for this local cocktail. It did not take long.

After spending a night at a small hotel near Pointe du Bout, in Trois Ilets, we drove down to Le Marin, and located the Sunsail base. We stopped at a local market along the way, but the shelves were mostly bare due to the strike. The open-air market did have produce, so we began our provisioning there.

We boarded the cat, went through a quick check-out on boat systems, and went to bed anticipating that we'd shove off first thing in the morning. Although our provisioning from Sunsail did not show up that night, everything was delivered the next morning, just as we were ready to shove off.

We left Le Marin at about 9 a.m., and headed up the west coast of the island, encountering NE winds of 35+ knots along our 33-mile initial leg. It was a great sail, and the cat handled well. We eventually made it to St. Pierre, and dropped the hook in about 25 feet of water. Nathan, Robert and I dinghied in to clear customs so we could set sail from the island in the morning.

The customs office in St. Pierre was closed, however, as were many businesses, as a result of the strike. But we did find a local café where we hung out to sample a ti punch. Donna hailed us on the VHF, and said we had to return to the boat, as there was a "problem."

We dinghied out, and spotted the cat drifting out of the bay. It turned out there was a problem with the windlass. The anchor had dragged, and all 270 feet of chain was deployed. By the time we got



there, it was all hanging straight down from the boat. You can't just lift that much chain and anchor back aboard using the windlass, so we improvised, using the winch on the mast. There were still problems, though, as the chain links — believe it or not — were different sizes, and some did not rest in the windlass. We went through a frustrating series of attempts to get the chain up, and a few times the chain slipped, and it all ran out. But eventually we solved the problem by cranking very slowly, and headed back into the anchorage to re-set and spend the night.

We spent a relaxing day on the boat, with some crew opting to stroll and shop in St. Pierre, the site of a famous eruption of Mt. Pelée in 1902. We found a wonderful eatery called Restaurant 1642 at Hotel de L'Anse, just a 15-minute walk south of St. Pierre.

COURTESY ART HARTINGER

OF CHARTERING



ALL PHOTOS COURTESY ART HARTINGER

Images of the middle Caribbean, clockwise from far left: 'Bigorneau' lies peacefully at Guadeloupe's Baie Marigot; lined up for gas in Martinique; the chief angler with a barracuda; one of many new friends.

That evening, we went to sleep planning to leave first thing in the morning. Customs was closed due to the strike, and we were unable to get clearance, but Sunsail instructed us not to worry about it, so we didn't. We saw a lot of Q flags in the French anchorages, with some cruisers somewhat anxious about the problem.

The next day we encountered another mechanical problem, this time with the port engine, which we named Bertha. (We named the starboard engine Althea.) The alternator belt on the engine was severed. That occasionally happens, but there were no spare belts on board. So we spent some time looking for a new

one in St. Pierre (which was somewhat complicated due to the strike). We called Sunsail in Le Marin, but they had no way to get to us because they had no gasoline.

Nathan and Geoff eventually found a spare belt, but the boat did not have the right size socket to loosen the bolts. This time we dinghied around the anchorage and soon found a boat with helpful folks who had the 14 millimeter socket we needed. Our chief of hijinks gets credit for spending some quality and greasy time in the engine compartment fixing Bertha. We were able to get underway after noon. Bertha was a tad cranky the whole way, but kept herself together until we reached Le Desirade.

We had another day of 20-knot winds from the northeast, and a great 30-mile passage from Martinique to Dominica. We decided that 15°N was the official

Windward/Leeward line, so we celebrated with a ti punch as we crossed the line at 1430.

A mile or so out of Roseau, a dinghy approached and suggested we take a ball for \$10 U.S. on the south side of the anchorage. Given our windlass and engine problems, this was a no brainer. We tied up, and began to relax.

This was one of my favorite anchorages, just off the Anchorage Hotel, in clear water. We rewarded our visitor — Harrington Warrington — with an Obama T-shirt, which he seemed very pleased to sport. And did I mention that the local Kubuli lager is excellent?

The next day I dinghied in to find the local bakery, and we came back with fresh *baguettes* and *croissants*. We opted to take a tour up to Trafalgar Falls with Craig Azoues, who gave us a great tour with his three-year-old son Keanu. We also visited the Botanical Gardens, the Dominica Parrot Conservancy, and a hot sulfur spring.

Our trip to Trafalgar Falls was truly spectacular. One of the falls is hot, one is cold, and the two tributaries eventually join into one river. We spent a lot of time swimming between the hot and cold rivers. On the way out, we saw a number of hot spring establishments, including an intriguing place called Screw's which we vowed to visit one day. (*To be continued.*)

We found the Dominican people to be among the most friendly of the many Caribbean islands we have visited. The vibe is low-key and friendly, and the islanders all seem to take special pride in what they have accomplished. The majority of the island is protected and wild. The water emerging from underground volcanic tubes is plentiful and clean, and lots of stores and restaurants sell natural foods, including vegetarian fare. There is no question that we will return to Dominica someday.

— art hartinger

Readers — Because we rarely get first-hand info on this area of the Eastern Caribbean, we decided to run Hartinger's complete report in two installments rather than condense or excerpt it. Look for Part II next month.

Charter Notes

While we're on the subject of Caribbean chartering, here's a new twist: **Horizons Yacht Charters** is actually encouraging their BVI charterers to **'jump**

WORLD OF CHARTERING

ship' — but for only a night or two. They've teamed up with **Biras Creek Resort**, in **Virgin Gorda's North Sound**, to offer a special arrangement where your bareboat will stay on a free mooring while you jump ship and enjoy all the shoreside amenities of this luxurious five-star resort. The specially priced promotion includes accommodations in a Garden Suite with a large veranda, plus breakfast, lunch and dinner at their gourmet restaurant, and use of all the watersports toys, spa and tennis courts.

In our book this sort of offering comes under the heading of **'surf and turf'**, and it can be an excellent way to sweeten the deal, particularly with reluctant first-time boatmates. Horizons, by the way, also has bases in Antigua, St Martin and Grenada.

In other news, **Sunsail** has recently announced a big push to help sponsor Finn class **Olympic silver medalist**



COURTESY SUNSAIL

If you've ever tried to sail a Finn, you know it's one of the most physically demanding boats ever built. But for Zach, there's nothin' to it.

Zach Railey in his attempt to go for the gold at the 2012 Games in the UK. With Sunsail's corporate offices located in Clearwater, FL, the arrangement seems to be a natural fit, as Railey is a Florida native who sails for the Clearwater YC. "I'm very excited about this partnership," says **Sunsail Brand Manager Josie Tucci**, "which will not only support

Zach's campaign for the 2012 Games, but also aims to raise the profile of sailing amongst a wider audience — which is good for all of us."

Although Railey will have to officially qualify for the 2012 team, his Sunsail partners are fully confident he'll make the cut. Sunsail's sponsorship and fundraising support is expected to raise more than **\$40,000** this year to aid his campaign. Go Zach!

As a final note, let us remind you that with the economic slowdown, this is a great summer for travel procrastinators. That is, with boat inventories less in demand than in boom times, if you get a **last-minute urge** to take a sailing getaway in, say, the **San Juan Islands** or the **Sea of Cortez**, it should be possible this summer and fall to find top-quality boats to choose from, even at the 11th hour.

You know you need the therapeutic benefits that would bring, so what are you waiting for? **Pick up the phone!**

Tortola BVI
Belize
The Grenadines

UNIQUELY
TMM



Marisa
TMM Belize

Most charter companies offer blue water & palm trees, but it takes the personalized care of people like Marisa to make your vacation a success.

Like Marisa, everyone at TMM is committed to your complete satisfaction. Our specialized three-location operation offers large company quality with small company service. A combination that is uniquely TMM.



TMM
Yacht Charters
Since 1979

catamarans • monohulls
motor yachts
ownership programs

BRITISH VIRGIN ISLANDS "BEST DEALS ON KEELS"



- Most selection of sailboats 32'-52'
- "Purr" with cats 38'-47'
- Bare boat or skippered
- Best yacht management program

**Conch
Charters**

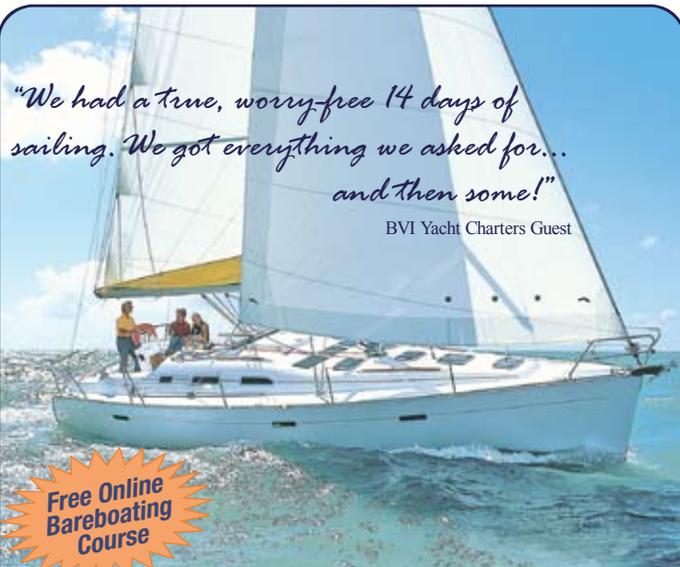
Est. 1986

**NEW
YACHTS IN
FLEET!**

www.conchcharters.com
Email: sailing@conchcharters.com
Call our 'Sails' Office
(USA) (800) 521-8939
Tel (284) 494-4868 • Fax (284) 494-5793

Sail paradise with Conch Charters

CALIFORNIA'S CARIBBEAN CONNECTION



Free Online Bareboating Course

Boatshed BVI.com

- Bareboat, Crewed or Skipped
- Monohulls from 31' to 52'
- Catamarans from 36' to 47'
- Provisioning service available
- Tailored and personal service
- Private Marina
- ASA Instruction
- 24 Hr Emergency Call Out
- Yacht Brokerage
- Beneteau Fractional Programmes
- Free Wifi & Customer Computer

Call us on 284-494-4289
or visit www.bviyachtcharters.com

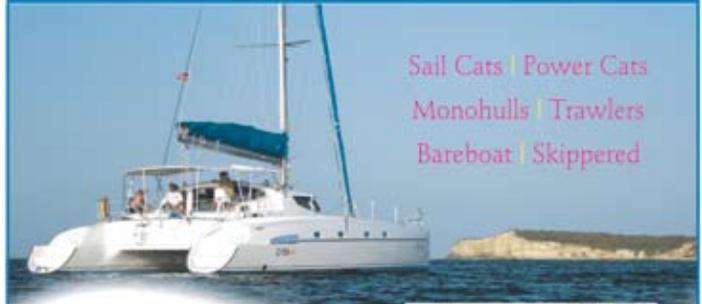


BVI YACHT CHARTERS

www.bviyc.com

THE BOATS. THE SAILING. THE EXPERIENCE...

Real People. Real Sailing. Real Fun.



Sail Cats | Power Cats
Monohulls | Trawlers
Bareboat | Skippered

Real Choices.

Choose CYOA and become part of the family. We've been providing beautifully maintained yachts, personal service and sensible prices to sailors since 1980.



1-800-944-2962
info@cyoacharters.com
www.cyoacharters.com
St. Thomas USVI 00802

CYOA
YACHT CHARTERS

HIRSCHFELD YACHT LLC

Offering the *best value* in the Bay Area for:
Marine Repair, Service, and Repowers



We are the exclusive distributor of
Beta Marine diesel engines and generators in California.

BETA MARINE WEST

39 Libertyship Way, Sausalito, CA 94965
www.engineerite.com • www.betamarinewest.com
(415) 332-3507

Fantastic Getaway!

Enjoy a Private Charter on the
Yacht *El Don* in the Sea of Cortez
near Loreto Baja, Mexico



- All-inclusive charters for up to 8 guests
- 65' Hatteras Motor Yacht – Crew of 3
- Enjoy wonderful meals, secluded beaches, swimming, snorkeling, hiking, kayaks, marine life, eco-tourism

Contact Gary Noland (925) 623-8755
gmnoland@comcast.net

www.LoretoVacationPackage.com

JUST YOU AND THE SEA...



...and the jacuzzi,
the 80-ft long pool, the surf,
the Punta Mita anchorage, and the 4-mile distant
Tres Marietas Islands

Punta Mita Beachfront Condos

Call now for reservations!

1.415.599.5012

www.puntamitabeachfrontcondos.com

ENJOY 5 STAR RESORT AMENITIES AT \$10.40 PER FOOT

	Foot	ANNUAL Price/ft in other Marinas in Southern CA	ANNUAL Price/ft in Hotel Coral & Marina Ensenada, Mexico	ANNUAL SAVINGS!
		\$17.00	\$10.40*	
Slip Size	45	\$9,180.00	\$6,291.00	\$2,889.00
Slip Size	50	\$10,200.00	\$6,990.00	\$3,210.00
Slip Size	55	\$11,220.00	\$7,689.00	\$3,531.00
Slip Size	65	\$13,260.00	\$9,087.00	\$4,173.00
End Ties	64, 79, 95, 99, 109		\$12.00*	

The only fuel dock & best
launch ramp in Ensenada

Concrete docks from 30' to
65' with 100v / 220v elect.

Water, cable tv & phone hookups,
free wireless internet

Laundry, marine chandlery

Shuttle service available to and
from Marina Coral - San Diego
(Shelter Island area)

* Plus tax

**HOTEL CORAL
AND MARINA**

Reservations toll free: 1 (866) 302-0066 | F 01152 (646)
175-0058 | VHF 71 | Carretera Tijuana-Ensenada Km.
103, No. 3421 Zona Playitas, Ensenada, B.C. C.P
22860 | marina@hotelcoral.com | www.hotelcoral.com

GET AMERICA'S FINEST BOATING EDUCATION



Teaching Safe Boating Since 1914

Location	Phone #	Location	Phone #
Antioch	(925) 377-2628	San Mateo	(650) 592-3604
Marin	(415) 883-6777	Santa Clara	(408) 225-6097
Martinez	(925) 377-2628	Santa Rosa	(707) 793-0538
Monterey Bay	(831) 624-3333	Stockton	(209) 951-3862
Sacramento	(916) 782-1240	Vallejo	(707) 552-6287
San Leandro	(650) 592-3604	Walnut Creek	(925) 377-2628

www.usps.org/localusps/d25/squadrons

Bareboat Charter in the San Juan Islands

Jeanneau 49 *First Kiss* located in Bellingham, WA
 Available through **San Juan Sailing, (800) 677-7245**
 or www.sanjuansailing.com/charters/First%20Kiss/index.htm



SAN JUAN ISLANDS



6-Day Learn-N-Cruise

Fly to Bellingham, WA and complete your American Sailing Association Basic Sailing through Bareboat Charter Certifications during a Saturday 1pm - Friday 1pm live-aboard week exploring the spectacular San Juan Islands. Tuition only \$1395, including food! (Airfare SFO/OAK to BLI approx. \$350)

No experience like this for the price in the SF Bay Area!



CHARTER
 40 Exceptional Yachts
 from 30 - 49 feet

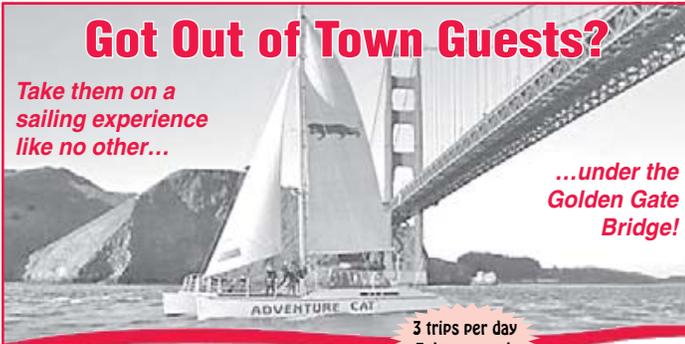
25 Years of Sailing Excellence

We certify more Bareboat Skippers than any other school in the Northwest!

1 - 800 - 677 - 7245 • sanjuansailing.com

Got Out of Town Guests?

Take them on a sailing experience like no other...



...under the Golden Gate Bridge!

3 trips per day
 7 days a week



ADVENTURE CAT SAILING CHARTERS

800.498.4228

www.adventurecat.com

Pier 39 • Dock J • San Francisco

RODGERS & ASSOCIATES

Certified

Marine Surveyors

As appointed by Boat US Insurance Services and Institute of London Underwriters
 ASA - NAMS - LLOYDS



established
 1978

Tel: 831-475-4468
jrodgers@rodgersandassociates.com

www.rodgersandassociates.com



Closest full-service charter base to Desolation Sound & Princess Louisa Inlet

Visit our Website for a preview of our 31' to 54' Power & Sail fleet

Check out our Website for this month's SPECIAL!

charter@desolationoundyachtcharters.com
www.desolationoundyachtcharters.com

#101-1819 Beaufort Ave., Comox, BC, CANADA V9M 1R9
 TOLL FREE 1-877-647-3518 FAX (250) 339-2217

What's a summer day's cruise in the Pacific Northwest?

Bellhaven Charters

How about 17 hours of daylight!!!

Power & Sail Charters
 Crewed or Bareboat
 ASA Sailing School
Power & Sail Yacht Sales

- San Juans
- Gulf Islands
- Desolation Sound

www.bellhaven.net
bellhaven@bellhaven.net

877-310-9471

BELLINGHAM, WA

ANACORTES YACHT CHARTERS

PACIFIC NORTHWEST ADVENTURES

Largest Selection of Charter Yachts in the Pacific Northwest

Celebrating 30 Years with 30% Charter Discounts

Bareboat & Skippered

Power and Sail 28'-66'

Charter Yacht Ownership

Yachting & ASA Sailing Schools



www.ayc.com

800.233.3004

CHANGES

With reports this month from **Sanderling** on being rammed near Eleuthera; from **Astor** on big victories at the Antigua Classic Regatta; from **Christa** on starting a circumnavigation; from **Swell** on the challenges of Teahupo'o and a troubling leak; from **Capricorn Cat** on a wild haul and exciting times in Guaymas; from **Corazon** on rigging multihulls with the stuff they use when commercial fishing in the Bering Sea; and **Cruise Notes**.

Sanderling — Cabo Rico 38 John Anderton A Sudden End To Cruising? (Alameda)

My cruising adventure, now in its ninth year, hit a figurative brick wall at 3 a.m. on April 29 in the Bahamas.



John Anderton of Alameda.

While about three miles southeast of the island of Eleuthera, my boat was struck by an unlit steel boat. After hitting my boat, the steel vessel kept right on going. I was not hurt, but the damage to my boat was extensive. For example, if you stand on the dock, you can see into the interior of the boat through an area where the caprail used to be. In addition, the headstay and staysail stay were broken, the headsail was destroyed, and the bowsprit and numerous stainless steel parts were damaged.

I'm asking that people not rag about singlehanders getting hit because they don't keep a watch all the time. For in this case, I was not only standing a proper watch, but I waved a flashlight in order to warn the steel boat of the impending collision. According to the police, the other vessel might have been used to smuggle Haitians, and by waving my flashlight I may have actually attracted the skipper of that boat. In any event, I'm sure I won't be receiving any help to pay for the repairs. For one thing, no smuggler is going to pay for hitting

Anderton, as seen a few years ago, aboard his beloved Cabo Rico 38 'Sanderling' during his annual swing through St. Barth.

my boat. Second, while many singlehanders may have insurance to please the bank that holds the mortgage on our boat, the insurance is usually only good when we have "proper crew". I suspect my insurance company will say I didn't have proper crew and therefore will deny the claim.

Despite the damage to the headsail and staysail stay, the mast stayed up. This was partly because the mast is stepped on the cabin sole and partly because I was able to quickly attach a spare halyard to the bowsprit. I then safely made my way into the small marina at Davis Harbor.

At this point I don't think it would be prudent for me to use what money I have left in stocks to repair an aging boat just so this 69-year-old can spend another year or two motoring up and down the IntraCoastal Waterway. If the owner of the steel vessel were to miraculously come forward and admit to deliberately ramming my boat, this story might have a happy ending. But I'm not holding my breath. As such, I have two options. The first would be to try to get the boat to a boatyard here in the Bahamas and see if I could sell her or give her away. The second would be to try to reach Freeport on Grand Bahama Island, which is about 200 miles away. So far I've been able to stuff the torn jib into the hole and tape the heck out of it. I also used a bracket from one of the four lower shrouds to reattach the staysail stay. This means I would have the staysail and main for making the passage to Freeport.

Despite what has happened, I consider myself extremely lucky to have been able to enjoy the sailing and cruising lifestyle all these years. It started with an \$1,800 down payment on a condo, which I sold

two years later for a profit of \$18,000. I used that money to buy a \$110,000 boat for just \$69,000 some 20 years ago. I lived aboard in Alameda for 11 years, and spent the last nine years — most of them in the Caribbean — doing what most people only dream about. What's next, I just don't know. But I'll endeavor to persevere.

— john 05/05/09



Astor — 86-ft Fife Schooner Richard & Lani Stramen Kicking At The Antigua Classic (Long Beach)

The old adage 'never take a pretty boat to sea' is hogwash as far as Richard and Lani Stramen are concerned. In '70, the Chicago-born Richard closed up his car restoration shop and moved to California so he could sail year round. When Detroit stopped building convertibles in the early '70s, it provided Stramen with an opportunity, and he took advantage of it by turning hard-top Camaros, Firebirds, Eldorados, Ferraris, Mercedes and Rolls-Royces into custom convertibles. He also built prototypes for General Motors, Honda, Mitsubishi and other manufacturers. Lani, who was born in San Bernardino and became an operating room nurse, met Richard when she had him do some work on her '38 Bentley. After they were married, they sold the car. Ten years later they repurchased the classic car for their wedding anniversary, and it later won the prestigious Pebble



IN LATITUDES



SPREAD BY JANET HEIN; INSETS COURTESY ASTOR

Spread; 'Astor' looking smashing enroute to victory. Inset left; Showing her winning form on the way to Hobart. Inset right; Lani.

Beach Concours several times.

Through all these years, the couple continued to sail as much as possible, starting with a humble Schock 25 and gradually moving up to a 56-ft Alden cutter. But all along Richard vowed that someday he would own a big schooner. That day came in '87, when he saw an ad for *Astor*. The teak-over-English oak yacht was structurally sound, and having come from the Fife board and being built by the Fife Yard in Fairlie, Scotland, she had an unquestioned pedigree. Given Richard's gift for restoration, they weren't bothered by the fact the schooner was in poor cosmetic condition. So within an hour of having stepped aboard, Richard and Lani bought the 86-year-old yacht.

Some people hate working on boats, but Richard restores them for pleasure. Despite the restoration, the Newport Beach-based *Astor* was one of the most

actively raced and cruised yachts in Southern California. Then, after cruising up to San Francisco for 2.5 months in '97, Richard came to two major conclusions. First, the original teak deck would have to be replaced. That only took them 10 hours a day, seven days a week, for seven months. The second decision was that it was time for them to go cruising. They would start with a trip to the South Pacific, with the ultimate goal being Australia. After all, *Astor* had been built for Sydney physician Dr. McCormick, a friend of William Fife, and delivered to him in Australia. Richard and Lani started that cruise in June of '00 and completed it in August of '06.

The highlight was arriving in Sydney, where *Astor* had spent the first 40 years of her life. "We received a national greeting wherever we went," remembers Richard. "While in Sydney, we sailed with all these old Aussies who could drink just about anyone

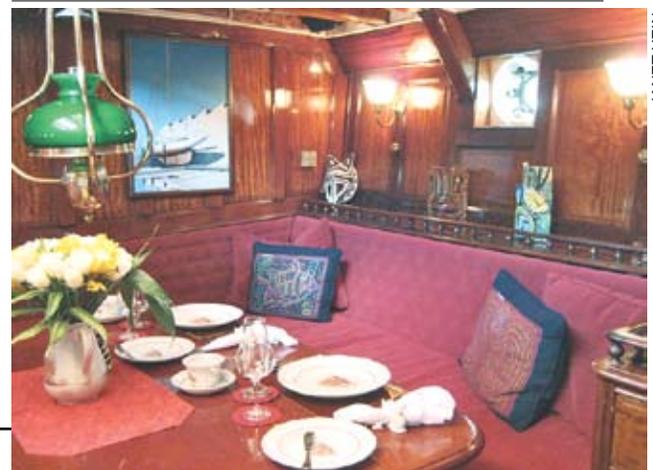
under the table. They pushed us off the dock, hoisted sails, and told endless stories about the boat — most of them at the expense of her PBO (poor bloody owner.)" To this day, Aussies have an annual Astor Party in the yacht's honor. Not only is the old gal pretty, she's wickedly fast, too. For instance, she took line honors five times in the prestigious Sydney-Hobart Race.

The couple logged 60,000 miles during their six-year cruise of the South Pacific, and the yacht performed beautifully. Richard and Lani report she typically turned in 185-mile days, and had a best 24-hour run of 245 miles. That kind of speed is usually paid for with pain, but not in the case of *Astor*. "She's marvelous at sea," says Richard, "being very comfortable because she's skinny like a needle. She's a dry ride, too. Until it gets wet. Then she's very wet!"

A nearly 80-year-old boat that's covered nearly 1,000 miles of open ocean every month for six years is sure to break something besides records — but that's not been the case with *Astor* under the Stramens' watch. "*Astor* broke everything she was gonna break 50 years ago," he says. "It's brand new boats that break everything. We've only suffered two frayed fisherman's sheets." Even *Astor's* clothes washer and dishwasher have held up well.

After arriving back in California in August of '06, the couple worked on the boat again until December of '07, at which time they set out for Mexico, the Canal, the Caribbean, the East Coast — and eventually a grand homecoming at the Fife Yard in Scotland. It was on December 7 last year that they transited the Panama Canal. They even had some fine sailing making their way to the Easter Caribbean. "We are 90 miles from Puerto Rico," reads the log entry by Richard. "It

Although 'Astor' wasn't in the best cosmetic condition when the Stramens purchased her, today she wins the Concours.



JANET HEIN

CHANGES

has been a good sail so far, a 50 degree reach up from Curacao in about 15 knots of wind from the ENE. All is well, and the crew has learned that passagemaking is a lot better than coastal sailing. We did 180 miles the first day out of Curacao, often hitting nine knots. This is the best sailing we've had since California."



Astor

Last month the Stramens entered Astor in the Antigua Classic Regatta, perhaps the premiere classic regatta in the world, and she more than held her own. She was awarded not only first-place Concours honors in the Vintage Class, but also Concours honors for the entire 60-boat fleet. In so doing, she was selected over the J Class 135-footers *Velsheda* and *Ranger*, the 139-ft ketch *Rebecca*, and the new 59-ft ketch *Marjorie*. But she then proved once again that she's much more than a pretty face, taking honors in Vintage A, besting General Patton's old schooner *When and If* in the process.

After 22 years of ownership, there's still more glory to come. The Stramens will sail Astor to the Northeast and Maine this summer, then across the Atlantic to what's certain to be a spectacular homecoming at the Fife Yard in Scotland.

Buying Astor changed our lives," says Lani. "And so far I've just loved it."

— jan hein 04/25/09

Christa — Westsail 32 Christian Allaire The Thorny Path (San Francisco)

I just had another one of those fantastic days here in the tropics aboard *Christa*. **Having sailed to the Eastern Caribbean from Florida, 'Christa' takes a well-deserved breather at Jolly Harbor, Antigua.**



CHRISTA

my 34-year-old Westsail 32. It started like all the others have since I arrived here in the Virgin Islands two months ago. I awoke naturally to the rising of the sun as a rooster crowed in the morning light. I then heated some water for my customary injection of caffeine, and took a quick peek out the hatch. As usual, I felt a sense of slight relaxation when I noted that *Christa* hadn't moved during the night.

Not all days have been so delightful since I started my lazy circumnavigation in September of '07. For I quickly discovered that I was woefully naive regarding the 'Thorny Path' to the Caribbean, and what a mental strain it would be to bash into the teeth of the trades day after day. Had I known what I know now, I would have sailed to the Virgins via Bermuda. But I'm getting ahead of myself.

I purchased *Christa* in '98 while on active duty with the U.S. Coast Guard on San Francisco Bay. I'd come across the lore of the Westsail 32 in a most curious way. While stationed at Point Judith, Rhode Island, in '91, I was a Motor Life Boat (MLB) coxswain who did a firsthand battle with the Halloween Storm of October '91 — which eventually gained fame in the book *The Perfect Storm*. While not directly involved in any of the rescues chronicled in Sebastian Junger's excellent book, in real time I'd keenly followed the many problems the Coast Guard had on its hands. But I especially remember reading the situation reports regarding the Westsail 32 *Satori* and the plight of her crew.

After the loss of the fishing vessel *Andrea Gail*, and with the *Queen Elizabeth 2* being struck by a 100-foot wave in the North Atlantic, the Coast Guard Cutter *Tamaroa* struggled mightily in a seaway to try to reach *Satori*. As it would turn out, *Satori*, having been abandoned, washed up on a beach a few days later — with no significant damage! That, I thought to myself, must be one seaworthy vessel! Fast forward a few years, with my dream of sailing around the world solidified in my mind, when I was thumbing through the *Classy Classifieds* in the back of *Latitude* and — bam! — I noted that there was a Westsail 32 — same as *Satori* — for sale in Vallejo. Not long after that, I became the proud owner.

I spent the next nine years living aboard *Christa*



in Alameda and Sausalito on the West Coast, at Woods Hole on Cape Cod and Newport, Rhode Island on the East Coast. During that time I learned how to sail *Christa*, upgraded her, and generally soaked up life aboard. I made several offshore voyages up and down the California coast, and on the East Coast gunkholed around the Cape and the jewels of Nantucket, Martha's Vineyard and the Elizabeth Islands. Coupled with all the water under my keel while in the Coast Guard, including time in the Southern Ocean aboard a Polar Class icebreaker, the breaking bar of the Columbia River, and several trips to the Bering Sea, I thought I had a clue. But the ocean is no place for hubris. While I do have all kinds of valuable seamanship experience, nothing had really prepared me for the difficulty of singlehanding a 32-foot sailboat. I don't want to overplay the difficulty, and as the younger generation would say, want to keep it real. But my experience is that cruising is nothing

IN LATITUDES



PHOTOS COURTESY CHRISTA

Spread; 'Christa' and another W-32 hide from hurricane Omar in Puerto Rico. Inset; A manatee makes passionate love to 'Christa's' dinghy.

like the way they portray it in glossy sailing magazines. I don't think they could really capture the essence of the experience anyway, and if they could, it probably wouldn't be good for their ad sales. The intensity of something like cruising singlehanded can't be explained, it has to be experienced.

The following is a recap of my experiences to date: I departed Rhode Island, where I had spent the summer of '07 at the Newport Navy Base Marina, taking care of last minute preparations and fulfilling my remaining obligations to the Coast Guard. With a continuous eye toward the tropics, ever mindful of the hurricane season, I made my way down Long Island Sound in September. My good buddy John, whom I had been stationed with in the Coast Guard many years before, joined me for a nostalgic stop in Point Judith, where we'd been

stationed together. Continuing on, with stops for terrible weather, we negotiated Hell's Gate and sailed down the East River with Manhattan to starboard. It was a truly beautiful experience made more poignant by the fact it was September 11th, and that my brother and his family lived just a stone's throw away in the East Village. The Atlantic later greeted us with a fair current and a fresh NNW breeze, and we put the Monitor windvane in charge for rounding Sandy Hook toward Atlantic City. As the wind waned, we changed to the green monster, my new cruising spinnaker. As the sun set with the spinnaker pulling us along, I was nearly moved to tears by the moment.

With the days having gotten shorter and colder, I meandered down the IntraCoastal Waterway, making 50 miles or so a day. During a two-week stop at Fort Pierce, Florida to visit family for Thanksgiving, I decided to replace the wooden bowsprit with a stainless

one from Bud Taplin, the patron saint of Westsail parts. I had no real reason to think the wooden bowsprit had been weakened by rot, but there was no foolproof way to ease my worry. One call to Bud shored things up. Knowing I was heading out for a trip that would last years, he said, "Well, stainless doesn't rot." With that, I had a 'Visa moment'. After a week of continuous labor, I had replaced the old bowsprit. I don't have



What a pose!

an engineering background, and replacing the bowsprit was one of those projects where I felt my limited skills would be put to the test. But as with most projects on *Christa*, I discovered that I had underestimated my skills, and simply suffered from a lack of confidence. While replacing the bowsprit wasn't easy, it was logical. Having now done countless boat projects, I've found this to have always been the case. So if you're a new boatowner and wonder how the fellow down the dock became so good at boat maintenance and projects, the answer is simple: trial and error — and copious amounts of boat bucks.

Having run out of room, I'm saving my story of the dangers of the herding instinct of cruisers for the next issue.

— christian 04/25/09

Swell — Cal 40 Liz Clark Back In The Water (Santa Barbara)

Since arriving in the Teahupo'o area of Tahiti, my life has been a blur of waves **When Liz got to the world class surf spot of Teahupo'o, she naturally got to hang out with some world class surfers.**



COURTESY SWELL

CHANGES

and new friends — along with the stress of knowing the time on my visa has dwindled to almost nothing. But once again,

it seems as though the universe provides the answers. After it looked as if it would be nearly impossible to find a way to stay here any longer, it turns out that *Swell* has come up with the solution. For after my long, hard and expensive refit, I've discovered a mysterious leak somewhere beneath the engine. Go ahead,

With her 'fly' swatter.

feel free to cry for me now if you'd like. The idea of a leak is so horrible that it took me two weeks to come out of denial about it. So forget having to jump through bureaucratic hoops in order to stay at this mid-Pacific paradise, for the French Polynesia government is now obligated to give the time I need to fix the leak before booting me out. Aside from that drama, I've once again fallen into the figurative hands of amazingly wonderful people. And equally amazing surf! Here's the latest:

Swell and I slowly made our way through the lagoon at Tahiti-iti, taking care to stay between the green and red markers. I knew there was a big swell on the way, so after almost a year of surfing the reefs at the passes in French Polynesia, it was soon going to be time for me to test my skills at Tahiti's most famous wave — Teahupo'o. Pronounced 'cho-po', here is how it's been described by others: "Tahiti's Teahupo'o is a hideous, deadly barrel promising a heap of trouble

The marina near Teahupo'o might not have been in the best of shape, on the other hand, there was no charge to tie up there.

for even the most capable of surfers. In recent years, professional contests and high-profile tow-ins have bombarded us with images of her seemingly flawless barrels, but no other surf spot extracts a higher toll than Teahupo'o, the heaviest wave in the world."

From the zillions of photos I'd seen of Teahupo'o, a part of me wanted nothing to do with its disturbingly thick lips and ledgy take-offs. But the other part of me — the slightly insane part — told me that I couldn't just sail away without at least giving it a try. Besides, I'd heard that there was a little marina just a half-mile from the break where I could tie up *Swell* for free. So that's where I was headed. If it got too big for me to surf, I could at least witness the spectacle of others surfing it up close.

As I came around the point, I saw two masts in the marina. A man in a single outrigger canoe, with a surfboard across the front, guided me around the coral heads at the shallow entrance. I appeared to make him very nervous as — just a few feet from a coral heads — I ran around the boat getting docklines and fenders ready. I finally did a 180, then silently nudged *Swell* into the premiere Teahupo'o parking spot. A crowd of girls gathered at the end of the dock stared. I waved. They waved back. Some fishermen raised their beers. I nodded. It was Saturday afternoon in the quiet little town at the end of the road in Tahiti-iti. *Swell* and I had found ourselves a new home.

I hopped on my bike and pedaled around to introduce myself to the local crew. The two other sailboats in the marina looked as if they hadn't moved in decades, but the opposite side of the marina hosted a line-up of flash *poti marara* and other local fishing boats. A group of salty old Tahitian fishermen gathered near the ice house, seated on crates, car hoods and a rusty trolley.

"*Ia ora na!*" I said to them as I skidded to a halt, using my bare feet as brakes. For a moment there was silence and I began to feel unsure of myself.

"*Ia ora na . . . ea ha huru?!*" The biggest one asked.

"*Maitai!*" I replied. "*e oe?*"

Amused by my efforts to speak Tahitian, the conversation waterfalled



into who the heck was I and was a young woman such as myself really alone? Did I want a beer? How long was I going to stay? Did I need any ice? How about some fish? I was told to be careful on the street and to lock my boat because the local kids stole stuff. As I sipped a beer, they laughingly told the story of having caught a 12-foot tiger shark two weeks before. After 20 minutes, I had eight new Tahitian 'fathers' who would watch over me and *Swell*. With a smile and a "*Maruru!* (thank you)" and "*Ananahei!* (see you tomorrow)", I pedaled off down the road to check out my new stomping grounds.

The thundering sound on the reef made it impossible to sleep that night. I tossed and turned, fearing the fear I knew I would feel during my first session. After all, it was Teahupo'o. The waves were so thick and the reef so punishing that it was just plain scary. So it was with some reluctance that I pulled out my sweet new J7 6'4" board and put it into *Ripple*, my dinghy. I waved to my new fishermen buddies as I putted off



IN LATITUDES



PHOTOS COURTESY SWELL

Spread; If you're a surfer, you'll immediately know what's wrong with this photo of Teahupo'o. While this wave doesn't really show it, it's perhaps the nastiest break in the world, worse than the world-famous Pipeline. Inset; Just a short distance from the waves is the tranquility of a pond.

across the lagoon, talking myself through a strategy and nibbling nervously at my last Clif Bar.

When I got to the channel next to the break, I dawdled around in order to check out the wave and the dynamic of the crowd. The cloudy sky made the place seem angry and mean. But as the waves weren't that big, it actually seemed manageable. So when I spotted a few familiar faces in the break, I tied *Ripple* to a buoy in the channel, then paddled over to the line-up. After greeting Adam, a friend from a year before, and Fabrice, whom I'd often surfed with near the boatyard, I sat wide of the break to get comfortable with the place. "This one, Liz, GO!!" Adam finally shouted. I paddled hard, got under it, grabbed my rail, and locked into backside three-wheel drive, bracing myself for disaster. But to my surprise, I made the drop, glided just beneath the quickly peeling lip, then saw an exit and launched out

the back. "Okay," I said to myself, "that wasn't so bad." And yes, I realized that I had been talking to myself quite a bit lately.

After I caught a few more waves, my fear diminished. As I paddled through the line-up during the long lulls, I exchanged greetings. Just as I was beginning to feel comfortable, Fabrice called out to me. "You have a *pechul*!" he shouted across about five rows of guys. "*Caca nez!*" Seeing that I didn't understand, he smiled as he put a finger to his nose. He knew the words for 'booger' in Tahitian and French, but not English. After wiping a long white blob of snot from my upper lip onto my hand, I burst into a slightly embarrassed laughter. No one else had bothered to tell me. From that moment on, and after many other sessions, I've learned to never let my guard down at Teahupo'o, not to the wave or

anything else. Teahupo'o will find ways to humble you.

A few mornings later there was much more energy on the reef. The waves were much bigger, and I became scared again. I wanted to go out and I didn't want to go out. I saw the jet-skis buzz by for tow-ins, plus a French pro and his photo posse. I lay down on the settee and took a few deep breaths. I ate



An apres surf Q.

a banana. I put on some sunscreen. I laid back down. I put on my sunscreen. I laid back down again and closed my eyes. Finally I decided to get up and go out to the circus that was Teahupo'o that day. It was big and barreling, just as I'd seen in the photos. It's beautiful, too, but I was good and scared. There was a crowd of 15 out, which wasn't bad. I watched the guys take off from way inside, boldly set a rail, then slingshot themselves through the vortex. They make it look so easy!

I paddled out and watched some more. The guys paddled around me as though I didn't exist. Raimana, the king of Tahitian watermen, stood outside the break on his stand-up paddleboard. He was completely calm as he easily stroked into a thick wave at the west bowl. I held my breath as I watched his steep drop just in front of the explosion of whitewater. I don't know why I worried, because it was obvious that it was like a Sunday stroll for him. He paddled

'Swell', having been worked on for months in Raiatea, gets the rainbow treatment after being relaunched.



CHANGES

back out and called the sets, running the line-up like an auctioneer. I waited and watched. On that day he'd brought along Keoni, a 13-year-old local charger. After catching a small wave, I paddled over to the shoulder. Raimana called Keoni into another west wave. But that time there were two waves, and since everyone else was too deep, I had the second one all to myself.



The green room.

Raimana had seen me surf before at the passes, and he'd seen me waiting on that day. But I wasn't sure if he was sure that I really wanted the wave. But suddenly I did. I really did. And I wasn't scared. "Go Liz, go!" Raimana shouted. "Paddle in! Toward the reef! Gooooo!" Paddling with all my strength, I just barely got under the wave. It curled up under me thick and started to bottom out. I was late, but there was no turning back, as either I'd make the wave or I'd be planted on the reef. At the critical point, my thinking ceased and my muscle memory took over. I air dropped with my rail in hand. There was water in my eyes and lots of foam, but I somehow recovered from the drop. I momentarily heard the foamball, then came rocketing out the other side. Not only had I survived a big one at Teahupo'o, I wanted more!

That was the good side of things. On the bad side, *Swell* was going to have to come out of the water in order for me to continue to voyage. She has some kind of delamination under that engine that's **Finding a leak in your boat after a long and exhausting haul out can temporarily alter your perspective on cruising.**

allowing water into the hull. Apparently she's not the only Cal 40 to have had this problem, as I got the following letter from a doctor in Santa Barbara:

"I had a Cal 40 for 10 years. One day I noticed water trickling down the stern boundary of the keel bilge. Even after using a mirror at the end of a broom handle, it took days to trace. Bill Lapworth, the boat's designer, sent me a profile of the molding design. When we pulled the boat out, we found the 'squish' at the aft end of the keel up near the hull. There was a large bubble in the lamination, but no evidence of it at the surface. We had to 'chew' the whole section out to rebuild it. Four owners and two TransPacs later, the problem hasn't reappeared."

My problem is not just that *Swell* will have to be hauled again in order to fix the problem, but it will be expensive, and I spent almost the entire voyage savings on the just-completed refit. I really hate to ask, but if there are any individuals or companies out there that might be interested in sponsoring or contributing to my adventure, I could really use the help at this time. Much appreciated contributions can be sent to: Voyage of Swell, 1021 Scott St., #305, San Diego, CA 92106.

— liz 05/02/09

Capricorn Cat — Hughes 45 Wayne Hendryx & Carol Baggerly Wine Flu And A Broken Trailer (Brisbane)

Two adages come to mind: 'You only get what you pay for', and, 'If it sounds too good to be true, it probably is'. When we heard that the guys at Singlar in Guaymas had built a special trailer to haul cats such as ours, and would take us out and put us back in for just \$500, there was no way we were going to pass it up. Besides, their trailer had already proved that it was up to the job by hauling Guy and Deborah Bunting's immaculate Vista-based M&M 46 cat *Elan*.

So what was that strange noise we heard while *Capricorn Cat* was on the trailer and stuck 20 feet short of flat land? And why was Capt. Wayne freaking out on the trailer? Simple — because the trailer — a homebuilt Mexican special — that our cat was resting on had



broken down. Luckily, we were about 20 feet out of the water at the time, and ended up listing about 15 degrees toward the stern. That meant we got plenty of blood to our brains when we slept on our cat for the next two nights. Yes, we stayed aboard our cat on the trailer because it took three days for the trailer to be fixed and *Capricorn Cat* to join the other boats in the yard.

Nonetheless, assuming the trailer can get us back into the water in one piece, we think we'll have gotten a pretty big bang for our buck here. While it's true that it took three days for us to be hauled out, we only paid \$400 to get out and, hopefully, back in. But in less than two weeks we sanded the old bottom paint, completely rebuilt one rudder, repaired and faired four minor crunches in our topsides, did some work on the steering and exhaust systems, installed new thru-hulls for cooling the engines, installed two new Flex-o-Fold props, and had 2.5 coats of new bottom paint



IN LATITUDES



PHOTOS COURTESY CAPRICORN CAT

Spread; When the homemade trailer broke down halfway through the haulout, Capt. Wayne, near the mast, about lost his mind. Inset left; Grapefruit in California might be a little prettier at Whole Foods, but they are way more expensive. Inset right; Wayne and Carol battle swine flu with wine.

applied. So despite the problem with the trailer, we think we've had a very good experience here, and believe that we got a lot of value for our money.

Actually, we left much of the work to Francisco and his three assistants. As is the case with contractors the world over, in order to get a good job done the way *you* want it done, *you* must supervise every step. We did, and we were happy with the results. We and Francisco agreed on 'contract' prices up front. We would supply the bottom paint, for example, and then he and his assistants would wash, sand, tape and apply the paint. For that he charged a flat fee of \$400. As always, there is more work than first meets the eye, and we agreed to pay time and materials for the extra stuff. Francisco charged \$100 a day for himself, while his three helpers were \$45 U.S. a day each. We feel we got our money's worth on

labor. Materials, on the other hand, are *really* expensive down here, so if anyone is planning to bring their boat down to have work done, bring as many of the materials as you can.

As for the Singlar trailer used to haul *Elan* and *Capricorn Cat*, she'll be retired once we both get back in the water. Where else can cats with 26-ft or greater beam be hauled in Mexico? To our knowledge, the only choices are Mazatlan, where Dave Crowe's *Humu-Humu*, with a beam of 34 feet, hauled, and the yard at Nayarit Riviera Marina, where their huge Travel-Lift can haul boats with beams of 32 feet. If anybody knows of any other places, we cat owners would love to hear about them.

Other than the trailer

problem, we have to say the Singlar yard here in Guaymas is about as good as it gets. The facility is new and clean, the prices are reasonable, and the folks are friendly. Last year at this time they had just three boats hauled out. Now they have 22, and many plan to be out of the water for three to six months.

We also have enjoyed Guaymas and the neighboring city of San Carlos, and have met many wonderful locals and fellow cruisers. But with our superfast new bottom paint, we can't wait to play with our other cat friends such as *Sea Level*, *Escapade*, *Endless Summer* and *Profligate*, all of whom, like us, are heading up to California for the summer before doing another Ha-Ha in the fall.

Sometimes our hearing is a little off, but did someone say 'wine flu'? Or maybe something about wine being a prophylactic for swine flu? Perhaps thanks in part to our wine consumption, we've yet to have an outbreak on our cat. But come to think of it, based on reports from Guaymas and San Carlos, as well as all the other cruising centers in Mexico, there haven't been any cases. Maybe the virus doesn't like to go near the water.

By and large, the cost of living in Mexico is very modest. Folks thinking about bringing their boats down next year might be interested in some of the food prices in Guaymas-San Carlos area. Mind you, Guaymas is a traditional working class town — albeit one that has produced three of Mexico's presidents — rather than a booming tourist destination. In any event, one of our favorite eats is a whole BBQ chicken, with beans, rice, onions and tortillas from Pollo Feliz. It costs 85 pesos — about \$6.50 — but Wayne and I get four meals out of it! You can't eat much less expensively than that. We also like the taco vendor across

Wayne and Carol's Hughes 45 'Capricorn Cat' was fast enough the way she was. We don't see why she needed a bottom job.



DOG STAR

CHANGES

the street from the marina. He gives us four *big* tacos, with endless sides and condiments, plus a drink, for about \$3.85 U.S. Of course, sometimes we really get hungry for a big steak dinner. When that happens, we've been going to the Hotel Oeste Steak House, where for \$35 U.S. we got a two huge steaks, an endless salad bar and two glasses of wine. It's either a 1.5 mile walk or a \$2.50 cab ride to get to the steak house, although the last time a Guaymas cop and his wife gave us a ride.

Of course, if you really want to eat inexpensively, you buy your food at the *mercados*, where it's really cheap. For example, we bought 50 large, sweet grapefruit for just \$3.75! Take that, Costco! And we got just under five pounds of mangos for \$3.75. Match that, Whole Foods!

— carol

Corazon — Searunner 34 Tri Jack and Joanne Molan From Stainless To Dux (San Carlos, Mexico)

When was the last time the sailing industry followed the lead of commercial fishing when it came to technology? Maybe never. But for multihulls at least, that might be changing.

While at Sea of Cortez Sailing Week, we crossed paths with participant Jack Molan, who has replaced all the stainless wire on his Sea Runner 34 *Corazon* with a synthetic fiber product called Dynex Dux. He's used the Dux to replace stainless wire for his shrouds, headstay, lifelines — even the shackles. Shackles made out of synthetic line? That's right. If you've ever been whacked on the side of a head with a big stainless steel shackle, it's easy to appreciate the safety feature of a fiber shackle.

Despite weighing almost nothing, Molan said this Dynex Dux could replace the heavy 9/16" shrouds on 'Profligate'. We'd like that.

Having previously owned a Searunner 37 trimaran and a Nor 'Sea 27 monohull, Molan is the skipper of a 125-ft fishing boat four months a year. He spends two months of the summer and two months of the winter offshore trawling for pollack in the Bering Sea. The rest of the time he lives in San Carlos, Mexico.

"I believe in Dynex Dux because we've been using it in Alaska for six years now for everything we used to use wire for," says Molan. "We don't use wire on trawlers anymore because Dux is a whole lot safer and because it lasts three times as long as the stainless steel we were using. Wire is dead."

The base product for Dynex Dux is SK-75, which is called Spectra when sold by Dow Chemical and Dyneema when sold by the other maker in Denmark. Using either of these base products, Hampadjans, a company in Iceland, heats it and stretches it, making it super stiff and eliminating almost all the creep and stretch to create an entirely new product. To give you an idea of how strong it is, 7mm of Dux — a hair over a quarter inch — has a breaking strength of 15,000 pounds. That's about twice the breaking strength of quarter inch wire. 9mm Dux has a breaking strength of 27,000 pounds. That's impressive.

One of the major benefits of Dux is the weight savings. Getting rid of weight aloft is critical for boat stability and performance, and Dux weighs one-ninth of the stainless steel wire. "When I rigged my Searunner with Dux, she lost 40 pounds aloft," says Molan. "The total weight of all my rigging is just 15 pounds." Molan also claims that Dux costs less per foot than does stainless or PBO, the latter being another synthetic material.

To get another perspective on Dux, we spoke with Mike Leneman of MultiMarine in Marina del Rey and Scott Easom of Easom Rigging in Pt. Richmond. Both like and use the product, but only for certain applications. Easom says he's been using Dux for years for things like running backstays. While Dux is very low stretch and therefore appropriate for use for shrouds on multihulls less than 40 feet, both Leneman and Easom say it's not low enough stretch to be their first choice for shrouds on monohulls. It seems to us that the most cruiser applicable use of Dux would be as a backup shroud



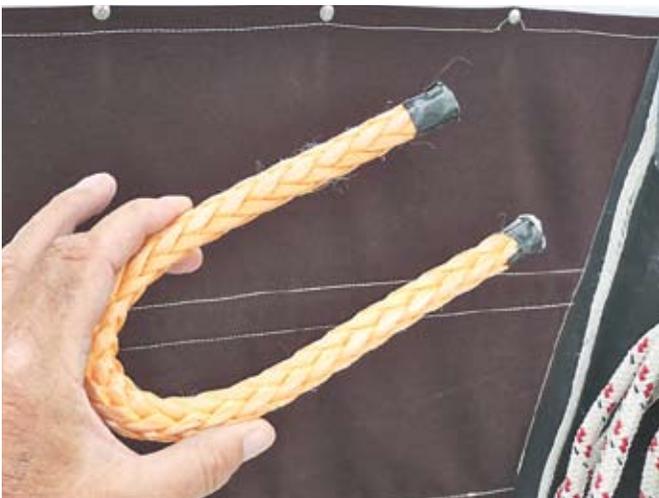
or stay for cruisers. It's impractical to carry stainless steel backups for all your shrouds and stays, but you can easily do it with Dux, which is super light and flexible, and can be easily adjusted to any length. It's also an interesting choice for lifelines, provided there are no burrs to snag the Dux fiber.

The Dux products — and there are a number of them — are marketed by Colligio Marine. It's owned by engineer John Fronta, who like Molan, spends much of his time in San Carlos. Both Molan and Fronta are walking the walk, having replaced all the wire and shackles on their multihulls — Fronta has the 38-ft tri *Pranaja* — with Dux. It's going to be interesting to see how the product performs over time on their boats.

— latitude 05/14/09

Cruise Notes:

A big *Latitude* salute goes out to the Arnold family — Geoff, Karen, and daughters, Claire, 16, and Alexandra, 14 — of San Jose for having completed a cir-



IN LATITUDES



LATITUDE/RICHARD

made fantastic voyages. Good on 'em!

"Here are the details of our trip from La Paz back to San Diego," write Mary Lee and Lewis Guiss of the San Diego-based Beneteau 473 **Merry Lee**. "While berthed at Marina de La Paz, we went to the ship's agent across the street from the marina and inquired about clearing out of the country from La Paz. The agent told us that we'd first have to go to the Health Department to make an appointment to have our boat inspected, and that it could take up to three days. And this was before the swine flu scare. Once that was done, she could process our exit papers in one day for \$120. Neither the inspection or her price sounded very inviting, so we just cleared out for Cabo from La Paz. Cruiser weather forecaster Don Anderson predicted an excellent weather window for our trip. After 24 hours and 150 miles of motoring into 10 to 15-knot southerly winds in the Sea of Cortez, we stopped at Cabo for one hour to take on 25 gallons of fuel. Three days and 420 miles later, after 64 hours of motoring into 10 to 15 knot NW winds, we pulled into Turtle Bay. A *panga* met us at the entrance and escorted us to the anchorage near the pier, then came back with the fuel *panga*. We nonetheless had to plug their AC fuel pump into our inverter in order for them to be able to pump 67 gallons of very clean looking fuel into our tanks. The whole process took less than one hour. After 48 hours more of motoring 300 miles into 10 to 15 knot NW winds, we stopped at Coral Marina in Ensenada, where we took on fuel and spent the night. The slip fee was \$1.80/ft/night, which is expensive, but it allowed us to buy our final 78 gallons of fuel at \$2.16/gal. That price was a 32¢ discount off the normal fuel price,

Like father, like son. Geoff Arnold takes his family around the world. This photo is from the start of the '06 Baja Ha-Ha.

Spread; The Searunner 34 'Corazon'. Inset left top; Look ma, no turnbuckles for the tri's upper shrouds. Inset left bottom; Dynex Dux can also be used as shackles for blocks and halyards. Inset top right; Jack and Joanne, who bought 'Corazon' for \$22,000 before restoring her.

cumnavigation in the Marquesas on April 26 aboard their Dufour 45 ketch **Fafner**. They started with the Ha-Ha in late October of '06, and have since covered 34,865 miles. According to their Ha-Ha bio, Geoff's parents took him and his two siblings around the world back in '74-'76 aboard the family's 36-ft aluminum sloop **Nomad**. Prior to the start of the '06 Ha-Ha, Geoff told us that he and Karen wanted to circumnavigate with their daughters "while they were old enough to know what was happening, but too young to do anything about it." Mission accomplished. What's interesting about the Arnold family's circumnavigation is that after the Med, they sailed to and down the east coast of South America, to Cape Horn, then up the South Pacific to the Marquesas, where they completed their circle. When they get back to the Bay Area in July, we'll be interested to find out more about their trip around

the Horn — or was it through Drake Passage? In either case, it had to be a fabulous adventure.

While checking out *Fafner's* website, we noticed a section on **Ed Arnold**, Geoff's father. Not only did Ed take the Arnold family around when Geoff was young, -he did an 11-month solo circumnavigation aboard *Nomad* in '01. "Ed arrived safe back in Sitka, Alaska, on September 6, having completed an 11-month solo circumnavigation. He had stopped only twice: Once in South Africa to repair damage caused as a result of hitting an iceberg, and at Adelaide, Australia, to fix a broken radar." It's amazing how many 'unknown' sailors there are like Ed who have



COURTESY FAFNER

CHANGES

and was substantially less than the cost of diesel in San Diego. The marina processed our exit papers for just \$45, and there was no need for a health inspection. One of our crew had a FM3 card, so he had to visit Immigration to have his document stamped and pay a small additional fee. All in all, our Bash wasn't bad at all. As we carry 110 gallons of fuel, we had the luxury of motoring 147 hours at 70% of our engine's max rpm's. The worst winds we had were 25 knots at the capes of Cabo Falso and Punta Abreojos. But in general, we had a good weather window, so we took advantage of it by driving hard and making minimal stops. Once we got to the San Diego Police Dock, we walked to the payphone and called Customs. We were told that an agent would be there in 20 minutes. He arrived two hours later. They wanted a copy of our Mexican exit papers as well as our fruit and uncooked pork products. We had fun doing the '08 Ha-Ha, so we plan on doing it again this fall."

Port officials have always been inconsistent with their interpretation and enforcement of maritime laws in Mexico,



LATITUDE/RICHARD

Having had a great Ha-Ha, a great winter in Mexico, and a great Bash home, Mary and Lewis are really to do it all over again.

and never is it more evident than in La Paz, which is the only port we know of that requires a health certificate when clearing out for another country. The simple way to avoid this is to either stop

at Cabo or Ensenada on the way home and clear for California from either of these two ports. You didn't hear it from us, but in years past some cruisers have done a domestic clearance out of La Paz for Ensenada, but then just blown by Ensenada on their way to San Diego. What happened when they got to San Diego without an international clearance from Mexico? Nothing, from what we've been told.

"Hello from the Coco-Nuts," write Greg King, Jennifer Sanders and Coco Sanders of the Long Beach-based 65-ft schooner **Coco Kai**. "We're currently enroute from Christmas Island to Penrhyn Atoll. We'll be making a stop at little Starbuck Island tomorrow for a day or two. I doubt if the island gets more than one cruising boat a year, but it will give us a chance to see if our lobster fishing skills have improved. You should have seen the surf at Fanning Island — an overhead left with one perfectly shaped wave after another. And no other surfers. Greg was awestruck at being out there by himself."



We Offer
Experience
and the
Lowest Prices

**Boating is
already Fun –
We make
it more
Affordable®**

THREE STORES TO SERVE YOU

All with Online Convenience!



**DOWNWIND
MARINE**
THE CRUISER'S CHANDLERY

www.downwindmarine.com
2804 Cañon Street
San Diego
(619) 224-2733
(866) 289-0242



**San Diego
Marine
Exchange**

www.sandiegomarine.com
2636 Shelter Island Drive
San Diego
(619) 223-7159
(800) 336-SDMX
Mexico 001-800-336-7369



Sailing Supply

www.sailingsupply.com
2822 Cañon Street
San Diego
(619) 225-9411
(800) 532-3831

We are a great family of marine stores with even more service, websites, and resources to meet all of your boating needs.



RICHARDSON BAY MARINA

formerly Kappas Marina

MODERN FACILITIES IN A WELL-PROTECTED HARBOR

Concrete
Dock System

Well Maintained
Facilities

Beautiful
Surroundings

- DEEP WATER BERTHS:
BASIN AND CHANNEL
DREDGED
- CARD KEY SECURITY SYSTEM
- DOCK CARTS
- PUMP OUT STATION
- AMPLE PARKING
- CLEAN SHOWER AND
TOILET FACILITIES
- WITHIN WALKING
DISTANCE: MARKET/DELI,
LAUNDROMAT,
RESTAURANT
- AT EACH BERTH:
LARGE STORAGE BOX,
METERED ELECTRICITY,
PHONE HOOKUPS, WATER

BERTH YOUR BOAT IN SAUSALITO

Phone 415 • 332 • 5510

100 Gate Six Road, Sausalito • Fax (415) 332-5812

For the record, uninhabited **Starbuck Island**, about five miles by two miles, is one of the Line Islands of Kiribati. The island, now home to an estimated five million birds, was mined for phosphates in the late 1800s. The only shelter is provided by lees, as there is no natural anchorage. Indeed, in an update, the Coco-Nuts report they couldn't find a suitable place to drop the hook and had to move on without stopping.

After a long and interesting trip from Maryland to Florida to the Bahamas to the Eastern Caribbean, with lots of stops along the way, Mark and Liesbet Collear of the Emeryville-based Tobago 35 cat **Irie** have now been in St. Martin for three months. "It's getting really old being in the same place for so long," Liesbet moans. "What happened to the cruising life? The only reasons we're still here are because of a friend, because two sets of parents visited, and to do some boat projects and to earn some money."

How have they been earning money in St. Martin? Liesbet has been doing some online consulting work for pub-

lishers, and Mark has been doing computer consulting for boaters in the lagoon and at Marigot and Simpson Bays. They also invented a wireless antenna solution for boats that, according to them, is user-friendly, waterproof, has the fastest chip on the market, and is apparently selling like gangbusters. But it's not yet available in the U.S. For those who may not remember, back in '05 the couple and their dogs Kali and Darwin left Emeryville aboard their Islander Freeport 36 **F/Our Choice** to start a much awaited cruise. But after just a day, it became obvious to them that their big dogs wouldn't be happy aboard a 36-footer on the ocean. So they turned around and sold the boat. They tried to



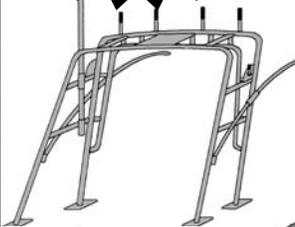
Liesbet's dogs found life aboard a catamaran to be much more comfortable and less stressful. So it was less stressful for her, too.

scratch their traveling itch with a long road trip through Central America, but it just wasn't what Mark was looking for. So after returning to the States, they bought a Tobago 35 catamaran in Maryland, thinking it might be a workable solution for the dogs. And that's the way it turned out.

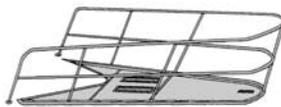
Alameda Prop & Machine Adds Stainless Custom Fabrication!

Basic Arch
as low as
\$3,000!

We Guarantee at Least
5% Savings
Over Any Competitive
Fabrication Quote!*



Radar
and Davits



Pulpits



Folding, Feathering & Fixed Props

Alameda Prop & Machine
at the Grand Marina Marine Center
(510) 522-7899 (800) 774-7899

Pier 32 Marina - Your Cruiser's Headquarters!

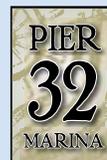
We hosted the largest contingent of Baja Ha Ha Cruisers in San Diego in 2008!



Passing through or want to stay in beautiful San Diego forever? Our world class accommodations await you. We also have a business center to check your computer; we'll help you with faxes, copies and information.

Baja Ha-Ha Special-Have a free night on us and a pre Ha-Ha party

- 28' - 60' slips
- Deluxe shower rooms
- Spacious laundry facilities
- Exercise/workout center
- Boater's Lounge
- High speed internet
- BBQ areas



3201 Marina Way
National City CA 91950
Call 619-477-3232
or 800-729-7547
office@pier32marina.com

Home of Bay Yachts 619-474-5500

CHANGES

The **Atlantic Rally for Cruisers** (ARC), the original cruising rally, continues to be enormously popular. The economy in Europe may be even worse than here in the United States; nonetheless, by the end of April, a total of 181 paid entries had been received. And mind you, the 2,500-mile Canaries to St. Lucia event doesn't even start until late in November. Fifteen of the entries to date are multihulls. So far there are six American entries: Alan Spence's Broadblue 41 catamaran **Ca Canny**; Hank Lim's Hallberg-Rassy 37 **Further**; Emmett Gantz's Swan 46 **Le Reve**; Craig Scott's Amel 54 **Lone Star**; Marjan Golobic's Bavaria 36 **Spalax**; and Nicholas Orem's Najad 440 **Wassail**. We wish we could report the homeport of each entry, but that information was not available.

Although he won't be part of the ARC, George Backhus of the Sausalito-based Deerfoot 62 **Moonshadow** reports that he and his sweetheart Merima Jaferi will be crossing the Atlantic to the Caribbean this fall. If we're not mistaken, Backhus is starting his 16th year of cruising.

It's always fun to hear from Jack van Ommen of the Gig Harbor, Washington-



MOONSHADOW

After spending much of the summer in the Adriatic, Merima and George will sail 'Moonshadow' across the Atlantic.

based Najad 29 **Fleetwood**. As many *Latitude* readers may remember, van Ommen did the '82 TransPac aboard his self-completed 29-footer. After keeping the boat in storage for many years, in '05

he set off to complete a circumnavigation before he turns 80. Not that he was even close to that age when he started. He made it all the way around to the Caribbean aboard his small but sturdy boat, and is planning on at least two years in Europe before tying the circumnavigation knot. Here's the latest from Jack:

"I hauled today at Green Cove Springs, Florida, after a winter of cruising in the Caribbean. I decided that after 30 years of maintaining the clear mahogany finish on my boat's hull, it was time for me to sacrifice my vanity for an opaque paint job. My boatyard neighbors are Bob and Gail of the San Diego-based **Tullum III**. They remember me from Simons Town, South Africa in '07, but I'm embarrassed to say that I don't remember them. Am I getting amnesia? Anyway, the three of us agree that the Caribbean just can't hold a candle to the Pacific and cruising farther west of that. In fact, if the Panama Canal wasn't such a hassle for me, I'd be going back to the Pacific in a heartbeat. Fortunately, by the time I get back from Europe in '11, the Northwest Passage should be ice free, so I can return to the


MARINA RIVIERA NAYARIT
 AT LA CRUZ
El sueño hecho marina

Full Service Marina

- Offering a splendid combination of amenities such as:
- With up to 400 vessel capacity from 30 to 400 ft.
 - Pump out • Diesel and Gas fuel station • High quality and comfort in all slips • Power 110, 220 y 440 volts
 - Ship yard with Travel Lift up to 150 tons capacity • Restrooms • Showers • WiFi • Security 24/7
 - Restaurant (IKJAI) • Bar (TAIKAI) • Deli (KITSIURI) • Yach Club (ETUPA) • VIP lounge (business center) • Open air theatre (XIRIKI) • Electric cars transportation

www.marinarivieranayarit.com

info@marinarivieranayarit.com / Tel. (011.52) 329 295.5526 / MARINA COORDINATES: LAT 20°45'N / LON. 105°24'W



Pacific without having to go through the Canal. In any event, I will have to hustle to get *Fleetwood's* hull painted in time for the June window to the Azores and onward to France and Holland."

A few years back, **Linda Ellerbee** was a much respected and high profile television journalist, correspondent, and a co-anchor of NBC's *News Overnight*. Although still a much respected journalist based out of New York City, over the last four years she's spent a considerable amount of time in Puerto Vallarta. As *Latitude* readers know, we've been downplaying the effects of narco-violence on Americans in Mexico, so we thought you might be interested in Ellerbee's point of view. Here are some excerpts as they appeared in a Puerto Vallarta newspaper:

"I'm in Vallarta now. And despite what I'm getting from the U.S. media, the 24-hour news networks in particular, I feel as safe here as I do at home in New York, possibly safer. I walk the streets of my Vallarta neighborhood alone day or night. And I don't live in a gated community, or any other all-gringo neighborhood. I live in Mexico among Mexicans. I go

where I want and take no more precautions than I would at home in New York, which is to say I don't wave money around, I don't act the Ugly American, I do keep my eyes open, I'm aware of my surroundings, and I try not to behave like a fool. The U.S. media tend to lump all of Mexico into one big bad bowl. Talking about drug violence in Mexico without naming a state or city where this is taking place is rather like looking at the horror of Katrina and saying, 'Damn. Did you know the U.S. is under water?' The recent rise in violence in Mexico has mostly occurred in a few states, and especially along the border. It is real, but it does not describe an entire country. It would be nice if more people in the United States actually



Talking heads in the States may have been freaked about safety in Mexico, but not these cruisers with their bare feet on the sand.

came to this part of America — Mexico is also America, you will recall — to see for themselves what a fine place Mexico really is, and how good a vacation — or a life — here can be. So come on down and get to know your southern neighbors. I think you'll like it here. Especially the people."

We think Ellerbee expresses a senti-

Your Boatyard in the Heart of Paradise



Large, fenced, secure dry storage area

Tahiti Customs policy has changed!
Foreign Flag vessels can stay on dry storage in our yard for up to 12 months out of 24.



A Subsidiary of
The Moorings Yacht Charter, Ltd.

Our Services |

HAULOUT

- Marine Travelift 25 tons
- Marine railway 120 tons
- Storage in adjustable steel cradles
- Fenced Yard

PAINTING

- Topsides, hull, bottom, varnish
- Brush, roller, spray

MECHANICAL WORK

- Inboard, outboard, diesel, gas
- All brands

REPAIRS

- Electrical repairs
- Refrigeration installation & repair
- Fiberglass & woodwork
- Welding, steel, stainless, aluminum

SAIL LOFT

- Sail repairs, biminis, dodgers, covers

STORE

- International, Pettit, Epiglass, Devoe
- Spares
- Fill U.S. gas cylinders

DO-IT-YOURSELFERS WELCOME!

BoatUS Cooperating Marina



Professional boatyard in the heart of Paradise

Raiatea Carenage will make sure paradise is everything you expected.

Call, write, or sail in . . . we're here to serve you.

B.P. 1111 Uturoa Raiatea 98 735 Polynésie Française

Tel: (689) 600-545 ~ Fax: (689) 600-546 ~ VHF 68

Web site: <http://www.raiatea.com/carenage> ~ email: raiatacarenage@mail.pf

CHANGES

ment shared by almost all cruisers who have spent more than a couple of weeks in Mexico.

By this time, most of you will have read the letter in this month's Letters about John and Gilly Foy of the Alameda and Banderas Bay-based Catalina 42 **Destiny** losing their anchor in the Sea of Cortez because of an anchor swivel failure. They nonetheless had a fabulous time in the Sea, and then stopped at **Singlar Marina** in Mazatlan on the way back to the boat's summer home on Banderas Bay. "Singlar's boatyard in Mazatlan is clearly the nicest boat yard we've ever hauled at, as it's got a pool, hot tub, clean restrooms and showers — to go along with the very friendly staff. Singlar hauls and powerwashes your boat, then you make arrangements with an on-site private contractor to do the actual work. The reasons we decided to haul here are the good reports from others who have done it and that the prices are lower than at the yards on Banderas Bay."

Think all of **Central America** has moved to the political left? It's true that Nicaragua and El Salvador may have



HENRY MORGAN

The citizens of Panama have voted to back a business agenda, both with the expansion of the Canal and with their new president.

elected leftists with a liking for the caudillo-ism of Venezuela's Bolivarian Socialist President Hugo Chavez, who has steadily been increasing his dictatorial grip even as the country struggles

with yet another year of 30% inflation. However, Panama just took a turn to the right. Last month Richardo Martinelli, a pro business conservative supermarket magnate, was elected president of Panama — by a landslide. What do all these elections mean to cruisers? Probably not a whole lot — unless the new guys in El Salvador and Nicaragua pick up on Chavez's practice of expropriating private property on the ground that "it's for the people", the ruse used by dictators since the beginning of time.

"The southern hemisphere summer has come to an abrupt end down here in New Zealand, where there are 10 times as many sheep as there are people," write Mike Scott and Liz Strash of the Seattle-based Cal 40 **Argonaut**. "That means it's time for us to get on down — up? — the road to Fiji and Vanuatu. We've had many highlights on our trip so far: making landfall at Fatu Hiva; seeing our anchor in 80 feet of water in the Tuamotus; Huahini and Taha'a in the Windward/Leewards; Suwarrow Atoll in the Northern Cooks, which is a

SUMMER SPECIAL – \$.30/ft Per Day!!



**WELCOME TO MAZATLAN...
MARINA EL CID SYLE!**

**A CRUISER'S PARADISE IN THE HEART OF MEXICO'S
LUSH TROPICAL COASTLINE AND BEAUTIFUL ISLANDS**

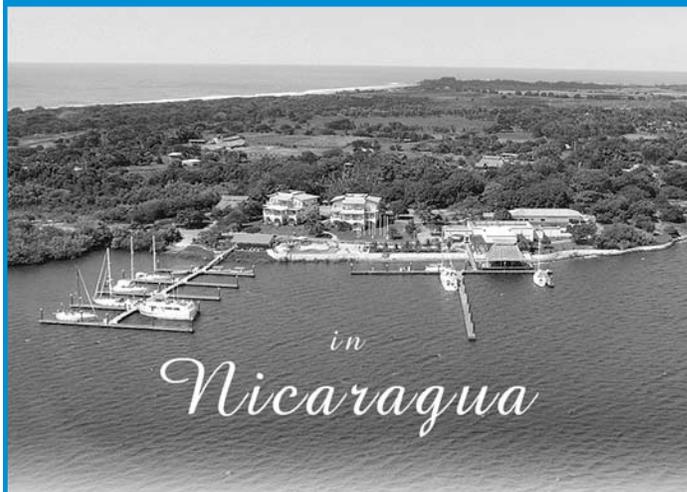
*Complete, Modern Amenities, Including
Marina-Wide High Speed Wireless Internet Connections!*



www.elcid.com
011-52 (669) 916-3468
gcevallos@elcid.com.mx

YOUR SUMMER HOME IN MEXICO

Your secret paradise...



*in
Nicaragua*

Located in a beautiful sheltered lagoon on the north Pacific coast of Nicaragua, Marina Puesta del Sol is your premier cruising destination in Central America.



Aserradores, Nicaragua ♦ 011 (from US and Canada) 505-880-0019
mpuestadelsol@yahoo.com ♦ www.marinapuestadelsol.com ♦ USA 408-588-0017

special place among special places; both Samoas, including American Samoa for putting on the Festival of Pacific Arts in Pago Pago, and Western Samoa, because it's even prettier and the locals are just as terrific; Niuatoputapu, Tonga; Vava'u, Tonga, one of the most gorgeous groups of islands with the best cruising in the South Pacific; stopping six days in North Minerva Reef — which is in the middle of nowhere, and thus was a very surreal experience — on the way to New Zealand; and New Zealand, a country of 'can do' people. With luck and fair winds, we'll return to New Zealand next year. And we certainly don't want to forget all the cruisers and locals we've met along the way!"

Speaking of Cal 40s, if you read the May 11th SOS from Liz Clark of the Santa Barbara-based Cal 40 **Swell**, you know that after a very long, expensive and arduous refit in Raiatea, she discovered a "mysterious" but persistent leak beneath the engine when she got over to Tahiti. Exhausted and out of money from the refit, and assuming that the engine

would have to be removed, we reported that she was open to accepting donations to help pay for the repairs. Less than a day after the posting in *'Lectronic*, she reported that she was both amazed and very grateful at the response. But perhaps the most welcome response came from Stan Honey, who is not only the owner of the meticulously rebuilt San Francisco-based Cal 40 **Illusion**, but whose offshore and round-the-world racing experience on top racing monohulls and multihulls is almost unmatched.

"Sally's and my Cal 40 *Illusion*, as well as many other Cal 40s, had the same problem that Liz describes," he wrote. "But it's an easy repair and doesn't



Like a lot of Cal 40s, 'Illusion' suffered from a weeping problem. But it was an easy repair and hasn't hurt her performance over the years.

require removing the engine. When the Cal 40s were molded, it wasn't possible for the laminators to get much glass into the really skinny part of the trailing edge of the keel just below the hull and above the propeller shaft log. So some Cal 40s developed a weep there. The fix is pretty easy. It requires that the boat be hauled

OPEQUIMAR

MARINE CENTER • CENTRO MARINO

88-ton (max)
Travelift!
Length to 100'
Width to 23'

Puerto Vallarta, Jalisco, Mexico
Paseo de la Marina Sur #214 • Marina Vallarta, 48354
Tel: 011 52 (322) 221 1800 Fax: 011 52 (322) 221 1978
email: info@opequimar.com

Visit Our
Yacht Club!

Opequimar Yacht Club

First Class • Full Service

On site dining, Internet, socials

BOAT SALES
NEW & USED BROKERAGE
www.opequimar.com

We make boating more fun!

A KONGSBERG Company

marine paint

Come to Mexico,
Enjoy the Mexican Riviera,
Repair your boat at
OPEQUIMAR

CHANGES

out, but the work can be done from the outside of the boat. The dicey glass work on the trailing edge of the keel above the shaft log has to be ground away until solid laminate is reached. Then, using West System epoxy, roving and mat, it needs to be laminated back to the original shape using plenty of roving. As I recall, it's only a two or three-day job, but since it's structural, it would be best to have a good glass person do the work. The fact that Cal 40s have solid rather than cored hulls makes the repair easier."

Folks who have cruised in France or in the French islands may have noticed some differences between the **French and American** behavior and customs. There may be some good explanations. According to the Organization of Economic Co-operation and Development, the French sleep an average of 8 hours and 50 minutes a night — which is at least 50 minutes more than the average for Americans and residents of most other countries. The French also spend an average of 150 minutes a day eating, which is said to be almost double that of



LATITUDE/NICK

With a small chicken like this costing as much as \$45 at St. Barth in the French West Indies, it's no wonder the French eat so slowly.

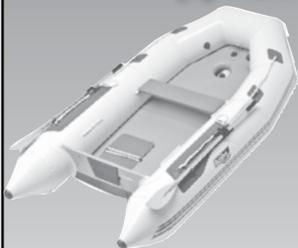
Americans, Canadians and Mexicans. So if you're going to be cruising to France, the French West Indies, or any of the French islands in the Pacific, keep these statistics in mind.

Maybe all that time spent sleeping and eating is the reason why French boatbuilding companies aren't very punctual when it comes to delivering boats. Off the top of our heads we can think of four big cats ordered from French companies in the last four years, and all of them were delivered two to six months late. Marc Wilson is the skipper of the most recent of these, a **Catana 52** that was built for owners who wish not to be indentified. The boat was scheduled to be completed in November so they could sail her across the Atlantic in time for the winter season in the Caribbean. The boat wasn't even close to being ready. In fact, it wasn't until late March that she was floated onto a Dockwise ship in Toulon, France, for delivery to Nanaimo, British Columbia. Wilson was also not pleased to discover she was delivered with an ordinary boom as opposed to the V-boom they had ordered, but was otherwise quite pleased. "Despite that and a normal laundry list of issues typical of any new build, she's a fine cat. And Jim Betts of Anacortes is building a new carbon boom for us. We

FREE LIFERAFT SEMINAR

ONE DAY ONLY

Saturday, June 13
at Outboard Motor Shop
333 Kennedy St., Oakland
(by Park Street Bridge)



Plus Great Deals on:

- ~ Achilles Inflatable Tenders
- ~ Liferafts
- ~ Offshore Safety Gear

SAL'S
INFLATABLE
SERVICES, INC.

PHONE (510) 522-1824

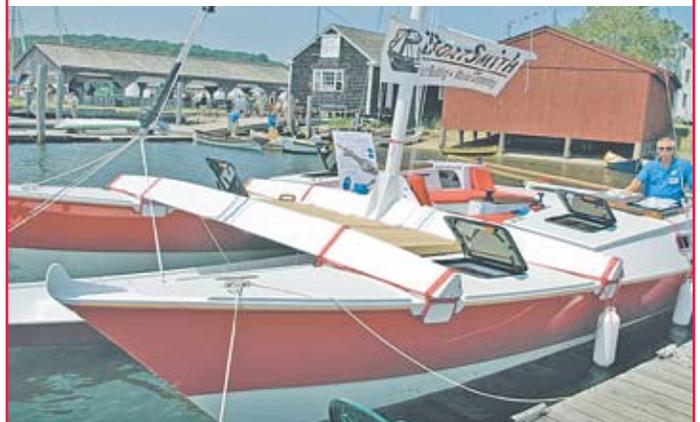
FAX (510) 522-1064

1914 Stanford St., Alameda 94501
salsinflatables@sbcglobal.net
www.salsinflatablestableservices.com



BOATSMITH, INC.

Boatbuilding - Marine Carpentry



Specializing in composite wood construction

Authorized builders for James Wharram
Designs and Reuel Parker. We can
build to any design you desire.

561-744-0855 561-632-2628

WWW.BOATSMITHFL.COM

Jupiter, Florida

expect to be in Seattle in June for about six weeks, and will then head north for a cruise to Canada and Alaska. Come winter, we might find ourselves in Panama looking for surf."

We want it clear that we're not dissing French boatbuilders. Boat manufacturers around the world, particularly when there are customizations, are notorious for late deliveries. Having bought their Catana 52 **Escapade** used, Greg Dorland and Debbie Macrorie of Lake Tahoe didn't have to worry about a late delivery, and have been absolutely thrilled with their cat. In fact, after Sea of Cortez Sailing Week and having a fabulous time cruising the Sea of Cortez in April, they're headed off to Hawaii and maybe even British Columbia before returning to California to get ready for another Ha-Ha. *Escapade* spent much of the time in the Sea of Cortez with Steve May and Manjula of the Emeryville-based Corsair 41 cat **Endless Summer** — in fact, the two boats are on the cover of the May issue of *Latitude*. Manjula will fly back to California, while Steve and

some friends will do a slow Baja Bash, surfing along the way. *Endless Summer* is also expected to do the next Ha-Ha.

Brett Phillips of Honolulu reports that the 46-ft sloop **Fast Forward** — formerly raced extensively on the Bay under the names *Mary Jane* and *Ursa Major* — ended up on a reef off Kahala, Oahu. Apparently the owner had anchored her to windward of the extensive reef, and then went ashore in an inflatable. This puzzled many, because she was based out of the Ala Wai, just four miles away, and nobody anchors where she did. In any event, while the skipper was gone, the boat either dragged or had an anchor or chain failure, for she was blown right onto the devastating reef. She was looking like toast in a video put up on



Steve May plans a slow Bash back up Baja, giving himself plenty of time to hit all the surf spots with his buddies.

the *Honolulu Advertiser* website, and the keel was later separated from the hull. "*Fast Forward* had been dry stored in Kona for five years after the death of the previous owner," reports Phillips. "She was purchased in about '05 and brought to the Kaneohe YC as a racing boat, and was completely gone over. She was sold again two or three years ago and basically cruised."

IN SAN DIEGO

Sun Harbor

Your Green
Escape



World's First
LEED-Certified
Marina

SLIPS ★ OFFICES ★ LOCKERS

5000 N. Harbor Drive, San Diego, CA 92106

32° 43' 30" N / 117° 13' 31" W

(619) 222-1167 • www.sun-harbor.com

PortVisor™

Shield opening ports from rain

- Keep ports open in the rain
- Air out cabin and head
- Maintain visibility
- Increase boat's comfort
- Install easily, without tools
- Enjoy life aboard more often



Many sizes for aluminum, bronze, stainless, and plastic portholes.
Made from clear UV-resistant Lexan with bronze tint.

www. **Seaworthy Goods**.com
Smart Stuff. Smart Boats.

(941) 448-9173

Please read before submitting ad

CLASSIFIEDS

1. Write your ad. Describe what you're selling. Indicate category. Don't forget price and contact info. We make final placement determination.

2. Count the words. Anything with a space before and after counts as one word. We'll spell-check, abbreviate, edit, as necessary.

3. Mail your ad with check, money order, or credit card info; or deliver to our office; or ...

Submit your ad safely online with Visa, MasterCard or AmEx at: www.latitude38.com

4. Ad will be posted online, appear in the next issue of the magazine, and remain online until the following issue is released.

Latitude 38 15 Locust Ave, Mill Valley, CA 94941 Questions?: (415) 383-8200, ext 104 • class@latitude38.com

Personal Ads

1-40 Words: \$40
41-80 Words: \$65
81-120 Words: \$90
Photo \$30

• Personal Advertising Only • No business or promo ads except Non-Profit, Job Op, Business Op

Business Ads

\$70 for 40 Words Max
• All promotional advertising • 1 boat per broker per issue
No photos or reversals

No extra bold type • Max: 12 pt font
Artwork subject to editor approval.
Biz ads will not appear on website.

'Trying to Locate' Ads

Searching for lost boats/people: \$10 for 20 words max

FREE Online Ads

Private party selling boat or gear for under \$1,000 total

All ads will be set to fit *Latitude 38* standard.
Re-Run Ads: Same price, same deadline.

DEADLINE

is always the

18th at 5 pm

for ad to appear in the next issue.

Due to our short lead time, deadlines are *very strict* and include weekends & holidays.

- No ads without payments
- No billing arrangements
- No ads accepted by phone
- No verification of receipt
- We reserve the right to refuse poor quality photos or illegible ads.

DINGHIES, LIFERAFTS AND ROWBOATS

14-FT LASER, 1979. Richmond YC. \$750. Dry hull, in good shape, no cracks in mast-step or daggerboard slot, fiberglass daggerboard and rudder. Old class sail, newer non-class sail. (415) 994-3500 or jsguttoff@hotmail.com.

17-FT GIG HARBOR JERSEY SKIFF, 2006. Los Altos \$9,000. Gorgeous hand-made rowing skiff with full sloop rig. Teak gunwales and trim. Trailer, cover, all options. See at: www.gboats.com. Email: dennisau@bitbetter.com.

14-FT LASER PRO, 1985. Treasure Island. \$2,550. Rarely used Laser, upgraded this year to Pro rigging (almost XD). Stiff hull, no leaks, ready to race. Includes trailer with new tires. (510) 589-7410 or bill@2ez.com.

24 FEET & UNDER

24-FT MELGES. Hull numbers 15, 14 and 87, for delivery on the West Coast. Pricing starts at \$26,000 US. All are in good condition, ready to race. Fast, easy to trailer. Contact Frank (512) 750-5735 or cabosportsfrank@yahoo.com.

COLUMBIA 24, 1970. South Beach Marina. \$3,000. Good condition, ready to sail. New bottom paint. Sleeps 4, standing room inside cabin. 1992 9.9-hp Nissan outboard motor. Cannot keep berth in South Beach Marina. (925) 254-4863 or jorgedbrown@comcast.net.

15-FT CHRYSLER MAN O'WAR. \$1,000/obo. Cat-rigged fiberglass sailboat with trailer and all equipment. Fast, fun, planning, easy launch. Good condition. (831) 659-4482.



J/24, US #2155 WITH TRAILER. Clean, fast, good sails. No motor. Interior newly painted. Was \$6,500. Price reduction, now \$5,000. Can be seen at Stockton Sailing Club. No Internet. Ray in Burson. (209) 772-9695.

24-FT J/24, 1981. Berkeley Marina. \$6,900. Excellent condition. Recent survey, bottom painted a year ago. Extra set of sails included. (650) 323-3155 or houstoncrossfield@yahoo.com.



CHRYSLER 22, 1977. \$4,995/obo. Fixed keel model, main and jib, great starter boat. Nissan outboard. Will handle SF Bay. (310) 418-8661.

23-FT BEAR, 1938. POLA, Hull #8. Berkeley Marina. \$4,500. Details and photos at: www.bearboats.com (916) 847-9064 or (510) 260-1743.

MOORE 24, 1982. Richmond Yacht Club. \$10,000. Good condition, includes trailer, new outboard. (510) 418-1630 or algwind@sbcglobal.net.



20-FT PACIFIC SEACRAFT FLICKA, 1981. Auburn \$32,000/obo. Beautiful freshwater Lake Tahoe summer boat, inboard Yanmar 1GM10 (600 hours), open cabin, sleeps four, head in v-berth cutout, teak interior, teak caprails, new bottom paint, VHF, canvas tiller, sail covers, boat cover, two mainsails (fully battened main and tan bark), 3 jibs, sun shade, new batteries, depth/speed, compass, two anchors, 1997 Quicksilver 7.5 inflatable, 2000 Honda 2-hp 4-stroke, excellent 2001 twin-axle trailer, surge brakes, maintenance parts, rigging very good, teak bowsprit. (530) 269-2550 or (530) 320-2550 or sae@foothill.net.



CAL 20, 1969. SF Yacht Harbor, West Marina. \$4,500/obo. Well maintained and regularly sailed Cal 20 in a protected, affordable berth with minimal surge. A good location from which to access the world class Bay breezes. Outboard motor. New sails, sailcover and cushions circa 2006. As is. Call (415) 626-2386 or kmbailey@webtv.net.

J/24, NIXON WAS COOL. \$12,000. Multi-season SF Bay fleet champion. Fast, ready-to-go one-design racer, with dual-axle trailer. New North San Diego sails, TackTack compass, new standing rigging and boom. For more details see: www.gybethejib.com/nixon (415) 595-2566 or chet_chauhan@yahoo.com.



INTERNATIONAL 505 (OLD SCHOOL). 16.5-ft dinghy, must sell. Listed for \$5,500, now \$1,500 reduction in price. Perfect for juniors or club sailors. Not super high-tech as modern 25k boats. Clean, ready to go. Main, jib, spinnaker. Reduced to \$4,000. At Stockton Sailing Club. Four other 505s available for charter or lease through Aug/Sept 2009 NA and World's 505 Championships. Call for details. Ray Lopez, Burson, CA. (209) 772-9695.

MARINE ENGINE CO.

Complete Engine Services • Gas & Diesel
30 Years Experience • Reasonable Rates
Tune-Ups • Oil Changes • Engine Rebuilding, etc.
(415) 332-0455



MARINE SURVEYS by Captain Alan Hugenot
Naval Architect • Yacht Delivery Skipper
Accredited Marine Surveyor (SAMS)
Bay or Delta • No Travel Charges • MC / VISA / AmEx
alan@captainhugenot.com • (415) 531-6172



NOR-CAL COMPASS ADJUSTING

Magneuto™ System Exclusively
Boat Remains in Berth • Eliminates Deviation
Authorized Compass Repair • All Major Brands
Hal McCormack • Phone/Fax: (415) 892-7177

CHART SAVINGS UP TO 76%

HIGH DEFINITION PRINTS • 256 INCREDIBLE SHADES!
Worldwide • Sample Chart \$5.95 • Affordable E-Chart back-ups
Bellingham Chart Printers Division, TIDES END LTD., PO Box 397L, Shaw Island, WA 98286
800-643-3900 • fax: 360-468-3939 • www.tidesend.com • sales@tidesend.com

25 TO 28 FEET

25-FT US25, 1985. Fresno, CA. \$3,995. Great starter boat. My family and I learned to sail on her last year. We spent 24 days and nights, sleeps 5. Freshwater sailed since new, Tahoe and Huntington Lakes. Fixed keel, main, 100% jib, 150% genny, sail covers. Standing and running rigging all OK. 5-hp Mercury 4-stroke longshaft outboard, EZ-Loader trailer with surge brakes, inflatable dinghy. Selling due to Laser 28 *Peggy Sue* following us home from Alameda. Call Mike (559) 647-2679.



26-FT MacGREGOR 26M, 2006. Bel Marin Keys, Novato. \$27,500. Loaded motorsailer. 50-hp Etech Evinrude, still under warranty, will get you flying at 16 knots. Trailer has bigger winch and spare tire. Water 20 gal. Fuel 24 gal. Mainsail, jib, genoa on furler. Antifouling excellent, GPS/depthsounder, radio/CD player, search light, engine hours counter, inverter, bolted safe, EPIRB. Sleeps 6. (415) 382-1124 or reggie@isapix.com.

ERICSON 27, 1979. \$11,900. New Honda outboard. New skipper's head. New boat cover. New main halyard. New seat cushions. Fun boat. Call Mike (510) 569-2010.



EXPRESS 27, 1985. St Francis YC. \$15,000. *Baffett*. Excellent racing boat. Many wins in a strong fleet. Many sails. Easily sailed in San Francisco Bay conditions. Planes easily, very stable. Classic Carl Schumacher design. Dry-sailed from its trailer at St Francis YC. (650) 917-1858 or forest@baskett.com.

SANTA CRUZ 27, 1977. Richmond. \$9,999. New deck, hull, topside, interior LPU paint. New traveler, tracks, clutches, cam cleats. Every bolt and nut replaced. New mahogany interior with 10 coats varnish. Three jibs, main and spinnaker. 2-hp 4-stroke Honda. Trailer. Mach5 national champion. <http://picasaweb.google.com/aphilliphadley> Email: phillip050@yahoo.com.

OLSON 25, 1984. Berkeley. \$10,400. New standing rigging, race bottom, battery 2008. New running rigging, 2 sets of sails including: North 3DL #1 and #3, 2 spinnakers, 2 mains. 6-hp Mercury 2005. Depth and speed. Upwind slip. SF one design fleet. (510) 798 7550 or falk.meissner@gmail.com.



26-FT WILD IRISH, 1984. One of only two Yamaha 26s on SF Bay. In very good condition. Great singlehander, racer/cruiser. Very good sails, diesel, generator, refrigerator, autopilot, GPS, dinghy, new instruments and more. \$14,000. Call for details: (510) 338-3812.

CATALINA 27, 1973. Alameda. \$2,900/obo. Very nice sailing boat. Settee model, sleeps 6, 6'2" double bed, all newly recovered cushions. Sails are in good condition. All original. Newer Johnson 9.9 outboard, electric start with alternator, runs perfect. (408) 378-3700.



SAN JUAN 28, 1979. South Beach Harbor, E9. \$10,500. Very good condition. Yanmar diesel/low hours, roller furling, self-tailing winches, extra sails, spinnaker pole, bottom diver maintained, good headroom/teak interior. Excellent Bay sailboat. (650) 589-7703 or (415) 641-7979 or mesa797@hotmail.com.

25-FT CAL 2-25, 1978. Berkeley. \$5,800. Recent bottom paint. New in 2004: standing and running rigging, cutlass bearing, batteries and holders, more. Yanmar diesel runs well. Great boat, stiff, fast and easy to handle. Must sell. (510) 326-4208 or mgrady@jku.edu.



CORONADO 25, 1968. \$6,995/obo. New standing and running rigging, roller furling jib, fridge, microwave. (310) 418-8661.

O'DAY 27, 1976. Price reduced: \$4,500/obo. Yanmar diesel. Great blend of cruising comfort and racing performance. Many upgrades and extras. Complete inventory of sails, 10 bags. (408) 497-6691.

MacGREGOR 26, 2006. Loch Lomond Marina. \$23,775. Like new, all extras. Completely equipped. 50-hp Evinrude E-Tec. Second battery, shore power. Blue hull. (650) 222-8748.

ISLANDER 28, 1978. Sausalito. \$10,500. Robert Perry design, sleeps 6, galley and stove, head, heater, fridge, Autohelm, GPS, VHF, depthsounder, knot log, twin compass, folding prop, spinnaker, Tape-Drive jib, large sail inventory, Atomic 4, extra winches and deck hardware, great liveaboard. (650) 575-7207.



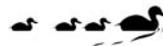
ANTRIM 27, 1999. Sausalito. *E.T.* for sale. Spectacular PacCup performer: Top 10 Overall in 2000, 2002, 2006, 2008. \$50,000 with PacCup Category 1 ocean gear; \$45,000 without ocean gear. Includes motor, trailer, many sails. (415) 460-6248 or toddhedin@prodigy.net.

26-FT MacGREGOR 26M, 2004. Brisbane Marina. \$23,800. Well maintained, white hull, 40 hp, roller furling jib, non-toxic antifouling over epoxy base. Bottomsiders custom cockpit flotation cushions, bimini top and helm cover. 1000w inverter, 800w microwave. Trailered and ready to sail. Email: ss26m@yahoo.com.

29 TO 31 FEET

CAPE DORY 30, 1978. Cottonwood, CA. \$27,000. New bottom. New paint on mast and boom. New mast lights. New running rigging. Removed fuel and water tanks, cleaned, replumbed. Pressure water. Rack and pinion steering. Beautiful teak inside and out. MD7A Aries windvane. Windlass. Charming wood heater. On 3-axle trailer included. (530) 347-6126 or (530) 524-7821 or havens38@aol.com.

C&C 29, 1977. Santa Cruz. \$14,500. New mainsail and cover, 5 jibs, 2 spinnakers, hull repainted 2005, new windows, newly reupholstered interior. 16-hp diesel Universal motor. Interior lighting upgraded to LED/halogen throughout, wheeled steering with new compass. This is a well-built boat that sails beautifully in heavy wind. (831) 421-1631 or mhuber13@yahoo.com.



CAPE DORY 30 CUTTER. \$38,500. Well maintained. Recent E80 radar, Variprop, new upholstery and cushions. A sweet sailing boat and easy to singlehand. \$38,500. Lots of pictures at website: <http://cd-30.blogspot.com>. (510) 910-2099.



CAPE GEORGE 31 CUTTER, 1992. Port Townsend, WA. This CG is one of the finest examples of a yard-completed Cape George 31 in existence. Launched in 1992, carefully maintained, well equipped for extended cruising. Interior layout features laminated Port Orford cedar beams, trim with teak cabinets. Double berth forward, enclosed head with shower, settee-berths amidships, overhead skylight. Aft galley to starboard, nav station to port. Cockpit has two large cockpit lockers, 1 propane locker and 1 lazarette locker. New engine, radar, Trinka dinghy, running backstays, downwind pole, windlass, AGM batteries, Force 10 stove, BBQ, boom gallows, windvane, SSB, VHF, new thru-hulls/seacocks, etc. See at: www.capegeorgecutters.com/brokerage/ (360) 385-3412 or cgmw@olympus.net.



30-FT PEARSON 303, 1983. \$24,995. Doyle main and roller furling jib, spinnaker and gear, hot and cold pressure water, 16-hp Yanmar diesel, new interior cushions, lives like a 35-foot boat. Priced to sell. (510) 917-7749.



NOW'S YOUR BEST CHANCE TO OWN a winning Knarr. Compete in San Francisco Bay's best racing fleet. *Peerless* is a fiberglass yacht that won the Season Championship in 2001 and has been a consistent strong finisher over the last 10 years. Ready to race, Cityfront slip negotiable. Priced to sell at \$25,000. Call Larry Drew (415) 640-3978.

VOLVO PENTA

Specialist Dealer Since 1980

ESKELUND MARINE • (510) 523-7670

1913 Clement Ave • Alameda Marina • Bldg 13 at Pier 2



superwind.com



STARBOARD YACHT DELIVERIES

Over 50,000 sea miles • Pacific, Caribbean, Atlantic
USCG Master 100 GT STCW • Power & Sail

Rick Whiting • (415) 740-2924 • captain_rick@sbcglobal.net

WOODRUM MARINE

Specializing in custom interior
cabinetry, tables, cabinets, countertops,
cabinsoles. For power or sail.

CARPENTRY

Mobile cabinet shop

Contact Lon Woodrum at:

415-420-5970

www.woodrummarine.com

COAST MARINE

& INDUSTRIAL SUPPLY INC.

398 Jefferson St. San Francisco - On the Wharf.

Call **Bruce Becker** or **Clark Atkinson**
(415) 673-1923 (415) 516-4860

800-433-8050
Fax (415) 673-1927



LIFE RAFT
Sales & Service

U.S.C.G. Approved Testing Facility

- ★ U.S.C.G. life raft facility for Solas commercial yacht and fisherman rafts
- ★ COMAR DEBARKATION LADDERS
- ★ COMAR PILOT LADDERS
- ★ COMAR WORK LADDERS
- ★ All U.S.C.G. approved

GUINNESS WORLD RECORD "World's longest tested ladder 320ft."

Major Distributor for:

Pains Wessex
Safety Systems

STEARNS



IN SAN DIEGO CALL OCEANS WEST 619 544-1900

Ventura Harbor Boatyard, Inc.

"Quality to set sail with"

**Painting
Rigging
Machining
Welding
Electrical
Sandblasting
Woodwork
Chandlery**



1415 Spinnaker Drive, Ventura, CA 93001
(805) 654-1433 • www.vhby.com

HUNTER 31, 1985. Marina Del Rey. \$21,500. Very spacious 31-ft sloop, perfect for Catalina cruising, Yanmar 18-hp diesel, furling jib, wheel steering, solid rigging, very easy to sail and good speed. Includes Achilles inflatable with 8-hp 2-stroke. Very spacious 31 footer. Call (858) 922-0188 or timcannon712@hotmail.com.



31-FT ULDB BLOOM COUNTY. \$25,000/obo. Custom designed for local ocean racing. 99 PHRF. Turnkey racing program, strong record of safety and success, completely ready for this summer's coastal races. Planing design routinely in high teens off the wind. Great interior with galley, sleeps and feeds five. Great sail inventory, main and jibs post-2006 carbon. Recent professional standing rig / running rig / deck layout job. Always dry-sailed, full Sunbrella cover, good road trailer (upwind deliveries at 55 mph). (650) 560-9871 or tbasso65@gmail.com.



30-FT INTERNATIONAL 210. \$1,500. Original 1950s Bay Area International 210. Designer: C. Raymond Hunt. #206, 'Top Banana'. On trailer. Needs paint to finish rebuild of this wood classic. Races with crew of five. Fast boat. Call Mike (510) 569-2010.

CAPE DORY 30, 1980. Marina Bay, Richmond. \$39,500. New 20-hp Beta Marine engine, v-drive, shaft, bearings with less than 40 hours. 4-bladed Variprop feathering propeller, radar, GPS, chartplotter, davits, new Profurl on yankee sail. Email for photos and details. Call (925) 838-1048 or (530) 525-4222 or email: lgerhardy@hughes.net.

TARTAN 30, 1978. \$19,500/obo. Well maintained, classic Sparkman & Stephens design with good Atomic 4 engine, dodger, furler, BBQ and many extras. Call (510) 864-9880 or ejwoollett@aol.com.



ISLANDER 30 Mk II, 1971. Berkeley, SF. \$9,900. Great sailboat, clean. Newer diesel. Ready to sail, cruise, race. Great hull, rigging, mast, bottom paint, electronics, dodger, oven, roller furling, etc. \$269/mo transferable slip. Consider trades. See boat website: www.zoltanistvan.com/islander30.html Call (541) 661-6346 or info@zoltanistvan.com.

ISLANDER BAHAMA 30, 1984. Like new Yanmar, new canvas, fridge, microwave, flat-screen TV, stereo, cushions, flooring, electric head, roller furler, wheel steering, shower. \$29,900/obo. (310) 418-8661.

32 TO 35 FEET



ALAN ANDREWS 30 RACING SLOOP, 1983. Santa Cruz. Racing/cruising sloop in excellent condition. Very fast displacement boat when trimmed right. New paint and non-skid. Decent sail inventory. Yanmar diesel. PHRF 120. 7000 lbs. Best 30-foot double-fingered slip in Lower Harbor, O-23, Santa Cruz Harbor. Details Andrews 30 2002 Fall SCORE Series, 1st Fleet B. 1982 MORC International Championships, 1st. \$15,000 partnership, full ownership only \$24,900. (831) 334-4963 or (831) 479-1120 or john@palapasresort.com.

WESTSAIL 32, 1973. Factory boat. Rare rectangular main ports. Hull, spars, sails, engine all sound. Bronze windlass, Achilles. All known deficiencies divulged to serious buyers. View at Pier 39, Slip C-11. Possible boat/slip combo deal. Low as-is price will rise as refit progresses later in the summer. (707) 494-8931.

BRISTOL 33 PLASTIC CLASSIC, 1969. Brisbane. \$17,000. Halsey Herreshoff design. Great Bay sailer, liveaboard. Electric auxiliary power, 48-volt system, no fossil fuel required. Berthed in Brisbane. Email for details: cwbyslr@comcast.net.

35-FT J/105, AQUAVIT is for sale, \$92,500. Fastest 105 on the Bay. Season champion 2007. Number 103 (pre-SCRIM). Excellent sail inventory. Professionally faired bottom. A steal for \$92,500. Willing to help new owner get up to speed. (415) 302-8926.



Fred Andersen Boat & Woodworks

**Repair,
Restoration &
New Construction**
(510) 522-2705

August Enterprises

Marine Surveying and Consulting

Serving the Bay Area since 1995

510-889-8850

BARBICAN 33, 1980. San Francisco. \$20,000. World-cruising ketch. Full-keel hull, 4' draft with 4' centerboard, built of epoxy-coated fiberglass. Custom-built teak and mahogany coachwork. 30-hp diesel. Monitor windvane, large diesel tanks. See pictures and more specs at website, search for Barbican 33: www.yachtfind.com. (650) 619-6640 or philip@philiprobertsmodels.com.



HALLBERG-RASSY 35, 1972. Moss Landing, CA. \$55,000. This is a nice center-cockpit bluewater cruiser. 30k in the last few years. Rebuilt Volvo MD30A. New Ullman sails with Furler on jib. New rigging. Comnav autopilot, Raymarine plotter, radar, Interphase Outlook and more. (831) 595-2467 or olinjordan@yahoo.com.

32-FT PEARSON RACER/CRUISER, 1979. Fast, easily singlehanded boat for couple. Featured in August 2007 *Practical Sailor*. 1,250 hours on original M-15 (formerly 5411) Universal (Kubota) raw water-cooled diesel. Gear, vintage 1995: Autopilot, digital depthfinder and gauge, gennaker, Harken furler, Navtek backstay adjuster, Hall Spars Quik Vang, Furuno radar, 25w marine radio. New: 19-gallon aluminum fuel tank and electric fuel pump, 2002; two batteries 2006. Documentation: All original manuals, surveys, maintenance, diving, haul records since my 1995 purchase. Location: Alameda. Before calling, strongly recommend that you: 1) know production boats, 2) check current BUC prices, and 3) forget lo-balling. \$23,000 or an informed and intelligent offer. (510) 525-2754.



OCEANGOING SEAGOER 35 YAWL. Excellent condition, seven sails, Yanmar diesel, everything stainless. Located San Francisco. \$35,000. Ready to go. See: www.theseagoer.com Call (209) 532-5397.

35-FT J/105, 1999. Lake Tahoe. \$98,000. Boat has always been on fresh water, sailed only in summer months. In the water after May 22. See photo and details at: www.maidoftime.com (415) 308-2376 or maidoftime@yahoo.com.

YORKTOWN 35, 1974. Emery Cove Marina. \$30,000/obo. Bluewater cruiser for sale at a great price. Large center cockpit. Ready to cruise with 12v fridge, radar, large battery bank, rebuilt Perkins 4-107 and more. For more info, visit website: www.maryanntwo.com (408) 202-4944 or mortensontyler@yahoo.com.

OFFSHORE ONE DESIGN 34, 1980. Price reduced: \$34,900. Doug Peterson design, Jeremy Rodgers construction. Excellent condition. Carefully maintained and improved with many recent upgrades. Exceptional value. Call for more info. Pics and details: yacht.milagro.googlepages.com/home (415) 552-0860.



HUNTER VISION 32, 1994. Alameda. \$39,900. Unstayed mast, new tri-radial sails, full-battened main, roller furling. 27-hp Yanmar diesel, electric halyard winch, radar, autopilot, GPS, DVD player, instruments, cockpit speakers, (3) Optima gel-cell batteries. Walk-thru transom, new dodger, new cushions, bimini, refrigeration, stove, oven, microwave, inverter, hot/cold pressure water with shower. Fabulous interior with great lighting and visibility, separate owner's cabin. Easy to sail with rigid vang, wheel steering. Sailing lesson included. Rare to market, last year of production. Hi-res photos/video available. www.flickr.com/photos/29966373@N02/sets/72157618427090906/ (435) 216-6655 or yarboat@msn.com.

33-FT J/33, 1988. South Beach Harbor. \$15,000/obo. Well maintained, many recent upgrades, near new main/jib, lifelines, standing rigging, boom, other. Volvo diesel. PHRF 81. South Beach Harbor, slip E-14. Randy (415) 552-6246 or rbroman@bayarea.net.

35-FT J/105, 1992. South Beach Harbor, SF. \$57,500. Tiller boat *LaPavoni* is for sale and priced aggressively. Fast (PRESCRIMP) boat. Great race record (3rd). Unused for several years and needs maintenance (bottom, sails, instruments, diesel, etc). Email: edoel2@gmail.com.

ERICSON 32, 1974. Redwood City. \$18,500. Beta Marine, 220 hours. Alpha3000 autopilot, Horizon depth and knotmeter. Good main with 3 reefs, good storm jib, new UK tapedrive 100 and 125% Ballenger boom, Schaefer roller furling, Harken 2-speed self-tailing winches, mast-top strobe, dodger, singlehanded TransPac vet. Call (650) 575-2466 or PatTuna22@aol.com.



HUNTINGFORD NOON OCEAN 34 cutter. Huntingford designed, professionally custom built double-ended fiberglass cutter. Offshore or liveaboard. Yanmar 3-cyl engine, hull, sails all in fine condition. Good headroom. Spares. Lovely teak interior. See: www3.telus.net/khamsin (604) 730-1993 or gillian_mikewest@hotmail.com.

ERICSON 34, 1987. Berkeley. \$56,500. Cruiser and fast sailboat in excellent condition. Roller furling jib, spinnaker, autopilot, chartplotter, dodger, beautiful interior, refrigeration, extensive DC/AGM upgrade 2008. Universal diesel, much more. Berkeley slip. Detailed specs and pictures: www.ericson34.info. Call (510) 717-5693 or jdeboersf@yahoo.com.



VALIANT 32 CUTTER, 1980. \$53,000. Roller furling jib, 3-cylinder Universal diesel, 3 anchors and all-chain rode, windvane, radar, autopilot, SSB and VHF radios, 6-man liferaft, hot water, propane stove with oven. Includes a dodger and large solar panel that were removed for cruising. Proven bluewater cruiser, just back from Hawaii. Moving to a smaller boat. Currently docked in SF. Call (415) 601-5666.

SABRE 34, 1983. Bel Marin Keys. \$39,000. Good mid-size cruiser/racer. 6'3" headroom below, Can sleep six. Beautiful wood interior, galley, head with shower. New Hood Sails 90-105 headsail, Harken roller furler, new Harken traveler, new fuel lines, dodger, Westerbeke 28-hp diesel. Clean. (415) 883-3733 or (415) 601-4043 or jacksont@pbworld.com.

ERICSON 32, 1972. Richmond Marina Bay. \$17,500. *Zealous*, #250. Wheel, autopilot, 3-blade folding prop. Universal diesel. Harken furling, dodger, spinnaker; all lines led aft, self-tailing winches. Wind, depth, speed, VHF, GPS, stereo. Pressure water, battery charger, inverter. 12v starting battery, two six-volt cabin batteries. Hauled KKM1 2/20/09: bottom paint, zincs, diesel serviced, survey. Pictures available. (209) 915-7057 or (209) 406-8316 or nmvrldgig@comcast.net.

ERICSON 34, 1978. Redondo Beach, CA. \$19,999. Fully loaded with radar, GPS, windpoint/windspeed, autopilot, dual compasses, ICOM VHF radio, and more. Rebuilt engine, new bottom paint, varnish and Awlgrip on the decks. 7 sails, dodger, and bimini. This boat sails fast. (310) 968-3070 or (310) 822-0669 or timb@cyayachts.com.



ISLANDER 34 SLOOP, 1969. Emery Cove Yacht Harbor. \$11,000. Full restoration near completion. New Awlgrip paint, electrical, water, waste systems. New range, Autohelm instruments, stainless oven, water heater. New Universal diesel. Needs sails. (209) 613-9331 or westsideassociates@yahoo.com.

35-FT COLUMBIA 10.7M, 1980. Brickyard Cove Marina. \$31,000. Recently serviced 22-hp Yanmar diesel, very good main/jib, dodger, bimini, radar, VHF, Loran, etc. Shower, hot and cold pressure water, large interior, teak and holly sole, good condition, extra gear and sails, great live-aboard. Call Dan (530) 752-7031 (days) or (530) 753-0270 (eves).



33-FT CUSTOM CUTTER ANNIE, 1981. Port Townsend, WA. \$108,000. Custom built, full keel, fiberglass hull with Airex core. Wood house, decks and interior, seven Hasse & Petrich sails, Volvo diesel, Autohelm, pressure water, ElectraSan, propane galley stove. A robust and superbly constructed cruising yacht. Shows as new. Email: priatt.annie@gmail.com.

36 TO 39 FEET

BENETEAU 393, 2002. Sausalito, CA. \$168,000. Well equipped and maintained racer/cruiser. 2-cabin 2-head model. Full-batten main, 135 and 105, spinnaker, pole. Diesel, autoprop, GPS, radar, chart, wind, tri-data, autopilot. Windlass. Cherry interior, ultra-leather. Sale or partnership. (415) 331-4900 or (415) 332-4401 or 393@marigotgroup.com.



PROFESSIONAL YACHT DELIVERIES

60 years of combined experience • 100,000 miles at sea • USCG Licensed
Capt. Phil Howe (415) 290-1659 • Capt. Greg Snead (415) 846-6919
We'll get the job done in a safe, professional manner • Call for details

boat bottom scrubbing & more . . .

415 331 7215 william@gotzinc.com

VOLPAR, Inc.

(408) 986-0848 • (800) 258-4545
 Parts / Service • Penta Only
 10am-7pm PST every day including Sat-Sun
 email: Volpar@Volpar.com

VOLVO PENTA

COMPLETE MARINE WOODWORK

Design / Restoration • Expert European Craftsmanship • Interior / Exterior
 Repairs / Maintenance • Marine Windows & Frame Replacement
 Wood & Dry Rot Repairs • Varnish Work • Marine Painting
References Available • Reasonable Rates • Call (415) 331-6718

KISSINGER CANVAS

Marine Canvas & Interiors
STEVEN KISSINGER
(925) 825-6734
 Covering the Entire Bay Area



- Biminis
- Boat Covers
- Cushions
- Sail Covers
- Headliners
- Awnings

DODGERS

Side handrails and window covers included.

OPTIONS

Aft handrail, dodger cover, sailing bimini.

Free Estimates and Delivery



ISLANDER FREEPORT 36, 1985. Long Beach, CA. \$49,000. All upgraded windows. Pathfinder motor. Everything works great and is good to go. Too many extras to list, all original plans and paperwork, complete, must see. (310) 418-0379 or wbnfrench@msn.com.

38-FT CATALINA 390, 2002. San Leandro Marina. \$153,000. Exceptional value for a 3-cabin cruiser with many amenities for long distance trips or daysails. Will gladly consider 1/4 ownership if interested. GPS, full galley, shower, water heater. Call (209) 321-7524 or email: daniel@danloren.com.

ERICSON 38-200, 1988. Moss Landing, CA. \$89,900. Relocation inland forces sale of racer/cruiser with beautiful wood interior and complete set of racing sails. Info and lots of pictures: www.seacode.com/windhold (978) 807-4091 or email: windhold@seacode.com.

JEANNEAU 36, 1997. Very well maintained. Electric anchor windlass, dodger, refrigerator/freezer, GPS, chartplotter, autopilot, CD player, VHF, B&G instruments, depth/knot/wind, dinghy with 2-hp Johnson. Price reduced: \$89,000. To view call Roy or Brian. (510) 523-4081 or (209) 722-2068 or coolswick@aol.com.

COLUMBIA 36, 1968. Marina del Rey. \$19,900. Overhaul and survey in Aug. 2008. New gas tank, bottom paint, gel coat, canvas covers, handrails, eyebrows and newly restored engine. Call Peter at (310) 864-4842.

ALDEN 38 CUTTER, 1952. \$39,500. *Comanche.* An impeccable pedigree. Well equipped and professionally maintained by this owner 22 years. Loaded with classic charm, charisma and character. Very recent survey. She'll steal your heart. Must see. (805) 639-0836.

RAFIKI 37. \$49,500. Double ender, good liveaboard. Cutter rig, radar, updated electrical, instruments, plumbing, running rigging, fuel tanks, LPU and cushions. Sound engine. Tom (510) 799-1712.



ISLANDER 36, 1977. San Leandro Marina. \$39,500. Documented bluewater cruiser. Well maintained and in good condition. Comfortable liveaboard or racer. Recent haulout, paint, cushions, and wood work. Many equipment and electronic upgrades, chartplotter, Autohelm, VHF radio, Force 10 propane stove, Isotherm fridge/freezer and Pineapple sails in 2003-4. Atomic 4 gas engine overhauled in 2005, very dependable. Our *36 Double D's* is a Baja Ha-Ha 2004 vet and ready to go again. See: <<http://daledenaadventures.shutterfly.com>> Call (925) 337-4586 or email: double.dharma@yahoo.com.

FREYA 39 IN STEEL, 1974. Oxnard, CA. \$39,000/obo. Freya Halvorsen 39 steel sloop. Insulated, Rebuilt 85-hp Ford diesel. Autopilot, radar, GPS, fridge, shower, hot water. Hood roller furling, hydraulic windlass, sounder, dodger, refurbished aluminum mast/boom. 8' dinghy. (805) 200-6089 or traim69@hotmail.com.



38-FT TARTAN 3800, 1995. Marina Village, Alameda. \$140,000. Classic beauty, well maintained. New mainsail. Raymarine instruments and radar. MaxProp, three blade. Loves ocean sailing. Call (925) 330-1378 or mward@annward.com.



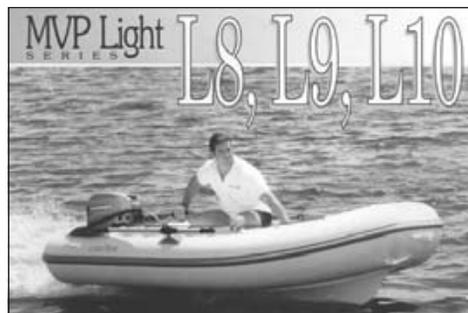
ALAJUELA 38, 1976. Sequim, WA. \$109,000. Well maintained and equipped traditional full keel FRP cutter. Pacific veteran. Many significant improvements in the past 4 years including new engine 2005. Blogspot contains full, up-to-date details including photos: <http://alajuela38.blogspot.com/> (360) 683-8662 or email: svselah@yahoo.com.

FREYA 39, #4, 1977. Plywood deck, glass over. One owner. Serious, quick, oceangoing boat, 2 autopilots, Aries, Profurl, complete ground/antenna/power set-up for SSB, mast well-repaired after break. Recent survey. Yanmar 3 cyl, 2,000 + hours. Used sails. \$54,500. Call (925) 522-1353 or crowellam@hotmail.com.

HONDA MARINE
 IT'S ALL ABOUT POWER.

caribe
 INFLATABLES

Aquapro
 INFLATABLES



TOHATSU
 outboards

Achilles

We've been **THE Bay Area authority for inflatables and outboards for more than 35 years.**

Call us today for quotes.

Voyager Marine

1296 State St.
 P.O. Box 246, Alviso, CA 95002-0246
(408) 263-7633 • (800) 700-7633
 Open Tuesday thru Saturday



ISLAND PLANET SAILS

Located in Alameda • Exceptional service • Attention to detail
 Quality materials from Bainbridge and Dimension Polyant
 World class design team with America's Cup experience
www.IslandPlanetSails.com • (510) 931-6499

SMALL AD, SMALL PRICES • RIGGING ONLY

Standing and running rigging, life lines, furling gear, winches, line, windlasses, travelers, wire and terminals, blocks, vang, and much more.

~ ~ ~ *Problem solving and discount mail order are our specialties* ~ ~ ~
www.riggingonly.com • (508) 992-0434 • email: sail@riggingonly.com

CAL 39, 1982. Alameda, CA. \$62,500. This classic is a solid, well maintained sailing vessel perfect for cruising or sailing the Bay. The three-cabin design includes many extras with a rebuilt diesel. Berthed in Alameda, owner moved out of the state. (208) 407-6505 or Doug.swanson@earthlink.net.



38-FT SLOOP, 1970. Monterey, CA. Asking \$24,000/obo. Sparkman & Stephens-designed, Canadian-built Hughes. Sails well, has new diesel inboard engine. (831) 915-4984.

COLUMBIA 36, 1969. Sausalito. \$25,000. Many recent upgrades including: new Westerbeke/Universal diesel engine with 90 hours, 2 new SS fuel tanks (full), new running rigging, electronics, spreaders, rigid boom-vang, has davits and fiberglass dinghy, many other extras. (415) 713-5778 or terichappell@yahoo.com.



ISLANDER 36, 1975. Sausalito. \$44,500. Roller furled jib, 2 self-tailing winches, holding tank, macerator, propane stove/oven, anchor/chain and rode, curtains. Richardson Bay Marina in Sausalito. Lynell (415) 793-2134 or lynellp@aol.com.

36-FT SABRE 362, 1998. Built in Maine, this blue-hull beauty is waiting for adventure. Autopilot, shallow draft keel, lightly used spinnaker and new main, newer standing rigging. Recently painted hull and topsides. \$155,000. (925) 766-2205 or dan@deltaexcavating.net.

CATALINA 36 Mk II, 2002. Long Beach, CA. \$114,900. This exceptional Catalina is ready to sail. Ultra leather salon cushions, full electronics, RayMarine RL/70 4kw radar/chartplotter, data repeater below, Autohelm 5000, Standard VHF radio with spare, 12 CD changer with controls at the helm and Bose speakers. ESPAR hot water central heating system, dodger, bimini with connector. Teak cockpit table, Link 1000 battery controller, Heart inverter/charger, starting battery and much more. Beautiful inside and out. Safe, fast and fun. (949) 741-9723 or michael_weir@cox.net.

INGRID 38 BLUEWATER KETCH, 1976 Colin Archer/Wm. Atkins design. Built in Port Townsend. Yanmar diesel, vane, furling, radar. Extra stout, solid, glass double-ended cruiser. *Hyperion* has sailed to Alaska and Hawaii. Best offer over \$52,000. (415) 332-7245 or (562) 899-0774.

40 TO 50 FEET

GULFSTAR 44, 1974. Las Hadas Marina, Manzanillo, Mexico. \$38,000. Center cockpit. 2 staterooms, 2 heads, located in fabulous Las Hadas Resort with use of all hotel amenities. Boat does need bottom paint and mainsail. Lots of new stuff, interior and cockpit cushions, hardtop, batteries, generator, inflatable. Call (716) 868-8463 or timetostore@yahoo.com.



48-FT CUSTOM C&C. Sausalito. \$150,000. Custom-built performance cruiser, restored. New interior, new engine, new electronics, rod rigging, sails, North 19 bags. Set up for crew of two. Electric winches. Great liveaboard, fast, safe, comfortable, well equipped. Survey available. Must see and sail. See: www.captainmarco.com. (415) 987-1942 or (415) 868-2940 or captainmarco@cs.com.



BENETEAU FIRST 42S7, 1997. Alameda, CA. \$179,000. Beautifully cared for French-built boat. Yanmar 48 diesel, 3 cabins plus saloon, 2 showers, furling genoa, spinnaker, GPS, moving map, radar, autopilot, electric anchor, bathing ladder, pop-up table in cockpit. This is a fast boat, and speed is one of the safest features you can have for bad weather. This boat is for sale, and not for donation, trades, or other tax schemes. (650) 269-8794.

40-FT CUTTER, 1996. Pt Orchard, WA. \$59,000. Dix Hout Bay 40 steel cutter, built in South Africa. New electrical system, turtle, bowsprit, thruhulls, clamps, hoses, Ford-Lehman 59-hp, new exhaust system, sleeps 5 in two cabins, must sell. Email: jabba7tn@hotmail.com.

42-FT VALIANT. \$295,000. Never used. Never in salt water. Quantum sails, Pro-Furl on jib, autopilot, microwave, Westerbeke diesel. Boat is as new, location Valiant factory in Texas. Dick May (480) 513-7136 or boatseller@aol.com.



CAL 2-46 KETCH, 1974. Open-interior cruiser, Lapworth design. 2 staterooms/heads, engine room/shop, heavy custom dodger. Upgrades: shaft, propeller, E120 radar/chartplotter, VHF, Schaefer furler, dual Racor filters, upholstery, Force 10 stove, dinghy, 9.9 Merc and more. \$68,500/obo. Info/pictures: www.StillCrazySailing.com. (831) 708-2144 or (831) 601-6249.

MORGAN 41 CLASSIC MODEL, 1991. San Carlos, Mexico. \$98,000. Primo condition. Equipped and ready to cruise. Center cockpit, great liveaboard, must see to appreciate roominess. Recent survey. See blog for equipment list and current photos: <http://sailboatvagari.blogspot.com> Email: stanstrebreg@gmail.com.



47-FT OLYMPIC OFFSHORE cruising ketch. Ted Brewer design, hand-laid fiberglass to Lloyds specs, 3 staterooms, spacious accommodations, 75-hp diesel, LPG oven/stove, refrigerator/freezer, hot water, radar, VHF, GPS/chartplotter. See more at: www.rebeccasailboat.com. \$139,500. (360) 452-5050 or (360) 928-3058.



44-FT TARTAN 4400, 2004. Hull #1 of Tartan's newest deck salon. Electric winches, Vacuflush heads, full batten main, roller genoa, cruising spinnaker. Espar central heat, bow thruster. Kato davits, Caribe inflatable. Only 170 hours on diesel engine. New condition. \$475,000. (530) 318-0730 or amjohn@sbcglobal.net.



ROBERTS MAURITIUS 44, 1996. La Paz, Baja California Sur, Mexico. \$158,000. Ready to cruise in the Sea of Cortez. Beautifully finished center cockpit aft cabin ketch with all roller furling sails. Great liveaboard. Walk in engine room. Fully equipped. No findings last survey. www.morningstar-rene.blogspot.com (408) 382-9408 or ReneDorieMS@cs.com.

CATALINA 470, 2002. Santa Cruz. \$239,000. 460 engine hours. Infurling main. Electric winch. Captain's chairs. Complete nav pac. Professionally maintained. Cleanest Catalina around. A like-new boat at a fraction of the price. Call for specs and pics. (831) 429-1970.



47-FT CUSTOM FIBERGLASS CUTTER, 2004. Bluewater high-latitude cruising sailboat. Two helms, one enclosed. Sleeps six, premium equipment, electronics, 85-hp diesel, 4.2kw generator, workshop, 200+ fuel and water, refrigeration, washing machine, insulated. \$525,000. Pictures: www.hyssop.com/boat/ Coos Bay, OR. (541) 888-5688.



JEANNEAU 50, 1996. San Diego. \$238,900. Easy for 2 to sail, beautiful to see, she's almost new. Recent upgrade/refit over \$45k. Huge captain's cabin, giant galley/saloon, new instrumentation, 12' dinghy. Clean and neat. Will deliver. *Fancy* has everything. View our blogspot: <www.JeanneauInternational50.blogspot.com> (480) 948-7053 or cabokurt@cabokurt.com.

KELLY-PETERSON 44, 1978. One of the nicest cruising boats. Center cockpit, aft cabin, with new upgrade diesel 4-169. Bottom job two years ago, no blisters. Needs finishing. \$89,000/obo. (408) 378-3700.

PACIFIC YACHT SERVICES

Deliveries • Pre-purchase Inspections • Charter Captain
Over 130,000 miles • Experienced • Safe • Professional • All oceans
USCG 50 GT Capt. Mark Kocina

(805) 540-4667 • www.pacificyachtservices.com

Yacht Repair
Design / Consulting
Custom Interiors
Exterior Joinery



STEVE'S MARINE WOODWORK

60 C Libertyship Way, Sausalito
jonessail@aol.com • (415) 332-2500

Jack D. Scullion
Yacht Services
jdsyachts@att.net
(510) 919-0001

Rigging

Electronics
Troubleshooting
Electrical Installations

We Gladly Install Gear You Provide

NEILPRYDE



SAILS

OFFSHORE PASSAGEMAKING INSTRUCTION IN THE SOUTH PACIFIC

John & Amanda Neal are dedicated to providing hands-on, documented instruction aboard their Hallberg-Rassy 46 *Mahina Tiare III*, drawing on their combined 502,000 miles and 66 years of experience.

www.mahina.com • (360) 378-6131

COMPUTER ABOARD?

CAPN & Digital Charts
 AIS • WiFi • Cellular Amps
 SatPhones: Iridium & Globalstar
 HF SSB Radio & Pactor Modems
Wireless E-mail



SEATECH SYSTEMS™
 800.444.2581 • 281.334.1174
 info@sea-tech.com • www.sea-tech.com

Call for Info on SeaTech Packages and CAPN Demo Disk

Mathiesen Marine

For All Of Your Electrical & Electronic Needs

Not just quality installations...
 We are your source for
Marine Electronics!

All major brands at great prices!

Experience the professional difference by
 hiring a **ABYC Certified Master Technician**

Electronics, PC & Mac based Navigation
 Systems Integration, Radar, Autopilots
 Corrosion Issues, Inverters, Battery Banks

(510) 350-6622 www.MathiesenMarine.com



-Fully Insured-

Ryan's Marine

Specializing in Marine Electrical Services
 for Your Boat

- Electrical system installations from inverters to electronics packages
- Troubleshooting of existing systems
- Dealer for the complete Balmar product line
- Head and holding tank installations

(510) 385-3842

Ryan Schofield
 Owner since 1997

email:
 rssailor@yahoo.com



weatherguy.com

Worldwide Marine Forecasts
 Cruising, Racing & Commercial

Packages Starting at \$65.00 USD

(866) 882-WXGY (9949) toll free
 (808) 291-WXGY (Mobile)
 (808) 254-2525 (Office)
 (808) 443-0889 (Fax)



970 N Kalaheo Ave
 Suite C-104
 Kailua, Hawaii 96734
 info@weatherguy.com

www.weatherguy.com

PETERSON 44, 1977. San Carlos, Mexico. \$89,500. Price reduced, must sell. Two staterooms, two heads. New Yanmar, LP, fuel tanks. Robertson autopilot, radar, dinghy, outboard. For more info and photos: (520) 235-6695 or (520) 742-2727 or svubetha@aol.com.



45-FT LOA IOR LAURIE DAVIDSON design. *InfraRed*. New masthead kite. Ready for PHRF racing. Would be great for SoCal as racer/cruiser. Sugar scoop stern with newer rudder and Volvo power upgrades. Ex-St. Francis Big Boat Series and Long Beach Race Week class winner. Roomy 3-cabin interior. All amenities. Reduced inventory. Now new bottom paint. Asking \$90,500/firm. Ray Lopez in Burson. (209) 772-9695.

CAL 40, #64. Yanmar 3 cylinder, roller furling, companion dodger, full cover, propane galley, forced air heat, Autohelm, VHF, WS/WD, GPS, KM, DS, teak and holly cabin sole, bronze port lights. A special boat. Seattle. \$47,500. Specifications: (425) 649-9167 or (206) 304-7936 or (206) 963-8198.



FORMOSA 41 YANKEE CLIPPER, 1977. Ventura Harbor. \$45,400. Garden-designed ketch. Perkins 4-108. Hood furling: slab reefing on main and mizzen. Autopilot, radar, GPS/chartplotter systems at helm and navigation station, AIS receiver and VHF/DSC with dual station controls. See: <http://nocturne.com/interlude>

NAUTOR'S SWAN 43, 1969. \$55,000/obo. Palmer Johnson-built in Finland by Nautor. Upgraded over the years. Requires refit and cosmetic work. Lying in dry-dock for easy inspection. Email for specs and photos. Serious inquiries only. (541) 269-2160 or (916) 296-8525 (cell) or rjtesq@northcoast.com.

ROUGHWATER 45, 1983. Napa Valley Marina. \$45,000. Ted Brewer design ketch. She is solid and in good condition. Needs brightwork. Center cockpit, 85-hp Volvo Penta (low hours). Call for more details. (707) 312-1371.

SAMSON 40, 1980. Point Richmond. \$32,000. Recently back from Mexico. Strong vessel, nice interior, newer sails and rigging, Dutchman flaking, roller furling, autopilot, refrigeration, shower. Double bunk forward with 2 pilot berths. Volvo diesel. www.svpatriarch.com. (707) 961-2080 or rich@svpatriarch.com.

BENETEAU 46, 1996. South San Francisco. Good condition, clean, loaded. 3br/3ba, GPS, autopilot, 50-hp Yanmar, new cover, new bimini top, new 4-burner stove, Furuno radar, new standing rigging, interior in excellent condition, CD player, much more. (408) 422-4277 or saraysteve@aol.com.



SPARKMAN & STEPHENS 45 Seafarer Yawl. San Francisco. Yacht *Soltura*. Built in Holland of solid fiberglass. Sea-kindly and easily handled by two people. The amazing thing about this classic boat is you can't walk away without taking another look. Around \$96,000. Contact Jerry (415) 435-3513 or gsrumsy@yahoo.com.

EXPLORER 45, 1978. San Rafael, CA. \$109,000. Beautiful, lovingly maintained, center cockpit sloop/cutter. Constant upgrades past 15 years. Good performer, bright interior with 2 staterooms/heads. Yanmar 62 hp, LPU, radar. Haul and survey 2008. (415) 265-4418 or email: david@winchmate.com.



ISLANDER SCHOONER 44, 1982. 52-ft LOA. Well maintained, recent haulout, new main, standing rigging, low hours on Detroit diesel 100 hp, MaxProp, radar, GPS, two anchors, electric windlass, eight winches. Set up to singlehand, ready to go cruising. Located Richmond. Asking \$59,000. (510) 847-2522.

SPARKMAN & STEPHENS 43. Corten steel custom cutter by Olin Stephens. Built by Bechtel for Pan American World Airways. Unique canoe stern, center cockpit, aft cabin, Perkins diesel. View *Panam* behind San Rafael Yacht Harbor office. \$70,000/obo. (562) 899-0774 or (415) 332-7245.

TEAK &
 HOLLY
 SPECIALIST



DOCKSIDE MARINE SERVICES
 Nautical Woodwork
 Power-Assisted Hatches
 cannfrank@yahoo.com
 Jim Frank • (707) 849-8366

50-FT BENETEAU • SF BAREBOAT CHARTER

Day, weekend or weekly charters • Cockpit comfortably seats 10
 Spacious 4 cabins / 4 head layout plus crew quarters
 Overnight stays for up to 10 people • Very competitive rates • Since 1998
 (408) 395-1984 • www.frenchkisscharters.com • whitney.ryan@att.net

HANS CHRISTIAN 43 CUTTER, 1989. Bay Area location. One of the best blue-water cruising yachts available. Telstar keel. Yanmar 66-hp turbo, low hours. New MaxProp. New NavNet VX2. Bristol. One month offer: \$187,000. (530) 753 3463.



SAGA 43, 1998. \$199,000. Fast cruising yacht by Robert Perry. Singlehanded TransPac x 2. First to finish displacement boat 2000. Fully equipped to cruise the world, or for PacCup, Singlehanded TransPac, or VicMaui. *Practical Sailor* reviewed this boat. (530) 885-8557.



44-FT CSY WALKOVER, 1978. Rio Dulce, Guatemala. \$55,000. Good cruising boat in a great location. Aft stateroom needs to be remodeled. *Pacifico* is well appointed and a comfortable cruiser. <www.kanzlerfox.com> (011) 502-5819-8445 or vivabob@yahoo.com.

51 FEET & OVER



FORMOSA 51 KETCH, 1981. Documented. 3 br, 2 bath home; adventure included. Loving care by 2nd owner for 24 years. Sitka spruce spars, stainless steel crow's nest. Roller furling main (boomless), staysail. Maroon covers. Teak interior, varnished throughout. Benmar autopilot, radar, VHF, 80-hp Ford Lehman diesel, diesel heater, new propane range, propane water heater, coldplate freezer/fridge. 220 gal. fuel/220 gal. water. 3 staterooms, 2 heads. Set up to singlehand. Price reduced: \$97,500. Lying Santa Cruz. Call (650) 326-1430 or ewhollandjr@aim.com.

CLASSICS



FELLOWS & STEWART ISLAND Clipper, 1946. *Nirvana*. 44'3" auxiliary sloop. Classic, beautiful lines, solidly built. Fast, full keeled, fir on oak/bronze/African mahogany, coach roof. Full cover. 6' headroom, 8'7" draft, 9'10" beam. Located Alameda. \$27,000/obo. Rob (510) 461-2175 or (510) 886-0902 or robmickle@msn.com.

MULTIHULLS

33-FT BUCCANEER LOCKE CROWTHER demountable trimaran, 1978. Napa Valley Marina, CA. *Sundowner* has successful cruising and racing history. Skilled restoration required, but original builder/owner can provide technical support. \$7,000 with basic equipment, but without outboard motor. Additional \$3,000 adds 9.9-hp Yamaha 4-stroke. Call Joe Therriault (510) 734-4369.



WILDCAT 350, 2000. *Out of Africa*. 35' x 21' beam, Doyle sails, spinnaker, radar, 20-hp Volvo sail drives, folding props, Spectra watermaker. Boat loves Mexico. 4 staterooms. \$169,000. (916) 716-0669 or rich.cavanagh@yahoo.com.

31-FT BROWN SEARUNNER, 1984. Rio Vista. \$7,000. Solid wing model. Light and fast. Plywood and epoxy. New main, new Honda 9.9, fresh bottom paint. Good solid boat. Minimal cruising gear. (707) 974-6069.

31-FT CORSAIR F-31R AFT CABIN, 1999. Alameda. \$92,000. Excellent condition, rotating mast, full roach main, furling jib, screecher, spinnaker, carbon bowsprit, galley, head, Raymarine depth and autopilot, custom stern arch, solar panel, bimini, 9.9 Yamaha, aluminum trailer. (650) 465-2206 or denismcarroll@hotmail.com.



55-FT CATANA 531. Newport Beach. \$549,000. Cruise the world in comfort, speed and safety. Excellent condition, many spares, sprit, 2004 Yanmars with sd40s, 8.5kw, 55-gph watermaker, stall shower, 5 electric winches, good sail inventory, many upgrades. 3 autopilots, SSB, radar, Inmarsat mini-M, MicroCommander controls, 12' Caribe with 25 hp, solar array, Profurl electric jib furler, computer with world charts, new Sealand electric heads, inverter, much much more. High quality. Prime Newport Beach mooring available. Call (949) 295-4116 or (949) 675-0617 or jerrywoods37@hotmail.com.



38-FT FACTORY-BUILT CSK catamaran, \$45,000/obo. Fiberglass/foam core cat. Twin diesels, MaxProps, daggerboards, dual steering, anchors, windlass. Full batten main, lazyjacks, roller furling. Galley up in salon, beautiful teak interior. Safe, great sailing boat, great condition. Call (831) 475-6869.

POWER & HOUSEBOATS



34-FT CHB-STYLE TRAWLER, 1976. Portland, OR. \$44,500. 34' all fiberglass CHB trawler, loaded and ready to cruise or live aboard. Refer/freezer, hot water, furnace, new generator, radar, chartplotter, dual stations, sleeps 7, comfy, 300 gal. diesel (tanks just cleaned and inspected), 200 gal. water. Recent survey. 120-hp Lehman, runs excellent. Looks great also. (503) 260-6872 or genelivingston@peoplepc.com.

43.5-FT LABELLE TRAWLER. Sausalito outstanding view berth. Volvo diesels, 500 hours, 7.5 Onan. Roomy glass-enclosed sundeck. Full canvas. Large custom galley. Master with walkaround queen, tub + comfortable guest stateroom with large bed, head. Excellent workmanship/condition. Will sacrifice. May finance, rent or trade. (415) 331-5251.



19-FT BAYLINER TROPHY, 1984. Santa Clara \$6,000 or best offer. Boat equipped with marine radio, combo fishfinder/depth-sounder, compass, fish holding tank, circulating bait tank, ice box, sink with hand pump, Loran navigation device and a Porta-Potti. Sleeps three, anchor with rode, 1986 inboard Volvo 4-cylinder engine with Volvo outdrive. Recently replaced new cylinder head and control cables. (408) 243-7222 or (408) 482-0718 or gammaray@earthlink.net.



35-FT CHB, 1983. Isleton, CA. \$32,500. Fiberglass trawler. Two berths with full heads. New Delta canvas and screens. Lehman 127 diesel with only 500 hours. Flydeck enclosed for both winter and summer use. Dinghy with motor. (209) 551-3001 or MDalby5345@aol.com.



65-FT WOOD CLASSIC, 1939. Heavy built ex-trawler. GMC 12V-71, 21-kw generator. Full electronics. Lots of equipment. Ready to go. Would make great conversion. More pics/details: ancona@mcn.org. Will consider any reasonable offer. Call (707) 964-5423.



MULTIHULL DELIVERIES

30+ years & 150,000 miles on multihulls • Safe, swift, dependable worldwide deliveries by USCG licensed ASA instructor Capt. Ralph Drahos
(831) 334-6028 • Owners welcome
Learn multihull sailing and your boat's systems with a professional

Fractional Sailing at South Beach in SF

Catalina 34 • \$575/month!
Catalina 350 • \$695/month!
Call (510) 499-9463
www.windpath.com



MULTIHULL YACHT DESIGNER • MARINE SURVEYOR

John R. Marples, CMS • Certified, National Association of Marine Surveyors
Multihull Design Specialist • Pleasure and Commercial
Design office for Jim Brown Searunner, Seaclipper & Constant Camber Multihulls
www.searunner.com • (707) 343-1378 • marplesmarine@comcast.net

SUMMER SAILSTICE • JUNE 20

Bay Area Sailors: Treasure Island or a Sailing Venue near you!

For events, prizes, much more, see: www.summersailstice.com



PRIME FABRICATION
Marine Hardware and Custom Metal Fabrication

- Stainless Anchors - Plow, Fluke, Claw & Ace
- Table Pedestals • Flopper Stoppers
- Helm Seats • Handrails

Ph 949.496.1348
 Fax 949.496.1341
 www.primefabrication.com
 33081 Calle Perfecto, Suite B
 San Juan Capistrano CA 92675

ATLANTIC 57 CATAMARAN™



THE ORIGINAL PILOTHOUSE CATAMARAN

- o Designed for easy shorthanded cruising
- o Spectacular windward performance
- o Cored epoxy/glass/carbon construction

CHRIS WHITE DESIGNS
 TEL: 508-636-6111
 www.chriswhitedesigns.com

QUICK ATTACH® SWAGELESS FITTINGS

Three easy steps...
 1. Cut wire straight.
 2. Insert Wire.
 3. Tighten Fitting. Done!
The best on the market!

Available in Eyes, Studs, Jaws, & Turnbuckles
 Wire sizes from 5/32" to 1/2"

Strength, Quality and Dependability... plus a Lifetime Warranty!

Stainless Steel Marine Hardware, Rigging & Fittings at Reasonable Prices.

www.BOSUNSUPPLIES.com
 Or call toll-free for catalog and to order
 (888) 433-3484



GOLDEN STATE DIESEL MARINE

PARTS
 YANMAR • UNIVERSAL • WESTERBEKE
 PERKINS • ISUZU • PATHFINDER • ATOMIC 4

SERVICE
 DIESEL ENGINES

Barbara Campbell

351 EMBARCADERO OAKLAND, CA 94606
 (510) 465-1093




PRICE REDUCED. 30-FT WILLARD Vega Searcher. Excellent little ship for 2, good for 4. Super condition in/out. All systems in excellent condition. Full electronics. All safety gear, full head, 100 gals fuel, 100 gals water. See to appreciate. Call (650) 207-6898 or (650) 851-3402.

PARTNERSHIPS

BENETEAU 393 PARTNERSHIP. Sausalito slip. Well-maintained 2002 39-ft cruiser/racer. Very nice sailing, beautiful interior. Full electronics, classic main and furling jib. Central, walk to town. Quarter usage for \$500/mo. Equity or 1/8 usage also possible. (415) 331-4900 or (415) 332-4401 or 393@marigotgroup.com.

CATALINA 30 SHARE. Sausalito. Best Sausalito slip with parking. 5 min. to Bay, 30 to Angel Island. Walk to bars/restaurants. Upgrades: Wheel, diesel, cushions, jib furler, mast, more. Non-equity use 7 days max/month. One year, \$270/month. Call (415) 332-5442 or Leeloves2sail@hotmail.com.

50-FT BENETEAU 1/4 EQUITY. Partner \$15,000. 4 cabin/4 head, sleeps 10. Berthed SF Marina. 11-12 weeks per year exclusive use. Cruising locations planned for 2009-2010 include SF Bay, Channel Islands, Mexico. (408) 395-1984.



XPRESS LT57. Northern California. Designer: Ed Monk. Builder: Nordlund Boats, Tacoma, WA. New, beautiful, perfect. Nor-Cal partner wanted. Up to 50% available. For full info & more pictures see website: www.westexpressyachts.com. Contact Robert Mann (408) 529-2748 or email: rmann@rmp.com.

J/92 PARTNERSHIP. SAN FRANCISCO, Pier 39. \$400/month. 1996 30' J/92. Easy to sail. Performance-oriented daysailing on the Bay. Well-maintained. Many upgrades. Nice sail inventory, retractable bowsprit, jib furler, inboard Yanmar, and tiller steering. Non-equity partnerships available. Parking. <www.flickr.com/photos/pukawai39/> pukawai39-latitude@yahoo.com.

SOUTH BEACH HARBOR partnership. 1999 Hunter 340, well equipped including jib furler, in-boom furling main, radar, autopilot with remote, dodger, dinghy. Walk to AT&T Park and restaurants. \$500/month for 1/4 usage, equity possible. Call (831) 461-1180 or johnharold@buslog.com.

ONE-THIRD TIME SHARE. San Francisco. \$325/month. Catalina 30 sloop. New leather interior, repowered with 24-hp Yanmar, new sails, wheel steering, original owner, clean, easy daysailer. (415) 731-4956.

EXPRESS 34. Alameda. \$70,000. Looking for one or two equity partners. Boat is set up for racing and daysailing. New carbon main and number 3 jib, new headfoil. Very good condition. Call John or email for details. (510) 366-1476 or email: j_tuma@comcast.net.



SOUTH OF THE BORDER

SAILMAKING AND CANVAS BUSINESS for sale. San Carlos, MX. \$19,000. All included in self-contained Toyhauler trailer, Honda genset and A/C equipped, secure work location. For complete inventory and optional vehicles for sale. Email: tony@morsail.com.



CHARTER DIRECT & SAVE \$\$\$\$. Owner's time available for discount charter. Beautiful Moorings 4600 cat, Hope, featured in Latitude 38. Based in beautiful Belize. Book direct and save big bucks. dpetty@thoratec.com.

CONDO RENTALS NEAR VALLARTA yacht club. Two adjacent condos overlooking Paradise Village Marina. Each 2 br, 2 bath with Jacuzzi, pool and amenities. Access to Sports & Beach Club. Rent one or both. Call (925) 208-1601 or 011-52 (322) 297-7559 or nwardmoore@gmail.com.

PLAN YOUR MEXICAN GETAWAY NOW at the brand-new, gorgeous Cielo Y Mar condos. Located in Punta Mita, 35 minutes from Puerto Vallarta, available to rent from private owner. On the beach, 10 feet from the water, they offer spectacular views of ocean and mountains, the biggest infinity pool in the area, an endless beach, great surf breaks, great fishing, tremendous views of whales, bird life and the islands. While uncrowded and tranquil, just a five-minute walk to several waterfront restaurants. Choose from a spacious, beautifully furnished one or three-bedroom unit, or an amazing two-story penthouse with lovely shade trellis on the top floor. See details: <www.puntamitabeachfrontcondos.com> To reserve, call (415) 599-5012.

TRADE

TRADING MOUNTAINS FOR THE SEA. I have just over 5 acres of mountain land near the Royal Gorge in Colorado that I'm interested in trading for a 35 to 55-foot sailboat. Project boats ok. (510) 301-1620 or Rivertooth5@yahoo.com.

CARETAKING IN EXCHANGE for residence. Sausalito. Experienced wood-worker/boat person seeks to trade maintenance/upkeep for liveaboard situation. (415) 828-9663 or michael_v_childs@yahoo.com.

TRAILERS



ALERION 28 TRAILER. Seattle, WA. \$4,500. Low-mileage Alerion 28 trailer built by Triad Trailers. Tandem axle, electric brakes, bow ladder, rear support jacks, spare tire. (206) 284-9004 or email: casey@signature-yachts.com.

GEAR

VARIOUS ITEMS FOR SALE. Alameda. Alaska gear. Two ocean-ready 9-ft fiberglass Quinta kayaks. Complete charts SE and Vancouver Isle. Brown Bear .348 with Huguenot inlays. Heavy-duty California girl's folding bike. Frank Bette mixed species painting, girl with horses. (510) 523-9011.

MARINE ENGINES. Oakland, CA. John Deere/Yanmar 3-cylinder diesel, \$1,800. Mercedes 6-36 4-cylinder diesel, \$1,800. 20kw generator (only), \$500. You remove, save \$250. Located in Embarcadero Cove Marina. (559) 977-3252 or conniberg@msn.com.



PRICE REDUCED: ASYMMETRICAL spinnaker. \$2,000/obo. Like-new excellent condition, a tad too big for my boat. I believe it is 1.5 oz. Has sock and turtle. Luff: 63'4" which includes 2'5" cable at top for the sock. Foot: 33'. Call Steve (415) 847-7270.

STILL LEADER OF THE LOSS PACK. W13 Westerbeke diesel engine, complete, \$1,050. Rebuilt Atomic 4 gas engine, \$3,000. GMF Yanmar diesel 14-hp engine, complete, \$1,700. 2GM20 Yanmar diesel engine, 18 hp, \$1,800. A-4 and Perkins parts for sale. (415) 272-5776.

HI-END CRUISING GEAR. North East Bay Area. Switlik Rescue Pod-4, Avon: Liferaft, RU-310, Redcrest. Swisstech: Mastlift, emergency ladder. Paratech: 18' paranchor, 96" Delta drogue. 36" Galerider, survival suits, Mastmate, electric windlass, outboards 4-9.9 hp, Delta, CQR, Monitor wheel adaptor, heater. (415) 497-3731 or brad-low@sbcglobal.net.

74-FT MAST DESIGNED for catamaran. Best offer. (415) 269-5165.

MISCELLANEOUS

MARINE FLEA MARKET / Maritime Day Celebration. 300 Napa Street, Sausalito. Saturday, August 1, 8 am - 6 pm. Festivities include: Flea market, maritime art, live music, food, boat rides, raffle of 16-ft rowing boat and more. Bring the whole family. Spaces available. \$35. www.galileeharbor.org. (415) 332-8554.

32" PANASONIC \$35. 30" wide x 27" screen). In excellent condition, but should view for a gaming board. It's heavy. (415) 383-8200 ext 103 or latitude38.com.



CLUBS & MEMBERSHIPS

SINGLE SKIPPERS AND CREW of all abilities are invited to join the Single Sailors Association. Membership includes daysailing, raft-ups, invaluable onboard training, social events. Meetings held 2nd Thursday, Ballena Bay Yacht Club <www.bbyc.org> Social 6:30 pm. Meeting 7:30 pm. Guests welcome. <www.singlesailors.org/> (510) 233-1064.

NON-PROFIT

MARIN POWER & SAIL SQUADRON. 50 years offering members tuition-free classes from Seamanship to Celestial Navigation plus cruises and social events. Squadron Boating Courses in Novato, Tuesday and Thursday nights, 7 to 9 pm. Next classes start September. Textbook \$50. For course dates and registration call (415) 924-2712.

BERTHS & SLIPS

BOAT SLIP AVAILABLE TO RENT. Pier 39, SF. 40 feet, middle of D-dock, great location in the heart of San Francisco, clean marina facilities including shower and laundry. Reduced rate parking. Cheerful marina staff. \$340 per month plus utilities. Call Frank (206) 321-3730.

TWO SLIPS FOR SALE. Pier 39, SF. 50-ft slip J-16 for \$31,500/obo. 50-ft slip F-3 for \$30,500/obo. Make offers. (408) 954-1000.

DOCK FOR SALE, EMERY COVE, Emeryville. \$81,500. Great location. Lots of parking. Close in, upwind, 50 amp, can sail in. Dock box, 50' x 15', 8+ feet water, well-protected, safe environment. Good, long-term boating investment. Dock A-35. Call Jim or Jo Patrick (925) 254-5653.

PIER 39, SF, 36-FT SLIP. \$9,500. Ideal location. All amenities. Too many to mention. Sail the Bay and enjoy The City, all from your home base at Pier 39. (510) 525-7613.

PROPERTY SALE/RENT



HAWAIIAN OCEANFRONT RENTAL. Oahu's north shore. 3br/2br totally remodelled home, 35 feet from water. Unique, secluded enclave offering expansive sandy beaches, water sports, historic towns, small harbor nearby. Just purchased. Introductory prices to *Latitude 38* readers start at \$185/night. Some conditions apply. Let me help you find your Hawaiian dream. (415) 999-5626.

PERSONALS

SAILOR GAL WITH SLEEK SLOOP seeks crew for Wed. night races, weekend sails and occasional crossings to Monterey Harbor. First Mate position open to healthy male under 50. Santa Cruz South Harbor. (831) 477-2936 or sailssc@yahoo.com.

JOBS WANTED

PART TIME MARINE JOB or work wanted. Strong 18-year old, some experience in boat repair (apprentice carpenter, sanding, painting). Also experience in customer service. Lifelong sailor, good refs, College of Marin student. Contact Baylis (415) 389-9378 or baylisw@gmail.com.

'Electronic Latitude

Sailing News Every Mon-Wed-Fri

www.latitude38.com

JOB OPPORTUNITIES

6-PAK CAPTAINS AND SAILING instructors. Spinnaker Sailing in SF is hiring F/T or P/T aboard our fleet of 22 to 44-ft sailing yachts. Mid-week and weekend work available, flexible schedule. Fax résumé to (415) 543-7405 or call (415) 543-7333.

HARBOR ATTENDANT, 6 MONTH TERM. San Francisco South Beach Harbor. The San Francisco Redevelopment Agency's South Beach Harbor is currently looking to fill a 6-month limited-term Harbor Attendant position. Filing Deadline: June 19, 2009-COB. Application instructions and materials can be found on the employment page of our website at: <www.sfgov.org/sfra> (415) 749-2400 or email: redev.hr@sfgov.org. One South Van Ness Ave. 5th Fl. San Francisco, CA 94103.

BUSINESS OPPORTUNITIES

SAIL LOFT FOR SALE. St. Thomas, US Virgin Islands. Transferable Quantum franchise and all assets included. In business for over 11 years and located in Subbase, right next to Crown Bay Marina. Please see our listing: <www.sail1design.com/45.html> (340) 777-5638.

SAILING SCHOOL IN CABO San Lucas. Seeking active partner or full sale. One year in business, have cruise ship contracts. Contact Frank (512) 750-5735 or cabosportsfrank@yahoo.com.

TOO LATE TO CLASSIFY



ISLANDER 36, 1977. \$56,000. This exceptional Islander 36 just returned from a season of cruising Mexico and is ready to go again. New sails, new standing rigging, new Kyocera solar, new Delta and CQR ground tackle. Monitor windvane, 2 Navco autopilots, Furuno radar, Yanmar diesel, propane BBQ. Liferaft, EPIRB, Achilles dinghy, Mercury 5 hp, Garhauer outboard hoist. Teak/holly sole, Crittendon Roth head, updated interior. Much more. Beautiful inside and out. Excellent condition, needs nothing. Safe, fast and fun. See: www.hurulu.com. (415) 370-5060 or nathan@venturearchetypes.com.

N.E. MARINE TITLE

Coast Guard documentation • Title/lien searches • Transfers • Mortgage filing • Escrow services
Local closing facility for brokers or private transactions
30 years experience of doing it right the first time

1150 Ballena Blvd, Alameda, CA • (510) 521-4925

BLUE PELICAN MARINE

A sailor's consignment store located at Grand Marina, Alameda
Sails • Winches • Instruments • Blocks • Sailing Books
Charts • Outboards • Rigging • Hardware • Safety Gear • More
(510) 769-4858 • www.bluepelicanmarine.com

MICHAEL CHILDS • ARTISTRY IN WOOD

Custom Woodworking and Design • Complete Portable Shop
Award-winning Furniture • Boat Joinery • Carpentry • Repairs
Licensed • See: www.michaelchilds.com

(415) 828-9663 • michael_v_childs@yahoo.com

Fun in the Sun!

CELEBRITY MEDIA REGATTA ~ JUNE 14

Bay Area celebrities are invited to join us for fun, sailing, & racing against your peers.

Presented by Summer Sailstice as a benefit for BAADS

South Beach Yacht Club, SF • See: www.gosailingsf.org for details

Custom Canvas & Interiors

Visit us
at our new
location!



The Gianola Family has been designing and fabricating custom canvas and interiors since 1969. Gianola Canvas Products offers you the best in quality, more choices, and personal service.



265-B Gate 5 Road
Sausalito, CA 94965
(415) 332-3339
www.gianolacanvas.com

HAWAII

LONG TERM DRY STORAGE

Clear Customs at our dock

GENTRY'S KONA MARINA

HONOKOHAU HARBOR

156°1'30" W
19°40'20" N

888-458-7896
TOLL FREE

The friendliest boatyard in Hawaii

TIRED OF HAND STEERING? GET THE CPT—THE RELIABLE, POWERFUL WHEEL PILOT

- Dependable ♦ Built for Immersion
- Affordable ♦ Easy Owner Installation
- Quiet ♦ Low Power Consumption

The Delivery Skipper's Favorite

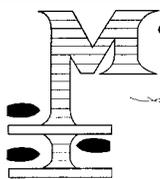
CPT
AUTOPILOT

See it in Action!



831-687-0541

www.cptautopilot.com



MARINA DE LA PAZ FULL SERVICE MARINA

Friendly, helpful, fully bilingual staff

All new hardwood docks • Wireless Internet
Dinghy landing with potable water
New protective piling & sheepile breakwaters • And more!

TEL: 01152 612 122 1646
email: marinalapaz@prodigy.net.mx

www.marinelapaz.com

Apdo. Postal 290, La Paz, 23000, Baja California Sur, Mexico

VOLVO PENTA

ENGINES • PARTS • SERVICE

We Ship Anywhere

1-800-326-5135

Call us for your nearest Volvo Penta dealer 1-800-326-5135



(415) 453-1001
FAX: (415) 453-8460
www.helmutsmarine.com
619 Canal Street
San Rafael, CA 94901

MARINE SERVICE INC

AUTHORIZED POWER CENTER

QUALITY SAILS FOR LESS!

LEE SAILS



MAINSAILS
MIZZENS
STAYSAILS
HEADSAILS
SPINNAKERS

(510) 523-3337 • leesailsnc@yahoo.com

2021 Alaska Packer Pl. • Grand Marina • Alameda, CA 94501

SAILMAKER TO THE WORLD

DF DIESEL FUEL FILTERING



Purify Diesel Fuel & Flush Tanks

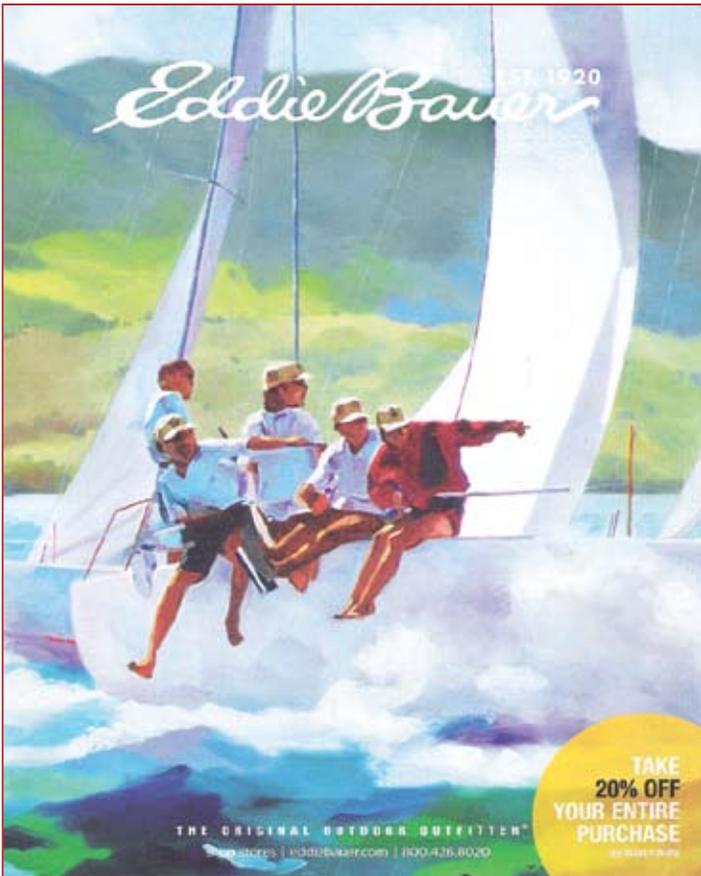
Process scrubs, polishes, removes algae, dirt, sludge, rust, water, and foreign particles from diesel fuel. Includes internal tank washdown. Save your injectors, costly engine repair and down time.

Since 1989. Fully insured. Your berth or boat yard.

(510) 521-6797

Fax: (510) 521-3309

www.dieselfuelfilterings.com



It's not Rolling Stone, but no complaints!

DeWitt

Get out sailing
for
Summer Sailstice!



DeWitt Art Gallery & Framing

121 Park Place
Point Richmond, CA 94801

(510) 236-1401

(800) 758-4291

www.jimdewitt.com

www.dewittgalleryandframing.com

Tuesday-Thursday 11:00-5:00

Friday 11:00-3:00 Saturday 12:00-5:00



Save Your Aft!

Using one of our 1400+ patterns or your own pattern, let our craftsmen create a comfortable, durable, and stylish set of all-weather cushions for your cockpit. Find your custom, closed cell foam cushions at www.bottomsiders.com!

BottomSiders

BottomSiders
2305 Bay Avenue
Hoquiam, WA 98550

Call Toll Free: (800) 438-0633
cushions@bottomsiders.com
Fax: 360-533-4474

RPARTS

REFRIGERATION PARTS SOLUTION

WE MAKE YOU THE EXPERT



"Do-It-Yourself" with RParts at unbeatable prices. We can help you fix a system or build it new.

Assembled Water-Cooled DIY Kit shown

www.rparts.com

ADVERTISERS' INDEX

AB Marine..... 56	Bair Island Marina..... 38	Beta Marine Engines 145	Bottom Siders..... 177	Coldwell Banker/Sue Paul .. 103
ABC Yachts..... 186	Baja Ha-Ha Sponsors..... 125,126,127	Blue Pelican 179	Brisbane Marina..... 117	Conch Charters..... 144
Adventure Cat Charters..... 147	Ballenger Spars..... 121	Blue Water Yacht Insurance .. 58	BVI Yacht Charters..... 145	Costa Baja Resort & Marina... 61
Afterguard Sailing Assoc. ... 179	Bay Area Marine Services... 182	Bluestorm 138	Cal Marine Electronics..... 25	Cover Craft 10
Alameda Prop & Machine... 159	Bay Island Yachts..... 10	Blewater Network 182	CDI/Cruising Design 73	Coyote Point Marina..... 29
Allstate 75	Bay Marine Boatworks..... 47	Bo'sun Supplies..... 174	Charlotte Schmidt -	CPT Autopilots 176
Almar Marinas 43	Bay Marine Diesel 180	Boat US 74	44' Van Der Meer 181	Cruising Yachts 7
American Battery..... 182	Bellhaven Yacht Sales &	Boat US Insurance..... 96	Charter 'French Kiss' 147	CYOA Yacht Charters 145
Anacortes Yacht Charters ... 147	Charters..... 147	BoatSmith Marine Carpentry	Chula Vista Marina 66	Desolation Sound Yacht
Anderson's Boat Yard 37	Berkeley Marina..... 55	& Boatbuilding 164	City Yachts 17	Charters..... 147
Annapolis Performance	Berkeley Marine Center..... 35	Boatswain's Locker 67	Clipper Yacht Harbor..... 180	DeWitt Studio..... 177
Sailing 137		Bob Craven Yacht Sales..... 181	Coast Marine 168	Dick Simon Yachts 182

'Lectronic Latitude has lots of 'Unique Visitors'!

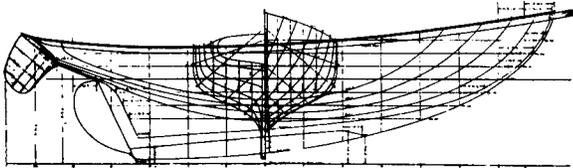
- 'Lectronic Latitude can be found at www.latitude38.com
- Four or five great stories with pictures every Monday/Wednesday/Friday
- Debuted in April, 2000
- A damn fine read
- Subscribe today at www.latitude38.com – it's free!



Aaron Kennedy, owner/skipper of the Beneteau First 36.7 *Ay Caliente*, is one of thousands of 'Lectronic Latitude 'Unique Visitors'. You can be, too! Go to www.latitude38.com and join more than 5,000 daily unique visitors to our thrice-weekly online journal, 'Lectronic Latitude.

As the saying goes – you are unique just like everyone else!

www.latitude38.com



MAKELA BOATWORKS

Family owned since 1948

Wooden Boat Building • Repair and Restoration

19280 South Harbor Drive • Fort Bragg, CA 95437

(707) 964-3963

email: howard@makelaboatworks.com • www.Makelaboatworks.com

Vessel Electric

Mobile marine navigation installations and expansions of existing systems

- Class A, Class B AIS systems and digital TVs
- Raymarine® warranty dealer and certified installer
- NMEA-certified Marine Electronics Installer • Insured

Raymarine Milltech Marine AIS **NAVPOD**

Brian Theobald • (415) 424-2204

vesseselectric@yahoo.com

ADVERTISER'S INDEX - cont'd

Diesel Fuel Filtering..... 176	Forespar 20	Hansen Rigging..... 67	JK3 Nautical Enterprises..... 184	List Marine Enterprises 116
Dimen Marine Financing.... 181	Fortman Marina..... 16	Helms Yacht & Ship Brokers/	Johnson Marine, C.	Loch Lomond Marina 75
Downwind Marine..... 158	Fusion Catamarans..... 68	West Coast Multihulls..... 72	Sherman..... 64	Lowrie Yacht Harbor..... 63
Doyle Sails..... 39	Garhauer Marine..... 41	Helmut's Marine Service ... 176	Johnson-Hicks..... 65	Lunasea Lighting..... 71
Easom Rigging..... 63	Gentry's Kona Marina..... 176	Heritage Marine Insurance... 71	Kissinger Canvas..... 170	Makela Boatworks..... 178
Elliott/Pattison Sailmakers .. 121	Gianola Canvas Products ... 176	Hidden Harbor Marina..... 107	KKMI - Brokerage..... 183	Marina Bay Yacht Harbor 59
Emery Cove Yacht Harbor..... 45	Gill 28	Hogin Sails 36	KKMI - Boatyard..... 188	Marina de la Paz..... 176
Emeryville Marina 139	Glen Cove Marina..... 107	Hood Sails 33	Landfall Navigation..... 97	Marina El Cid..... 162
Essex Credit Corp..... 71	Golden State Diesel	Hotel Coral & Marina..... 146	Landing School, The 117	Marina Nuevo Vallarta 62
Euro Marine Trading..... 60	Marine..... 174	Hotwire Enterprises 179	Lee Sails 176	Marina Puesta Del Sol..... 162
Farallone Yacht Sales 15	Grand Marina..... 2	Hydrovane 69	Leukemia & Lymphoma	Marina Real 66
Flying Cloud Yachts 184	H&S Yacht Sales..... 14	Interlux Yacht Finishes 23	Society..... 136	Marina Riviera Nayarit 160



MORE ENERGY!

KEEP BATTERIES CHARGED!

- KISS wind generators
- Solar panels and MORE

USE BATTERIES EFFICIENTLY!

- LED lights
- Engel fridge/freezers
- Port fans and more



www.svhotwire.com

727.943.0424

DONATE YOUR VESSEL



- Donate your boat or equipment for a tax deduction
- Learn about our For Sale by Owner program plus tax deduction
- Quality used boats for sale
- Topside cleaning service, \$2.00/foot

Fundraiser for Ship 65 Sea Scouts and Historic Boat Restorations



650-380-5535



*A Sailor's
Consignment
Chandlery*

510-769-4858

Located at Grand Marina

www.bluepelicanmarine.com

SAVE

on North Sails
quality, durability
& performance!

NORTH SAILS direct

It's easy to measure your own boat and SAVE on the world's best cruising and racing sails. Log on to northsailsdirect.net or call 888-424-7328.

Free tape measure with every order!

Starboard!



Duck that Barge!

Trim that Sail!

Did/does the person you've tried to learn to sail with have a Square Mouth?

Learn with Afterguard – the 'no yelling' Sailing Academy

Great Prices • Great Instruction • ASA Certifications

(510) 535-1954 office • www.afterguard.net

ADVERTISER'S INDEX - cont'd

Marina Village	51	Milltech Marine Inc.....	44	Outboard Motor Shop.....	8	Prime Fabrication.....	174	Sail California.....	18
Marine Emporium	107	Minney's Yacht Surplus.....	180	Owl Harbor	106	Punta Mita Beachfront		Sail Warehouse, The	97
Marine Lube	180	Modern Sailing School &		Oyster Cove Marina.....	32	Condos.....	146	Sal's Inflatable Services.....	164
Marine Outboard Co.....	180	Club	73	Oyster Point Marina	138	Pusser's Rum.....	4	San Francisco Boat Works...	116
Mariner's General		Napa Valley Marina	40	Pacific Crest Canvas.....	67	Quantum Pacific.....	31	San Juan Sailing	147
Insurance.....	12	Nelson's Marine.....	69	Pacific Yacht Imports.....	11	R-Parts	177	Scanmar International.....	65
Maritime Institute	74	Norpac Yachts.....	187	Paragon Real Estate Group...	70	Raiatea Carenage Services..	161	Schaefer Marine.....	121
Marotta Yachts	185	North Beach Marine		Passage Yachts.....	5	Randall Burg Yacht & Ship..	184	Schoonmaker Pt. Marina	120
Master Mariners		Canvas	25	Peter Crane Yacht Sales.....	182	Richardson Bay Marina.....	158	Sea Scouts	179
Benevolent Assn.....	97	North Direct Sails.....	179	Pier 32 Marina/Harbor		Rodgers & Assoc.....	147	Seashine.....	102
Mathiesen Marine	172	North Sails - San Francisco...	42	Island West Marina.....	159	Rooster Sails	103	Seatech.....	172
McDermot Costa Insurance ..	68	Opequimar Marine Center..	163	Pier 39 Marina	69	Ryan's Marine	172	Seaworthy Goods.....	165
McGinnis Insurance.....	10	Orange Coast College	49	Pineapple Sails.....	3	Sail California	19	Shadetree Fabric Shelter	102

**Marine Diesel Specialists
AT YOUR SLIP!**



30 years experience • Universal/Westerbeke dealers
Repairs/Tune-ups all models • Engine Surveys, Instruction

BAY MARINE DIESEL 510-435-8870

baymarinediesel@comcast.net

WEDLOCK, RAMSAY & WHITING
Marine Surveyors



Vessel surveys,
consulting, deliveries.

Serving the
Bay Area
since 1980



www.norcalmarinesurveyors.com

(415) 505-3494

"YOUR DESTINATION FOR A FULL SERVICE MARINA"
800 SLIPS 20-60 FT

Clipper Yacht Harbor

Sausalito, Ca

**BRAND
NEW CONCRETE
DOCKS!**

- Dry Storage Available
- Fuel Dock
- Salty's Bait & Tackle
- Sport Fishing
- Restaurant
- West Marine
- Launch Ramp
- Pump Out
- Laundry Facility
- Private Restrooms and Showers
- Anderson's Boat Yard
- Guest Slips Available

310 Harbor Drive, Sausalito, CA 94965
(415) 332-3500 ▪ **www.clipperyacht.com**

1,000 Used Sails
Listed at
minneysyachtsurplus.com



**We Buy Good Used Sails
and Marine Equipment**

MINNEY'S YACHT SURPLUS

1500 Newport Bl., Costa Mesa, CA
949-548-4192 • minneys@aol.com

"We keep boating affordable!"

Bilge Steam Cleaning Oil Changes

Professional service at your slip!!!



877 744-2244

www.MarineLube.biz



Fuel Polishing

Tank Cleaning

MARINE OUTBOARD COMPANY

**Johnson
Evinrude
Mercury
Nissan**



**Tohatsu
Mariner
Honda
Yamaha**

(415) 332-8020

Our certified technicians have repaired, rebuilt, repowered and serviced outboards and boats since 1990 for less than anywhere else in the Bay Area. How? Less overhead... All repairs and parts come with a 1-year warranty; 3-year warranty on new Nissan engines.

35 Libertyship Way • Sausalito, CA 94965

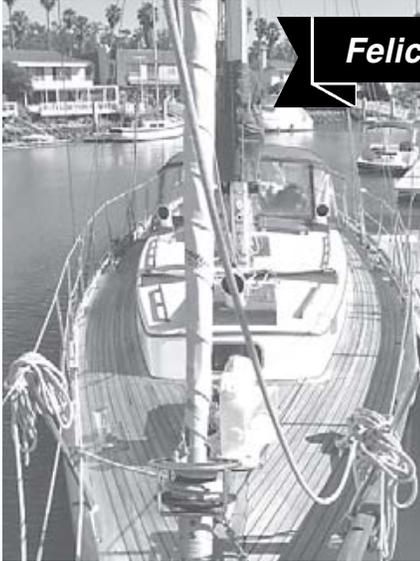
ADVERTISER'S INDEX - cont'd

South Beach Harbor..... 24	The Boatyard at Grand Marina..... 27	Velas de Loreto/'El Don'..... 145	Whale Point Marine Supply .. 26
South Beach Riggers..... 25	TMM/Tortola Marine Mgmt. 144	Ventura Harbor Boatyard ... 168	White, Chris Designs..... 174
Star Marine Electronics..... 9	Tradewinds Sailing 53	Vessel Electric..... 178	Wichard, Inc..... 30
Starbuck Canvas 74	Trident Funding..... 6	Virtual Consultation	Wright Way Designs 63
Summer Sailstice/Treasure Island..... 57	Twin Rivers Marine	Room.net 73	Wyliecat..... 139
Sun Harbor Marina 165	Insurance..... 22	Voyager Marine 170	Yachtfinders/Windseakers 13
Svendsen's Boat Works..... 21	U.S. Power Squadron District 25 146	Wagner Insurance..... 111	
Svendsen's Marine & Chandlery..... 75	UK-Halsey Sails..... 54	weatherguy.com..... 172	
Svendsen's Marine/Ronstan 117	Ullman Sails..... 65	Wedlock, Ramsay & Whiting Marine Surveyors 180	
Svendsen's Rig Shop..... 139	Up 2 Code..... 70	West Marine - Rigging..... 34	
Swedish Marine 116	Vallejo Marina 103	West Marine..... 46,48,50,52	
		Westwind Precision Details ... 25	



SPECIAL LISTING

FROM CHARLOTTE SCHMIDT YACHT SALES



Felicity ~ 44' Van Der Meer Steel C/C Ketch

**Radical price reduction –
Now \$139,900!**

Ford Lehman 80 hp diesel; low hours. Northern Lights genset, radar, AP, dodger, inverter, furling jib and genoa, custom exterior paint, elegant mahogany interior. *Felicity* was built in Holland with the finest quality of steel construction and has been professionally maintained by her owners of 25 years. This is a stout, well-built offshore cruiser; a very special and elegant yacht. With a draft of less than six feet and 250 gallons of fresh water capacity, she's absolutely perfect for cruising in Mexico, the Caribbean and beyond.

CHARLOTTE SCHMIDT

YACHT SALES

4100A Harbor Blvd. • Oxnard, CA 93035 • Fax (805) 382-2374 **(805) 382-2375** • Csyachtsales@cs.com
In San Francisco Bay Area: (415) 613-0712 **www.yachtworld.com/charlotteschmidt**

Boat Loans

DIMEN

**Marine Financial
Services**

"A better way to get a boat loan."

Loans Starting at \$25,000

Fixed Rates

New and Used

Liveaboard



Northern
California

Bill Kinstler

(866) 486-2628

dimenmarine@pacbell.net

Bob Craven Yacht Sales

**"MAYAN"
59' Alden
Schooner**



59' Alden Schooner 1947/2005.....\$1,000,000
39' Azimut Flybridge 2000.....\$239,500
38' Alden Sloop 1953.....\$39,500
34' CHB Tri-Cabin 1980.....\$35,000
33' Bertram Sportfish 1983.....\$48,000
32' BHM Lobster Yacht 1994.....\$124,000
32' Gaff Rigged Sloop 1939/2002.....\$50,000
26' Ranger Sloop 1974.....\$4,500
24' Sea Pro CC 2005.....\$40,000

Santa Barbara, CA **(805) 689-9864**

www.cravensells.com

SMILE



Latitude 38 Photo Boat Crossing!

Peter Crane Yacht Sales and Charters

In Santa Barbara - experienced, interested, friendly, low pressure
Brokerage without walls

Peter Crane Mark Scott-Paine Don Hedden James Lambden



1980 Skye 51 ketch
Kaufmann&Ladd design full cruise
teak decks, just reduced \$159K



1974 Morgan 41 ketch
sturdy, roomy, full keel cruiser
sensible solid equipment \$56.5K



1974 Formosa 51 PH
comfortable cruising boat
a lot of good boat for only \$85K



1984 Pearson 385 CC
beautiful layout, well equipped
recent survey \$69K



Debonair, a 44' ketch
from a design by Edson Schock
built 1974 by Don Ward
this is really a good one 119K



1983 Radon 26
state of the art working dive boat
496 Chevy 375 HP (2003) 50K
clean, efficient, fast, reliable

Info/photos: www.petercraneyachts.com
pc@petercraneyachts.com
(805) 963-8000

Remember Your Crew This Sailing Season...

Give the gift of
Latitude 38 Logowear



Visit:
www.latitude38.com

Mail to:
Latitude 38 Logowear

15 Locust Ave., Mill Valley, CA 94941



Bay Area Marine Surplus

MARINE CONSIGNMENT STORE

Bring in that excess equipment. Find the part you've been hunting for. Motors, sails, hardware, plumbing, electrical, pfd's, and much, much more. Come in and browse.

OPEN: THU 12-5 - FRI 9:30-6 - SAT 9-6 - SUN 10-4

130 Old County Road, Brisbane - tucked in the corner of the Brisbane Village Shopping Center, just west of Hwy 101.

415 508 0805 www.bamsurplus.com



MARINE BATTERIES

LIFELINE
...the heart of your system®

Available at the following local marine
chandlerys and service distributors:



ALAMEDA

- Alameda Prop & Machine
- Fortman Marina Store
- The Boatyard at Grand Marina
- Star Marine
- Svendsen's Chandlery

BENICIA

- Cruising Seas Services

MARTINEZ

- Diablo Marine

OAKLAND

- Golden State Diesel
- Outboard Motor Shop

OAKLEY

- Big Break Marina

RICHMOND

- Swedish Marine
- Bay Marine

SAUSALITO

- Sausalito Electronics

AMERICAN BATTERY • Hayward, CA • (510) 259-1150

1977 NAUTOR'S SWAN 43



Dick Simon
Yachts

949.533.6505

S&S designed cruising Swan 43 center cockpit, two cabin, two head layout. Kept in BRISTOL condition by her original owner, all manuals and literature available. Perkins 85 Hp, teak decks, custom SS davits with dinghy and ob. New dodger and bottom paint, generator, Espar heater, SSB, radar, autopilot, and much more... Asking \$189,000.

Contact Listing Broker: **Mark Rentziper**
(949) 533-6505 or brokermark1@gmail.com

Dana Point, CA 92629

Donate your Boat

Cars, Trucks, RVs, & Real Estate

We handle all DMV & Smog

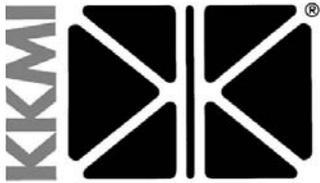
Running or Not (restrictions apply)

Tax Deduction

BLUEWATER
NETWORK

800-324-7432

"Proceeds help Bluewater Network reduce greenhouse gases, clean up our air and water, and protect marine mammals and wildlife."



Maritime Yacht Brokerage

☎(510) 236-6633 • fax: (510) 231-2355

yachtsales@kkmi.com • www.kkmi.com

530 W. Cutting Blvd., Pt. Richmond, CA 94804



DeVries 86' Motor Vessel (1949/1999)
"Elegant", "Exceptional", "Exquisite" are just a few words that easily characterize this vessel. *MV Far Niente* clearly defines the term 'Classic Motor Yacht'.
Asking **\$1,950,000**



Custom Steel Pilothouse LRC 63 (1976)
Ready-to-go global cruiser just completed \$100,000 maintenance/upgrade service. Twin 185hp Perkins for economy and dual gensets. Three cabins + crew's quarters. Asking **\$389,000**



Sydney 36 CR (2006) w/fractional rig, 4 swept-back spreaders, non-overlapping head sail, high aspect ratio & very long waterline. Competitive IRC racer. Fitted w/all factory options incl. electric winches, ideal for short-handed sailing. Consider trade such as 'picnic' style powerboat. *Encore's* fast, fun & easy to sail. **\$295,000**



Beneteau First 40.7 (2001)
White Dove has just won the 2008 West Coast IRC Championship and is in top condition.
Asking **\$199,500**



Swan 371 (1981)
A Ron Holland design which is very well equipped with newer electronics, sails and has been well maintained.
Asking **\$134,900**



Herreshoff "Mobjack" Ketch (1989) This classic wooden ketch took more than 8 years to complete. Exceptionally well maintained w/a very comfortable and appointed interior layout, she has excellent sailing characteristics for cruising in all weather conditions. **\$180,000**



Grand Banks Eastbay 38 HX (2003)
A premier designer and quality builder make the Eastbay a first class motor yacht. Extensive factory options, comprehensive electronics and superbly maintained. **\$365,000**



Swan 53 (1987)
Mistress has been exceptionally well maintained by a professional crew and is a beautiful Swan 53. Her factory-installed aft companionway makes her much more accessible than the standard 53. She has a new teak deck and is in excellent shape. Asking **\$575,000**



Swan 43 (1977)
Designed by S&S and with the Nautor Swan pedigree for engineering and construction, this one-owner center cockpit yacht is exceptionally maintained, fully outfitted and ready to go offshore cruising. It is a 'Must See'. Asking **\$189,000**



Swan 411 (1979)
With essentially every aspect of the yacht upgraded or replaced, this S&S-designed racer/cruiser is arguably the best mid-size vintage Swan on the market. Winner of the San Diego YC's prestigious 'Best Maintained Yacht Overall'. **\$190,000**



Santa Cruz 52 (1993)
Beautiful, fast cruiser, set up for shorthanded sailing. Maintained to very high standards, the hull has been repainted in stunning red with new bottom paint. Asking **\$490,000**



Swan 53 Blue Swan Hydraulic lifting daggerboard, twin-rudder version. Extensively equipped and ready for bluewater cruising. The three-cabin layout makes her one of the most versatile and comfortable Swans ever built. Asking **\$1,350,405**



Swan 45 (2003)
Race or cruise. *Rancho Deluxe* won her class in the TransPac and was second twice in the Big Boat Series. This boat has all the gear to go cruising and is in perfect condition. **\$625,000**



Flying Cloud Yachts



Hans Christian



Sail • BROKERS • Power

www.yachtworld.com/fcyachts
flyingcloud@verizon.net

6400 Marina Drive
Long Beach, CA 90803

Phone (562) 594-9716
Fax (562) 594-0710



54' HUNTER SLOOP, '81 \$99,000



47' GILS CATAMARAN, '02 \$395,000



HANS CHRISTIAN 43T ketch \$165,000



43' SPINDRIFT PH CTR, '81 \$109,000



42' PEARSON 424, '78 \$60,000



41' CHEOY LEE KETCH, '79 \$74,000



40' CAL JENSEN SLOOP, '67 \$110,000



40' CATALINA 400 MkII, '02 \$179,000



40' CHOATE SLOOP, '79 \$37,500



36' COLUMBIA SLOOP, '69 \$15,000



NEW GEMINI 105Mc, '09 \$162,500



33' HANS CHRISTIAN CTR, '85 \$120,000

MANY MORE LISTINGS ON OUR WEB SITE: www.flyingcloudyachts.com • Some boats shown may be sisterships.

JK³ BROKERAGE



38' TRUE NORTH EXPLORER, 2002 \$269,000



41' J/125, '00 • \$297,000



40' DELPHIA, 2007 New, incredible value. \$199,000



40' J/120, 1998 • \$199,500

79' Sparkman & Stephens, '79.....	395,000	36' Tiara 3600, '88.....	80,000
65' J/65, '06.....	2,475,000	35' J/105, '02.....	115,000
55' Fairline Squadron, '00.....	599,000	35' J/105, '97.....	79,000
53' J/160, '02.....	679,000	35' J/109, '06.....	225,000
46' Moody, '00.....	SOLD	35' J/109, '05.....	215,000
45' Rivolta Coupe 4.5, '08.....	745,000	35' J/109, '04.....	212,900
41' J/124, '06.....	329,000	34' Formula PC, '00.....	95,000
40' J/122, '07.....	440,000	33' CrossCurrent 33, '06.....	Call for pricing
40' J/120, '99.....	218,000	32' C&C, '84.....	SOLD
40' C&C Express, '02.....	215,000	32' J/32, '98.....	128,500
38' Pearson True North, '05.....	SOLD	29' Luhrs 290, '98.....	87,000
38' Pearson True North, '04.....	345,000	29' Back Cove, '07.....	199,000
38' Pearson True North Explorer, '02.....	279,000	29' Back Cove, '09.....	232,000
38' Pearson True North Explorer, '02.....	269,000	29' Raider Rib 900 Sport, '08.....	89,000
37' Santa Cruz, '09.....	399,900	26' J/80, '95.....	32,900
		22' Raider RIB 680, '07.....	49,690



Yacht Sales & Service

SAN DIEGO: 2330 Shelter Island Dr. #106
(619) 224-6200 • FAX: (619) 224-6278
NEWPORT BEACH: 251 Shipyard Way, Suite A
Toll-Free: (866) 376-7761
Tel: (949) 675-8053 • Fax: (949) 675-0584

Jeff Brown Roy Bream John Zagorski
(619) 709-0697 (858) 775-2425 (310) 947-2092

YACHTWORLD.com www.jk3yachts.com

Randall Burg

YACHT AND SHIP, INC.

info@rbyachts.com

www.rbyachts.com

Oakley **NEW** (925) 778-8724
Richmond **NEW** (510) 232-1490
Marina del Rey (310) 574-9449
Newport Beach (949) 675-5940
San Diego (858) 208-8888

◆ BANG FOR THE BUCK ◆



HUNTER LEGEND 40.5, 1995 Very motivated seller – make an offer! **\$104,995**



44' BENEteau, 1996 Owner's version. **\$147,950**

YOUR SHOPPING LIST: START HERE

SIZE	TYPE	LOCATION	PRICE
80'	COOPER QUEENSHIP MOTOR YACHT, '91	DELTA	\$795,000
60'	CUSTOM HOUSEBOAT, '78	SAUSALITO	\$295,000
57'	NORTHERN MARINE TRAWLER, '04	ANACORTES	\$1,650,000
53'	BLUEWATER, '80	SACRAMENTO	\$116,500
50'	GULFSTAR CC, '79	SAN RAFAEL	\$124,000
50'	OCEANSTAR TRAWLER, '07	MARINA DEL REY	\$499,000
50'	CSK CAT, '70	BERKELEY	\$99,500
48'	DEFEVER TRI-CABIN, '80	EMERYVILLE	\$185,000
46'	HUNTER 460, '00	SAN PEDRO	\$217,500
43'	PETERSON SERENDIPITY, '81	BRISBANE	\$76,500
42'	MARINE TRADER TRAWLER	DELTA	INQUIRE
41'	HANS CHRISTIAN, '88	MARINA DEL REY	\$229,000
37'	O'DAY, '79	RICHMOND	\$24,995
37'	RAFIKI, '78	ALAMEDA	\$58,000
37'	HUNTER	SAN RAFAEL	INQUIRE
36'	MAINSHIP	INQUIRE	INQUIRE
33'	TARTAN, '80	ALAMEDA	\$28,000
32'	ISLANDER, '77	SAN DIEGO	\$22,000
29'	HADLEY NICOLE CAT, '68	RICHMOND	\$22,500

Details at www.rbyachts.com

\$50,000,000 IN PRE-OWNED BOATS



Marotta Yachts of Sausalito

Brokers of Fine Sail and Motor Yachts

415-331-6200 • info@marottayachts.com

See at: www.marottayachts.com



45' HUNTER 450, 1998

All the amenities one would expect from Hunter with two spacious staterooms, two heads, very functional galley area and HUGE comfortable salon. This low time vessel is in nice shape overall and lying in a transferable Sausalito Yacht Harbor slip. She'll make an ideal Sausalito pied-a-terre. All in all a great turn-key package and competitively priced to boot!

\$169,500

See at: www.marottayachts.com



38' HUNTER 386 LE, 2004

This one-owner, never chartered, professionally maintained Hunter shows bristol topside and below. Gelcoat is perfect and interior looks brand new. She's the deep draft version, is well equipped from the factory (she's the LE version) and has an extensive suite of electronics and only barely 400 hours on the spotless Yanmar diesel. Must see.

\$149,500

See at: www.marottayachts.com



38' HANS CHRISTIAN TRADITIONAL, 1984

The 38 Traditional is a lovely modern classic and this particular example is in very nice inside and out. Some highlights: new main in 2003, new roller furler in 2001, all new electronics in 2001, epoxy barrier-coated bottom painted 2001.

\$134,900

See at: www.marottayachts.com



36' CASCADE CUTTER, 1989

Custom-built raised cabintop cutter that was designed specifically for a cruise that was never taken, almost \$30,000 spent over the past couple of years. She shows very nicely today — new electronics, new sails and rigging, low time on the Yanmar diesel and a hard dodger that's a work of art. She's ready to head anywhere you see fit.

\$89,000

See at: www.marottayachts.com



34' HANS CHRISTIAN CUTTER, 1978

The rare Robert Perry-designed HC 34 is a classic cutter that's a very capable offshore boat; with a full keel, high ballast-to-weight ratio, deep cockpit (note it's a bigger, more comfortable cockpit than that on the more common HC 33) and a big rudder placed far aft, she's safe and sea kindly under power or sail. Great shape, transferable Sausalito YH slip.

\$69,000

See at: www.marottayachts.com



30' NONSUCH ULTRA, 1987

Professionally maintained late-model example in super nice shape (the interior is flawless and the exterior comes close), and lying in a transferable Sausalito Yacht Harbor slip that has a great Richardson Bay, Angel Island and San Francisco views. All in all, a nice turn key package that must be seen to be appreciated.

\$64,000

See at: www.marottayachts.com

NEW LISTING



36' ISLANDER, 1979

This later-model Islander (she's a 1979 but shows more like a mid-1980s) is VERY clean overall with her oiled teak interior showing almost as new. Note that all the canvas, including the dodger, is just a few years old and shows practically as new. Also note that the boat has the attractive dark blue cove and boot stripes (as well as canvas) — many of the Islanders had unusual color combinations. \$44,500

See at: www.marottayachts.com



NEW LISTING

32' DREADNAUGHT, 1978

Built down in Carpinteria, these stout double-enders will go anywhere in safety and comfort, plus they have all the charm in the world! This particular example is in very nice shape and lying in a transferable Sausalito Yacht Harbor slip — all in all a very nice, turn key package.

\$36,000

See at: www.marottayachts.com



35' SANTANA, 1979

Deep lead keel and fractional rig make for a stable ride on the Bay whether racing or daysailing, and this particular example is in fine shape with an \$18,000 refit in 2004 — all new rigging, reworked mast/boom, new Navman wind instruments, new batteries. Additional work done since includes new: depthsounder, stereo, exhaust elbow, cushion covers.

\$17,000

100 BAY STREET • SAUSALITO • CALIFORNIA 94965

Reduced \$30K



51' ALEUTIAN, 1980

Best buy on the market for a serious cruiser.
Stan Huntingford design. Fully enclosed CC.
\$125,000

Anchorage Brokers & Consultants YACHTS



#1 Gate 5 Road
Sausalito, CA 94965
(415) 332-7245
yachts@abcyachts.net

www.yachtworld.com/anchoragebrokers

CLAY AND TERESA PRESCOTT • PHIL HOWE • DANA PAUL • PETER BOHN • CRAIG SHIPLY • ERIC NOAH



59' CUSTOM CB KETCH PH, 1978
Built in Australia. 3 strm + capt. **\$155,000**
Also: 48' C&C L.F.



PASSPORTS
Pictured: **PASSPORT 42 PH, 1984**
Very clean. **\$130,000**
Also: **PASSPORT 40, '86 Pullman, Saus. slip.**



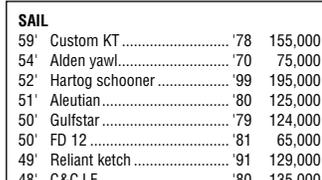
40' CHEOY LEE RHODES OFFSHORE, 1973
New teak deck. New blue Awlgrip.
New electrical panel. New fuel tanks. **Inquire**



GULFSTAR 50, 1979
Two staterooms. Major upgrades: SSB, liferaft,
AP, diesel heat, more. **\$124,000**



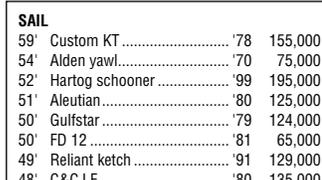
40' BRISTOL CLASSIC, 1974
New Awlgrip. New electronics. New ultra suede.
Sausalito slip. **\$83,000**



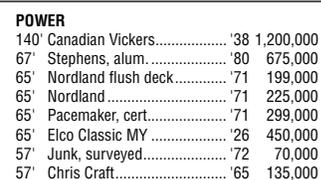
CT 34 CUTTER, 1979
Many upgrades: LaFiel mast & boom, electronics
'02, steering vane, elect. windlass, more. **\$39,000**



32' DREADNAUGHT, 1991
Low hours, roller furling, full batten main. **\$55,000**
Also: Please check out our two Westsail 32s.



32' DUTCH STEEL MOTOR LAUNCH, 1977
This vessel is a jewel. **\$99,000**



50' DEFEVER STEEL, '72
Recent survey. **Inquire**



33' HANS CHRISTIAN 1986
\$112,000



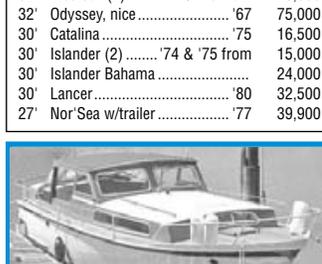
44' BREWER CC KETCH, 1985
Great for passages or liveaboard. Sausalito slip.
\$99,000



RELIANT KETCH, 1991
Well constructed, ketch rig, 49' LOD, 56' LOA,
aluminum spars. **\$129,000**



TWO
Pictured: **67' STEPHENS, 1980**
Aluminum. ~~\$675,000~~ **\$495,000**
Also: **50' STEPHENS, 1963**
Woodie.
\$149,000



48' OFFSHORE, 1991
Enclosed flybridge, 3 steering stations,
twin Cats, stabilized.
\$359,000



48' OFFSHORE, 1991
Enclosed flybridge, 3 steering stations,
twin Cats, stabilized.
\$359,000



SAIL		
59' Custom KT	.....'78	155,000
54' Alden yawl	.....'70	75,000
52' Hartog schooner	.....'99	195,000
51' Aleutian	.....'80	125,000
50' Gulfstar	.....'79	124,000
50' FD 12	.....'81	65,000
49' Reliant ketch	.....'91	129,000
48' C&C LF	.....'80	135,000
46' Swan CB	.....'84	279,000
45' Noble CC steel	.....'05	150,000
44' Islander schooner	.....'80	59,000
44' Brewer CC KT	.....'88	99,000
43' Corten steel SS	.....'84/'08	79,000
43' Hans Christian	.....'89	199,000
42' Passport PH	.....'84	130,000
42' Baltic DP	.....'84	189,000
42' Howard Chapelle schooner	.....'79	59,000
41' CT	.....'76	79,000
40' Columbia	.....'64	29,000
40' Bristol	.....'74	83,000
40' Passport Pullman	.....'86	183,900
40' Cheoy Lee MS	.....'75	69,000
40' Cheoy Lee Offshore	.....'73	99,000
40' Challenger	.....'73	59,000
38' Morgan	.....'78	44,000
38' Ingrid (2)	.....'76 & '84 from	52,000
37' Rafiki, new engine '07	.....'77	49,000
36' Union Polar	.....'80	39,900
36' Phillip Bolger	.....'88	41,500
36' Palmer Johnson	.....'74	46,000
36' Swain, steel	.....'97	98,000
36' Islander (2)	.....'77 & '79 from	46,000
35' Baba	.....'79	69,500
34' Tartan	.....'78	29,900
34' Sabre	.....'83	46,000
33' Hans Christian	.....'86	112,000
32' Dreadnaught	.....'91	55,000
32' Targa, center cockpit	.....'78	34,500
32' Westsail (2)	.....'77 & '79 from	48,500
32' Odyssey, nice	.....'67	75,000
30' Catalina	.....'75	16,500
30' Islander (2)	.....'74 & '75 from	15,000
30' Islander Bahama	.....'24	24,000
30' Lancer	.....'80	32,500
27' Nor'Sea w/trailer	.....'77	39,900

POWER		
140' Canadian Vickers	.....'38	1,200,000
67' Stephens, alum.	.....'80	675,000
65' Nordland flush deck	.....'71	199,000
65' Nordland	.....'71	225,000
65' Pacemaker, cert	.....'71	299,000
65' Elco Classic MY	.....'26	450,000
57' Junk, surveyed	.....'72	70,000
57' Chris Craft	.....'65	135,000
53' Hatteras MY, new engines	.....'76	259,000
50' DeFever, steel	.....'71	195,500
50' Stephens (2)	.....'63 & '65 from	135,000
48' Ocean Alexander	.....'06	599,000
48' Offshore	.....'91	359,000
48' Dutch canal barge	.....'50	219,000
47' Taylor MY	.....'82	125,000
46' Grand Banks Classic	.....'91	475,000
45' Chris Craft	.....'73	120,000
44' Marine Trader CP	.....'84	149,000
44' DeFever	.....'82	175,000
42' Uniflite, nice	.....'84	159,900
40' Tiara 4000 Express	.....'97	215,000
40' Chris Craft	.....'59	20,000
40' Marine Trader	.....'84	94,000
40' Kha Shing	.....'81	89,500
39' Cruizon	.....'61	39,000
39' CHB, aft cabin	.....'79	99,950
39' Donzi ZSC	.....'02	219,000
38' Chris Craft	.....'64	39,000
38' Holiday Mansion	.....'89	38,500
35' Cooper Prowler	.....'86	55,000
34' Sea Ray Sundancer, diesel	.....'01	155,000
32' Silverton FB, 370 hrs	.....'98	55,500
32' Wasque Downeaster	.....'77	59,000
32' Dutch canal barge, nice	.....'77	99,500
30' D'Este Venetian water taxi	.....'86	65,000
28' Cruiser, nice	.....'86	28,000
27' Skagit Orca XLC	.....'98	85,000
25' Skipjack, diesel	.....'85	50,000
24' Boston Whaler Outrage	.....'03	47,500
24' Chaparral, trailer	.....'94	19,000
24' Orca, inboard	.....'99	39,995
24' Osprey	.....'96	69,500
24' Grady White Explorer	.....'92	29,500
24' Grady White 240, nice	.....'03	49,500
22' Grady White 222 w/trailer	.....'01	59,000
22' Boston Whaler w/trailer	.....'04	40,000
21' Boston Whaler Ventura	.....'05	45,000

THESE FIVE MOTOR YACHTS ALL HAVE SLIPS IN SAUSALITO

NORPAC YACHTS

1150 Brickyard Cove Rd., B9, Pt. Richmond, CA 94801

(510) 232-7200 • FAX (510) 232-7202

email: info@norpacyachts.com

**HAPPY DAYS ARE HERE AGAIN!
LIST YOUR BOAT NOW: WE HAVE BUYERS!**

**FOR MORE
SEE OUR**

norpacyachts.com

WEBSITE



CALIFORNIA HISTORICAL VESSEL
43' D.M. CALLIS CLASSIC 1923 Cust. Express Cruiser, *Marradain*. TEAK masterpiece. Famous from roaming '20s/on Catalina, Hollywood, etc. Now exquisitely & totally refit w/modern everything discretely incorporated & true to designer's original intent. Exceedingly rare opportunity, AND she is fast! Ask **\$695,000**



REDUCED
40' X-YACHTS X-119 SLOOP. Famous Danish builder, Racer-Cruiser one design by Neils Jeppesen. Loaded with gear, radar, New Volvo Penta diesel in 2000 and MORE! Proven ocean winner in Melbourne-Osaka Race. Asking **\$109,000**



39' FREYA, STRONG STEEL DOUBLE-ENDED CRUISER. Diesel, dink and outboard. New paint, solar, furling, RADAR, AP, cruise equipped, comfortable, well appointed. A world-class cruiser and MORE! Asking **\$48,950**



FANTAIL MOTORYACHT
82' FAIRMILE M/Y by Burwick Shipyard of Tweed, Scotland. Unusually robust. Twin CAT diesels, 2 gensets, Vesper stabilizers, 5 strms, 4 heads, lg salon, W/H, sheltered aft deck & MUCH MORE! Operational, partially refit, but unfinished. A wonderful ship at a very reasonable **\$400,000** asking price.



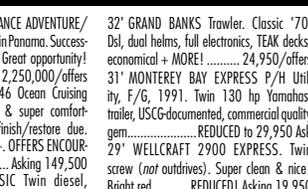
STROMA OF MEY
38' CLASSIC ENGLISH KETCH. Award winning beauty in fine condition. Pitch pine over oak, copper riveted. Dsl, dodger, new teak decks, RADAR, gorgeous interior & MORE! Designed by Reg Freeman, built 1936 by Wm King & Son. Ask **\$124,950**



REDUCED
40 SAMPSON C-Ghost Cutter, F/C, Mexico. Vet and ready to go again. Excellent cruiser. Diesels, wheel, dodger, enclosed marine head, shower, galley, AP, GPS, + MORE! Very nice condition and a GREAT VALUE! Asking **\$33,950**



SAIL
100' MEGA SLOOP Custom Offshore Performance Cruiser. Comfort & luxury, spacious, sleeps 17, loaded and near new. GREAT CHARTER POTENTIAL!!!... Asking 975,000
50' CAULKINS Sloop. A project, but all there. Diesel, strip plank, ocean racer... Try 15,000
48' C&C PERFORMANCE CRUISER Sloop. Loaded & beautiful Asking 174,500
43' STEEL Custom Cutter. Built by Bechtel Corp. for Pan Am Airlines. An exquisite canoe-stern, center cockpit gem. Just refit & BEAUTIFUL. Aft S/R, wheel, breathtaking ... Ask 78,950
42' Sparkman & Stephens Performance Cruising Sloop. Diesel, dodger, F/G, many upgrades & new rig Asking 48,950
40' TRIMARAN by Piver. Ketch, dsl, fast, nice, clean. Insures as F/G Asking 33,900
38' INGRID Ketch by Atkins. Great extra STOUT BLUE WATER CRUISER. Glass double-ender, refit & upgraded, vane, diesel, furling, RADAR & MORE! Asking 51,950
37' ISLANDER Sloop. Inboard, ever popular "Plastic Classic" Asking 18,950
37' GULFSTAR Center Cockpit Slp. Dsl, dodger, aft S/R & MORE. This VESSEL MUST BE SOLD NOW! Ask 34,500/Make Offers
36' SPARKMAN & STEPHENS Center Cockpit Cruising Slp. Dsl, F/G, wheel, ++ ... 24,950
34' FELLOWS & STEWART Ketch. Diesel Asking 19,500
31' PACIFIC SEACRAFT MARIAH cutter. Strong, F/G double-ender bluewater cruiser. Dsl, wheel, furl, dodger, radar ++. Great, beautiful boat. Ask 68,950
30'+ STEEL SPRAY Replica by Bruce Roberts. This is a NEW BOAT, never launched. Joshua Slocum's famous Spray design w/diesel, spars, sails & more! Exterior looks ready to launch. Interior started, but not finished. AHOY BARGAIN HUNTERS!!! This looks like a good one Asking only 14,900
30' PT 30 Mk II 1/2-ton Britton Chance design. 5 berths, full headroom, solid F/G hull, furling, dsl, 3 headsails (135% & #4 gennies, 3/4 & 1.5 oz kites), spinn., main+... 7,995
30' SAGITA Sloop. F/G, diesel, fine Danish double-ender Reduced Ask 14,950
30' CATALINA Slp. Dsl, wheel, nice. 22,000
30' CAL Cr. Dsl, furling, MORE! Ask 11,950
29' PEARSON TRITON. Diesel, much refitting recently done, some left to do, very nice pocket cruiser 15,950/offers
27' BALBOA Sloop. Diesel auxiliary, wheel, standing headroom, 2-axle EZ-Loader trailer. Lyle Hess design, GPS, VHF, extra clean & MORE! REDUCED! Asking 10,475
27' CAL 2-27 Slp. Extra nice, 1/B. Ask 5,750
23' HERRESHOFF Classic PRUDENCE Sloop with 2003 Honda 7,500



32' GRAND BANKS Trawler. Classic '70. Dsl, dual helms, full electronics, TEAK decks, economical + MORE! 24,950/offers
31' MONTEREY BAY EXPRESS P/H Utility, F/G, 1991. Twin 130 hp Yamaha, trailer, USCG-documented, commercial quality gem REDUCED to 29,950 Ask
29' WELLCRAFT 2900 EXPRESS. Twin screw (not outdrives). Super clean & nice! Bright red REDUCED! Asking 19,950
28' CARVER. Dual steering stations. Unusually roomy for this size class, the Carvers are known for their good construction & creature comforts. Nice boat with exquisite restoration Asking 24,950
27' FARALLON Pilothouse, '86. F/G, twin 5L V8s, fast and seaworthy. Just detailed and very nice Asking 51,950
26' PACEMAKER, cabin cruiser, V8, nice! ... 8,500
25' Trad. Cabin Cruiser. Very nice '49 in fine shape 6,450/obo
24' COUNTER-STEER TRADITIONAL YACHT TENDER/LAUNCH with Cuddy. Copper bottom. A BEAUTY. YANMAR diesel 12,950/obo
19' CHRIS CRAFT CONCEPT 119 Bowrider Runabout, '93. With canvas, inboard 40 mph low hours, dry-stored inside. Good looking fiberglass fun machine A BARGAIN @ 3,950



34' ALUMINUM-constructed BRISE DE MER aux. sloop by Leguen Hemidy. European craftsmanship. Volvo dsl, blue-water performance cruiser. Roller furler, AP, 3-speed winches, internal halyards, lines led aft for short-handed passages, double course lifelines w/pulpits & more. Ask **\$35,000**

58' ALDEN BOOTHBAY MOTORSAILER center cockpit ketch. Dsl, genset, air/heat, new upholstery, much recent refitting & refinishing. Loaded w/cruise gear, AP, radar ++. Great comfortable bluewater cruising w/excellent layout & more! Ask **\$268,950**



REDUCED
40' CHALLENGER Ketch. Gorgeous, Sparkling Performance Cruiser in excellent condition. Dsl, furling, spinn., full galley, encl. head & shower, hardwood interior, wheel, pedestal, full lifelines & pulpits, Avon & o/b. MUCH MORE! Shows pride of ownership. Asking **\$58,950**



GREAT BUY
34' DUFOUR sloop. Diesel, enclosed head and shower. Full galley, spinnaker, nav. station, wheel steering. TEAK and holly sole and more. Excellent performer with quality construction and lots of room (6'6" + headroom). Asking **\$27,500**



48' C&C
Beautiful, comfortable and immaculate BLUE WATER PERFORMANCE CRUISER with all the bells and whistles and a great Sausalito berth. Ready to go to sea. Low hours 80 hp diesel. Wonderful interior and MORE. Asking **\$174,500**



BARGAIN CLASSIC CRUISER
65' CLASSIC, '31 MOTORYACHT BY WHEELER. 16' beam, recent 40k hull refurb. She's ready for you to finish restoration. 3 dblstrms, pilothouse, twins, 3 heads, huge salon, crew's quarters and more. **\$39,500/offers**



REDUCED!
39' SANTANA by Gary Mull & W.D. Schock. Great designer & builder. Exceptional cond. Perfectly set up for cruising. Strong, seaworthy & comfortable. Wheel, dodger, radar, VHF, GPS, AP, depth, spinnaker, etc. VERY NICE! Ask **\$55,950**



22' ALUMINUM BUFFLEHEAD TUG by MacNaughton Assoc. Dsl, radar, GPS, shower, private S/R, Zodiac & O/B, inverter, seaworthy & trailerable. Near new & excellent. Berthed in Vancouver, BC. Fun with character & practicality & MORE! Ask **\$108,250**



REDUCED
50' TRUMPY raised pilothouse TRAWLER. Strong, comfortable, seakindly & economical. RADAR, AP, Detroit 671-N main, 2 heads, shower, tub, dbl & queen strms, full galley, lg salon, dbl plank. Built by famous John Trumpy Yard. Project boat. MUST SEE. **\$44,950/offers**



POWER
130' CAMCRAFT Passenger Ship. Certified for 33 passengers overnight. Booked for the season. Virtual turnkey: Money and opportunity, working PNW 2,200,000



48' DUTCH CANAL BARGE by DeVries. STEEL. Unique cruising liveaboard for Bay and Delta. Comfort and character. Diesel, tub, galley, fireplace, salon, convertible aft enclosure, beautiful decor, plus MORE! Asking **\$219,000**

**CALL (510) 232-7200 or FREE (877) 444-5087
or CALL GLENN DIRECT AT (415) 637-1181
FOR INFORMATION & INSPECTION APPOINTMENTS**



KKMI **KEEFE**
KAPLAN
MARINE, INC.

Your Complete Maritime
Service Center

ELECTRONICS

Masthead to depthsounder

3 Minute Video:
A Bottom Painting
Lesson for All
at kkmi.com

RIGGING

From clevis pins
to rig replacement

As a non-profit Call of the
Sea needs to get the most
bang for its buck. At KKMI
we got great service, a
great job, at a great price.
Sail On,
Captain Alan Olson

FREE HAULOUTS

Bottom Painting
Packages - the
Price we Quote
is the Price
you Pay!

UNBEATABLE VALUE...TEST US! CALL TODAY

530 West Cutting Blvd. • Pt. Richmond, CA 94804 • Office (510) 235-5564
Chandlery (510) 237-4141 • email yard@kkmi.com • visit www.KKMI.com