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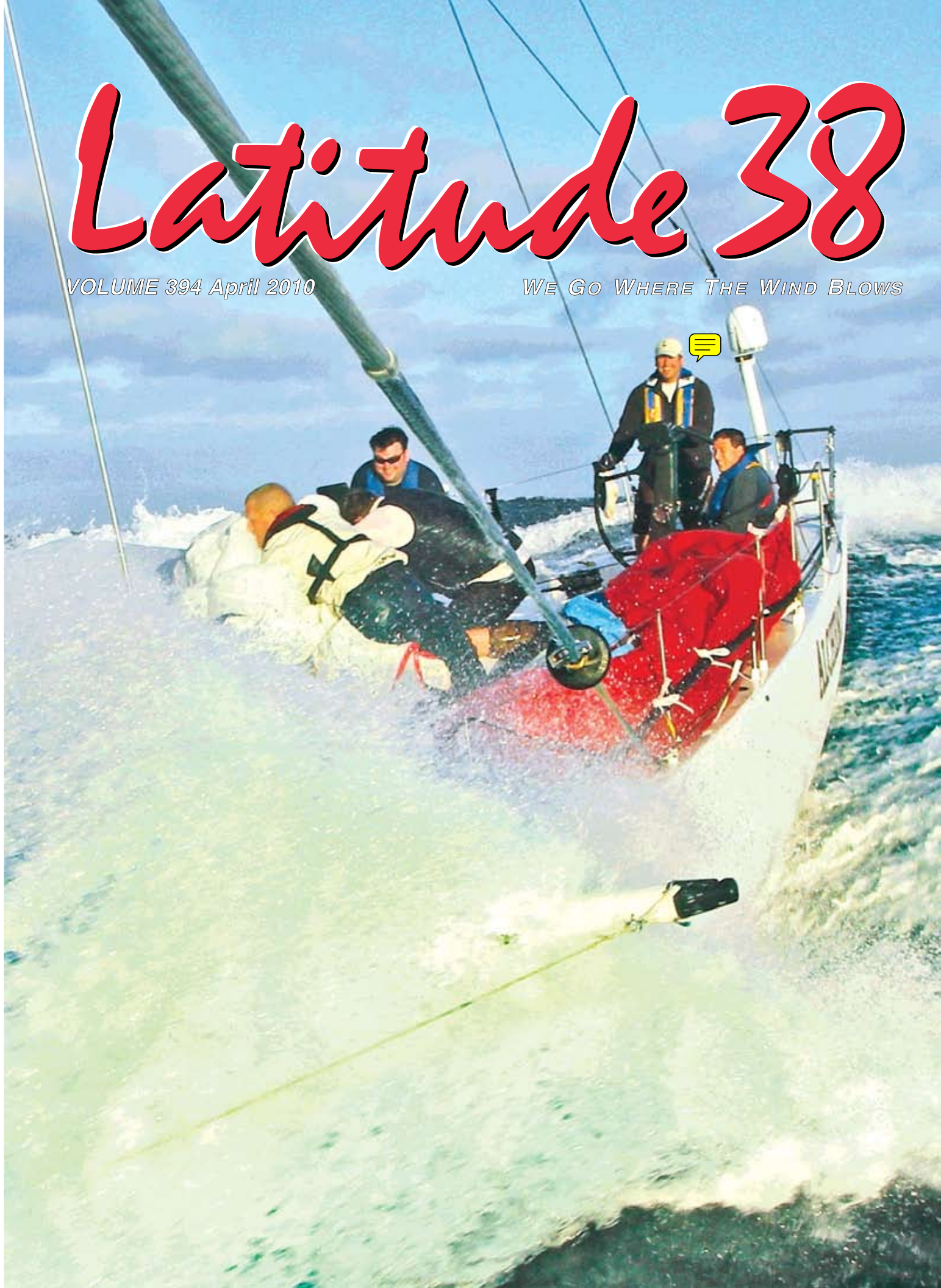
VOLUME 394 April 2010

WE GO WHERE THE WIND BLOWS



APRIL 2010

VOLUME 394



THE ANTIDOTE —

At first glance you might think modern American kids have it all: high-def TVs, computers, cell phones, iPods, remote-controlled toys, cutting-edge video gaming devices, and more. But to our way of thinking there's often an unseen 'cost' to the boundless acquisition of such high-tech gadgetry. That is, each successive generation seems to spend

the incidence of both childhood obesity and diabetes are rising dramatically. Yikes! What's a parent to do?

We think part of the solution is to find outdoor physical activities that are both fun and engaging, while building muscle, agility, and self-confidence. Kids' sailing programs do just that. In fact, we like to think of them as the antidote for what we call the 'adolescent couch potato syndrome'.

As you'll learn in these pages, the Bay Area offers a wealth of opportunities for kids 7 to 18 years old, from all socioeconomic backgrounds.

Many Bay Area yacht clubs have instructional 'junior' programs for kids, particularly during the summer months. And there are also a number of community sailing programs specifically designed to make the sport accessible to any and all Bay Area youngsters.

Yacht Club Programs

As you'll see in the accompanying sidebar, there are at least 16 Bay Area YCs that offer summer sailing programs, and nearly a dozen that offer them during the school year. Most have been operating successfully for many years, thanks to dedicated club volunteers who organize events, teach classes, and do maintenance on the boats. Right now is an ideal time to check out their various offerings in order to get your kids signed up well before summer begins, as most programs have limited openings.

Although most YC summer sessions charge a fee, many offer scholarship pro-

It's gratifying for YC volunteers to share their expertise, while students discover a healthy new outdoor endeavor — everybody wins!

After completing SBYC's Intermediate Program, these young grads raced their FJ all the way to Benicia in the Jazz Cup!

less time engaged in good old-fashioned outdoor play, having traded time spent in the great outdoors — a favorite realm of youth in generations past — for indoor time on the couch.

The problem is exacerbated, of course, by the fact that many modern parents are afraid to let their kids roam their neighborhoods unchaperoned, while school budget woes have resulted in physical education classes and after-school sports being scaled back further every year. We probably needn't remind you that two tragic byproducts of this grim reality are that



grams for folks who can prove financial need. It's important to note that parents usually *do not* have to be club members. At YCs where youth membership is required, kids are typically offered a youth membership rate between \$15 and \$55. The idea, after all, is to bring new blood into the sport, not to set up deal-breaking obstacles. Most clubs require that young trainees know how to swim, but do not require previous boating experience.

At YCs, the focus is almost always on dinghy sailing, as the idea is to build basic skills which will serve as a solid foundation for a lifetime of sailing fun. By contrast, some non-YC programs are run aboard large keelboats, as their primary goal is just to give kids their first introduction to the nautical world.

A wide range of boats are used in junior programs, and in most cases they're provided at no additional cost. The vast majority of young sailors start out in El Toros or Optimist prams. Once they learn the ropes, they're likely to move up to Lasers, and eventually to two-person FJs or 420s (both jib-and-main boats). Some clubs also work with nearby high schools to provide race training and sup-



KEVIN WILKINSON / SBYC



KEVIN WILKINSON / SBYC

YOUTH ACCESS TO BAY SAILING



While sailing beneath the Golden Gate aboard 'Pegasus' it's no wonder these East Bay kids are all smiles.

port racing teams.

YC junior programs tend to be a winning idea all the way around: The kids have a blast, get some healthy exercise, gain an appreciation for the simple physics of wind power, and perhaps even pick

Each successive generation seems to spend less time engaged in good old-fashioned outdoor play.

up a lifelong hobby. The club members have fun sharing their expertise, while getting to know potential future club members — or possibly future sailing rockstars. (John Kostecki and Melissa Purdy both spent a lot of time in the Richmond YC's program, as did Paul Cayard before moving on to the St. Francis.) And the kids' parents come away with the satisfaction of knowing they've introduced their son or daughter to a new form of active, outdoor fun. Many,

in fact, probably wish they'd had such opportunities when they were young.

Community Access Programs

For the purposes of this overview, we'll lump together all non-yacht club sailing options. But in fact, they each have distinctly different qualities and offerings. That said, all 'community-access' programs do tend to share the same overarching goal: to expose as many kids (and/or adults) as possible to the joys of sailing in the Bay Area's unique aquatic realm. Often, kids also come away with a greater awareness of the Bay's delicate marine ecosystem, and an appreciation for the region's colorful maritime heritage. Most, if not all such programs, have provisions for kids to sail for free through need-based grants and scholarships.

This fact has led to one of their greatest successes, as they are accessible to disadvantaged youth who otherwise might never have a chance to set foot aboard a sailboat, let alone learn to operate one.

For many years, savvy corporations have used 'team-building' exercises aboard sailboats to build character among their employees and foster within them an appreciation for mutual cooperation. The teamwork required to maneuver a big keelboat or rig and launch a fleet of sailing dinghies yields similar results in kids of all ages.

Here's a quick look at some popular community programs:

Treasure Island Sailing Center — Located literally in the middle of the Central Bay, this multi-faceted facility is well-named, as it is indeed a 'treasure' for the surrounding communities. Established by a group of Bay racers in 1999 after the City of San Francisco obtained use of T.I. from the Navy,

the Center's programs have continually expanded over the years to promote sailing and ecological awareness to the broadest possible spectrum — including at-risk kids, and those who are mentally



With flat water and stiff breeze, the Sail Camps put on by Sailing Education Adventure and the Marin YC amount to big summer fun.

or physically disabled. A broad range of programs give 7- to 18-year-old trainees exposure to sailing aboard dinghies as well as Moore 24s and J/24s.

Thanks to extensive community support and volunteer fundraising, nearly 80% of participating kids sail for free. With its unique location at the edge of Clipper Cove — renowned for brisk wind over flat water — the Center conducts serious racing classes here also, and has hosted at least one national one design championship.

Oakland Park & Recreation Dept. — Two other 'gems' which greatly benefit Bay Area kids are the Lake Merritt Boating Center, near the city center, and the Jack London Aquatic Center, located

Beginning sailors learn the ropes in the calm waters of the Paradise Cay Yacht Harbor, during a Tiburon YC summer session.



A FULL MENU OF KIDS' SAILING OPTIONS

Investigate further details at: www.latitude38.com/YRASchedule/youth.html
and at the websites of individual organizations.

YACHT CLUB PROGRAMS

Benicia YC — Derith Lutz, (707) 746-0739, www.beniciayachtclub.com • Summer Prgm, ages 9-12 & 13-18; Two 5-wk sessions Jun-Aug, Tuesday afternoons; in DeWitt Dinghies, Optis and El Toros (provided).

Encinal YC (Alameda) — Billy Zlotocha, (510) 769-0221, www.encinal.org • Summer Prgm, ages 8-18, all levels; 3-wk sessions, Jun-Aug, Mon-Thu; in Optis, Lasers, FJs, 420s (provided) • Fall, Spring Prgm, ages 8-18; Sun for six wks (dates TBA); in Optis, Lasers, FJs (provided) • High School Prgm, grades 8-12; Wkends Feb-Apr; drop-in practice Wed-Fri; FJs (provided); Scholarships available through the Encinal Sailing Foundation.

Golden Gate YC (San Francisco) — Robert Bozina, (408) 554-4431, www.ggyc.com • High School Prgm, grades 9-12 from any high school esp. Lowell, Lincoln, or School of the Arts (middle school students by arrangement); Tue & Thu; FJs (provided); Free; students must demonstrate desire & commitment to sailing.

Inverness YC — Barbara Jones, (650) 474-1402, www.invernessyachtclub.org • Summer Prgm; 6/28-7/16 & 7/26-8/13; in Optis, El Toros, Lasers, FJs and Flying Scots (provided); \$675; Scholarships available.

Monterey Peninsula YC — (831) 372-9686, www.mpyc.org • Summer Sailing Lessons, ages 8-16; Eight 1-wk all-day sessions starting in early Jun, except the wk of 7/4; in Optis, FJs (provided); Scholarships available • High School Team, grades 8-12 from Pacific Grove, Salinas & Monterey; Fri afternoons during the school year; FJs (provided).

Richmond YC — (510) 237-2821, www.richmondyc.org • Parent or child must be RYC member (jr. membership: \$20 initiation + \$50/year) • Junior Sailing School Winter, ages 8-18; Most Sun, Oct-Mar; in El Toros, Bytes, Lasers (BYOB); Optis (available for charter, \$250/season); \$115 + two days of parent volunteer time • Double-handed Prgm, ages 8-18; Most Sun, Oct-Mar; in FJs, 420s (provided); Cost: \$250 • Summer Sailing Prgm, grades 8-12; Wkdays, Jun-Aug; in FJs, 420s • Summer Sleepover Camp (at Stockton Sailing Club); Jul 11-17; El Toros, Optis (BYOB); \$275 + one day of parent volunteer time; Scholarships available.

St. Francis YC (San Francisco) — Mike Kalin, (415) 820-3729, www.stfyc.com • Tinsley Island Summer Camp, ages 7-17; One-wk sessions, 6/21-25, 6/28-7/1, 7/5-9; in Optis, Lasers, Bytes, 420s, Bic Techno windsurfers (provided); TBD. Scholarships available • Cityfront Day Camp, ages 7-17; One-wk sessions, Jul 12-Aug 20; in Optis, FJs, 420s, 4.7s, Bic Techno windsurfers (provided); TBD; Scholarships available.

San Francisco YC (Belvedere) — Forrest Gay, (415) 435-9525, www.sfyyc.org • Spring & Fall Learn-to-Sail Prgm, ages 8-18; Apr-Sep; Optis, Laser Radials & 4.7s, FJs, 29ers, 420s (provided) • Summer Prgm, ages 8-18, all levels; Jun-Aug; Optis, Laser Radials & 4.7s, FJs, 29ers, 420s (provided) • High School Prgm, grades 9-12 from any Marin County high school; After school, Tue-Fri; FJs (provided); Scholarships available through the Belvedere Cove Foundation.

Santa Cruz YC — Peter Pillsbury, (831) 425-0690, www.scyyc.org • Pinto Lake Prgm, ages

8-14; Pinto Lake, Watsonville; Sun, Sep-Mar; in El Toros (some available for charter); \$60 + \$55 YC junior membership; Scholarships available • Scholastic Prgm, grades 8-12 from Pacific Collegiate, Santa Cruz, and Soquel High Schools; Santa Cruz Yacht Harbor; Saturdays, September-March; in FJs (provided), Lasers, 420s • Advanced Sailing Prgm, independent competitors; in Moore 24s (provided), Lasers, 29ers, etc. (BYOB).

Sausalito YC — Dan Leininger, (415) 332-7400, x114, sailtraining@sausalitoyachtclub.org • Summer Prgm (Ages 8-18); Mid June - Mid Aug; Sign-Up at www.sycsailcamp.org • High School Sailing; Sep-May; in Optis, Lasers, Flying Juniors, 420s (provided); Scholarships available through Sausalito Youth Sailing Foundation.

Sequoia YC (Redwood City) — (650) 361-9472, dkchumphreys@comcast.net, www.sequoiayc.org • Junior Beginning/Intermediate Prgm, ages 10-14; Dan Humphreys, (650) 941-9303, hiker4u@aol.com; Sat, fall/spring (Beginner & Intermediate); in El Toros (provided); \$125/10-wk session • Advanced Prgm, ages 12-16; Dave Pirron, (408) 966-5659; Sat in fall/spring; in Lasers (4.7, Radial & Full Rig); \$175/10-wk session.

South Beach YC (San Francisco) — Kevin Wilkinson, (650) 333-7873, www.southbeachyc.org • Junior Prgm, ages 9-16, Beginning & Intermediate; One 2-wk Beginning session 7/12-23; one 1-wk Beginning/Intermediate session 8/2-6; one 1-wk Intermediate session, 6/21-25; in Lasers, FJs (provided); \$225/wk; Scholarships available.

Spinnaker YC / City of San Leandro — (510) 577-3462, www.ci-san-leandro.ca.us • Summer Sailing Day Camp, ages 10-18, able to swim; 1-wk classes TBA for Beginners and Intermediates; DeWitt Dinghies (provided); \$200/San Leandro residents, \$225/non-residents.

Stanford Summer Sailing Camp (Redwood City) — John Vandemoer, (650) 387-2674, www.stanfordsailing.org • Beginner and Intermediate Sailing Prgm, ages 9-17; Jun-Aug; in 420s, FJs (provided); Scholarships available.

Stockton Sailing Club — Leslie Pannell, registrar@sailcamp.org, www.stocktonsc.org • Learn to Sail Prgm, ages 9-18; One-wk classes, Jun-Aug; El Toros and FJs (provided); \$15 short-term youth membership • Summer Sleepover Camp (with RYC); Jul 11-17; in El Toros, Optis (BYOB); \$275 + one day of parent volunteer time; Scholarships available.

Tahoe YC/Tahoe Community Sailing/Tahoe City Parks & Recreation — Bryce Griffith, (530) 583-3796 ext. 25/ext. 12; bgriff@aol.com • Youth Sailing Prgm, ages 8-17; Jun-Aug, Mon-Thu; Race Prgm Mon evening & Fri daytime; in CFJs, Picos, Nomad 17s, Lasers.

Tiburon YC (Paradise Cay) — Pat Lopez, (415) 454-7228, patnyo@yahoo.com • Junior Sailing, ages 8-13 (under 120 lbs.), able to swim; Schedule TBA, probably beginning in Mar; Optis provided or bring your own; \$40/day with your own boat, \$65/day if you use a TYC boat.

COMMUNITY ACCESS PROGRAMS

Blue Water Foundation, San Francisco — See article text. Meyla Ruwin (415) 242-2615; www.bluewaterfoundation.org

Call of the Sea, Sausalito — See article text. (800) 401-7835 or (415) 331-3214, [\[callofthesea.org\]\(http://callofthesea.org\), \[www.callofthesea.org\]\(http://www.callofthesea.org\)](mailto:info@</p>
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Nehemiah, Richmond — See article text. Rod & Joni Phillips, (510) 234-5054, captain@sailingacross.com, www.sailingacross.com

Oakland Parks & Rec Dept. — Sarah Herbelin, (510) 238-2196, www.oaklandnet.com/parks/Prgms/boating.asp • After-School Learn-to-Sail Prgm, 5th-8th graders; Lake Merritt Boating Center; Wed or Tue & Thu in school year; in Optis (provided); \$145/10 wks • Basic, Intermediate Summer Prgm, ages 7-18; Lake Merritt Boating Center; One-wk sessions, Jun-Aug; in kayaks, dragonboats, Optis, Sunfish, Bytes, JY15s, Lasers (provided); \$145/Oakland residents; \$172/non-residents • Advanced Summer Prgm, ages 10-18; Jack London Aquatic Center (Oakland Estuary); One-wk sessions, Jun-Aug; windsurfers, cats, keelboats, JY15s, Bytes (provided); Cost: \$175 and up • Intro to Sailing Team, ages 12-17; JL Aquatic Center; practices & regattas on wkends; in Bytes and Laser 4.7s (provided); \$395/season; Scholarships available for Oakland residents • Youth Sailing Team, grades 8-12 from any school; JL Aquatic Center; practices & regattas on wkends; in Laser 4.7s (provided); \$450/season; Scholarships available for Oakland residents • Sailing into Science, 5th graders (teachers sign up classes); Lake Merritt Boating Center; School year; Pedalboats, dragonboats, kayaks, whaleboats (provided); \$300/class/day (up to 32 students) or \$150 (15 students).

Peninsula Youth Sailing Foundation, Redwood City — Eric Anderson, (650) 854-1048; www.pysf.us • One-wk sessions, Jun-Aug, 9 am-3 pm daily; ages 7-12; Beginners in Optis; Intermediate in 420s & FJs; Advanced racing (all boats provided); \$300/YC members & students who BYOB, \$325/non-members. Scholarships available • High School Sailing; training & racing year round; Sat & Sun practices & races; CFJs, 420s, Lasers, 29ers.

Pegasus Project, Berkeley — See article text. (510) 621-8130, info-AT-pegasusvoyages.org, www.pegasusvoyages.org/project.html

Sea Scouts Marinship 1 (Tiburon YC) — Nick Tarlson, (415) 956-5700; nick@tarlson.com • Year-Round Prgm, ages 14-21; 1st and 3rd Tuesday evenings each month; in Santana 35 & 22s, Lasers, FJs, 420s, tall ship *Active* (provided); \$60/year.

Treasure Island Sailing Center — Lacey Todd, (415) 421-2225, www.tisailing.org • Spring Beginner Prgm, ages 7-14 & Spring Race Team, ages 8-14; Session 1 Sat, 3/13-4/3; Session 2 Sat, 4/17-5/8; Session 3 Wed, 4/21-5/12 • Opti Race Team, 10 practices Sat, Feb-May; 3 races wkends; in Optis; \$500/session. Scholarships available • High School Race Team, ages 13-18, no experience necessary; Sun, Jan-Apr; in FJs; \$400 • Summer Sailing Camp, ages 7-18; One-wk sessions, Jun-Aug; in FJs, JY Trainers, Optis, Lasers, J/24s, Access Dinghies (provided); lifejackets, wetsuits and foul weather gear also provided; \$125/wk, half day; \$250/wk, full day. Scholarships available.

Spaulding Wooden Boat Center, Sausalito — See article. Andrea Rey (415) 332-3179, info@spauldingcenter.org, www.spauldingcenter.org

S.F. Maritime National Maritime Park, San Francisco — See article text. Seth Muir, (415) 292-6664 office, smuir@maritime.org, www.maritime.org

Sailing Education Adventures, Sausalito — See article text. Robert van Gool (415) 552-8199; communications@sfsailing.org, www.sfsailing.org

along the north shore of the Oakland-Alameda Estuary.

A number of introductory programs are offered at the lake for grade-schoolers, including after-school Learn-to-Sail courses in El Toros. The action on the Estuary is geared primarily toward middle-schoolers and high-schoolers from any area school, who train and race aboard dinghies and keelboats.



YOUTH ACCESS TO BAY SAILING

Blue Water Foundation — As evidence that on-the-water experience for kids is a benefit to society, this nonprofit, volunteer-run group is heavily supported by both the San Francisco School District and the San Francisco Police Department. Since its founding in 1992, over 9,000 young salts from virtually every S.F. public school have sailed aboard the Foundation's 20-ft daysailers or its flagship, the former 46-ft ocean racer *Golden Bear*.

The Pegasus Project — Over the past 15 years, some 8,000 kids have been

introduced to the joys of sailing the Bay aboard the well-kept Alden 51 ketch *Pegasus*. Drawing primarily from East Bay schools, the volunteer staff's mission is for young trainees "to become productive members of a sustainable society through positive outdoor environmental education, and by reinforcing life skills." With the support of several partner organizations, and profits from mainstream charter work, all kids who attend these hands-on sessions sail for free.

Call of the Sea — This well-respected organization offers three-hour programs

aboard the traditional, 82-ft schooner *Seaward* (which also offers private charters). Hands-on sessions focus on seamanship, local history and navigation, and align with 4th- and 5th-grade social studies curricula — yet are adaptable to other grade levels.

Nehemiah — Like so many others involved with youth sail training, Capt. Rod Phillips and his wife Joni saw sailing as a chance for troubled kids to see the world through a different lens. So years ago they decided to offer their boat — a classic, 57-ft ketch — and their maritime knowledge to young people from nearby communities. They've taken hundreds of kids, many of them classifiable as at-risk, out for booming sails on the Bay.

A longtime professional mariner,

Clockwise from upper left: Dinghy racers do battle off the Sausalito YC; Look who's driving 'Pegasus'; Blustery fun at South Beach YC; Estuary sailors thread their way through the Encinal YC fleet; A flock of summer Sail Campers race beneath Mount Tam.



GARY FERBER / SYC



RICHARD GILLETTE



BILLY ZLOTCHKA / EYC



ROBERT VAN GOOL / SEA



BILLY ZLOTCHKA / EYC

THE ANTIDOTE

Capt. Rod sets a fine example as he and other volunteers instruct kids in the arts of traditional seamanship aboard *Nehemiah*, which has twice circumnavigated the globe. Free or nearly free youth programs are supported by occasional mainstream charter work.

The Spaulding Wooden Boat Center — This historic facility is one of the maritime treasures of the Sausalito waterfront. Its staff offers high school students apprenticeships that include boatbuilding, sailing and marine ecology. During the program which begins this June, students will construct a one-of-a-kind wooden sailboat drawn in 1923 by Myron Spaulding and redesigned by Tom Wylie. In addition, apprentices receive sailing instruction meant to prepare them for recreational sailing within the Bay as well as advanced coastal navigation.

San Francisco Maritime National Park — A JEWEL of the San Francisco waterfront, the Park has a wide variety of



"No, it's my turn to drive!" Some of us take sailing opportunities for granted, but for at-risk kids a daysail can be a life-changer.

public offerings for both kids and adults, including small boat building and sailing for at-risk teens.

Their Explorers Program recently earned the prestigious acknowledgement by Sail Training International as the (small vessel) Sail Training Organization of the Year. These innovative classes combine hands-on instruction in traditional seamanship aboard the 1891 scow

schooner *Alma*, with aspects of history and social studies, science, and math (aligned with state standards for 4th through 7th grades).

Sailing Education Adventures — This highly regarded, volunteer-run organization has been running kids' summer Sail Camps for 26 years. In partnership with San Rafael's Marin YC, they operate one-week, full-day dinghy-sailing courses for kids 8 to 16, beginning in June, at both the Basic and Intermediate level.

We think a lot of kids these days end up wedded to the couch because they just don't realize how much fun they could be having by doing active sports in the great outdoors. And sampling the pleasures of sailing through the programs listed here might be just the impetus they need to garner a fresh new perspective on life.

You can't say that about a summer afternoon spent playing Grand Theft Auto or World of Warcraft!

— **latitude/andy**

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BIG DADDY



This year's Big Daddy wasn't the biggest ever, but the unofficial start to the Bay's summer racing season delivered nonetheless for the 74 boats in six PHRF and four one design divisions that showed up March 12. With competition for entries coming from the St. Francis YC's Spring Dinghy Regatta and the Island YC's Doublehanded Lightship,

attendance was down just slightly compared to years past.

With breeze into the mid-teens, each division got off two or three races. In PHRF A, Philippe Paturel's wildly-patterned black and red Archambault 40 RC *Ciao!* scored straight bullets to win handily. In PHRF B, it was Dan Woolery's Sydney 36 CR *Encore* — with which he's

had as much success of late as his other boat, the King 40 *Soozal* — taking top honors. In PHRF C Ed Durbin's Beneteau 36.7 *Mistral* came out on top, and in PHRF D, it was Michael Quinn's C&C 99 *Sheeba*. PHRF E went to Gordie Nash's Modernized Santana 27 *Arcadia*, while Scott Easom's Moore 24 *Eight Ball* won PHRF F.

— THE FUN NEVER STOPS



Spread from left, 'War Pony', 'Alfa Puppy' and 'Deception' rumble downwind; inset, opposite page, Philippe Paturel's 'Ciao!' sports some of the wildest graphics on the Bay, if you'd like to see sport catch the eyes of non-sailors, start here; inset this page, Sy Kleinman's 'Swiftsure II' powers uphill.

The J/105 honors went Phil Laby's *Racer X*, while Rick Smith's *Más Rapido* took home the honors in the Olson 30 class. Trent Watkins' *UFO* won the Ultimate 20 class and Kim Desenberg's *Mr. McGregor* was the top Wylie Wabbit.

With Saturday's racing in the books, the focus turned to the St. Patrick's Day-themed party before anyone would even think about Sunday's pursuit race.

Eighty-seven boats — more than a few Doublehanded Lightship entries

included — showed up on Sunday, and after a 1-hour postponement, things got rolling. The little boats headed mostly for Alcatraz first in the choose-your-own-adventure race around Alcatraz and Angel Islands. By the time they reached the entrance to Raccoon Strait, the ebb was ripping and they found themselves parked while the bigger boats rode the

BIG DADDY

current going the other direction.

It was a classic bigger-boat race, but the biggest, or should we say, fastest were the most blessed. Peter Stoneberg's Formula 40 catamaran *Shadow* — which gets no shortage of complaints about its -99 rating — broke with the other fast boats' style and headed to Alcatraz first. It was a strategy that paid big enough dividends for them to horizon the fleet and win by a large margin. The rest of the top-three also were multis — Alan O'Driscoll's D-Class cat *Beowulf V* and Bill Erkelens' Tornado *Go Granny Go!*. The top monohull was Andy Costello and Peter Krueger's J/125 *Double Trouble*.

— *latitude*/rg

RICHMOND YC BIG DADDY SATURDAY BUOY RACING (3/12, 2-3r, 0t)

PHRF A — 1) **Ciao!**, A40 RC, Philippe Paturel, 2 points; 2) **TNT**, Tripp 43, Brad Copper, 7; 3) **Double Trouble**, J/125, Andy Costello/Peter Krueger, 7. (7 boats)

PHRF B — 1) **Encore**, Sydney 36 CR, Dan Woolery, 3; 2) **Desdemona**, J/120, John Wimer, 3; 3) **Jeannette**, Frers 40, Henry King, 7. (8 boats)

PHRF C — 1) **Mistral**, Benetau 36.7, Ed Durbin, 2; 2) **Kuai**, Sabre 386, Daniel Thieman, 5;



Keeping a close eye on the duck ahead.

3) **Always Friday**, Antrim 27, John Liebenberg. (7 boats)

PHRF D — 1) **Sheeba**, C&C 99, Michael Quinn, 7 points; 2) **Maguro**, Santana 35, Jack Feller, 8; 3) **Two Scoops**, Express 34, Chris Longaker, 10. (8 boats)

PHRF E — 1) **Arcadia**, Modernized Santana 27, Gordie Nash, 4 points; 2) **Uno**, Wyliecat 30, Steve Wanner, 9; 3) **Preparation J**, J/30, Robert

Hrubes, 10. (7 boats)

PHRF F — 1) **Eight Ball**, Moore 24, Scott Easom, 3 points; 2) **El Gavilan**, Hawkfarm, Chris Nash, 8; 3) **Frogflips**, J/24, Richard Stockdale, 10. (8 boats)

J/105 — 1) **Racer X**, Phil Laby/Rich Pipkin, 3 points; 2) **Donkey Jack**, Rolf Kaiser, 3; 3) **Whisper**, Marc Vayn, 6. (5 boats)

OLSON 30 — 1) **Mas Rapido**, Rick Smith, 4 points; 2) **Hot Betty**, John Scarborough, 7; 3) **Hoot**, Andrew Macfie, 8. (6 boats)

ULTIMATE 20 — 1) **UFO**, Trent Watkins, 3 points; 2) **Indecision**, Phil Kangesberg, 9; 3) **Sal-sa**, Matt Borough, 10. (8 boats)

WYLIE WABBIT — 1) **Mr. McGregor**, Kim De-senberg, 5 points; 2) **Weckless**, Tim Russell, 8; 3) **Better With Butter**, Erik Menzel. (8 boats)

SUNDAY PURSUIT RACE (3/13) — 1) **Shadow**, Formula 40, Peter Stoneberg; 2) **Beowulf V**, Customized D-Class Cat, Allen O'Driscoll; 3) **Go Granny Go!**, Tornado, Bill Erkelens; 4) **Double Trouble**; 5) **War Pony**, Farr 36 OD, Mark Howe; 6) **Deception**, SC 50, Bill Helvestine; 7) **Tiburion**, SC 37, Steve Stroub; 8) **Quiver**, N/M 36, Jeff McCord; 9) **Swiftsure II**, Schumacher 54, Sy Kleinman; 10) **Bodacious**, Farr 40 1-Ton, John Clauser. (87 boats)

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OUT WITH THE OLD BOAT

Given that this issue coincides with the Strictly Sail Pacific boat show in Oakland, we thought it would be fun to talk to someone who had owned an older boat for many years but recently bought a new one, to find out what the big differences were in the boats and

statement to, "Sometimes yes, sometimes no." According to Rick, they are a "quasi-couple." In any event, in late '03, the two bought a Santa Cruz 27 together, christened her *First Impression*, and have

been racing her even more relentlessly than *Gypsy Warrior*. "Three times a month is not uncommon," says Jan. Two years ago, the duo won both halves of the OYRA series, as well as the full season. The year before that, they'd taken second overall.

Frankly, it's a little mystifying to us why these two bought their newest boat, a Beneteau 40, last May. They christened her *Music* upon taking delivery in August. At the time, Rick still owned his Freya 39, the couple co-owned and still co-own the SC 27, and Rick also owned and continues to own *Queen*

Bee, the J/109 that 'Dr. Laura' raced out of Santa Barbara before she moved up to a larger boat. Even after they'd sold the Freya — and are now mourning the fact that she caught fire in Ventura under new ownership and was a total loss — we're still puzzled at their need for three sailboats. Gio and Grant aren't wealthy, so it can only be that they are degenerate boat junkies. But apparently happy ones — during the course of our conversation at Nuevo Vallarta during the Banderas Bay Regatta, Gio mentioned an interest in finishing off a Northstar 40. "You can't become stagnant with your boats,"

he said in an attempt to explain his thinking.

Anyway, we pressed the pair to come up with seven reasons

they like their new Beneteau better than the Freya 39 that Rick had owned for 29 years. Here goes:

1) "The beam is not only much greater — 12'10" versus only 11'3" for the Freya — but on the Beneteau," says Jan, "most of the beam is carried almost all the way to the transom." The Freya was a modified double-ended design, so the aft part of the boat was both narrow and pinched. "We can easily seat 10 people

Rick and Jan show us one of their most recent trophies. We have no doubt they've got a locker full of them.

what improvements have been made.

Rick Gio, a tile setter from Sebastopol, seemed like the perfect guy to ask. Between '79 and '80, he spent 3,280 hours finishing off the Freya 39 *Gypsy Warrior* from a bare hull and deck. Despite being a heavy displacement boat, the design had won the prestigious Sydney to Hobart Race three years in a row in the mid-'60s. After doing the '81 Long Beach to Cabo and La Paz Race aboard *Latitude's* Freya 39 *Contrary to Ordinary*, Gio started racing his *Gypsy Warrior* extensively, doing five races to Hawaii, a Mexico race, and countless local offshore races, as well as making a four-month, 11,000-mile cruise to the South Pacific and back. In the process, he singlehanded his Freya from Hawaii back to California three times.

Jan Grant of San Rafael, who works in the veterinary field, joined Gio for the trip to French Polynesia and the last nine years of racing. Are they a couple? "No," she says, before amending that

According to Rick, he and Jan are a "quasi-couple."

JAY ALLWORTH / STRANGEBIRD PHOTOGRAPHY



in the cockpit of *Music*, so she's great for parties," says Rick. "In addition, she has a great table that's sturdy enough to stand on."

2) *Music* has twin wheels, the only boat in their fleet with that feature. "Rick is always sashaying between the wheels," Jan laughs. "I do," Rick admits, "because it gives me the ability to see everything."

"We also like the swim platform," says Jan, "as it gives us a place to shower outside, a place to climb back on our boat after swimming, and a place to land fish." Gio notes that the Freya had rather high freeboard and the sides of the hull were unusually steep, making it necessary to have a ladder to climb aboard after swimming.

It seemed to us that having two wheels and a swim platform aft should count as two separate improvements, but Jan insisted they are both part of Item #2, so we're going to let it slide this time.

IN WITH THE NEW



With Rick at the starboard helm and Jan trimming the sheet, 'Music' sails to first place honors in class and in the Jack 'n Jill division of the just-completed Banderas Bay Regatta.

3) "There are two great places for a couple to sleep on *Music*," says Jan. "There is the forward V-berth, which is longer than the one on the Freya, which was a little too short. And there's a queen-size berth aft beneath the cockpit that faces athwartships."

"I can't sleep if a boat is rolling heavily from side to side," says Rick, "but when we're in the aft cabin, the boat rolling side to side means we're rocking fore and aft. I can sleep with that, so yeah, I like having the two sleeping options."

4) "There are lots of places to brace yourself while working in the galley," says Jan. "The Freya wasn't as good in that regard."

5) "*Music* is very wide amidships down below, too, and has lots of light," says Jan. "But unlike many other modern boats, there are still lots of handholds, so you don't get thrown across the boat."

"The Freya couldn't comfortably accommodate as many people in the salon," adds Rick, "and it was much darker down below. Score two points for *Music*."

6) "*Music* has lots of storage," says Jan, moving down the list. Somewhat paradoxically, Rick says that the Freya had even more storage. In fact, so much storage that when he got home from French Polynesia, he had a month's worth of food and tons of toilet paper left. So we guess the point is that *Music* has enough

storage, but not so much that you fill the boat with junk.

7) Much to our surprise, the last thing these hardcore racers and performance cruisers cited is that their Beneteau is a much faster boat than the Freya. This from a couple who had won their division in the Baja Ha-Ha, and were in the process of winning their class and the Jack 'n Jill division of the Banderas Bay Regatta. "*Music's* modern sail plan — small fractional jib and big main — combined with her modern underbody, means she really moves," says Jan. It's not surprising that the Beneteau is so much faster than the Freya, given that she displaces 7,000 lbs less than the 24,000-lb Freya, even though she is a foot longer, has a performance fin keel rather than encapsulated 3/4 keel, and has a spade rather than an attached rudder. The Freya initially had a PHRF rating of 138 seconds per mile, which was later upped to 141 seconds per mile. The Beneteau, meanwhile, rates 104 on the Bay, which means she is 37 seconds

faster per mile. "What's more," says Rick, "the Beneteau not only gives us a good turn of speed, if we're put in the right class, we have no trouble sailing to her rating."

Two wheels on a boat has some advantages for visibility, but it can lead to conflicts about where to go and who is in control.



LATITUDE / RICHARD

OUT WITH THE OLD BOAT

Music also sails faster with less fuss. Gio had 11 headsails on his Freya — "I was changing them all the time" — before he added roller furling. *Music* has just a furling 140 and a furling 105 from North Sails, as Rick and Jan passed on the standard suit of sails. They also passed on the standard in-mast main roller furling because it would have added 1,600 pounds, much of it up high. "We're racers," says Jan, "we couldn't have that."

There are, of course, some downsides to the better-performing Beneteau. "We have to put in the first reef at nine to 10 knots," admits Rick. "If it's solid whitecaps, we furl the 140 to about a 110. At 20 knots, we have to put in a second reef. But man, we're still doing 7.8 knots! So ultimately, the Beneteau is a much more fun boat to sail than the Freya. And I remember how, when we carried a spinnaker on the Freya and got a puff, the boat would just load up for a long time before turning the force into acceleration. The Beneteau just takes off! Of course, she doesn't take off like my J/109. When you

get a puff with that higher-performance boat, your body is pushed back from the acceleration. The problem with the J/109 is that you need to put together eight crew to race her, which is a lot of trouble

"As soon as the traveller was dropped, we sailed higher and faster."

and requires making lots of sandwiches and buying lots of beer. And you're not racing a 'house' like Jan and I get to do with the Beneteau."

But there's also another price that comes with the much higher performance. "*Music* is a much more sensitive boat to sail well," notes Jan. "Rick is always asking for the traveller to be

brought in or eased out a little." "It's true," says Rick. "*Music* is such a sensitive boat that when I had Jan ease the traveller down an inch at one point during the race today, there was a marked difference in performance. As soon as the traveller was dropped that tiny bit, the rudder stopped gurgling and we sailed higher and faster." Of course, many sailors probably wouldn't even notice the difference.

"The final 'other side' of the performance equation is that the Freya was built like the classic brick shithouse," says Rick, "so you could sail her through a gale. But if you lean against one of *Music*'s bulkheads, it gives a little because she's built more lightly. As a result, as with almost all modern designs, you have to know when to throttle back. People should also know that the Freya was not a slow cruising boat. During our Puddle Jump, the folks running the nets took to calling us the 'speed merchants' because we caught up with and passed so many boats. And that was without us ever flying a chute or reefing down

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before nightfall."

One thing Rick must have forgotten to put on the 'better than the Freya' list is that *Music* has an electric windlass. "No, I didn't have one on the Freya," he admits. "He's a cheap bastard," Jan laughs.

"My reasoning was that an electric windlass would involve batteries, wires, circuit breakers — things that could go wrong," says Rick. "I wanted to keep it simple."

"When we pulled into the Bay of Virgins at Fatu Hiva, it was blowing 50 knots on the nose," remembers Jan. "The only place left to anchor was in 200 feet of water. We put all of our 200 feet of chain out, and it just hung there, perfectly useless. Getting it back up wrecked his back."

"I was laid up for a week," Rick admits. "The problem was that I had a 3/8" wildcat and 5/16" chain on the manual windlass, so it kept slipping. In the end, I had to pick up the 200 feet of chain

hand over hand."

For many years Gio didn't have radar — a common feature on cruising boats — on *Gypsy Warrior* either. "I didn't want the draw on electrical supply," he says. "When I finally did get one, I didn't use it, so we didn't put one on *Music*. On the other hand, we really like our Raymarine instruments and chartplotter. They should have been an item on the list."

Rick and Jan are also happy with

"My biggest gripe is that the sheet winches are too small."

the deal they got on their boat. "We got about \$30,000 in extras for free," says Jan, "stuff like leather, Ultrasuede, and a dodger." They also got the bigger engine at no extra cost. Rick actually wanted

the smaller one. "The boat only has a 53-gallon fuel tank," he says, "so we're just going to have to throttle back in order not to burn up all the fuel."

What don't they like about their new boat? "My biggest gripe is that the sheet winches are too small," says Jan. "I'm in really good shape, and they're too hard to grind." On the other hand, Rick does like the electric halyard winch. "They didn't have those when I was building my Freya, and I use it for everything," Jan and Rick both also think the traveller system could be significantly improved.

Toward the end of our visit, the conversation drifted to the publisher of *Latitude* being happy with having a boat in a yacht management program in the British Virgins. More on that next month, but when we told them we were still in the black, we should have anticipated Jan's response: "Gee, maybe Rick and I should invest in a boat in that part of the world."

— *latitude*/richard

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As the summer sailing season approaches, sailors naturally begin planning their year. Old salts know the Bay's hot spots like the back of their sailing glove, and often have their cruises planned well in advance.

But where do you start if you're new to sailing or to the Bay itself? You could, of course, pick up Carolyn and Bob Me-haffy's *Cruising Guide to San Francisco Bay*, the rather definitive work on the subject of Bay Area destinations. But for a quick-and-dirty overview of the topic, read on.

While sailing on San Francisco Bay

Cruise missile — Spread, sailing under the Golden Gate Bridge is a lifelong dream for many of the world's best sailors, so don't squander the opportunity. Right inset, cruise past the City and on to Berkeley or Richmond for something completely different. Left inset, wherever you go, enjoy yourself.

can be a nail-biting, rail-grabbing, screaming-like-a-little-girl experience, cruising on the Bay offers little in the way of variety . . . unless you have a sense of adventure and know where to look. The following is a sampling of Bay Area cruising destinations that offer something for everyone. Check it out:

- **The City** — San Francisco is a premier tourist destination for about a million reasons. Rent a slip at South Beach Marina — or, for yacht club members,

coordinate a reciprocal visit at another club — for a fraction of the cost of a hotel room, and play tourist for the weekend.

- **South Bay** — Go with the flow — or, in this case, the flood — down to Redwood City. Anchor in Redwood Creek or arrange a slip at any one of a number of marinas. Just be sure your depth sounder is in good shape and don't stray from the channel. Then grab the binos for some world-class bird watching.

continued on page 116

HOT SPOTS



BAY AREA

To Half
Moon Bay



Half Moon Bay: 25 miles

To
Drakes
Bay



Golden Gate

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San Francisco's Cityfront: 3 miles

Bay
Bridge

Treasure
Island

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Estuary



South Bay's Redwood City: 25 miles

To
South Bay



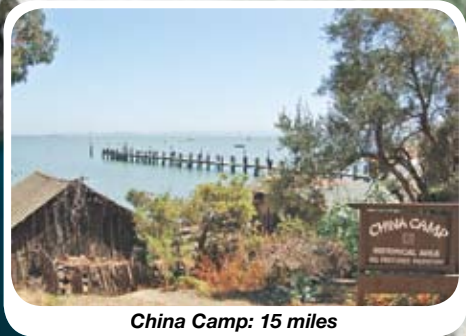
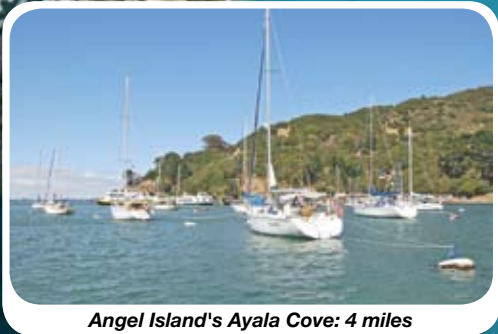
Oakland's Jack London Square: 10 miles

HOT SPOTS



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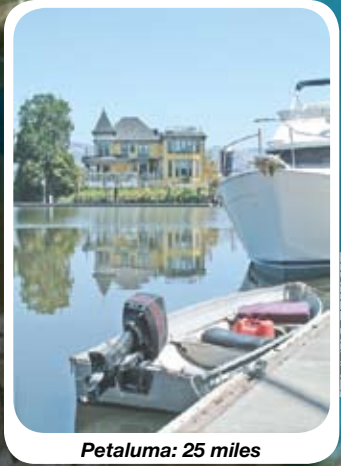
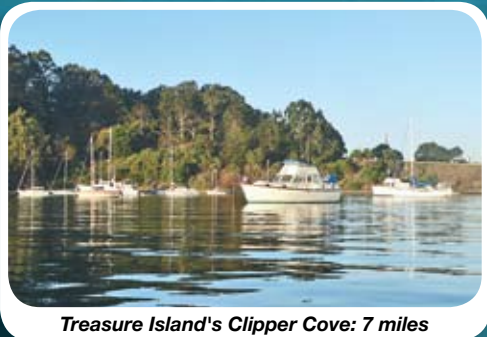
Richardson Bay



China Camp

Richmond Bridge

To Petaluma, Vallejo, Benicia & the Delta



LATITUDE / ANDY



BAY AREA HOT SPOTS

• **The Estuary** — Many marinas on either side of the Estuary happily rent to transients. Catch some live music at Yoshi's Jazz Club at Oakland's Jack London Square or explore the Victorian architecture in Alameda.

• **Clipper Cove** — The entrance to the harbor surrounded by Yerba Buena and Treasure islands can be notoriously thin. Hug the pier as you enter, then make a beeline for the sailing center. At that point, you're free to anchor where you please, especially now that the cove has been cleaned up (see *Sightings*).

• **China Camp** — Excellent holding, combined with warm temps, even in the dead of 'Fogust'; a charming historic village ashore; and 15 miles of groomed trails make this state park a real gem.

• **Angel Island** — Anchor in the lee of the island for a break from summer's winds, or stop at the docks in Ayala Cove and spend the day exploring the island's rich history — on foot, by bike or via a rented Segway. Then move to the mooring field for a 'night out'. Docking and



When the rest of the Bay is socked in, Richardson Bay is often sunny, if not warm.

mooring fees are collected but they give a fantastic return on investment.

• **Richardson Bay** — Though the inner part of the harbor is a little cramped, the outer part generally offers plenty of swinging room. Better yet, grab a slip at Schoonmaker Point Marina, eat a fantastic meal at Le Garage, then take a romantic walk along the waterfront.

• **Petaluma** — Visiting the Turning Basin in Petaluma requires setting up a bridge opening, but the payoff is a stay

in what many readers consider the "jewel of the Bay."

• **The Delta** — With 1,000 miles of navigable waterways, the Delta has much to offer, beyond being a great place to warm up after the Bay's chilly summer winds. Find a cozy slough, set your bow and stern anchors, string the hammock, and relax.

• **Half Moon Bay or Drakes Bay** — For those looking for a little more adventure, a few hours on the ocean might just be the ticket. Each spot provides a glut of anchoring room, but only Half Moon Bay has a marina and plenty of shops within walking distance. Drakes is more of a minimalist destination.

There are, of course, many other places to 'cruise' in the Bay. Pull out your chart and mark the spots you think might make good anchorages. Soon enough, you'll know the hot spots as well as those old salts — maybe better.

— *ladonna*



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MEXORC



—When we first heard that the Mexican Ocean Racing Circuit was going to be dramatically revamped this year, we were a little skeptical. But last fall, when we saw the list of incentives that the organizers threw into the mix, we started to believe a little bit. There were carrots like free moorage, included dinners for competitors, free lodging for up to six people and free shuttle busses for everyone, plus drastically discounted entry fees for boats meeting the appropriate entry deadlines.

But when we arrived in Puerto Vallarta on February 26, what we'd experience throughout the next week absolutely blew our minds. What was so special?

Well, everything happened as promised for starters, and then there were some things that happened that weren't

promised, like Mexican President Felipe Calderón not only welcoming the racers on the first day via VHF, but presenting the brand new Copa México trophy and helping out with Race Committee duty on the final day! The joke of the day? "We can't even get the mayor to come down to the Rolex Big Boat Series!"

This year's MEXORC was part of the Nextel Regatta Copa México and produced the winner of its namesake trophy. Given to the overall winner of the four 'Oceanic' classes — it was part of a much larger 'Extravaganza Náutica' to celebrate Mexico's bicentennial. Unofficially it was also an attempt to reverse some of the damage that mainstream North American media attention has wrought on the country by focusing on drug wars and swine flu. The Extravaganza

also featured a kiting event, run by St. Francis YC Racing Manager John Craig and featuring Bay Area kitters like Chip Wasson, Johnny Heineken, and some of the world's top kiteboard course racing talent you may have seen at last year's Worlds on the Bay. There was also an 85-boat Opti regatta and a 55-boat J/24 regatta, all within a two-week span.

With substantial government support — the Mexican Navy used patrol boats as stake boats for the benefit of racers — the event was a pretty big deal, and the shoreside entertainment was way beyond what we've ever encountered at a large regatta. The regatta's home base at Marina Riviera Nayarit in La Cruz de Huanacastle was transformed in the weeks leading up to the event. Large areas of land were filled in to create

— ALL OUT, ALL WEEK



Spread — Mark Jones and Mark Howe's Bay Area-based TP 52 'Flash' storms off the line ahead of John MacLaurin's Davidson 70 'Pendragon VI', after tactician Jeff Thorpe called a perfect pin-end start; inset, Louis Kruk's Bay Area-based Beneteau 42S7 'Cirque' runs into the back of a wave.

more real estate, and a hospitality "tent" that looked more like a cross between a Christo art project and the kind of super spendy cocktail lounge we can't afford to drink in.

Before we got to PV, we'd planned on just boat-hopping throughout the six race days and lay day in between. But we were serendipitously conscripted to sail on the Bay Area-based TP 52 *Flash* in Class 1, staffed by a full complement of Northern California sailors, and co-skippered for the week by Bay Area sailors Mark Howe and owner Mark Jones. Project manager and tactician Jeff Thorpe of the Bay's Quantum loft led the group that consisted of Jay Crum, Paul

Allen, Dan Malpas, Chris Deaver, Joel Peterson, Ha-Ha XVI-vet Rob Walters, rigger Gilles Combrisson, Anthony Murphy, Bill Travis and former *Latitude 38* coverboy, bowman Kevin Sullivan.

Bill Turpin's Northern California-based R/P 77 *Akela* was fresh off taking the course record in the Vallarta race. The *Akela* team picked up right where they left off, winning Class 1 in the first race, a bay-traversing windward/leeward for the Governor's Cup, sailed in a 14- to 18-knot breeze.

In a somewhat rare occurrence, the ORR rating system was used for the regatta. As most boats' ORR certificates are for offshore racing — where the system

is predominately used in the U.S. — the boats' inshore ratings weren't on everyone's minds beforehand, and some boats were still experimenting with optimizing their configuration prior to the start of the first race. The ratings would prove to be the source of quite a bit of debate, as ratings often are. But there were some legitimate gripes throughout the fleet. The most common was that setting the handicap Time Correction Factors before a race meant that they didn't accurately reflect the conditions. In some cases, your results had been tweaked due to someone's redress claim in the time-on-time handicapped races. ORR — formerly known as Americap — determines the TCF number based on a wind speed and direction matrix established after the races. US Sailing's ORR man, Dan

MEXORC



Clockwise from top left — Humpback whales were present all week long; Mexican President Felipe Calderón not only made a welcome address over the VHF at the start of the regatta, he even lent a hand on race committee on the final day; when the prez is in town, the open-house comes with snipers; 'Medicine Man' and 'Akela' trade jibes; the fantastic jungle outpost at Las Caletas, site of Tuesday night's mega party; Why are former Bay Area resident Matt Cisceki and former Santa Barbara resident Mark Sims so happy? Not only did the token norteños win the Copa México aboard the Mexican entry 'Flojito y Cooperando', but Cisceki got to leave the Parisian winter to come for MEXORC, and the day before Sims came down, he had to drag his snowblower through his Annapolis house to fight the blizzard that was trying to collapse his back deck; 'Medicine Men' Keith Ives and Bob 'I don't care about the ratings, I just want to go sailing' Lane; 'Relentless' powers upwind; the 'Barbitos' gang anointed themselves and anyone within reach with charcoal 'facial hair' after much tequila at Las Caletas; the Mexican Navy's 'Caudillo' doing what battlewagons do best; front-to-back are 'Flash' crewmembers Kevin Sullivan, Rob Walters, Bill Travis, Gilles Combrisson, Joel Peterson, Anthony Murphy and Dan Malpas; 'Flash' co-skipper Mark Howe keeps his eye on the prize; the 'Flash' knowledge pool of Jay Crum, Jeff Thorpe, co-skipper Mark Jones, Paul Allen and Chris Deaver keep her ropin' downwind; the 'Peninsula Vallarta' Women's Sailing Team mistook 'Flash' offside trimmer Malpas for Mexican pop star Cristian Castro; 'Akela' crewmember and Stockton Sailing Club Delta Ditch Run Czar Bob Doscher, with fiancée Deborah Pate.

Nolan, was on hand to get everything figured out, and while there was griping, we didn't get the sense that anyone felt they'd gotten short-shrift at every turn during the week.

Day two was reserved for two eight-mile buoy races. Day three was designated for a pursuit race from about halfway between La Cruz and Paradise Village to a mark off Marietas Island before a

half-again-as-long run to Las Caletas, an isolated jungle outpost accessible only by boat in the southern reaches of Banderas Bay. Have you been smacked with a little cognitive dissonance yet? That'd be your

ALL PHOTOS LATITUDE/ROB EXCEPT WHERE NOTED



brain saying, "How do you handicap a pursuit race prior to the start when using a rating system dependent on the wind direction and speed and you don't know what either will be?" Not so well, as things turned out. If we understand correctly, the shot-in-the-dark turned out to be wrong, at least with regard to direction, and probably strength as well. Handicapped using the random-leg TCF for a course with fetches and reaches in addition to beats and runs, the course instead turned out to be a windward/leeward that favored one tack on either leg, but nonetheless involved jibing and VMG

sailing downwind. Turns out it probably favored us on *Flash* as well, because we won. Although we did sail really well in that race, the eventual Class 1 winner — Per Peterson's Oceanside-based Andrews 70 *Alchemy* — had to spot us a lead of a minute of a half in conditions where we were definitely advantaged while in the rest of the races we owed them time. Ultimately Nolan and the Race Committee knew that something like this could happen, but when you have such a size and speed disparity, and want to get the entire fleet to one place in a reasonable time window — for a killer party — ev-

eryone's got to make sacrifices.

If you're going to win one race at MEXORC, make it the Caletas race. We couldn't have asked for more beneficial conditions for *Flash*, and were already passing much of the combined fleet halfway down the run, hooked into the 16 to 20 knots of afternoon seabreeze. After what seemed like too little sailing time — runs go quickly when you're making something like 14 knots of VMG down the course — we squeaked into Las Caletas in a weakening breeze just a minute or two clear of the fleet. The race, however, was just a prelude to the

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MEXORC

evening's social program. After a dip in the bathtub-like water, the crews kicked back with drinks and a "Wow, this is included?" kind of meal at the sprawling, Robinson Crusoe-esque complex of rustic palapas and footpaths run by Vallarta Adventures.

Next up was the daily awards presentation and indigenous-themed show at the Mayan-style outdoor amphitheater. When we went up on stage with the rest of the crew, we couldn't shake the feeling that we were on our way to being sacrificed or something.

How good was the party? Well, Delta Ditch Run czar Bob Doscher, from Stockton SC — sailing on *Akela* — told us it put every other party to shame. And that's a high compliment coming from a guy whose club puts on one of Northern California's best regatta parties.

Leading the way in the party fun were definitely the Mexican teams, whose boats came primarily from Acapulco and Banderas Bay. Whether it was spontaneously breaking into chants or songs, or performing hilarious party tricks like breaking out the charcoal moustaches, these guys and gals — the latter of which



This could have ended in tragedy if not for the never-say-die Mexican Navy sailors who kept their dragging 'Caudillo' off the rocks at Las Caletas.

are quite numerous compared to most stateside regattas — just plain know how to have fun together. Unfortunately, it all had to end at some point. But while we thought it would be a simple 45-minute ferry ride back to town — small crews had taken most of the race boats back to Marina Riviera Nayarit already — we

were pleasantly surprised when the boat ride turned into an all-hands-on-deck dance party!

After a much-needed lay-day, the sky got a little hazier for the next three days, and the breeze went lighter to boot. It was time for a shortened race to Marietas Island, followed by one more day of buoy racing. The whole affair ended with a reverse-start Gold Cup course that created one of the biggest charley-foxtrots at a reach mark that we've ever seen, and was settled on a 70° wind shift that upended the finish order in Class 1.

When the final score was tallied, Thomas Spann's Farr 40 *Flojito y Cooperando* took the overall honors and the Copa México trophy, with *Alchemy* in second and Jack Taylor's Dana Point-based SC 50 *Horizon* — second in Class B behind *Flojito* — in third overall. The '10 Nextel Regatta Copa Mexico was a really top-notch affair. There were a few bugs — the final results still haven't gone up on the MEXORC website, for example — but by and large, for basically starting from scratch, this was an amazing regatta. Start planning for '12 — we are. . .

— latitude /rg



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CRUISING THROUGH THE CROSSROADS

More than any other place on earth, the Panama Canal is the ultimate maritime crossroads, where ships and boats of all types, from all over the world, converge.

Among the 14,000 vessels that transit



Like several of their Aussie countrymen, the Dransfields are cruising their European-bought boat, 'Nika', back to the land down under.

'the ditch' each year, roughly 700 are sailboats, and the majority of those are headed west toward the storied isles of French Polynesia.

Just like the sailors that you've read about previously in these pages who are making the 3,000-mile trek from Mexico to the Marquesas, the salty adventurers who head west from Panama also qualify as Pacific Puddle Jumpers. That's why it was a no-brainer for us to accept an invitation from friends at Panama City's Balboa YC to come down and meet the

scientific method, we threw a dart at our calendar, and it landed on March 6. That turned out to be a splendid date, because more than a hundred cruising boats were idling in Balboa anchorages then (on the Pacific side). Many of them were preparing to jump west directly to Polynesia, while others would first visit Ecuador and the Galapagos before crossing to the islands.

Despite giving only about 10 days of advance notice, our little fiesta drew roughly 130 sailors from at least 17 nations — and we hadn't even advertised that we'd be giving away free snacks and beer, or raffling off Tahitian sarongs and black pearls.

Before we tell you about the fascinating contingent of sailors we met at the shindig, allow us to share some impressions about the Republic of Panama today. As important as this vital international transport link is to world commerce, we hear surprisingly little about it in the mainstream press.

By all indications, though, Panama is a country on the move. Not only is a third lane being added to the ditch in order to accommodate more ship traffic, but an enormous container port is being built on the Pacific side. There, cargo unloaded from ships that are too big to transit the Canal will be transhipped north, south and east. The few existing marinas are essentially full, but several more large facilities are supposedly in the planning stages. With the election last year of President Ricardo Martinelli

Roughly 400 westbound sailboats pass through the Canal each year. Just past the Bridge of the Americas lies the Balboa YC mooring field.



fleet — or at least part of the fleet.

With westbound sailboats trickling through the Canal daily from November through April, the toughest challenge in planning a Puddle Jump Kickoff Party was picking a date. For lack of a more

— a no-nonsense businessman who has vowed to root out corruption and deal harshly with drug runners — the place now seems to be a magnet for foreign investment.

Although the outlying areas of the

country are still sparsely developed, Panama City, where at least a third of all Panamanians and thousands of expats live, is booming. Glimmering skyscrapers seem to be sprouting up faster than banana plants in the surrounding jungles.

The Canal, after all, is one of the most dependable cash cows in all of the Americas. And while the minimum wage is

Our little fiesta drew roughly 130 sailors from at least 17 nations.

still less than \$1.50 per hour, when you check out any of the city's four enormous shopping malls, it's obvious that there is a burgeoning middle class here.

For sailors traveling across from the Caribbean, up from South America, or down from Central America, the city is the best place for provisioning, facilitat-



— PANAMA PUDDLE JUMPERS

ing repairs, or dealing with medical issues for at least 1,000 miles in any direction. And did we mention that the official currency is the U.S. dollar? As you can probably tell, we were impressed.

With the help of our generous hosts, Frank Nitte and Shirley Duffield of the formerly San Diego-based Islander Freeport 36 *Windsong*, plus Club Manager David Cooper and his staff, our first-ever Panama Puddle Jump Kickoff Party was a huge success. After enduring two long days of jet travel, our long-time French Polynesian event partner, Stephanie Betz, arrived from Tahiti with a truckload of informational brochures and free Polynesian cruising guides, courtesy of Tahiti Tourism, the Papeete Port Authority and other partners.

Once the crowd had viewed our multimedia presentations and picked our brains about everything from im-

"Anybody up for a trip to Tahiti?" This diverse group of sailors is definitely rarin' to go. We'll recap their passages in the coming months.



Otto, who is Hungarian, and Lilian, who is Swiss, began their cruise in South Africa four years ago, aboard their Vickers 45 'Vagabond'.

migration issues to the price of wine in Papeete, the entire fleet seemed fired up to make the 4,000-mile crossing, and eager to experience French Polynesia's treasures.

The Puddle Jumpers we meet annually in Mexico tend to have a lot in common, as most hail from somewhere along the West Coast of Canada or the U.S. But

this gathering of passage-makers was as multinational a group as we've seen anywhere. As we got to know them, they revealed a wide range of backgrounds, and shared cruising tales from all over the planet.

Many are already far along on circumnavigations, having set out from homeports in Europe, the East Coast of the U.S., the Caribbean, or South Africa. And few of them seem to be constrained by strict time limits or fixated on following unwavering itineraries.

For example, would-be circumnavigators Neil and Katherine Farley of the Florida-based Paine 48 *Attitude* had already been meandering for 6.5 years when they arrived at Panama. Keith and Shirley Bowen of the Lavranos 40 *The Road* have been out 10 years already, but expect to get home to South Africa eventually.

"Each year presents a new canvas on which to paint enduring life experiences," says John Ellsworth of the British Virgin Islands-based Oyster 56 *Sea Mist*. He, his wife Cheryl, and son Ian are 4.5 years into a 10-year circumnavigation.

Canadians David and Marian Paul



CRUISING THROUGH THE CROSSROADS

are circumnavigating too, but on a decidedly non-linear route. They left Vancouver four years ago and have since been across to Europe and back, having spent two years exploring the Med.

Michael and Jodie Hickam's proposed itinerary is one of the most unique in the group. After island-hopping through the South Sea islands, they intend to sail their San Francisco-based Gulfstar 47 *Savannah* across the Pacific to Southeast Asia, then up to the Philippines and China.

Speaking of exploring far-flung destinations, New Zealander Kerri Walker tells us she has been cruising aboard the Westsail 43 *Mariposa* part-time since she was 15 (initially with her parents, we assume). Since 2004, she's traveled across the Indian Ocean, around Africa, up the South Atlantic, then spent two years in the Caribbean and Central America with her boyfriend Andrew Tozer along as crew.

Although he doesn't seem the type to boast about it, Australian John Drans-



LATITUDE/ANDY

Our Tahitian partner Stephanie, right, shows Leah Prentice of 'Reflections' how to wear a pareo — and do the traditional war dance.

field has one of the most impressive sailing resumes in the fleet, having campaigned 470s in the Olympics and been three-time world champion in Fireball dinghies. But all that probably seems like a lifetime ago now that he and his wife Helen are deep into the cruising life. Like several other Aussie crews, they bought their nearly new Bavaria 46 in

Europe — Croatia, in this case — and are taking their time sailing her home with their kids, Jesse, 9, Zoe, 7, and Tyler, 4, along as crew.

There are plenty of other 'kid boats' in the fleet also, including *Pickles*, Guy and Joanie Moppel's Ohio-based Trintella 49. Their crew also comes in all sizes: Christopher, 10, Julie, 8, Henry, 5, and William, 4.

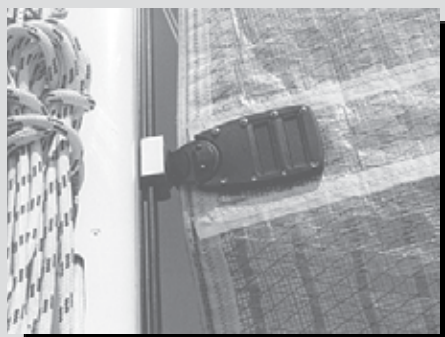
And there are singlehandlers too, such as San Diego firefighter Vince Wawrzynski of the Morgan 45 *Fidelis*, who is circumnavigating with a planned stop in Poland to visit his family roots.

As in the past, this year's fleet is chock full of extremely colorful characters. Now that we've made their acquaintance, we hope many of them will share their stories with us (and you) in future editions of the magazine.

We wish them all safe passages, punctuated by grand adventures along the way.

— latitude/andy

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Due to limited space, we will not be at Strictly Sail Pacific.

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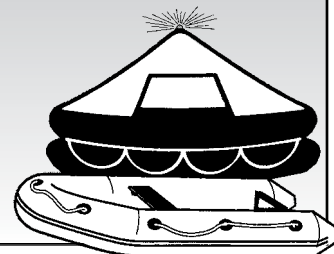
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MAX EBB

This year I was finally going to follow my own advice and go to the boat show alone. Not that I don't enjoy poking over new boats with friends, but the boats have never been as interesting as the accessories tents, and even the accessories are not as much fun as the people. Anyone who tags along with me as I chat up all my friends and acquaintances — and I run into another one about every 20 feet — is quickly bored to tears.

I have my own trick for parking, too. About a mile down the Estuary there's a community sailing center with a big parking lot, and if I get there early, there's plenty of space. Most of the sailors I know would call it beyond pedestrian range, but it's a nice walk past new urban development and the big Amtrak station.

As I approached the pedestrian overcrossing to the Amtrak platform, I was thinking about how much this part of the waterfront had changed in recent years. The Coast Starlight was in and '30s big band music played on the PA system. Then my thoughts turned to the late and lamented Metropolitan Yacht Club, one of this waterfront's defining institutions several decades ago. And then I nearly fell on top of a bicycle that had just emerged from the overcrossing elevator door, pushed by a young woman in a hurry.

"Hey!" I shouted incoherently as I struggled to regain an even keel.

"Sorry! I didn't, like, see . . . Max!"

It was Lee Helm, a naval architecture grad student at the university. When she's not windsurfing, I can sometimes

talk her into crewing for me.

"Imagine running into you here," I said. "Did you bike all the way down for the boat show?" I asked.

"Heck, no. Took Amtrak," she explained.

"I thought about that too," I said, "even though it's only



Come for the boats, stay for the widgets.

a couple of stops down the line. But you know, the way they've been building high-density developments around the stations, all the easy parking is gone."

"Infill, Max. Think transit-based infill. Amtrak is bike-friendly. And, like, best of all, they usually don't even check for tickets if you hop on and off at stations that are close together."

We walked together toward the show, but when I didn't see any tents, I thought I might've come on the wrong weekend.

"What happened to the accessories tents?"

"No tents this year, Max."

"No tents?" I was crushed. "What's the point of having a boat show if all they have on display is boats?"

"Chill," she reassured me. "Big accessories section this year, inside the old brick-and-mortar bookstore. I mean, it's a novel concept, but why would anyone go to a store to buy a book?"

"Where are they going to put the seminars?" I asked.

"In the hotel, in actual seminar rooms. The speakers won't have to, like, wait for freight trains to pass before they can continue their talks."

I had my discount coupon, but Lee, who had volunteered to put in a couple of hours at some non-profit organization's booth, was on the free list.

"Let's go to the accessories area first," she suggested. "I can leave my bike there."

"Really? They have bike checking this year?"

"No, but I can leave stuff at the booth I'm volunteering at. It's an important boat show strategy: Always pick out a friendly booth you can use as home base and storage locker."

"Good, I'll leave my coat there, too," I said.

"I'm not so sure about this new exhibit space," Lee remarked as we walked into the converted bookstore. "It gives the show a whole new upscale feeling."

I thought it was a good change. And as usual, within 30 seconds of entering the building, I ran into a friend who works as a rigger at one of the larger chandleries. Since I wanted to talk about replacing my old lifelines, Lee went on to do her booth shift without me while I stayed to talk rigging wire.

"Wire is right out!" said the rigger. "The new offshore regs allow Dyneema — for your boat it would be 4 mm diameter. And it's easy to splice, too."

I fondled a sample of the new rope, imagining how my boat would look with high-tech fiber lifelines instead of the traditional white plastic-coated wire.

"The coated stuff is now illegal for

Get taken for a ride — Free sailboat rides abound at the boat show so take advantage. When you need a break, cat tramps make great rest stops (below).



ocean racing, and even the grandfathering period has run out," the rigger continued. "Now the only choices are bare steel wire or Dyneema."

"I have that on my boat," said another sailor who was checking out the latest in clew shackles. "Great stuff. Only thing is, it's hard to see at night."

"You mean compared to the old-style white plastic coating?"

"No, I dumped that years ago. Fiber is hard to see compared to bare wire, which reflects points of light. Not that it's really been an issue, but that's the only downside I've found."

"Hmm, I should probably try a sample before I make a final decision," I said, and I bought just enough to span one section between the aft side of a lifeline gate and the stern rail.

The show was not at all crowded — Lee and I had arrived early — and even though I like the accessories best, I

GETS TAKEN FOR A RIDE



thought it would be a good tactic to check out some of the boats before the crowds arrived. But before I could get out of the exhibit hall, I stopped for a chat at my sailmaker's booth, asked three different electronics vendors about an AIS receiver that would talk to my chartplotter, got a quote for a new sail cover from a canvas shop, listened to a sales pitch about replacing my diesel with an electric motor and two tons of batteries, and had a long talk about waterfront politics with the former harbormaster of my marina, now working a smaller venue up the Delta and much happier there.

I never did find the booth Lee was working to drop off my coat. It was almost lunchtime when I finally made it down to the docks.

Biggest boat first, before it gets crowded,' seemed like a good strategy, so I climbed aboard a very large and opulently appointed cruiser.

Lee had already been there — her trademark, a brochure for her university sailing club — had been conspicuously left on the chart table. I pretended to inspect the joiner work details as if I

knew what I was looking at, then made my way to the very spacious aft cabin.

Lee was sitting on the aft settee studying a stack of brochures.

"Aha! So there you are. You never did tell me which booth you were working."

"Oh, sorry. I totally thought you were right behind me. Come into my office and have a seat. You look as if you can use a break."

She was right, and it was a very nice cabin to kick back in, with actual settees on both sides, in addition to the huge double berth. I followed her lead and took the AIS brochures out of my shopping bag to study, as if to justify our use of the cabin.

We didn't have the cabin to ourselves for long, however. The young couple who came through the passageway nearly turned around when they saw that the space was mostly occupied.

"Plenty of room back here," I insisted. "And a great place to rest your feet."

They took us up on our invitation and sank into the other settee with sighs of relief.

"First boat show?" asked Lee.

"How did you know?" asked the woman.

"Wrong shoes," Lee explained. "And you're collecting brochures from sailing schools."

"Yes, we're total newbies," confessed the man. "Have you been sailing very long?"

Lee ran down her sailing resume — exaggerating a little just for fun, and I did the same.

"Wow, we're so impressed!" the woman exclaimed. "Real experts! Which sailing school did you go to for your first lessons?"

Lee and I looked at each other, a little surprised by the question.

"My dad built a boat in the garage," I said. "It was right after the Second Punic War, and no one had even heard of sailing schools back then. They just pushed me out on the lake when I was five years old, and I figured it out from there."

"I joined the college sailing team when I was an undergrad," explained Lee. "Learned to race dinghies first, then windsurfing, so there was, like, never a reason to take lessons, even if I could have afforded them."

Now it was the new recruits' turn to look at each other in surprise. "So why are we looking at all these expensive classes?" they said.

"Sailing lessons are still a good deal," I reassured them, "and there are some really excellent schools all around the Bay."

"Totally," Lee agreed. "But there are other ways. You could join a university sailing club, for example. You don't have to be a student or even an alum."

"Uh, how do you know we're not students?" the young man asked.

Lee ignored that and kept talking.

"Or you could buy a small boat and a good book and learn on your

own. If there's, like, one problem with the local sailing schools it's that they all teach on boats that are way too big."

"Right," I confirmed. "A 14-ft dinghy in 20 knots of wind handles a lot like a 30-ft boat in 40 knots of wind. Except no one will let you go out and practice in 40 knots. You wouldn't even do that on purpose with your own boat. So the only way to develop those boat-handling skills is on the small boat in 20 knots,

'Biggest boat first, before it gets crowded.'

MAX EBB

which you can do almost every day all summer."

"I hadn't heard that before," said the woman. "But I don't think we're quite daring enough to strike out on our own in small boats."

"And we also want to sail to the South Pacific some day," added her partner, "so we need the instruction on cruising boats. I think we need the guidance of a school."

"Or a yacht club," I suggested. "Where do you live?"

It turned out they lived very close to my own club.

"Perfect," I said. "We have cruises, we have races, we have boring membership meetings, and most important, we have people with boats that need crew. And we have a club full of long-time members eager to help people who are new to sailing. You'll have your pick of boats to sail on for the beer can races or the overnight cruises."

Meanwhile Lee had handed them a brochure for her university sailing club. I was caught short without anything to promote my yacht club. So I wrote the

club's website on the back of a business card for them.

"Thanks, we will check out all of this," they said as they got up to leave the aft cabin.

"And don't miss all the free sailing



Max Ebb's first solo sail — sans lessons.

ops at the show," Lee added. "Hang out on the *Derek M. Baylis* — the designer or the builder is usually there telling sea stories. And try to get a ride on *Seaward*, if you can find a 10- to 18-year-old to chaperone. Oh, and sign up for those free

sails with Discover Sailing. And never turn down a chance to go out for a demo in a small boat."

"Thanks, all good advice," the man said as he moved into the passageway.

"Or you could buy a big boat today and enter the Pacific Cup, and race to Hawaii this July."

This got their attention, and they looked back at Lee for an explanation.

"Entries don't close for another week," she explained. "You might be newbies, but there's a long list of really experienced crew who would like to sail on that race. You could get a whole summer of free lessons."

"She's got a point," I agreed. "One round trip to Hawaii with some old hands to show you the ropes and by next summer you'll be ready for the Baja Ha-Ha, and Polynesia from there."

"Intriguing idea," the man said. "But a little ahead of schedule for us this year."

"And one more thing that could be very important," I whispered as I followed them to the main cabin. "If one of you

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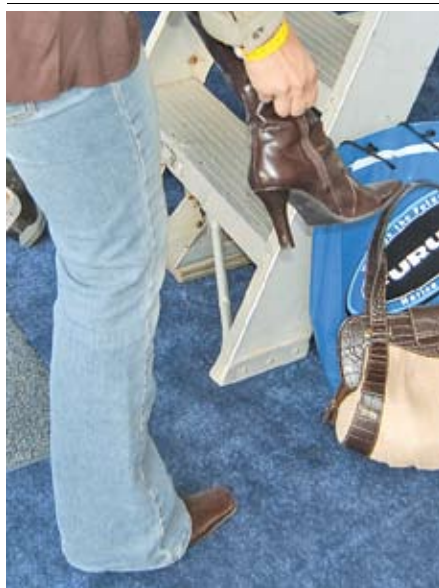
GETS TAKEN FOR A RIDE

turns out to be picking this up faster than the other, you need to spend some time sailing separately, because you both need to be skilled at being the skipper. Too many sailing relationships get strained to the breaking point because one spouse is always the skipper and the other is always the crew. If you buy small boats, buy two. If you take lessons, take them separately."

Our rest period over, we decided to make our way back to the exhibit area. But on the next circuit around the hall we paid more attention to how sailing is being marketed to new recruits. Sailing schools competed for attention and charter companies made it all look easy. But the champion was a video loop by The Yacht Week, showing their "Official Trailer" for 2010.

"If I can find that on YouTube," gasped Lee, "I am so going to email the link to all my friends. It's so far over the top it's awesome."

"Not a single PFD on any of those bod-



Clearly the wrong shoe selection — If you're going to the show, leave the Manolos at home.

ies," I observed. "Not that anyone would care or notice."

We were about to move on when our new friends from the aft cabin walked over to have a look.

"I suspect that's not what sailing in

the tropics is really like," said the man after watching a minute of the promo.

"You suspect right," I said. "But stay for the after-party that begins at closing time tonight. Everyone who knows about the topic is invited."

They wrote down the details and were off to absorb more of the show.

"Lee, I'm going to run over to the hotel for a seminar. The Grand Poobah himself is giving a talk about the Baja Ha-Ha!"

"Okay, see you at the party. I might hit you up for a ride home if I miss the last train."

The Baja Ha-Ha talk was great, and the after-party was even better. But my mind kept flashing back to that over-the-top video promotion of a fantasy tropical charter. All the details were wrong, of course. But maybe there was an important element of truth hidden in there after all.

— max ebb

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THE RACING

The season is on! Whether you made one of the fastest trips ever on the '10 **Vallarta Race**, rolled around the Bay observing the **Rites of Spring**, took a trip around Santa Catalina and San Clemente in the **Islands Race**, or did a jaunt around the Light Bucket in the **Doublehanded Lightship Race**, chances are you had fun doing it. There was also plenty going on along the Cityfront this month at the St. Francis YC's **Spring Invitationals**, and as usual, there are a few **Race Notes**. It's only April and the good times are just beginning.

PV '10

On hearing that Bill Turpin's Northern California-based R/P 77 *Akela* broke *Magnitude 80*'s Vallarta Race record, we knew it had to have been a fast race. *Akela* navigator Ernie Richaud — who navigated *Mag 80* two years ago when it

set the previous record — told us that if *Magnitude* had sailed this year, they would have broken the record by about 18 hours, in what's essentially a 3.5-day, 1,000-mile race. Richaud said that other than a 1.5-hour stretch on the

Bill Turpin's 'Akela' set a new Vallarta Race record.

first night when the speedo was reading goose eggs, they never saw a parking lot the whole race. In the end, four boats beat the '08 reference time, and at least that many set boat records for top speeds — Bob Lane's Andrews 63 *Medicine Man* hit 29.4 knots!

While Los Gatos-based Turpin and *Akela* may have won elapsed-time honors, it was Lorenzo Berho's Kernan 68 *Peligroso* the race overall. Berho, who previously campaigned his J/145 *Raincloud* up and down the West Coast of the Americas — including at the Rolex Big Boat Series — pulled off quite a feat. He became the first Mexican entry to win the PV race; it was only his fourth race with the boat since buying her in November

Lorenzo Berho, center, and his 'Peligroso' crew proved dangerous to anyone aiming for overall honors in the '10 Vallarta race. His crew often includes his wife and daughters, shown here.

from the estate of Mike Campbell. Inspired by the late Roy Disney's *Morning Light* project, the Mexico City-based developer — a member of both Vallarta and San Diego YCs — bought the boat with the intention of not only campaigning it aggressively, but providing an entrée into the world of maxi boats for a select group of promising young Mexican sailors and Olympic hopefuls. Berho told us that upon announcing his intentions, *Morning Light* Sailing Team Manager Robbie Haines called and offered his experience, ultimately bringing along ML co-navigator Piet Van Os, who performed the same role in this race with Raúl Velarde. Whether with *Raincloud* or *Peligroso*, Berho's boats have always been family affairs — as are many of the boats in the Mexican Big Boat scene. His wife and daughters sail with him regularly.

Per Peterson's Oceanside-based Andrews 70 *Alchemy* won Class 2. Tom Akin's Bay Area-based TP 52 *Flash*, with a raft of Northern California sailors including Paul Allen, Jay Crum, Campbell Rivers and Quantum Sails SF's Jeff Thorpe in the nav station, was second in the two-boat division after a hole at the finish allowed the larger boat to catch up and correct out.

Jack Taylor's Dana Point-based SC 50 *Horizon* won Division 3 — looking like a completely different boat than when Taylor sailed her to a class win in last year's TransPac — after a major refit at Dencho Marine in Long Beach. Taylor, boat captain John Shampain and Choate styled-out the boat — removing the aluminum toerail and glassing the hull-deck joint, adding a new carbon wheel, opening the transom, and rewiring 80 percent of the boat. The result proved to be as fast as it is good looking. Taylor said that after their first night, they spent hours averaging 20 knots and topping out at 22, with the most amount of compression between Mag Bay and Cabo.

John MacLaurin's much-anticipated brand new Davidson 70 *Pendragon VI* had a less successful trip in what was essentially its shakedown race. The bright red boat was having control issues and had to stop



in Cabo, where the kelp-cutter slots on the leading edge of the boat's dual rudders were closed off. Although not a silver bullet, the fix allowed the team to deliver the boat down to Vallarta for MEXORC.

The rumor mill was churning, but we had it from more than a few reliable sources that there was no way to keep the boat on its feet with a kite up and the breeze on. The crew was forced to sail with a number 4 and a reefed main downwind. Although very small in span and chord given the length of the boat, the suspicion was that it wasn't necessarily the size of the rudders, but rather their placement — way aft and well outboard on the relatively narrow hull with little flare aft and a considerable amount of stern overhang and rocker compared to other hi-performance boats with this setup — that contributed to their issues. The boat was designed with the ability to sail with one or two rudders, and some of the folks we talked to felt that a single rudder tucked farther under the boat would work better. Others weren't so sure.

On the administrative/support side, the hosting San Diego and Vallarta YCs approached the Mexican Navy for support for the race, and the Navy did them one



LATITUDE/ROB



LATITUDE/ROB



The Andrews 68 'Alchemy' takes off on a wave in the '10 Vallarta Race. Navigator Artie Means was out at the end of the spinnaker pole to spike the tack during a peel when he took this photo. He remarked to the race organizers that he was 'the driest guy on the boat.' We believe him.

better, sending a patrol boat out to man the finish line off Punta de Mita for four days and provide the assistance of their spotlight while escorting the boats into Paradise Village Marina. When all was said and done, the biggest bummer for us and anyone not on one of the 12 boats in the fleet was that we didn't get to sail! Complete results at: www.sdyc.org/pv

Rites Of Spring

The 58 boats who showed up March 20 for the Oakland YC's Rites of Spring were rewarded for their efforts with sunshine and breeze into the low-teens at the start of the race. With a start at "E" on the Berkeley Circle, the various fleets went on their separate ways. Spinnaker boats are given a route with only one set and douse, while non-spin boats are given a two-looper and multihulls get a longer course with a north-south reach. All fleets had to go around one of the Harding buoys, and that's where things got interesting.

"Unfortunately, the Harding Rock area, helped by a 2.5-knot flood, became the star of the day when it decided to have its own little weather system for the racers," said OYC's George Gurrola. "You could get within 30 yards in great wind, then just stop. You could just get to where you could round it, then get a 40 degree wind shift or lull that put you right back where you started. Both Mike Jackson's Columbia 5.5 *Wings* and Dick Johnson's Cal 29 *Nice Turn* had the fun of finally rounding it while tracking east with their bows pointing south! At least one other boat wasn't as lucky and 'got T-boned by the mark' when the wind just died. First place in the doublehanded spinnaker division, Kit Wiegman's Islander 36 *Cassiopeia*, managed to take it in one pass much to the envy of everyone else."

OAKLAND YC RITES OF SPRING (3/20)

DOUBLEHANDED SPINNAKER — 1) **Cassiopeia**, Islander 36, Kit Wiegman/Greg Byrne; 2) **Arcadia**, Modernized Santana 27, Gordie Nash/Ruth Suzuki; 3) **Harp**, Catalina 38, Mike Mannix/Lynda Farabee. (13 boats)

DOUBLEHANDED NON-SPIN-

NAKER (PHRF ≤ 176) — 1) **Joyride**, J/109, Jim & Jenn Vickers; 2) **Crews Nest**, Catalina 34, Ray Irvine/na; 3) **Georgia**, Custom 41, Ben & Lucie Mewes. (10 boats)

DOUBLEHANDED NON-SPINNAKER (PHRF ≥ 177) — 1) **Scrimshaw**, Alerion Express 28, Michael & Judith Maurier; 2) **Arabella**, Alerion Express 28, Harry Allen/Michael Land; 3) **Joanna**, Irwin 30, Martin Jemo/Chuck Hostetter. (11 boats)

WOMEN'S FULLY CREWED — 1) **Bandido**, Deborah Fehr, Merit 25; 2) **Zingara**, Islander 36, Jocelyn Swanson; 3) **Ann**, Colgate 26, Julie Lucchesi/Christine Weaver. (3 boats)

SINGLEHANDED SPINNAKER — 1) **TAZ!!**, Express 27, George Lythcott; 2) **Fractious**, Quest 30, Andre Levy; 3) **Sailfish**, Merit 25, Lee Parsons. (4 boats)

SINGLEHANDED NON-SPINNAKER — 1) **Svenska**, Peterson 34, Fred Minning; 2) **Krissy**, Ericson 35-3, Allen Cooper; 3) **Meritime**, C&C 30 Mk. I, Gary Proctor. (8 boats)

MULTIHULL — 1) **E-2**, Tornado, Bill Erkelens/Marie Roehm; 2) **Tatiana**, Farrier 32, William Quigley; 3) **Roshambo**, F-31R, Darren Doud/Ruben Gabriel. (16 boats)

Complete results at: www.oaklandyachtclub.org

Islands Race

The week before the inaugural Islands Race, the forecast looked pretty grim. But when March 12 arrived, California's newest offshore race not only got breeze ranging from 9 to 25 knots until a short stretch at the end, but sunshine and not too much cold. We're starting to get leery of new events these days, as racing calendars get ever more congested. But every once in awhile, there's a good one. The Newport Harbor and San Diego YCs' latest joint-venture was better than that; it was excellent.

Attracting a potent mix of everything from the Orange Coast College School of Sailing and Seamanship's elapsed-time winning Andrews 80 *Magnitude 80* to the SoCal 52s, Sleds, SC 50s and Division 4 winner Byron Chamberlain's 1930 Starling Burgess-designed schooner *Rose of*

From left, Marianne Armand, Dawn Chesney, Julie Lucchesi and Christine Weaver fielded one of the three all-women's entries in the Oakland YC's Rites of Spring — one of the regattas on the Latitude 38 Women's Circuit. Incidentally, all four have taught at the Island YC's Women's Sailing Clinic.



THE RACING



The Islands Race in pictures — Orange Coast College School of Sailing and Seamanship's Andrews 80 'Magnitude 80' beats past Irela . . . umm, we mean Catalina Island; conditions couldn't have been more perfect for the beat to the West End of Catalina; Dave Voss's 'Piranha'; overall winner Paul Cassanova, left, and organizer Fred Delaney, whose family deeded the Victorian-era ice water kettle for the race trophy, drink Mt. Gay rum from its cups; Steve Beck and owner Ray Godwin keep 'Temptress' rolling; Dennis Conner's CM 60 'Stars & Stripes'; the Andrews 39 'Bien Roulée' enjoys a Pt. Loma sunrise; San Diego YC Commodore Bill Campbell and 'Mag 80' skipper Brad Avery fight over the elapsed-time trophy; co-organizer Paul Stemler sailed his J/44+ 'Patriot' to Division 2 honors.

Sharon, the race's high-quality fleet was limited to boats that rate PHRF 80 and under. Granted, neither club had any control over the weather, but for the things they did have control over, they made excellent choices. Scored time-on-time with PHRF-based — but admittedly somewhat arbitrary handicaps — the 129-mile course started just inside the

L.A. Harbor breakwater. It then exited Angel's Gate and headed across the San Pedro Channel, before leaving both Catalina and San Clemente Islands to port. In the process, it spared the 41-boat fleet a beat all the way up from Newport Beach to Pt. Fermin before hanging a left to Catalina. Then, they finished the race at the Pt. Loma Sea Buoy, which spared

everyone from having to beat all the way into Shelter Island in light air. Third, limiting the fleet to faster boats and staggering the starts meant that unlike a lot of ocean races, the spread of finishing times was compressed, and everyone made it to the party on Saturday night.

Billed unofficially as "the perfect Cabo tune-up," the race — brainchild of SDYC



Staff Commodore Fred Delaney and the NHYC's Paul Stemler — had it all, a beat, close-reaching and a broad reach to the finish.

Paul Cassanova's Newport Beach-based SC 50 *Flaca*, beat Dale Williams' Bay Area-based Kernan 44 *Wasabi* — which counted Bay Area sailors Drew Harper and Garrett Woodworth among the mixed NorCal/SoCal crew — by less than four minutes for overall honors.

"These boats are so much fun when they're doing what they're designed to

do," Cassanova said.

Cassanova and his team of Crew Chief Ron Wood, Kell Morris, Dave Hopkins, Keltie Lanham, Greg Bobset, and Octavio Arteña were "DFL" at the West End of Catalina, and slowly worked their way up the fleet, never getting farther than 1.25 miles off San Clemente, where they saw breeze to 25 knots. For the run into San Diego, they were regularly hit speeds in the high teens.

A dual citizen, Cassanova — now retired from the Spanish language ad-

vertising agency he founded — started sailing in Mexico in his 20s and after a break got back into the sport with a Beneteau 47.7 a few years ago. But he said he hadn't done his homework when he bought that boat and ended up with the stumper cruising rig instead of the racer/cruiser version. So last February, he bought *Flaca*, just in time to finish second in the Cabo Race.

"'Flaca,' is a term of endearment in Spanish," Cassanova said. "It's an affectionate term for a woman; if she's skinny,

THE RACING

you call her flaca, if she's not, you still call her flaca. The SC 50 is so small for its length, that when I first got on the boat I thought, 'where's the rest of it?'"



'Wetsu's Phil Krasner

Next up for the South Bay Yacht Racing Club member — after a few weeks to enjoy the newly-deeded Delaney Family Perpetual trophy, a Victorian-era ice water kettle that's proven to also serve rum — is this spring's Cabo race. While retirement has its advantages, it also has some drawbacks: he'll be bringing the boat home himself.

"My wife said, 'You're going to pay someone to bring the boat back? What else do you have to do?'" he laughed.

OCC's Brad Avery and a mix of *Holua* crew, the old *Magnitude 80* crew, plus pros Keith Kilpatrick, Sam Heck and Doogie Couvreaux sailed the school's latest donation to elapsed time honors and the re-dedicated "1924 Newport to San Diego Free for All" trophy — recov-

ered from an NHYC trophy closet and dusted off for the Islands Race.

"We never had more than 15 knots of breeze," Avery said. "We couldn't have done it without 80-feet of waterline."

The boat will now go into an intro-to-high-performance-boats program at the school this summer before it gets chartered out. It will be a scaled-back version of the one they did with the late Roy Disney's *Pyewacket* a few years ago. Sailors can apply at the school's website at www.occsailing.com to sail the boat for out-and-back reaches and get a feel for the boat. Avery said they also might do a few low-key races. However, unlike the *Pye* program, they received no maintenance stipend with *Magnitude 80*.

"It's a two-pronged mission," Avery said. "We have to preserve the asset, and use it."

Division 2 went to Stemler's cherried-out J/44+ *Patriot*, finishing some ten minutes clear of the Richley family's evergreen Choate 48 *Amante*, which they've been sailing together for 28 years! Division 3 went to Simon Garland's Hobie 33 *Peregrine*, while Ed McDowell's SC



PETER LYONS/WWW.LYONSMAGING.COM

'Lanakai' ducks 'Verve' during a close encounter in the Island YC's Doublehanded Lightship.

70 *Grand Illusion* won the five-boat sled class. Jim Madden's Judel/Vrolijk TP 52 *Stark Raving Mad V* — a former Med Cup winner — took the SoCal 52 class.

We were fortunate enough to be invited aboard former Schock 35 national champion Ray Godwin's Long Beach-based Farr 40 *Temptress* and had a

THE BOX SCORES

FINAL! FINAL! FINAL! Midwinter series are almost done for the '09-'10 season. Next month we'll get into the Bay's various beer can series! The process for getting your club's results in the magazine is the same for both types of events. We don't have the time or manpower to chase down all the results, so please post them on your club's website or send them directly to the Racing Editor at rob@latitude38.com. Our format is to include the name of the boat, the type and length of boat, and the first and last names of the owner(s). We'll do our best to get that info into *Latitude 38* and *Lectronic Latitude*.

GOLDEN GATE YC MANNY FAGUNDES SEA-WEED SOUP SERIES FINAL (5r, 1t)

PHRF 1 (PHRF ≤ 50) — 1) **Wicked**, Farr 36, Richard Courcier, 8 points; 2) **Javelin**, SC 37, Pat Nolan, 12; 3) **War Pony**, Farr 36, Mark Howe, 12. (17 boats)

PHRF 2 (PHRF 51-99) — 1) **Q**, Schumacher 40, Glenn Isaacson, 6 points; 2) **Yucca**, 8 Metre, Hank Easom, 10; 3) **Inspired Environments**, Beneteau 40.7, Timothy Ballard, 13. (18 boats)

PHRF 3 (PHRF 100-129) — 1) **Uno-129**, Wyliecat 30, Steve Wanner, 9; 2) **Shaman**, Cal 40, Steve Waterloo, 11; 3) **Shenanigans**, Express 27, Ray Lotto, 13. (14 boats)

PHRF 4 (PHRF 130+) — 1) **Arcadia**, Modernized Santana 27, Gordie Nash, 5 points; 2) **La Pal-**

oma, IOD, James Hennefer, 6; 3) **Topcat**, Nonsuch 30, Sal Balistreri, 15. (12 boats)

CATALINA 34 — 1) **Casino**, Bill Eddy, 5 points; 2) **Queimada**, David Sanner, 9; 3) **Wind Dragon**, Dave Davis, 13. (9 boats)

KNARR — 1) **Knarr 134**, J. Eric Gray, 7 points; 2) **Flyer**, Chris Kelly, 7; 3) **Narcissus**, John Jenkins, 12. (6 boats)

FOLKBOAT — 1) **Polperro**, Peter Jeal, 7 points; 2) **Thea**, Chris Herrmann, 8; 3) **Freja**, Tom Reed, 11. (9 boats)

Complete results at: www.ggyc.com

SAUSALITO YC MIDWINTER FINAL (5r, 1t)

DIVISION A (SPINNAKER) — 1) **Gammon**, Tartan 10, Jeff Hutter, 9 points; 2) **Razzberries**, Olson 34, Bruce Nesbit, 15; 3) **JR**, Moore 24, Richard Korman, 15. (17 boats)

DIVISION C — 1) **Grey Ghost**, Hanse 342, Doug Grant, 9 points; 2) **Q**, Schumacher 40, Glenn Isaacson, 11; 3) **Min Flicka**, Hanse 37, Magnus Le Vicki, 13. (8 boats)

DIVISION D — 1) **French Kiss**, Beneteau 350, 9 points; 2) **La Mer**, Newport 30, Randy Grenier, 10; 3) **Roadrunner**, Ranger 23, Gregory Demettrulias, 15. (8 boats)

DIVISION E — 1) **Tackful**, Santana 22, Cathy Stierhoff/Frank Lawler, 5 points; 2) **Kelly Shawn**, Santana 22, Leah Pepe, 7. (2 boats)

Complete results at: www.syconline.org

ISLAND YC ISLAND DAYS MIDWINTERS FINAL (5r, 1t)

DIVISION A (PHRF ≤ 138) — 1) **Outsider**, Az-

ura 310, Greg Nelsen, 5 points; 2) **Rascal**, Wilderness 30, Rui Luis, 6; 3) **Audacious**, J/29, Scott Christensen, 12. (4 boats)

DIVISION B (PHRF 168) — 1) **Bewitched**, Merit 25, Laraine Salmon, 4 points; 2) **Bandido**, Merit 25, George Gurrola, 9; 3) **My Tahoe Too**, Capri 25, Steve Douglass, 11. (5 boats)

DIVISION C (PHRF 139-180) — 1) **Crazy Eights**, Moore 24, Aaron Lee, 4 points; 2) **Lelo Too**, Tartan 30, Emile Carles, 8; 3) **Joanna**, Irwin 30, Martin Jemo, 14. (4 boats)

DIVISION D (PHRF 181+) — 1) **Spitfire**, Santana 22, Tom McIntyre, 9 points; 2) **Bodrum Sunset**, Catalina 27, David Ross, 11; 3) **Dominatrix**, Santana 22, Heidi Schmidt, 13. (9 boats)

DIVISION E (NON-SPINNAKER) — 1) **Scrimshaw**, Alerion Express 28, Michael Maurier, 7 points; 2) **Take 5**, Wilderness 21, Roger England, 8; 3) **Knotty Sweetie**, C&C 32, Martin Johnson, 8. (5 boats)

Complete results at: www.iyc.org

BERKELEY YC MIDWINTERS SATURDAY SERIES FINAL (4r, 0t)

DIVISION A (PHRF < 78) — 1) **Advantage 3**, J/105, Pat Benedict, 8 points; 2) **Kika**, FT 10M, Marc Pinckney, 13.5; 3) **Stewball**, Express 37, Bob Harford, 14. (10 boats)

OLSON 30 — 1) **Hoot**, Andrew Macfie, 4 points; 2) **Voodoo Child**, Charles Barry, 11; 3) **Wraith**, Ray Wilson, 13. (5 boats)

DIVISION B (PHRF 81-105) — 1) **Mintaka 4**, Farr 38 M, Gerry Brown, 6 points; 2) **Flexi Flyer**, Soverel 33, Mitchell Wells, 8; 3) **Baleineau**, Ex-



fantastic race due in no small part to the people aboard. They included Ullman Sails Newport Beach's Steve Beck, owner of the Andrews 43 *Cahoots*, Kerry Deaver, and Long Beach trimmer Mike Lamb. Also onboard were John Turpin — who ran everything from the foredeck, to the tablet, not to mention the galley — and Bruce Bennett, a veteran of the '65 TransPac aboard *Ticonderoga*. We

finished off the podium, but after a race that good, it was a little easier to deal with. The race was the first in a series of three that constitute the inaugural Ullman Sails Offshore Championship. Next up is Cabrillo Beach and Dana Point YCs' Around Catalina race at the end of May. The final installment is the Santa Barbara-King Harbor Race. For more on the series, check out www.ullmansailswestcoast.com/USOFFSHORE-home.html. For full results, check out: www.islandsrace.com.

To The Light Bucket!

The Island YC's Double-handed Lightship race went off on March 13, but not without a hitch. The 42 starters were rewarded for their efforts with a spinnaker run in 10 knots of easterly out to the Light Bucket, where they found a transition zone that mired the fleet in a hole until the 15-knot westerly filled and sent everyone back in on a joyride.

Emma Creighton and Trev-

or Baylis in the former's Mini Transat *Pocket Rocket* — we'll have more on her '11 Mini Transat campaign in coming issues of *Latitude 38* — were third around the buoy, behind Phil Krasner and Hogin Sails' Steve McCarthy on Krasner's Express 27 *Wetsu*, and Rachel Fogel and JP Sirey on Fogel's Express 27 *Great White*. Downwind, Creighton and Baylis put on a surfing show and were the first monohull to finish, but Krasner and Fogel were lurking behind with the for-

The St. Francis YC's Spring Dinghy Invitational drew seven fleets, one of which was the rapidly growing, and very rapid, Wetas which fielded six boats.



ERIK SIMONSON/WWW.H2OSHOTS.COM

press 34, Charles Brochard, 14. (9 boats)

EXPRESS 27 — 1) **Motorcycle Irene**, Will Paxton, 8 points; 2) **Moxie**, Jason Crowson, 13; 3) **El Raton**, Ray Lotto, 14. (18 boats)

ULTIMATE 20 — 1) **UFO**, Trent Watkins, 9 points; 2) **Salsa**, Matt & Steve Borough, 10; 3) **Layla**, Tom Burden/Trish Sudell, 14. (8 boats)

DIVISION C (PHRF 108-168) — 1) **Phantom**, J/24, John Guilford, 5 points; 2) **Maguro**, Santana 35, Jack Feller, 10; 3) **Frogflips**, J/24, Richard Stockdale, 10. (5 boats)

DIVISION D (PHRF 171-198) — 1) **Achates**, Newport 30, Robert Shock, 9 points; 2) **Starkite**, Catalina 30, Laurie Miller, 11; 3) **Lelo Too**, Tartan 30, Emile Carles, 11. (5 boats)

DIVISION E (PHRF 201+) — 1) **Can O' Whoopass**, Cal 20, Richard vonEhrenkrook, 5; 2) **Fjording**, Cal 20, Tina Lundh, 11; 3) **Latin Lass**, Catalina 27 IB, Bill Chapman, 14. (6 boats)

Complete results at: www.berkeleyyc.org

BERKELEY YC MIDWINTERS SUNDAY SERIES FINAL (4r, 0r)

DIVISION 1 (PHRF < 99) — 1) **Sweet Okole**, Farr 36, Dean Treadway, 7 points; 2) **For Pete's Sake**, Ultimate 24, Peter Cook, 10; 3) **Flexi Flyer**, Soverel 33, Mitchell Wells, 13. (8 boats)

OLSON 30 — 1) **Hoot**, Andrew Macfie, 4 points; 2) **Corsair**, Don Newman, 11; 3) **Voodoo Child**, Charles Barry, 11. (4 boats)

EXPRESS 27 — 1) **Tule Fog**, Steve Carroll, 4 points; 2) **Wetsu**, Phil Krasner, 15; 3) **Eagle**, Ross Groelz, 16. (8 boats)

ULTIMATE 20 — 1) **Salsa**, Matt & Steve Borough, 7 points; 2) **Too Tuff**, Thomas Hughes, 13; 3) **Breakaway**, John Wolfe, 13. (5 boats)

DIVISION 2 (PHRF 102-177) — 1) **Twoirratio-**

nal, Moore 24, Anthony Chargin, 10; 2) **Iwishiwasawabbit**, Moore 24, Pete Rowland, 10; 3) **Grun-tied**, Moore 24, Simon Winer, 12. (7 boats)

DIVISION 3 (PHRF 180+) — 1) **Antares**, Islander 30-2, Larry Telford, 4 points; 2) **Latin Lass**, Catalina 27, Bill Chapman, 10; 3) **Toucan**, Albin Vega 27, Robert Arthurs Jr., 16. (6 boats)

CATALINA 22 — 1) **Dumbo**, David Torrisi, 6 points; 2) **No Cat Hare**, Donald Hare, 8; 3) **Salsa Verde**, Dave Strain, 11. (3 boats)

Complete results at: www.berkeleyyc.org

SOUTH BEACH YC ISLAND FEVER SERIES FINAL (5r, 1r)

PHRF ≤ 109 — 1) **Ninja**, FT 10M, John Lymberg, 8 points; 2) **007**, J/105, Bruce Blackie, 10; 3) **Whisper**, J/105, Marc Vayn, 11. (7 boats)

PHRF 110-150 — 1) **Lazy Lightning**, Tartan 10, Tim McDonald, 5 points; 2) **Sea Spirit**, Catalina 34, Larry Baskin, 8; 3) **Jet Lag**, Catalina 34, Torin Knorr, 8. (8 boats)

PHRF 151+ — 2) **Auggie**, Santana 22, Sally Taylor, 8; 1) **Ruth E**, Catalina 27, Bill Davidson, 8 points; 3) **Double Play**, Yankee 30, RDK Partners, 12. (6 boats)

NON-SPINNAKER — 1) **Friday's Eagle**, Catalina 30, Mark Hecht, 4 points; 2) **Alpha**, Sonar, Jim Gilbert, 8; 3) **Seaview**, C&C 115, Pete Hamm, 8. (9 boats)

Complete results at: www.southbeachyc.org

SEQUOIA YC WINTER SERIES FINAL (5r, 1r)

SPINNAKER — 1) **Head Rush**, Antrim 27, Charlie Watt, 4 points; 2) **Smokin' J**, J/29, Stan Phillips, 11; 3) **Pizote**, Santana 30, John Ryan, 11. (14 boats)

NON-SPINNAKER — 1) **Linda Carol**, Catalina

320, Ray Collier, 5 points; 2) **Sweet Pea**, Islander 30, Tim Peterson, 8; 3) **Iowa**, Hunter 380, Rick Dalton, 10. (5 boats)

Complete results at: www.sequoiayc.org

OAKLAND YC SUNDAY BRUNCH SERIES FINAL (5r, 1r)

PHRF ≤ 150 — 1) **Crazy Eights**, Moore 24, Aaron Lee, 5 points; 2) **Taz!!**, Express 27, George Lythcott, 10; 3) **Spirit of Freedom**, J/124, Bill Mohr, 11. (6 boats)

PHRF 151-200 — 1) **Gonzo**, Santana 525, Dina Folkman, 5 points; 2) **Zeehond**, Newport 30 MK. II, Donn Guay, 9; 3) **Joanna**, Irwin 30, Martin Jemo, 13. (5 boats)

PHRF ≥ 201 — 1) **Spitfire**, Santana 22, Tom McIntyre, 5.5 points; 2) **Chile Pepper**, Santana 25, Dave Lyman, 6.5; 3) **Dominatrix**, Santana 22, Ted Crum, 10. (3 boats)

COLUMBIA 5.5 METER — 1) **Tenacious**, Adam Sadeg, 4 points; 2) **Seabiscuit**, Kevin Sullivan, 10; 3) **Wings**, Mike Jackson, 12. (5 boats)

MERIT 25 — 1) **Bewitched**, Loraine Salmon, 4 points; 2) **Bandido**, George Gurrola, 9; 3) **Double Agent**, Robin Olliver, 10. (4 boats)

MULTIHULL — 1) **Three Sigma**, F-27, Chris Harvey, 4 points; 2) **Sea Bird**, F-27, Rich Holden, 8; 3) **Triple Play**, F-31, Richard Keller, 13. (5 boats)

NON-SPINNAKER PHRF ≤ 150 — 1) **Svenska**, Peterson 34, Fred Minning, 4 points; 2) **Lively**, Olson 30 IB, Javier Jerez, 7.5. (2 boats)

NON-SPINNAKER PHRF ≤ 151 — 1) **Scrimshaw**, Alerion Express 28, Michael Maurier, 5 points; 2) **Kiwa**, Ericson 32-2, Warren Taylor, 8; 3) **Samsara**, Rhodes 19, Barbara Phillips, 13. (7 boats)

Complete results at: www.oaklandyachtclub.com

THE RACING

mer correcting out to overall honors with *Great White* in second and *Pocket Rocket* third, for a Richmond YC clean sweep.

"We set a kite at the bridge and carried it to the first buoy, staying in the center channel," Krasner said. "We'd planned to go south but we couldn't because there was a big ship in the way. We caught up to *Great White* and rounded the buoy first. On the way back in we were above Bonita and stayed to the north side of the channel. We beat two of the best ladies out there."

The win was the first biggie for Krasner — a regular aboard Dave Rasmussen's Synergy 1000 *Sapphire* — since buying the boat in '01. Unfortunately he didn't have much to celebrate about the next day, as someone who's got a lot of bad karma coming his way stole Krasner's outboard the night after the race!

Out of the 42 starters, 11 retired due to lack of breeze at various points in the transition; one was DSQ'd for rounding the Light Bucket the wrong way.

It wasn't an easy race from the perspective of the Race Committee, either.

"The Committee met with the Coast

ERIK SIMONSON/WWW.H2OSHOTS.COM



Steve Madeira's 'Mr. Magoo' on her way to a class win at the St. Francis YC's Spring One Design Regatta.

Guard on March 12, and learned that morning that they're mandating that any ocean racer from here on out be equipped with an EPIRB," said the club's David Ross. "The EPIRB mandate caught us off-guard, to say the least, resulting

in a flurry of phone calls to participants and the creation of a new, alternate, 18-mile mostly in-the-bay course added to our SIs at the 11:58th hour, as well as a new 'Non-EPIRB' division sailing in the Bay from 'X' to the Pt. Bonita Buoy — not in the area determined to be 'offshore' by the Coast Guard — Southampton Shoal, and back to 'X' for a total of 18 miles.

"The Coast Guard was quite gracious and cordial when we met with them — their whole approach was safety-oriented, and focused on their desire to be able to respond to an emergency as quickly as possible . . ." Ross said. "Many of the entrants wound up borrowing EPIRBs and we emailed VTS a spreadsheet of which EPIRBs were on which boats. Others purchased them within about 12-18 hours of the start! A few places rent EPIRBs, notably Sal's Inflatables in Alameda, and West Marine."

As with any new requirements, the EPIRB requirement — a standing mandate from OYRA beginning this year — will take some getting used to. A lot of people will say, "But how long have we

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been doing just fine without one?" And they're right. But at the same time, this technology is now more widely available and less expensive than it's ever been and there's no reason not to adopt it. If there's anyone in your life, or in your crew's, who depends on yours or theirs. Seatbelts, anti-lock brakes and airbags were at one time all big-ticket, optional items in a new car. Now, does anyone think twice about them? Just like seatbelts, ABS and airbags, an EPIRB might not save you, but at least it gives you and the Coast Guard a chance of finding each other should something go wrong. Better yet, get a GPS-enabled unit and you'll increase your chances even more.

ISLAND YC DOUBLEHANDED LIGHTSHIP (3/15)

OVERALL — 1) **Wetsu**, Express 27, Phil Krasner; 2) **Great White**, Express 27, Rachel Fogel; 3) **Pocket Rocket**, Mini, Emma Creighton; 4) **El Raton**, Express 27, Ray Lotto; 5) **Desperado**, Express 27, Mike Bruzzzone. (42 boats)

MULTIHULLS — 1) **Origami**, Corsair 24, Ross Stein; 2) **Tatiana**, F-9 RX, Urs Rothacher; 3) **Flip, Flop 'N Fly**, F-9A, Bob Bridenbaugh. (6 boats)

DIVISION B (PHRF ≤ 80) — 1) **Twist**, J/120,

Timo Bruck; 2) **Tivoli**, Beneteau 42.7, Torben Bentsen; 3) **Ohana**, Beneteau 45.5, Steve Hocking. (7 boats)

DIVISION C (PHRF 81-129) — 1) **Pocket Rocket**; 2) **Dragonsong**, Olson 30, Sam McFadden; 3) **Vitesse Too**, Hobie 33, Grant Hayes. (10 boats)

DIVISION D (EXPRESS 27) — 1) **Wetsu**; 2) **Great White**; 3) **El Raton**. (9 boats)

DIVISION E (PHRF ≥ 130) — 1) **Claire De Lune**, Moore 24, Jin Lovel; 2) **Emerald**, Yankee 30, Peter Jones; 3) **Freya**, Catalina 34, George Bean. (8 boats)

DIVISION F (NON-EPIRB) — 1) **Arabella**, Al-erion Express 28, Harry Allen. (2 boats, 1 finisher)

Complete results at: www.iyc.org

St. Francis Invationals

ST. FRANCIS YC SPRING KEEL INVITATIONAL (3/6-7, 4r. 0t)

EXPRESS 27 — 1) **Witchy Woman**, Tom Jen-



BECKY DAMORE/WWW.SAIL22.COM

The Bay's Peter Vessella, John Callahan and Tracy Usher on their way to finishing the Etchells Jaguar Series in fourth overall and the top all-amateur team at the four-regatta series sailed on Biscayne Bay.

kins, 9 points; 2) **El Raton**, Ray Lotto, 15; 3) **Xena**, Mark Lowry, 17. (9 boats)

FOLKBOAT — 1) **Fried**, Bill Madison, 9 points; 2) **Polperro**, Peter Jeal, 9; 3) **Filur**, Fred & Hillary Anderson, 14. (9 boats)

KNARR — 1) **Flyer**, Chris Kelly, 9 points; 2) **Kraken**, Risley Sams, 9; 3) **Benino**, Mark Dham, 13. (7 boats)

MELGES 24 — 1) **Smokin'**, Kevin Clark, 4

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THE RACING

points; 2) **Bones**, Robert Harf, 10; 3) **Practice Girl**, Christopher Farkas, 14. (5 boats)

MOORE 24 — 1) **Banditos**, John Kernot, 20 points; 2) **Flying Tiger**, Vaughn Seifers, 21; 3) **Ab-sinthe**, Dan Nitake, 23. (21 boats)

ST. FRANCIS YC SPRING DINGHY INVITATION-AL (3/13-14, 6r, 1t)

29er — 1) Julia Paxton/Patrick Tara, 9 points; 2) JP Barnes/Duncan Swain, 14; 3) Antoine Screve/James Moody, 17. (10 boats)

505 — 1) Howie Hamlin/Andy Zinn, 5 points; 2) Mike Holt/Carl Smit, 9; 3) Aaron Ross/Rob Waterman, 15. (7 boats)

FINN — 1) Iain Woolward, 13 points; 2) Vladimir Butenko, 14; 3) Forrest Gay, 17. (7 boats)

FLYING DUTCHMAN — 1) Zhenya Kirueshkin-Stepanoff, 5 points; 2) Buzz & Taylor Ballenger, 13; 3) Mike Meszaros, 13. (6 boats)

LASER RADIAL — 1) Trevor Rowderer, 11 points; 2) Mark Halman, 18; 3) Dominique Bertrand, 21. (9 boats)

LASER FULL RIG — 1) Peter Phelan, 5 points; 2) Steve Bourdow, 11; 3) Drake Jensen, 15. (12 boats)

WETA — 1) Bob Hyde, 8 points; 2) Dave Bernsten, 9; 3) Paul Heineken, 14. (6 boats)

ST. FRANCIS YC SPRING ONE DESIGN INVITATIONAL (3/20-21, 5r, 0t)

J/120 — 1) **Mr. Magoo**, Steve Madeira, 11



RICH ROBERTS

The Harbor Cup brought out some of the best college teams in the country to sail Catalina 37s.

points; 2) **Chance**, Barry Lewis, 14; 3) **Grace Dances**, Dick Swanson, 15. (7 boats)

EXPRESS 37 — 1) **Eclipse**, Mark Dowdy, 9 points; 2) **Golden Moon**, Kame Richards, 11; 3) **Elan**, John Kernot, 17. (6 boats)

J/105 — 1) **Donkey Jack**, Rolf Kaiser, 18

points; 2) **Risk**, Jason Woodley/Scott Whitney, 19; 3) **Business Time**, John Horsch, 22. (16 boats)

Complete Results at: www.stfyc.org

Race Notes

Northern California Cats Attack Jaguar Series — After four regattas, Bay Area sailors Peter Vessella, Tracy Usher and John Callahan took home the prize for top all-amateur team at the 64-boat **'10 Etchells Jaguar Series** on Biscayne Bay Florida March 19-21. Finishing fourth overall at the conclusion of the final installment of the four-regatta series, the trio — who won the first event, the Piana Cup, back in December — beat some of the class's top pro talent as well as the rest of the all-amateur fleet with Vessella's Fleet 12-based *Mahalaga*.

Bay Area product Jeff Madrigali and Coronado-based pro Willem Van Waay and East Coaster Becky Nygren teamed up with Jeff Siegel to win the regatta and the series by a solitary point on the final day of racing. This was Siegel's first in the series after a number of near-wins.

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the Fleet 12, sailed with his out-of-town program, finishing 15th for the regatta. You'll find complete results at www.etchellsfleet20.org/jag.

Time Trial Anyone? — While the details have yet to be finalized, keep an eye on the Bay Area Multihull Association's website at www.sfbama.org/racetrack for more on a novel new approach to performance assesment and competition on the Bay.

"BAMA is planning to launch **'The Racetrack'** this month, a 13.5-nm central Bay course with five mark roundings, beats, reaches, and runs," said member Ross Stein. "The idea is that anyone can run it whenever they want and as many times as they like. Only their best time is used for the final scores at the end of the season. To race, they just turn on their GPS and later upload their track to BAMA. Then they can watch their track against all others in *GPS Active Replay* or *Kattack*, which the BAMA fleet already uses for races we sail.

"Rather than a simple windward-lee-ward course, we wanted to make it as

scenic as possible, give mark rounding practice, and include close and broad reaching and spinnaker gybe marks. The goal is to get people out who are anxious about racing. We think fear of close contact is a key issue that keeps people from coming out. . ."

The association has yet to determine whether it will be available to non-multihullers, but we vote "yes!"

The Young and Unintimidated — The West Coast's only big-boat College Sailing regatta, the **Harbor Cup**, drew 10 teams from around the country for three days of racing in Long Beach March 12-14. USC's team, led by senior Chris Vetter won only 1 of the ten races, but never scored anything worse than a sixth in taking the regatta with a five-point margin over runner-up Cal Maritime and skipper John Gray.

Only Vetter and trimmer Andrew Nunn will graduate this year; the rest of the crew will be intact, with bowman Alex Brock Kraebel, floater Maddie

Thompson, pitman Erik Samuels, main trimmer Kelsey Rupp and trimmer Danny Kivlovitz all returning. Sponsored by the Port of Los Angeles, with Cal Maritime as the inviting school and the Los Angeles YC as the host, it's turned into a must-do on the relatively small circuit of collegiate big boat regattas.

Insult to Injury — In what has to be one of the most saddening developments to date in the '09-'10 **Clipper 'Round the World Race**, our namesake boat *California* was dismasted March 21 evening some 1,800 miles from the Bay.

The dismasting may have a silver lining. The start date for the next leg of the race may be pushed back, which might mean more time for the teams here in San Francisco. Look for updates at www.clipperroundtheworld.com.

Finally — A group of Bay Area sailors — Erik Simonson, Sergei Leonidov, David Nabors and Kurt Lahr — has put together a **new online forum** where sailors from all over the country are starting to congregate. You can find it at <http://www.pressure-drop.us/forums/forum.php>.

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We depart from our normal format this month to bring you our annual springtime overview of **Greater Bay Area Bareboats & Crewed Charter Yachts**.

Meet the Charter Fleet: A Wealth of Bay Sailing Options

Even if you own your own boat and absolutely love sailing her, there are certain times when you might be in need of a boat with distinctly different characteristics. That's when the Bay Area's vast fleet of (drive-it-yourself) bareboats and fully crewed charter yachts — all listed here — will come in handy. We encourage you to peruse these listings now and save them for future reference.

And if you don't own a boat yet, accessing this fleet can mean the difference between *wishing* you were out on the water and actually *being there*, booming along under a fresh breeze with spray flying and sun on your cheeks.

As you'll learn in these pages, the Bay Area charter fleet encompasses boats of all sizes and descriptions, with professional crews and shore staff eager to serve you.

Bareboats — There are roughly 220 bareboats available for rental here in the Greater Bay Area, but the businesses that manage them are not simply rental agencies. Almost without exception, the boats listed below are offered by sailing schools — usually called 'clubs' — which offer a full spectrum of courses, from basic sailing to coastal cruising and celestial navigation.

In most cases, you don't have to be a member of the club to rent a boat, although nonmembers will pay somewhat higher rental prices.

The first time you charter with a

company you will probably have to get checked out by their staff so they'll feel confident that you're not going to run the pride of their fleet into a supertanker. Our advice concerning check-outs is to drop by the rental outfit a few days ahead of time and get 'signed off', so you won't cut into your precious charter time on a busy weekend.

Beyond rental discounts, there's usually added value to club membership such as dockside barbecues; 'social sails', where everyone pitches in a few bucks to cover costs; and charter flotillas to idyllic venues in the Caribbean, South Pacific or elsewhere.

For folks who don't own a boat and/or who don't have close friends interested in sailing, joining a club is a smart move. The friendly ambience of a club creates a low-pressure forum for advancing through the hierarchy of classes. And the natural camaraderie that comes with shared activities on the water often spawns lasting friendships.

Even if you already own a boat or have access to a friend's, the Bay's fleet, with its wide variety of boat types, can be a valuable resource. Suppose, for example, that you go out racing often with friends, but you rarely get time on the wheel.



J WORLD

BAY AREA BAREBOATS

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

SAILING SCHOOLS

Club Nautique

Sausalito, Alameda
(800) 343-SAIL

www.clubnautique.net

AL = Alameda; SA = Sausalito;

• 30' & UNDER •

Colgate 26 (7) AL, SA
Hunter 290 AL

• 31' - 35' •

Hunter 31 (8) AL, SA
Jeanneau 32 (2) AL, SA
Hunter 320 (3) AL, SA
Hunter 326 SA

Hunter 33 (3) AL, SA

• 36' - 40' •

Dufour 36 (2) AL, SA
Hunter 36 (3) AL, SA
Caliber 40 AL
Jeanneau 40 SA
Norsemann 40 cat AL

• OVER 40' •

Hunter 41 (3) AL, SA
Hunter 410 AL
Jeanneau 43 AL
Gib Sea 43 AL
Jeanneau 45 DS AL
Hunter 49 AL
Jeanneau 50 DS AL

J/World

Alameda (510) 522-0547
San Francisco, Puerto Vallarta
www.sailing-jworld.com

• 30' & UNDER •

J/80 [26'] (7)

• 31' - 35' •

J/105 [34'] (4)

• 36' - 40' •

J/120 [40']

C&C 38

• OVER 40' •

Dehler 41
Jeanneau 43 DS
Santa Cruz 50

Modern Sailing School & Club

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

• 30' & UNDER •

Ericson 30

• 31' - 35' •

Beneteau 311
Pearson 32
Ericson 32
C&C 32
Beneteau 33
Beneteau 35
Hanse 350

• 36' - 40' •

38' Seawind 1160 cat
Beneteau 38
Beneteau 381
Beneteau 393
Caliber 40
J/120 [40']

• OVER 40' •

Beneteau 423

Monterey Bay Sailing

Monterey (831) 372-7245
www.montereysailing.com

• 30' & UNDER •

Catalina 22

Yamaha 25
Coronado 30
Wyliecat 30

• 31' - 40' •

Celestial 32

• OVER 40' •

Coronado 42

OCSC

Berkeley (800) 223-2984
(members only)
www.ocscsailing.com

• 30' & UNDER •

J/24 (22)
Ultimate 24 (1)
Olson 25 (4)

• 31' - 35' •

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

• 36' - 40' •

Catalina 36 (4)
Sabre 362

OF CHARTERING

Renting a bareboat is the perfect solution for honing the full range of skills.

Chartering a large, fully equipped bareboat in the Bay Area can also help you prepare for your dream trip to some tropical sailing venue. Once you've taken total responsibility for a big boat in Bay waters — including anchoring practice — you'll be able to step aboard a bareboat anywhere with confidence in your abilities — as opposed to the angst

brought on by trying to fake it.

Likewise, if you're thinking of buying a boat of your own, there's no better way to scrutinize the differences between popular makes and models than by personally sea-testing them before you commit.

Crewed Charter Vessels — The vessels listed in this section are accessible to folks of all ages, with no sailing skills required whatsoever, as their charter prices include professional crew.

Even if you are a long-time sailor with your own fleet of sailing craft, there are special circumstances when chartering one of the vessels listed here might be the perfect solution to a particular challenge. Suppose, for example, you have a slew of relatives coming in from out of town for a wedding or reunion, and you'd like to show them around the Bay aboard a classier boat than your beat-up old daysailer with the nonfunctional

Spread: Once they've been checked out, both students and nonstudents can rent late-model bareboats. Inset, left: A student sailor concentrates during her turn on the helm. Inset, above: Club daysails are an inexpensive way to make new friends while enjoying the Bay.

CLUB NAUTIQUE

CLUB NAUTIQUE

Mahe 36
C&C 110 [36']
Beneteau 37

Pacific Yachting/Sailing

Santa Cruz
(831) 423-SAIL (7245)
(800) 374-2626
www.pacificsail.com

• 30' & UNDER •

Santa Cruz 27
Catalina 28
Olson 911s [30']

• 31' - 35' •

Beneteau 31
Catalina 31
Catalina 32 (3)
Beneteau 33
Catalina 35

• 36' - 40' •

Catalina 36
Hunter 36

• OVER 40' •

Beneteau 46.1

Tradewinds Sailing School & Club

Pt. Richmond (510) 232-7999
www.TradewindsSailing.com
Brickyard Cove / Richmond Marina Bay
(*boats also at Folsom Lake)

• 30' & UNDER •

Capri 22 (7)
Ericson 27
Catalina 270
Ericson 28
Catalina 30 (4)
Newport 30

• 31' - 35' •

Beneteau 323 (2) [33']
Beneteau 31
Cal 31 (3)
Dufour 31

• 36' - 40' •

Beneteau 343 (2) [35']
Catalina 34 (2)
Hunter 356 [35']
Catalina 36 (2)
Catalina 38

• OVER 40' •

Beneteau 42
Mull Chico 42
Catalina 42
Jeanneau 43

Spinnaker Sailing of Redwood City

(650) 363-1390
www.spinnakersailing.com

• 30' & UNDER •

Santana 22 (3)
Cal 24 (3)
Merit 25 (8)
Catalina 27 (3)

• 31' - 35' •

Hunter 33
J/120

Spinnaker Sailing of San Francisco

(415) 543-7333
www.spinnaker-sailing.com

• 30' & UNDER •

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

• 31' - 35' •

Flying Tiger 10
Catalina 320
Catalina 34
Catalina 35
Hunter 356 [35']

• 36' - 40' •

Beneteau 393
C&C 40

• OVER 40' •

Hunter 410

NONPROFIT ORGANIZATIONS

Cal Sailing Club

www.cal-sailing.org

• 30' & UNDER •

Laser Bahia (8)
JY15 (7)
Precision 15 (2)
Laser (2)
Bytes (2)
Merit 25 (2)
Capri 25
Pearson 26
Pearson 22

Sailing Education Adventures

(415) 522-8199
www.sfsailing.org

• 30' & UNDER •

Catalina 17.5 (4)
Santana 525 (2) [25']

WORLD

head. Instead, why not charter one of these well-kept 'multi-passenger' vessels, where the pampering service of a professional crew will allow you to sit back, sip champagne and play tour guide.

Similarly, when your coworkers are scratching their heads trying to come up with an original plan for the annual office party, you'll be a hero when you introduce them to the idea of an exhilarating Bay cruise aboard one of these comfy sailboats — rather than a boring motoryacht. Guests who care to pitch in with the sailing chores are usually welcome to lend a hand, while the rest of the group soaks in the salt air and takes in the sights.

The Bay Area's fleet of fully crewed charter vessels breaks down into two principal categories: **'Six Pack' boats**, which are licensed to charter with up to six passengers for hire, and **'Multi-Passenger Vessels'** (technically called Inspected Vessels). In many cases these can legally carry up to 49 passengers.

We've attempted to be as comprehensive and up-to-date as possible in these listings. We regret any errors or omissions.

'Multi-Passenger' Vessels (7+)

(In alphabetical order.)

Argosy Venture: One of the largest and more unique yachts in Northern California, this 101-ft Nevins motorsailer does occasional charters on the Bay as well as annual expeditions beyond the Golden Gate. Built as a private luxury yacht in 1947, her gleaming brightwork and period styling make her an eye-catching sight when she roars across the Bay at 12 knots.



'Argosy Venture' is a rare classic.

- Carries up to 12 passengers.
- Berthed at Brisbane Marina.
- Available for special custom charters locally (including corporate), family charters and expeditions, as well as film and dive charters.
- (650) 952-4168; email: charters@argosyventure.com; website: www.argosyventure.com.

Adventure Cat I: A familiar sight on the Bay, this 55-ft catamaran was custom-built specifically for chartering here. Definitely one of the fastest local charter boats, she's been clocked at 20 knots with a full complement of passengers aboard. Guests can choose to ride on the open-air trampoline, forward, or within the sheltered salon.

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

Adventure Cat II: Designed by cat connoisseur Kurt Hughes, *Adventure Cat II* was launched several years ago.



'Adventure Cat II' is fast and fun.

Like her older sister (above), she is fast and fun, yet is much larger and, consequently, can carry twice as many passengers. For really big groups, consider chartering both boats and sail together in tandem.

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

Bay Lady: At 90 feet in length, *Bay Lady* is the largest Coast Guard 'certified' traditional sailing vessel on the West Coast. Licensed to carry up to 80 passengers, she holds the second-largest capacity of any sailing charter vessel in the region. *Bay Lady* was built of steel in New England specifically for the charter trade. Her design combines modern strength and safety features with an old-time sail plan — she carries great



The steel schooner 'Bay Lady' carries 80.

clouds of sail on her traditional gaff rig. Guests are *always* invited to participate in sailing this great schooner.

- Certified for 80 passengers (most comfortable with about 70).
- Berthed at South Beach Harbor, San Francisco.
- Some scheduled sailings (individually ticketed), private group charters, offshore charters (such as to Monterey) and special events including corporate and baseball parties to McCovey Cove.
- (415) 543-7333; email: rendezvous@earthlink.net; website: www.rendezvous-charters.com

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

- Certified to carry up to 30 passengers, but focuses on groups up to 18.
- Berthed in Sausalito.
- Available for private group charters, corporate charters and special events. Passenger participation is welcomed.



'Bay Wolf' is a former offshore racer.

- (415) 328-6480; (650) 858-1640 or cell (650) 492-0681; email: captkirk@sfbaysail.com; website: www.sfbaysail.com

Cat Ballou: Originally a Caribbean charter yacht, this sweet-sailing Catana 42 catamaran joined the Bay Area charter fleet after owner Chuck Longanecker upgraded her substantially during an extensive refit. Chuck is a management consultant by trade, and specializes in teambuilding and private charters.

- Carries up to 12 passengers.
- Berthed at Schoonmaker Marina,

OF CHARTERING



'Cat Ballou' on the move.

Sausalito.

• Available for private group charters, special events and corporate charters, including teambuilding.

• (888) 566-8894; email: chuck@sanfranciscosailing.com; website: www.sanfranciscosailing.com

Chardonnay II: This sleek Santa Cruz 70 is one of the most popular charter vessels operating on Monterey Bay. She was custom built for fast sailing, yet with the comforts to accommodate up to 49 passengers. She offers a wide



Sleek and sexy 'Chardonnay'.

array of 'themed charters' such as wine tasting, sunset cruising, and corporate teambuilding.

• Carries up to 49 passengers.
• Berthed at Santa Cruz Harbor.
• Custom 'themed charters', special events, and corporate teambuilding.
• (831) 423-1213; email: charters@chardonnay.com; website: www.chardonnay.com

Derek M. Baylis: Named after a famous Bay Area yachtsman, this distinctive 65-ft cat ketch was built specifically for conducting ocean research and marine education, and is operated by the nonprofit Sealife Conservation organization. Tom Wylie designed her to be an "environmentally friendly way to keep up with whales and other marine life without using an engine."

• Carries up to 49 passengers on day-sails or 12 passengers for overnights.

• Berthed at Monterey; pickups in Santa Cruz and elsewhere by special arrangement.

• Offers scheduled daytime marine

conservation educational cruises and sunset 'wine and cheese' cruises with Monterey Bay Aquarium, Tues-Sun throughout the summer. Also available for marine research, custom group charters, including corporate events (educational and naturalist service available at no additional cost).

• (831) 818-6112; email: captain@sealifeconservation.org



The custom Wylie 65 'Derek M. Baylis'.

sealifeconservation.org; web: www.sealifeconservation.org. For Monterey Bay Aquarium trips call (800) 756-3737.

Gas Light: Designed by Carl Schumacher and built by master shipwright Billy Martinelli, this beautifully crafted 50-ft schooner is reminiscent of the days when hay and produce were brought down Bay Area rivers to market under sail, aboard similar scow schooners. Her main cabin is spacious and bright, while her broad decks make it easy to mingle during a party cruise, and she heels only



'Gas Light' is a replica of bygone days.

minimally.

• Carries up to 49 passengers (ideal with 25-35).

• Berthed at Schoonmaker Marina, Sausalito.

• Available for private group charters and special events including corporate meetings and teambuilding. Kids' groups welcome.

• (415) 331-2769 or (415) 601-1957; email: gaslightcharters@hotmail.com; website: www.gaslightcharters.com

Glory Days: This classic Morgan Out Island 51 is owned and operated by Pam Powers, one of the few professional fe-

male skippers in the local charter trade. Before going out on her own years ago with the purchase of *Glory Days*, Pam skippered many of the Bay's biggest charter vessels.

When Morgan Yachts first began producing the Out Island line in the late '60s, these comfy boats quickly became popular with both cruisers and charter companies — especially the 51-ft version, like *Glory Days*.

• Certified for 42 passengers — probably the only O/I 51 that is.

• Berthed Pelican Harbor, Sausalito.

• Available for corporate events, private charters, weddings, ash scatterings, teambuilding sails, and Angel Island



The Morgan O/I 51 'Glory Days'.

BBQ sails. Occasional scheduled sails (individually ticketed) such as Friday night sunset sails and full moon cruises (see website for schedule).

• (800) 849-9256 or (415) 331-2919; email: captam@sailsfbay.com; website: www.sailsfbay.com

Nehemiah: Among the things that make this classic wooden ketch unique in the Bay's charter fleet is the fact that she has circumnavigated — twice — under previous owners.

Her current use is also unique, however. Capt. Rod Phillips and his wife, 'Admiral' Joni, enjoy doing Bay charters



'Nehemiah' has circumnavigated — twice!

for the general public, which finance their true passion, youth sail training — particularly for 'at-risk' youth. Solidly built and traditionally rigged, she is an ideal platform for hands-on training, as well as pleasure sailing. A lifelong mari-

WORLD

ner, Rod also captains S.F. Bay ferries.

- Carries up to 33 passengers.
- Berthed at Richmond's Marina Bay.
- Available for youth sail training, scheduled sails (individually ticketed) and private charters.
- (510) 234-5054; email: captain@sailingacross.com; website: www.sailingacross.com

Privateer: This roomy Islander Freeport 41 cutter ketch reaches 10 knots under all four sails. She has teak decks, finely varnished trim, and many bronze fittings. Originally built for the drummer of the band *Journey*, she is a high class sailing yacht converted to a perfect party sailboat. With her full keel, she is



'Privateer' has was built for a rockstar.

extremely comfortable to sail.

- Certified for 28 passengers.
- Berthed at San Francisco's Pier 39
- Specializing in scheduled 90-minute Bay sails (individually ticketed) and scheduled sunset sails (see website for schedule). Also available for private charters, including corporate events.
- (415) 378-4887; email: erik@sailsf.com; website: www.sailsf.com

Ruby: At 64 feet in length, this double-ended steel sloop has been a familiar sight on the Bay for as long as we can remember. In fact, *Ruby* has been chartering longer than any other boat on the Bay — 27 consecutive years. She's also become a landmark at her San Francisco Boat Works homeport, adjacent to The Ramp restaurant. Owner/skipper Josh Pryor designed and built her himself back in the '70s with thoughts of long-distance cruising, but once he started chartering her, he discovered that both he and she were well suited to the business. In addition to scheduled sailings, she does a variety of special charters — one of the most memorable was when The Playboy Channel brought a dozen bunnies aboard years ago for an Opening Day photo shoot in the waters off what is now AT&T Park.

- Carries up to 31 passengers.
- Berthed at The Ramp restaurant, foot of Mariposa St., San Francisco.



The custom steel sloop 'Ruby'.

• Available for lunch and evening sails daily (individually ticketed), private group charters, and special events including corporate functions and ash scatterings.

- (415) 861-2165; email: rubysailing@sbcglobal.net; website: www.rubysailing.com

Seaward: Originally based in Boston, this 82-ft staysail schooner has a different focus from most others. During the spring, summer and fall her primary function is running hands-on sail training for Bay Area youngsters, which is partially funded by adult sail training and private charters. When winter approaches, she heads for the sunny latitudes of Mexico, where she offers a series of programs which combine education in traditional seamanship, study of the marine environment, and fun in the sun. She is owned and operated by the nonprofit Call of the Sea organization.

- Carries up to 45 passengers on day trips; 15 for overnights.
- Berthed at Sausalito.
- Available for youth and adult sail



The sail training schooner 'Seaward'.

training, day sails, scheduled (individually ticketed) sails, overnights to Drake's Bay and the Farallones, private group charters and corporate events, plus 'adventure sailing' in Mexico during the winter.

- (415) 331-3214; email: info@callofthesea.org; website: www.callofthesea.org; and for Mexico: www.seawardadventures.org

Tahoe Cruz: This is a beautiful custom Santa Cruz 50, that sails daily out of the Tahoe City Marina from May thru October. Captains Jim Courcier

& Mike Pavel are accomplished racers and cruisers who love sharing the joy of sailing the pristine waters of scenic Lake Tahoe. Prevailing SW afternoon breezes averaging 10 to 15 knots make for ideal sailing conditions.

- Certified for up to 25 passengers.
- Specializes in affordable & scenic 2-hour cruises with complimentary refreshments. Also available for private parties, company charters & Emerald Bay luncheon sails.



The 'Tahoe Cruz' screams across the lake.

- Daily departures from Tahoe City Marina (home of the Tahoe YC).
- (530) 583-6200; website: www.TahoeSail.com

Team O'Neill: As her operators like to say, "For an Extraordinary Santa Cruz Adventure, just add water!"

Promising a unique and specialized sailing adventure on the Monterey Bay, this 65-footer gives you a true appreciation for big catamaran sailing. Her length and 28-ft beam provide an exceptionally smooth and stable ride, with plenty of deck space to move around freely. Her full galley can accommodate catered sails, or guests may choose to bring along picnic-style meals.

Ideally suited for both family and friends of corporate groups.

- Carries up to 49 passengers.
- Berthed at Santa Cruz YH.
- Available for private group charters



The 'Team O'Neill' cat is easy to spot.

and now offering public 1-hour daysails on Saturdays during the summer.

- (831) 475-1561; email: sailingsantacruz@gmail.com; website:

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www.oneillyachtcharters.com

Yukon Jack: Although a remarkable amount of 'big boat' racing takes place on the Bay each year, only a minuscule portion of the sailing community ever gets to ride on those sleek, go-fast machines. But if you'd like to check out the adrenal thrill of blasting across the Bay on an ultralight, this proven Santa Cruz 50 is the boat for you. A former ocean racer, she actually holds the San Francisco-to-Tahiti record from her '95 crossing: 19 days, 4 hours and 51 minutes, if anyone's counting.

- Carries up to 25 passengers.
- Berthed at South Beach Harbor, San Francisco.
- Race charters (including offshore), private group charters, and special events including corporate.



'Yukon Jack' is a former ocean racer.

- (415) 543-7333; email: rendezvous@earthlink.net; website: www.rendezvouscharters.com

Six-Passenger Crewed Yachts

We need to preface this section by saying that in addition to the six-passenger vessels which follow — many of which are operated by their owners — **virtually every sailing school (aka 'club')** listed at the beginning of this section also has boats which are **available for 'six-pack' charters with captain and crew.**

Some of the larger boats in those fleets are very nicely fitted-out for both **comfortable daysails and overnight charters.** Call them for details and pricing.

Angelique: New to the fleet '08, *Angelique* is a sweet-sailing Columbia 57, built for comfort inshore or offshore. Her roomy, nicely appointed interior and stable racer-cruiser design make her a good choice for extended cruises.

- Carries up to 6 passengers.
- Available for 'captain-only' charters at very reasonable rates, as well as full-



Meet the lovely 'Angelique'.

service crewed group charters, as well as multi-day trips in the bay and along the Coast.

- (707) 707 953-0434; email: andy@sailingbiz.com; website: www.sailingbiz.com

Apparition: Sleek and speedy, *Apparition* was custom-built in Sausalito with small-group chartering in mind. Captain Stan Schilz loves to introduce guests to the ease and comfort of multihull sailing by letting them take the helm. One of the few crewed charter yachts that does overnights, this 38-footer has two double cabins and a full galley. If you're planning to bareboat a cat soon, spending some time aboard *Apparition* would be good preparation.

- Carries up to 6 passengers for private charters. Can also be bareboated by special arrangement with up to 12 passengers.
- Berthed at Schoonmaker Marina, Sausalito.



This 'Apparition' is a familiar sight.

- Available for private group charters, special events, multihull sailing instruction, and trips up the Delta or the Petaluma or Napa rivers.
- (415) 331-8730; email: info@apparition.com; website: www.sailapparition.com

Avolonte: This Fountaine-Pajot 42 catamaran is big, fast and extremely stable. A luxurious quarter-million-dollar yacht, she is the most high end vessel in this company's three-boat fleet. *Avolonte* was sailed to the Bay from the Caribbean for charter work by the owner, Capt. Erik Ostrander.

- Carries up to 6 passengers.
- Berthed at San Francisco's Pier 39

- Available for private group charters, and special events, including corporate.

- (415) 378-4887; email: erik@sailsf.com; website: www.sailsf.com

Bolgeskrek: This meticulously cared for Irwin Citation 34 is a stiff and comfortable yacht, well-suited to Bay sailing conditions. On blustery days she often does better than 7 knots, thus outperforming many other sailboats of her size. Her spacious cockpit is roomy enough to easily accommodate six passengers, and her teak interior is a delightful realm for lounging and relaxing. Captain Bob has 20 years of experience sailing the Bay and he loves to share his knowledge of local geography and historical spots.

- Carries up to 6 passengers
- Berthed at Brickyard Cove Marina, in Pt. Richmond
- Available for private charters, sailing instruction, corporate events, special events and sunset sails.

- (510) 499-0134; email: capt_bob@goldengatesailingtours.com; website: www.goldengatesailingtours.com

Caprice: This lovely Seawind 1160 was purchased new in Australia in '07, after which owners Dan and Carol Seifers spent most of '08 delivering her back to the Bay. Dan is both a licensed captain and sailing instructor. He and Carol would be pleased to introduce you to the joy of flat, dry catamaran sailing aboard *Caprice*. Her spacious salon offers a 360° view, while riding her trampoline offers thrill-a-minute exhilaration. Hands-on participation is encouraged.

- Carries up to 8 passengers
- Berthed at Brickyard Cove Marina, Pt. Richmond



'Caprice' has crossed the Pacific.

- Available for custom charters with catering specialized to suit your needs.
- (510) 232-5820; email: seifers@pacbell.net; website: www.sailingcaprice.com

Carrera: At the smaller end of the spectrum is Gene Maly's well-kept Capo

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32 racer/cruiser. Based at Monterey, *Carrera* balances her busy schedule between intimate group daysails and instructional sails that feature plenty of one-on-one attention.

- Carries up to 6 passengers.
- Berthed at Municipal Wharf #2 (A-Tier Gate), in Monterey.

• Available for scheduled daysails including Monterey Bay Marine Sanctuary tours, private charters, accredited instruction, and "teambuilding challenges" for corporations.

• (831) 375-0648; email: captaingene@sailmontereybay.com; website: www.sailmontereybay.com

Evening Star: This festidiously restored C&C Concours 42 is the 'dream boat' of 30-year charter skipper Mark Sange (aka Capt. Marco). He had been looking for a stiff, high-performance boat that was well balanced and responsive. And to hear him tell it, *Evening Star* fills the bill perfectly. Having skippered big luxury charter yachts in the Med for a decade, Mark knows a thing or two about putting excitement back in his



'Evening Star' is Capt. Marco's dream boat.

clients' lives. "I like to introduce them to the therapeutic effect of bashing to windward in 20 knots of breeze with the lee rail buried."

- Carries up to 6 passengers.
- Berthed at Sausalito Yacht Harbor.
- Available for all types of private charters, including corporate and special events; specializes in instructional 'performance sailing' charters.

• (415) 868-2940; (415) 987-1942; email: captainmarco@cs.com; website: www.captainmarco.com or alternately, www.sailingsf.com

Flying Tiger: This sleek former racing yacht was originally designed to race in the SORC. She was later fitted out for comfortable cruising and explored both

Mexico and Alaska. Kirk Miller (a.k.a. Capt. Kirk) gave up a successful career in the energy business to pursue his dream of chartering on the Bay aboard *Flying Tiger*.

She is ideally suited to charters with those who enjoy high-performance sailing — it doesn't take much to convince Kirk to put up the chute on the downwind run past the Cityfront. She has recently undergone an extensive refit.

- Carries up to 6 passengers.
- Based at Sausalito.
- Available for private group charters, corporate charters and special events. Passenger participation is welcomed.

• (415) 328-6480; (650) 858-1640 or cell (650) 492-0681; email: captkirk@sfbaysail.com; website: www.sfbaysail.com

Imi Loa — This sloop is one of the most popular cruiser/racers on the Bay in her size range. A stiff and comfortable boat with many amenities, she comfortably accommodates six guests, and with her spacious cockpit and table, there's plenty of room for guests to enjoy cock-

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tails and a snack during quiet evening sails or while cruising through Richardson Bay after a fast reach across The Slot.

Captain Gregory Sherwood is a USCG-licensed Master and ASA certified sailing instructor who's been sailing *Imi Loa* in the Bay Area since 1996. He's also an accomplished offshore racer and cruiser.

- Carries up to 6 passengers
- Berthed at South Beach Harbor, Pier 40, San Francisco
- Available for private charters, corporate events, wine tasting and sunset sails. Check the website for monthly specials. Passenger participation encouraged.
- (888) 319-SAIL / (408) 910-0095
www.sfsailtours.com

Lady J: This Islander 34 sloop is fast, nimble and points very high. She has only 1 foot of freeboard, so she is very close to the water. The rail gets buried on every sail, making for exhilarating fun. Her large dodger keeps guests warm and dry, while her aft cockpit seating is

referred to as the "cocktail lounge."

- Carries up to 6 passengers.
- Berthed at San Francisco's Pier 39
- Available for private group charters, and special events, including corporate.
- (415) 378-4887; email: erik@sailsf.com
com; website: www.sailsf.com

Karisma: This sweet-sailing Catalina 470 is the queen of the Lighthall Yacht Charters all-Catalina fleet. Her roomy cockpit and nicely appointed interior make her ideal for either daysails or overnights. Primarily run as a crewed yacht by longtime Santa Cruz sailors Krista and Scott Lighthall, she can also be bareboated by special arrangement.

Catalina 42s and 34s are also in the Lighthall fleet.

- Carries up to 6 passengers.
- Berthed at Santa Cruz Yacht Harbor.
- Available for private or shared charters, corporate charters, sailing lessons, bareboating, scattering at sea services, with affordable prices.
- (831) 429-1970; email: [\[hallcharters.com\]\(http://hallcharters.com\); website: \[www.lighthallcharters.com\]\(http://www.lighthallcharters.com\).](mailto:sail@light-

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Magnum: The design of this sleek Nordic 44 combines sailing performance with a luxuriously appointed interior. She serves as a comfortable daysailer or comfy overnighter. (The owners also books large group charter on a variety of Bay vessels.)

- Carries up to 6 passengers.
- Berthed in Sausalito.
- Available for private group charters, sunset sails, and corporate events. This boat can be bareboated to well-qualified sailors.
- (415) 332-0800; email: atlantis@yachtcharter.com; website: www.yachtcharter.com

Pegasus: For the past 15 years this beautiful 1972 John Alden 51-ft ketch has specialized in taking school groups and at-risk youth out on the Bay (no charge to schools or parents). In order to subsidize those programs, they've recently made this Philippine mahogany beauty available for private charters.

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- Carries up to 6 passengers.
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• (510) 478-4600; email: info-AT-pegasusvoyages.org; website: www.pegasusvoyages.org

Pescado: This 2007 Catalina Morgan 440 design was voted Cruising Boat of the Year by *Cruising World* magazine. Her deck salon allows guests to sit belowdecks, yet still enjoy beautiful views of the Bay. And her roomy salon features two flat-screen televisions and a Bose surround sound stereo system. All trips can be customized per your food and beverage specifications. Owners have partnerships with several Bay Area restaurants for group catering.

- Carries up to 6 passengers.
- Berthed at Santa Cruz Yacht Harbor, but will pick up a various S.F. Bay locations.
- Also available for private group



'Perseverance' skirts the Cityfront.

charters, and special events including corporate, as well as Farallon Islands trips and Napa river trips.

• (408) 891-1193; email: ed@sailthebay.com; website: www.sailthebay.com

Perseverance: Captain Jeffrey Ber- man has been a mariner his entire life. An accomplished racer, cruiser and commercial captain, he enjoys sharing the experience aboard this Catalina 36 MKII through a wide variety of charter offerings, including lessons.

- Carries up to 6 passengers.
- Berthed at Alameda.
- Available for private group charters, sailing lessons, teambuilding, memorial services, and overnights to Drake's Bay

or Half Moon Bay.

• (415) 302-0101; email: captain@charterperseverance.com; website: www.charterperseverance.com

Ta Mana: "When it's time for a break from the ordinary," says Captain Bernard, "experience the Bay under sail!" he invites both experienced sailors and landlubbers to take a turn at the helm of this 36-ft cutter.

- Carries up to 6 passengers.
- Berthed at Sausalito.
- Available for private group charters and special events. Passenger participation encouraged.

• (415) 272-5789; email: tamanacharter@sbcglobal.net or see website www.getawayonthebay.com

Pretty slick fleet, eh? So why not plan to hold your next office party, reunion or gathering of friends aboard one of these beauties. Your friends will go home happy and exhilarated, and you'll be a hero for coming up with the plan.

— latitude/andy

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CHANGES

With reports this month from **Worldwind** on the graciousness of a Mexican port captain; from **Aita Pe'ape'a** on one of the real budget cruises across the South Pacific; from **Cadence** on a gunfire ridden Christmas haulout in the Philippines; from **Azure II** on starting a second cruise, this time with two kids and two hulls; from **Java** on ferocious Papagayo winds at San Juan del Sur, Nicaragua; and **Cruise Notes**.

Worldwind — Westsail 32 Jim and Julia Focha The Generosity of Mexicans (Stockton Sailing Club)

Many times in *Latitude* we've read about the friendliness and generosity of the Mexican people. But it has to be experienced to really be appreciated. In two years of cruising Mexico, we didn't have a single negative experience. Nonetheless, the assistance and hospitality afforded us by Gregorio, the Port Captain at Man O' War Cove, Mag Bay, during our Baja Bash was far beyond anything we could have imagined.

Gregorio, Mag Bay Port Captain, embodies the spirit of the people of Mexico.

We'd left Cabo in light winds, but by the time we reached the south end of Mag Bay, it was blowing a steady 30 knots on the nose. We refueled in Man O' War Cove, then continued on to Bahia Santa Maria to wait for better weather. While at beautiful BSM, I crunched the numbers, and discovered that because of the adverse weather we'd used much more fuel than I'd expected. And there was no way that we'd have enough money to buy the fuel we'd need once we got to Turtle Bay. Yes, Julia had told me to get more money while we were in La Paz. But yes, I'm a tightwad, so I insisted that we had enough.

Julia and Jim Focha, recipients of the kindness of strangers they'll never forget. Jim will also never forget to carry enough cash.

We checked on the Ham and SSB nets, but nobody knew if there was a bank or ATM machine in Turtle Bay. [Editor's note: There is neither.] So we backtracked to Man O' War Cove in order to go to the ATM in San Carlos. But once there, we were informed that somebody had "liberated" the machine and that it hadn't been replaced.

The next morning we decided we should backtrack to Cabo and regroup. It was enough to make us cry, as we dreaded the thought of having to pound 150 miles from Cabo to Mag Bay a second time. I called Gregorio, the port captain, to see if we had to check in again. When he learned of our plight, he said it didn't make sense for us to backtrack to Cabo. He told us that he'd come out to our boat and discuss the situation with us.

He indeed came right out, and told us that he would take us to San Carlos! Once there, we could take a bus 40 miles inland to Constitución, a large enough city to have several banks. We told him that would be fantastic, but what if our bank locked our account — as they'd done three times during our trip — and we ended up with no money at all? Gregorio said *no problema*, he would take us all the way to Constitución! When we asked how much it would cost, he said, *nada*, meaning 'nothing' — or at least 'not very much'. Normally, we would have insisted on a firm price, but how could we not trust Gregorio?

When we got to San Carlos, a city of about 6,000, Gregorio's wife was waiting on the beach with their truck and trailer. They always haul their *panga* out in case there is a change in weather. They then went to their house, which is a very nice two-story home overlooking the bay. We sat in the patio and talked with his youngest son until Gregorio and his wife were ready to go. Fortunately, the road to Constitución had finally been paved, so it was a pleasant trip.

Gregorio and his wife dropped us off at the bank, where we withdrew the daily amount allowed. It wasn't as much as we would have preferred, but it was enough. The couple returned to pick us up an hour later, and drove us to a BBQ



chicken place such as they have all over Mexico. Gregorio and his wife even wanted to pay for our lunch! We had to insist that we pick up the tab. Besides, it was only \$12 for four people.

Once back in San Carlos, Gregorio informed us he had to go to his office until about 7 p.m. — probably because he'd spent all day taking us to Constitución and back. This gave us a chance to explore the town until about 4:30 p.m., at which time we returned to their house. We knocked on the door to let Gregorio's wife know that we would be waiting in the patio for him. But she insisted that we come inside, and we spent the afternoon watching Rachel Ray and the National Geographic channel in Spanish. Gregorio returned home at about 7 p.m., at which point his wife fixed us some *machaca burritos*.

Once back on the boat, I asked Gregorio how much we owed him. "Nada," he said. I may be a tightwad, but I'm not a cheapskate. I forced him to accept \$50 U.S. The next day Gregorio was back at

COURTESY WORLDWIND



Gregorio, Mag Bay Port Captain, embodies the spirit of the people of Mexico.

COURTESY WORLDWIND



IN LATITUDES



PHOTOS COURTESY AITA PE'APE'A

Spread; Tristan and Mindy swimming in the blue, blue waters of the South Pacific next to their vintage catamaran. Their boat may be shorter and older than most cruising boats, but do you think anybody is getting more bang for their boat buck? Inset; Mindy with a nice catch.

our boat at 7 a.m., as promised, with 30 gallons of diesel. He sold it to us for just \$40 U.S. When is the last time you paid \$1.33 a gallon for diesel?

To have been helped like that by not just a stranger, but a stranger who is also a Mexican official, and one who invited us into his home — that's a kindness that we'll never forget. We can't get back to Mexico soon enough!

— jim and julia 01/15/10

Aita Pe'ape'a — CSK 33 Tristan and Mindy Nyby Cruising on What We Had (Los Angeles)

Since we've been out here cruising the South Pacific at only 29 years old, we can't tell you how often other cruisers tell us how "lucky" we are to be able to do it at such a young age. We don't consider ourselves to be particularly lucky, because we simply made the decision to

just happily go cruising on the modest boat that we had, and not worry about what kind of boat and gear everybody thinks is needed to cross an ocean. One day we'll return to the States, start a family, save some money, and come back out again. Actually, we're going to do it as soon as we can, for there's no better life than waking up with coffee in the morning, smelling the mangoes, and looking at the clear blue ocean and tall green islands.

Perhaps the luckiest thing is that Tristan comes from a sailing family. His parents, Kirk and Ines, sailed around the world from '71-'73 aboard *Silmaril*, their 44-ft CSK catamaran. Twenty years later, they took Tristan and his two sisters on a South Pacific cruise aboard *Pilot*, their Long Beach-based

58-ft schooner.

Not having a lot of money for a cruising boat, five years ago Tristan and I were lucky enough to find a 33-ft flush-deck CSK 33 cat for an amazingly low price. She'd been professionally built in Venice by the CSK crew — Rudy Choy, Warren Seaman, Alfred Kumalae — way back in '64. Our plan was to fix her up for cruising, so we spent the next year building a cabin, putting in two heads, reglazing the deck, redesigning the rudders, sanding, painting, and doing the dreaded varnishing. Tristan and I both work in the film industry — he in production and I in international film publicity. His job allowed him to set his own schedule, so I must confess that he did most of the actual work on the boat. I provided the moral support and pizza delivery.

Years ago we set our departure date for January of '09, and saved as much money as we could before we left. In order to save money, we stuck with what we thought were the essential cruising items — a tiller autopilot, a small fridge/freezer for beer and burgers, a GPS, and some surfboards. Thanks to our parents' being generous with presents at Christmas, we also have an EPIRB and a satphone. The items we don't have that are commonly found on cruising boats are things like radar, SSB radio, a water-maker and a big refrigeration system.

We're also on a small budget. We have ***Luck had nothing to do with Tristan and Mindy getting to go cruising at 29 years of age. They made the decision to do it.***



'Pilot', the 58-ft schooner owned by Tristan's parents.

PHOTOS COURTESY AITA PE'APE'A



PHOTOS COURTESY AITA PE'APE'A

CHANGES

\$500 a month to cover all our expenses, including food, customs fees and repairs.

We departed Long Beach on January 11 of '09 — at exactly the same time and place that Tristan's parents started their third cruise, which was their



The couple's biggest sail is probably the one for Tristan's kiteboard.

second with *Pilot*. We spent the next three months sailing down the coast of Mexico, getting as far south as Barra de Navidad. On April 2nd, our two boats set sail for the Marquesas. Given the significant difference in size and sailing qualities of the two boats, we figured we'd be out of VHF radio range in just a few days. Well, we were wrong. The winds were light, so our little 6,000-lb — when fully loaded — cat took off during the day. But when the wind dropped at night, Tristan's parents could fire up their engine and catch up with us. At certain wind angles and wind speeds, we sailed along together at just about the same speed. This happened again and again for 15 days. At this point, we decided it would be a feat in itself to stay together for the duration, so we modified our speeds a little to stick together. Our two boats arrived in Nuku Hiva after 21 days. I think we both could have made the trip more quickly if we hadn't regulated our speed to stay with each other, but having somebody to talk with over the VHF every day made the trip more entertaining.

Our *Aita Pe'ape'a* sailed well, and despite her diminutive size, handled the wind and seas with ease. During

The vintage 33-ft cat looking sweet on the hook. Check out the tiller bar across the transom and the V-shaped hulls and the outboard motor.

one squall with winds to 50 knots, we comfortably sailed down swells at seven knots.

Our most significant problem came up just three days out of Nuku Hiva. It was blowing about 25 knots, with nine-foot seas at five-second intervals on the beam. Even though it was very sloppy, our little cat was doing great, sailing at a steady nine knots with bursts to 12 knots under jib alone. But as she slid down one wave, the stress on the port rudder became too great, and the rudder broke in half. We hailed Tristan's parents in case the other rudder broke. Considering that the bottom half of the rudder is blue and the huge seas were blue, it was miraculous that we were able to turn around, spot the rudder, and recover it. With *Pilot* staying behind us just in case — which was a huge comfort — we continued on to Nuku Hiva at about five knots using just a scrap of headsail to reduce pressure on the rudder.

Our 46-year-old cat suffered a few other problems on the crossing. A rib in the starboard aft hull broke, and the continual pounding of the waves during a beam reach caused a hairline crack in our starboard wingbridge/hull joint. Both were easily fixed and have been reinforced. (Since then, we've fared well with no major repairs needed — even though our cat rode out tropical cyclone Rene's 100+ knots of wind at Neiafu, Tonga in February. We stayed ashore.)

While Tristan's parents had sailed *Pilot* back to Long Beach in August, we continued on to the Cook Islands, Niue and Tonga. We had our best 24-hour run — 218 miles — sailing alone between Bora Bora and Aitutaki. Normally, we average between 150 and 175 miles a day. After the cyclone season we plan to sail to Fiji, where we'll spend a few months before moving on to Vanuatu and New Caledonia. We hope to sell our cat in New Caledonia or Australia, then fly home and start saving for our next boat and trip!

We don't want anyone to give anyone the illusion that you can cruise in luxury on such a small cat. For example, we have no standing headroom inside the boat, and have to crawl around to get from the cabin to the bunk in the starboard hull and to the heads on either side. During passages, one person lies in the bunk while the other sits on the seat in the



cabin. And it can get hot and cramped. But we think it's all worth it in the end, and once we get to port, we have plenty of deck space to spread out on. Although *Aita Pe'ape'a* wasn't meant to be a blue-water boat, she's certainly held up well so far. To us, it just proves that you can cruise on just about any type of boat.

For those who are wondering, *Aita Pe'ape'a* is Tahitian for 'no problem.'

— mindy 02/10/10

Cadence — Apache 30 Cat

Frank Ohlinger

A Xmas Story — With Gunfire (Half Moon Bay)

The garbage dump across the river from the Cebu YC on Cebu Island in the Philippines caught fire the week before Christmas. Methane-fueled fires can be tenacious, and this one was expected to burn for some time. On the bright side, the pall and loom of the fire at night added to the festive air of the city during the holiday week — if it didn't flash you



IN LATITUDES



PHOTOS COURTESY CADENCE



Clockwise from top left: The gritty, grimy boat ramp at Port Carmen. A pesky methane fire. It wouldn't hurt if they had more OSHA-type like signs such as this in the Philippines. 'Cadence' on the hard near Cebu City, with Frank in the foreground. Palau is beautiful — but watch the coral

back to the fall of Saigon in '75. What it certainly did not do was subdue the excessive use of fireworks that Filipinos employ for celebrating. The blasting went on all night, every night.

Mind you, these fireworks are not of the lightweight Blackcat firecrackers category as used in suburban backyards in the United States over the Fourth of July. For when the holidays were over, the Mayor of Cebu was proud to announce that only 242 people had to be hospitalized in the greater metropolitan area as a result of fireworks injuries. The newspapers attributed some of this success to the nationwide program to tape up the muzzle of the duty weapon of every policeman in the country. For added security, every police chief had to initial the tape on every gun. The Filipinos do not have a lot of material wealth, but they love to celebrate holidays.

But the view of the city from the foredeck of *Cadence* at night wasn't what brought me here. And the rumors that I preferred to spend the holidays in a strip club are unfounded. My actual reason for this visit was a small right-of-way argument *Cadence* and I had lost with a coral head in Palau in October. The blue moon of the last week of December had perfect tides to dry *Cadence* out in order to effect a permanent repair. So that — and a slew of other chores, stores and neglected maintenance — set the stage for my 700-mile odyssey to Cebu City.

I put *Cadence* on the ramp at the gritty, slimy, stagnant boatyard in Port Carmen. It's not the most pleasant place to work, but it was convenient enough

for a quick and simple job. Working around saltwater with power tools always bothers me. And yet there I was, using 220-volt power from an electrical cord lying in the puddles and slime. I tried to be careful to ground my power tool, and to wear rubber boots and latex gloves. But then I noticed two Filipino workers wading out barefoot, one with a grinder and the other holding the two-conductor wire out of the sea. "Where is OSHA when you really need them?" I thought to myself.

Careful as I was, one afternoon I forgot to coil up the power cord. The tide came up nearly two meters that night, and while wading back to my cat after a few late-night beers, I noticed a tingling in my legs. As I reached the boarding ladder, my left leg started shaking uncontrollably. I retreated up the ramp in haste, and from the safety of dry land, I reeled in the cord from the water. It sparked and hissed until I found the tree the circuit breaker box was hanging from. Luckily no one got hurt, and the only damage was to the plug. The next morning the boatyard dogs were scavenging all the dead fish. When the workers showed up, I hesitated to tell any of the locals what happened. Between dynamiting and cyaniding, the fish populations here just don't need another way for locals to make them disappear faster.

Frank with his brother Birchard, who he claims spent most of his time in the Philippines looking for a "meaningful" one-night relationship.



The residents of Cebu City may not have much, but they're got great fireworks.



CADENCE

CADENCE

CHANGES

There's a *nipa* hut in the boatyard that sells ice cold beer, and happy hour there is popular with the cruising crowd. One late afternoon I found a dusty copy of a Lonely Planet guidebook to the Philippines.

After reading it, I learned that Danao, the next town over, is the center of the gun-making industry in the Philippines. I did a little research, and found out that gunsmithing here is a cottage industry dating back over a hundred years. Every neighborhood has a shop or two, and young apprentices are expected to hand-make a fully operational Colt 45 automatic, model 1911A, before they graduate.

When the U.S. took possession of the Philippines after the Spanish-American War, they inherited an insurrection by the Moro tribesmen. These Muslim warriors had the bad habit of cranking themselves up on hashish before battle, and then had the worse manners of continuing to charge into the line after being shot with a .38 caliber revolver, the standard military sidearm of the time. As a result, the call went out for a new sidearm. The chief requirement was that it not only stop a running man, but knock him backwards, too. The Colt 45 model 1911A was adopted, and models of it arrived in the Philippines shortly thereafter. It was, and perhaps still is, the epitome of the gunsmith's craft, and everyone wanted one. Danao was just outside the front lines at the time, and thus an industry was born.

A bird's eye view of the Cebu YC located at the outskirts of Cebu City in the wild and woolly Philipines.

I mentioned this to the bartender, a young transvestite named JonJon. "Sure," he said, pulling a .45 out of his purse. "I can get you one for about \$50, and a really good one for about \$100." I handled the gun and checked it out. The checkering on the grip was perfect, the engraving and rifling looked authentic. But I did notice — buyer beware — that one of the safeties didn't work. Someone else produced a Smith & Wesson .22 caliber revolver, and if I was interested, another offered to bring out his Irwin MkII machine gun. The word is that you can order anything from an AK-47 to a bazooka here. And the industry is fond of experimenting with new designs. When a Smith & Wesson agent came to Danao back in the '80s, one of the local gunsmiths proudly brought out his newest innovation — a pistol modified to chamber a Girard M1 round. The agent didn't stick around to see if it worked.

Although I'm comfortable with guns, I've rarely carried one aboard my boat. But with the worldwide increase in piracy, I had to reconsider the question. I paid a visit to a local gun shop the next day. In a grimy, dirt-floored shack, a young man was hand-fitting the barrel of an Irwin Mk II machine gun. If I'd been interested, I could have had it for \$300 — no questions and no paperwork. I went home to ponder the situation.

The situation being, first, that there's the issue of declaring a gun to officials or trying to hide it on a boat. If a gun is declared, many countries require the police to impound it. That obviously negates any benefit of having one, not to mention the major hassle of recovering it when you check out. OK, so the gun would have to be aboard clandestinely, yet carried in such a way that it was easily available when needed. How would that work? For one thing, you can't simply pack a gun away and expect it to be reliable. In a saltwater environment, keeping a gun cleaned and oiled would be a recurring chore.

When would I actually need a gun? Several scenarios come to my mind. The most obvious is waking up and finding an intruder on deck, or worse, in the cabin. Is he a desperate robber armed with a machete, or simply a fellow yachtie too drunk to find the boat he came in on? What do you do? If you have a weapon, can you get to it quickly



before the intruder can respond? If you can, do you yell and threaten to shoot, or just shoot? I've been told by several who know, that once a gun is pulled, you must be ready to use it. And in such circumstances, events have a way of spiraling out of control. Someone told me the gun will almost "use itself." Then you are faced with dealing with a wounded person on your boat or worse, disposing of a body. Realistically, I'm not sure I'm ready for that. And few foreign courts will look kindly on a rich yachtie offing a local — regardless of how despicable a thug the latter might have been.

In any event, a handgun of some kind would be the weapon of choice. But what about the argument that a flare gun might be just as effective? Or a couple of flare guns? Or a non-lethal device like a taser? Until the trigger is pulled, the situation is the same. Afterward, you have either avoided a big mistake you'd regret for the rest of your life, or you are faced with an even more desperate

WESSON SMITH



"Want to see my \$50 pistol?" asked the tranny bartender.

LENNOX AERIAL PHOTOS



IN LATITUDES



ALL PHOTO LATITUDE/RICHARD



Some 'foto fun' from the French side of St. Martin. Clockwise from inset: 'All you can eat' foie gras! The anchorage off the crumbling pier at Grand Case. The French side lift-bridge that allows sailboats to enter Simpson Bay Lagoon for free. A typical St. Martin sunset. Bruno Greaux, talking on his phone aboard his boat. The St. Barth port captain has taken a leave of absence to cruise.

criminal fighting for his life. I'm not sure which would be better.

Another scenario might be the small boat standing off with a nest full of bad guys armed with AK-47s. A shotgun might make an effective defense, but it turns out the shotgun is the one firearm they can't make in Danoa. The problem is that a barrel can't be milled locally, and has to be purchased from a manufacturer. The price and paperwork then become a problem.

Then I remembered yachtie Tristan Jones's suggestion to carry a box of dynamite. If you toss a stick in the direction of the bad guys, close enough is — for once — good enough. Wacky as it sounds, dynamite is readily available in the Philippines, is low maintenance, and I don't think any official has ever asked if I carried explosives.

But I'm not convinced that any of these scenarios is probable enough for me to start packing heat. There are certainly enough other hazards on the open sea to deal with. For instance, on this trip we encountered twice as many FADs — fish attracting devices — as we saw on previous passages. A FAD is a 12-15 foot long steel cylinder, 3-5 feet in diameter, that is moored in deep water. The mooring line attracts benthic and pelagic life, which in turn attracts bigger fish, and so on up to top of the food chain, which are the super-charged predatory tuna. The FADs provide a micro-niche in the ocean that in some ways is a benign type of fish farming.

The FADs we passed were moored by 2-inch diameter polypropylene, some in 18,000 feet of water! Yes, three or four miles of line! This is a significant investment in equipment and ship time. Nonetheless, only about half of them were

lit. And some of these were in well-trafficked shipping lanes. Commercial ships can probably shrug off a FAD strike, and large props can easily shred polypropylene. But in this part of Micronesia, there have already been two reports of serious collisions involving cruising boats and FADs. I, for one, am amazed at the callousness and negligence displayed by anyone who would install,

for whatever reason, such a hazard to other mariners. I feel it rises to the level of criminal negligence. It may be a one-man crusade but I suggest that all unlit FADs should be taken out or sunk wherever they are encountered. Hmm, perhaps I do have a reason to carry a gun after all.

—frank 02/01/10



WESSON SMITH

You can never have too many photos of women in bikinis with guns, can you?

Azure II — Leopard 47 Cat The Pimentel Family Caribbean and Med (Alameda)

Two years ago, Jane Pimentel wrote the following to us: "My son RJ just turned 10, and we were looking at his baby book. He read the 10-year-old *Changes in Latitude* article about how **There is no doubt about it, the Pimentel's Leopard 47 has way more room than their Cal 40 and the Jeanneau 36 they first cruised on.**



LATITUDE / RICHARD

CHANGES

my husband Rodney and I cruised across the South Pacific from '96-'98 aboard our Jeanneau 36 *Azure*, and how he, RJ, had been born in Whangarei, New Zealand. When he saw his baby cruising picture, he got so excited. The three of us terminated our cruise when RJ was

10 months old, but we vowed we'd go cruising again. Well, after another son, Leo, and a few jobs, a house, and so forth, it's almost time! We figure we'll start in the Caribbean in about 18 months."

If nothing else, the Pimentels — he's a civil engineer and she worked for Apple — are punctual. For last August they bought a Leopard 47 catamaran they christened *Azure II* in St. Lucia, and after having her on the hard for three months, started cruising the islands of the Eastern Caribbean in December. We crossed paths with the family a couple of times in St. Barth in February, we on our Leopard 45 cat, they on their slightly longer and fancier Leopard 47. At the time, they were hosting close friends from Alameda, Steve and Clare Waterloo, and the couple's children Connor, 10, and Teagan, 8. The Pimentels and Waterloos both own Cal 40s — *Azure* and *Shaman*, respectively — and have regularly competed against each other in everything from races to Hawaii to last year's Cal 40 one-design class in the Rolex Big Boat Series at the St. Francis YC.

Jane claims it was an article we wrote in the February '07 issue that triggered their interest in starting a second cruise — this time a two-year adventure in the Caribbean and the Med — and ***School is officially in session aboard 'Azure II', which, from left, Leo, RJ, Teagan, and Connor, hitting the books in the main salon.***

their interest in cats. "You wrote that you'd taken a mortgage on your house in order to buy a cat to put into a yacht management program in the Caribbean, which would allow you to use the boat in the Caribbean six weeks a year. And you suggested that others might want to take a mortgage out on their house, buy a boat to go cruising, and have the tenants make the mortgage payments. Well, that's what we've done, and it's been working out fine so far.

Rodney got the family's first taste of catamaran sailing by volunteering to help Blair Grinoles, the builder and then-owner of *Capricorn Cat*, sail his 46-footer from Tarawa to Fiji several years ago. Thanks to being light, simple, and having generous sail area and daggerboards, *Cap Cat* is very much a performance cruising cat. The racer in Rodney figured it would be cool to have that kind of boat for the second cruise. But what the head of the family didn't like in *Cap Cat* is that both of the daggerboards had to be rebuilt, as did one rudder, and she has a relatively small cockpit and salon. So the family started looking at Catanas, and, with the Waterloos, chartered two Lagoon 440s in the British Virgins. After these experiences, doing a lot of looking around, and talking with people on the Leopard 45/47 owners' website, they decided to go with a Leopard 47. "It simply offered us the biggest bang for the buck," says Rodney.

The Pimentels bought a 47 that had originally been part of the Moorings Crewed Charterboat fleet, so she had some of the extras that many of the other 45s and even most 47s don't have. For example, speakers beneath the bow deck seats, an extra fridge, a bigger chart table, and a better seating arrangement at the salon table. After the cat came out of The Moorings program, she was bought by a couple who used her to do crewed charters out of St. Lucia. Two years of that were all the couple could

take, so the Pimentels picked her up for an attractive price. In most respects, the Leopard 47s are the same as the Leopard 45s, but with a two-foot sugar scoop. A two-foot scoop, by the way, that some say makes a surprising amount of difference in cat's performance and in the reduction of pitching. Almost all



the 47s also came with a generator and air-conditioning, which, depending on one's point of view, is a good or a bad thing. The only time the Pimentels have wanted to use the air-con was just before hitting the sack during the humidity of last August. "It was really nice to have back then," says Jane, "but we haven't used it since."

Having never owned a boat with so many systems — even before he added all the new stuff — Rodney's had a bit of a shock at how much work is involved. Some of the stuff is just normal maintenance on things like the generator — the cat has three times as many diesel engines as does their Cal 40 — and a watermaker. Others have been boat age-related. Replacing all the hoses on the four toilets, for example, which were suffering from hardening and narrowing of the 'arteries', as it were. And replacing the brushes on the windlass motor. In addition, the new Tri Data and Chart-plotter have given him problems. Then there was the work involved installing

LATITUDE/RICHARD



No way Jane would have gotten a washing machine on the family's Cal 40.



LATITUDE / RICHARD

IN LATITUDES



Connor and RJ watch in amazement from under 'Azure II's crossbeam as their parents behave like children.

new stuff, such as the SSB radio, solar panels, and a washing machine.

"A brand new boat would have been much more expensive, but it would have afforded me more time to sail and to relax," says Rodney. "If people can afford it, I recommend that they buy a new boat!"

"That's not always the solution," Steve cautions. "I know people who have had lots of problems with brand new boats, too."

This isn't to say the family isn't delighted with the cat. "I love all the room we have inside and out," says Jane. "Cruising on the Cal 40 is like tent camping, while cruising on this boat is like RV camping. I also love the fact that things don't come crashing down to the sole all the time as they do on monohulls."

"I actually prefer the motion of a monohull to a catamaran's," says Rodney. "But I'm looking forward to doing

a lot more sailing on this cat. We had a great sail from St. Barth to St. Martin to pick up the Waterloos, and we had a great sail back to St. Barth with them."

We didn't even bother asking RJ and Leo if they liked the playground-size boat, because there are so many different places to go, play and even be alone. While the Waterloos were aboard, both couples had their own cabins with head en suite, and the three boys had their own 'Lord of the Flies' cabin with a head and locker room smell en suite. You don't find that on most 47-foot monohulls.

Jane says she's surprised that neither of her boys has complained about being on the boat. "It's unusual, because they usually find something to complain about," she says with a laugh. "In fact, I've been the only one who has missed a few of the things from back

home. But I think the boys are going to have a hard time when we're done cruising, because after they do a couple of hours of schooling in the morning, they get to do things like swim with turtles, go hiking, and have all kinds of other adventures. It's also interesting that they don't seem to miss television. If we're at some bar, they might watch some sporting thing on French television, but otherwise they just don't seem to care. They do have iPod Touches they can play with, but we limit them to one hour of screen time per day.

"That's from 5 to 6 p.m.," laughs Steve, "which coincides with our happy hour. So everybody is happy then."

The kids are being home schooled using the Calvert system. "It's really hard to know how they are doing," Jane admits. "I guess we'll find out when the trip is over. I hope they are learning by leaps and bounds. I do know they are getting a completely different education than if we were back in Alameda."

The Pimentels will continue cruising the Caribbean until about May, at which time Rodney and various friends — he's the much-liked outgoing commodore of the Encinal YC in Alameda — will sail the cat across the Atlantic. Jane and the boys will join the boat in the Azores for the last leg to . . . well, the destination keeps changing. "We're thinking we'll make landfall in Portugal," says Jane, "and by the end of summer will have made it as far east as Spain's Balearic Islands. We hoped to see more of the Med, but there's just not enough time . . . unless we spend a second summer there."

When Rodney and Jane took off the first time in '96, their boat was about 1/5th the size, and they had two less kids and two less diesels.



Rodney cooks as well as fixes and installs.



LATITUDE/RICHARD

LATITUDE/RICHARD

LATITUDE/RICHARD

CHANGES

Since the Pimentels took our advice once, maybe they'll take it again. After having gone to all the effort and expense of buying a boat and sailing her to the Med, it would be almost tragic to spend just one summer there and not even get to cruise France, Italy, Croatia, Greece or Turkey. We speak from personal experience.

— latitude 38 02/20/10

Java — Crowther 48 Cat Evan Dill Super Papagayos (Santa Barbara)

Although my report is late on what supposedly were the strongest Papagayo winds to hit Nicaragua's San Juan del Sur — aka Wind Hell — in 30 years, I suppose it's better late than never.

The wind blew steadily in the 80-knot range for three days, with gusts to 100 knots. In fact, three large cruise ships that normally would have stopped at San Juan del Sur simply kept going because there was no way they could safely anchor and

disgorge their mobs. One ship's captain reported readings of 95 knots while passing by.

Unfortunately, my cat *Java* was resting at anchor in San Juan del Sur after a challenging sail up from Costa Rica in Papagayos, when the super strong winds hit, and I was back in the States for the holidays. Luckily, I had aboard a local boat-sitter who knew lots of other locals

In the early going, 'Java' was nearly hit by 'Nica Lady', a disabled trawler making her unmanned way out to sea.

he could call on for help — because he would need help. Every boat that was anchored dragged, and two *pangas* were blown out to sea, never to be seen again. The *Nica Lady*, a large but disabled fishing trawler ghosted out to sea, barely missing my cat on her way over the horizon. The only boats that didn't drag were tied to the local concrete moorings.

After *Java* dragged anchor out of the bay, she was rescued by a fishing boat that had been hired to retrieve her. She was reanchored and stable, I'm told, until her position was crossed by the Canadian sailboat *Aquarian*, which was being towed back in from five miles out to sea. She was dragging a 400-lb anchor the navy had put aboard, and unfortunately came so close that it tripped *Java's* anchor chain. As she was helplessly heading out to sea once again, *Java's* anchor chain providentially wrapped around a ship mooring buoy, which was her last chance.

My crew figured *Java* was secure at last. Alas, two hours later, apparently on orders of the port captain, *Aquarian* was put on the same buoy as *Java*. You can imagine how my 9-ton cat fared being slammed by a 30-ton ferro-cement schooner for over 24 knots in the very strong winds. Despite the best efforts of the crews on the two boats, *Java's* new paint job — just completed in Ecuador — got pretty dinged up, and her solid port-side handrail was wasted. Fortunately, she was sturdily built, so there was no structural damage.

After returning to San Juan del Sur and encountering daily 25-30 knot winds, I skedaddled out of there to the north, to lovely — and quiet — Bahia del Sol Marina in El Salvador. For what it's worth, we didn't see the end of the Papagayos until we were 150 miles north of San Juan del Sur and had already crossed the Gulf of Fonseca, which marks the borders of Nicaragua, Honduras and El Salvador. The lesson we learned was don't sail to southern Nicaragua during the December to February Papagayo season — unless you've got a storm anchor and don't mind sailing less than a mile offshore in 30 to 40-knot winds. Be-



cause when it blows, it really sucks!

— evan 03/15/10

Readers — Papagayos are caused by surges of cool, dry air from North America. Such air is denser than the normal tropical air mass in the region. A strong pressure gradient is established, inducing the wind, which gets an added Venturi effect from being funneled through the mountain gaps between the Caribbean and Pacific. Papagayos can blow any time of year, but they are most common in the winter. Since they blow offshore, boats heading south to Panama have sometimes ended up hundreds of miles off the coast, and have had a very difficult time making it back to the coast, which slants to the southeast.

Cruise Notes:

"Here's the update on my 440-mile passage from Pittwater, New South Wales, to Mooloolaba, Queensland, in Australia that I did with 'Commodore' Tompkins aboard his Mill Valley-based Wylie 38+ **Flashgirl**," writes Paul Slivka,

STUART HENDERSON



'Java' and 'Aquarian' slammed against each other for 24 hours laying to the same buoy.

STUART HENDERSON



IN LATITUDES



In the spring of '94, the Wanderer, de Mallorca and 11 others sailed 'Profligate' from Antigua to Panama, with a stop at the San Blas Islands. While at the islands, we walked out onto the reef to check out this long stranded Hallberg-Rassy, which is a testament to the fact that despite all the fancy modern electronic navigation gear, the human element is still crucial. Anyway, if you're down in the San Blas or have been there recently, can you tell us what's left of the hulk? We'd love to know.

who sailed his trimaran from San Francisco to Australia decades ago and never returned. "We covered the distance in 63 hours, averaging around 7 knots. But that's deceptive, as a lot of it was against 2 to 4 knots of coastal current. There were warnings of strong winds when we left, but there were four of us, and the wind was from aft of the beam. When we crossed the Queensland border last night, we sailed into a gale warnings and saw up to 37 knots of wind with 10- to 12-ft seas. For the last 150 miles we shortened down to a double-reefed main only. *Flashgirl* is a very unusual cruising boat in that she has rod rigging, triple spreaders, a 9-foot draft on a high-aspect bulb keel, one ton of water ballast on each side, tiller steering, and an open aft cockpit. With the weather ballast tank full, she can carry full sail in over 20 knots on a reach — but she

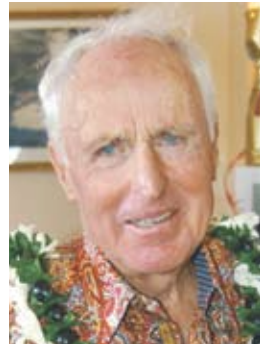
will be wet and it will be like sleeping in a washing machine. I offered to do the passage for the privilege of sailing with the maestro Commodore, and to prove to myself that I am still up to it at 65 years of age. The trip was successful on both counts. Having gone to sea for more than 75 years, Commodore is the supreme seaman. And at age 78, and the survivor of a heart attack many years ago, he's much fitter than I am. Pumping *Flashgirl's* tiller while surfing at 10 to 14 knots in big seas was very demanding physically, but I did it. And I have the sore arm and shoulder muscles to prove it. As soon as I arrived home, I checked the weather and noticed that cyclone *Ulua* had formed near the southern Solomon Islands. As I write this a night later, she's been

upgraded to a Category 5 storm and is at 115 knots and still building near the center. She should be off the mid-Queensland coast by Wednesday, and will cause major damage if she continues to strengthen. I hope Commodore doesn't have any worries, because the Mooloolah River isn't the best place to be with your boat during a tropical cyclone, and there is nowhere to hide with a boat that draws nine feet. The likelihood of a direct hit on *Flashgirl* is slim, but if anyone could handle it well, it's Commodore."

The International Community Foundation did a survey of 840 U.S. retirees over the age of 50

living in the coastal areas of Mexico, and came up with some interesting findings. Among them, more than half the retirees are under age 65; two-thirds have a college degree; most still have strong ties with the U.S. and consider it their primary country of residence; and 42% said the recent economic recession had no impact on their lives. Lucky them. Perhaps here's the reason for it. Nearly half of the respondents reported being able to "live comfortably" on less than \$1,000 a month. That's about half to one-third of what they would need for a similar lifestyle in California. And get this: Despite all the publicity about narco violence in Mexico, only 7% of the respondents voiced concerns about their safety and personal security. Small surprise then that more than one million Americans live in Mexico.

"We had great times cruising the South Pacific last year," report Allan and Rina Alexopoulos of the *Volcano*, CA-Rina, her daughter Alyssa, who did the crossing from Mexico to French Polynesia, and Allan, as seen while sailing between the Tuamotus.



Commodore Tompkins, sailor extraordinaire.



LATITUDE / RICHARD

LATITUDE / RICHARD

COURTESY FOLLOW YOU FOLLOW ME

CHANGES

based Hunter 466 **Follow You Follow Me.** "We've got some good stories, too, including the one about the loss of our rudder off the coast of New Zealand. But it's also good to be back in the northern hemisphere. We put our boat on a Dockwise ship in New Zealand, and she's slated to arrive in Ensenada on Saturday. Having heard the ship encountered 55-knot winds and huge seas near the Cook Islands, we hope our boat is still in one piece. We heard that at least one boat suffered significant damage — all the stanchions got ripped off the port side of the boat — apparently from a poor shrink-wrapping job. In any event, we'll be heading right down to La Paz for **Sea of Cortez Sailing Week.**"

"We're all fine here in Pago Pago, American Samoa," reports Kirk of the McGeorge family on the U.S. Virgin Islands-based Hylas 47 **Gallivanter.** "In fact, we've settled right in for hurricane season — we have jobs, joined the local yacht club, are taking ukulele lessons and bought a pick-up truck. I even pulled an old BMW motorcycle from the tsunami rubble to tinker with.



JULIE TURPIN

Kath and Kirk McGeorge are so settled into their new life in American Samoa that they're even taking ukulele lessons.

Most cruisers ride out the South Pacific tropical cyclone season in New Zealand. For this reason, there are only 10 yachts here in Pago Pago, and only six of them have people aboard. There are several

reasons we decided to stay here, among them the fact that Pago Pago is considered the safest cyclone hole in the South Pacific. Other considerations are that it's so easy to find work, and medical and dental care are practically free."

"I'm currently employed by the government as marine operations manager for the Dept. of Fish & Wildlife, and therefore am in charge of maintenance and operations of their fleet of broken boats," continues McGeorge. "This includes their new SAFE boat, which is just like the ones used for patrolling every port in the United States. Cath and Stuart quit school — first grade drop-outs! — in favor of returning to our onboard Calvert curriculum. We believe it's better than the 'best school on the island', which is where Cath was teaching and Stuart was a student. This also means they don't have to make a two-hour commute each day. It just wasn't our style. But Cath has landed her own weekend radio show at a nearby FM station, and Arrrrr Boy is even getting some air time as well! Since we now have positive cash flow and the



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QUALITY....RELIABILITY....BLUE SKY ENERGY, CHANGING THE WAY SOLAR IS USED EVERYDAY

U.S. Postal Service is so effective down here, we purchased a new wheel from Edson and a 'like new' cruising spinnaker from Bacon. Both should add a new level of fun once we get moving again. I closed the deal on the sail in Annapolis on a Tuesday, and it was on our boat in Samoa on Saturday! Jah Rastafari! God bless America! We do like it here in Pago Pago, and my employer is offering me a house and a car — if I commit to staying two years. It's mighty tempting, but after nearly two years of gallivanting freely across the South Pacific from the Caribbean, I'm suddenly feeling anchored in one spot with nowhere to go. And I don't especially like it. So we shall see."

A lot of people think that it doesn't take a lot of skill or training to become a **Customs or Immigration official** in most of the islands in the Caribbean. But that's simply not true. Based on our experience on the Dutch side of St. Martin, the government human resources department obviously scours the island to find the most inherently arrogant, unhelpful, and hostile racists to be can-

didates for the positions. Then the candidates surely must undergo years of intense training to learn things such as how to dawdle playing with their four-inch long fingernails, how to look right through people standing in front of them who need to get their forms processed, and how to give unclear and contradictory instructions in how to fill out intentionally incomprehensible forms — and how to then get angry when such instructions aren't understood. After all this training, these folks intern at the Immigration booths at the Queen Juliana Airport, where they can fine tune their misanthropic skills and learn how to lazily scratch their bottoms in order to make weary arriving passengers wait as long as pos-



The Tasmanian devil has an angelic smile and disposition compared to some of the Customs and Immigration women we've dealt with.

sible — hopefully long enough to miss all connecting flights. Only after years of treating arriving visitors like shit, making many of them vow to never return, do they graduate to the maritime Customs and Immigration office across the channel from the St. Martin YC. Over the last 25 years we've not spent a small fortune

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CHANGES

at St. Martin because of this cadre of petty tyrants whose greatest joy in life apparently comes from making the lives of others as miserable as their own. No wonder so many mariners either don't check in at all or take their boats and money to the French side of the island.

While the customs and immigration folks at Tortola in the British Virgins aren't as bad, there are many problems there, too. For example, when one woman recently tried to check in from another country, two officials repeatedly yelled conflicting instructions at her regarding which window she needed to go to next, and yet another pretended not to notice she was spraying bug spray in her face. Fortunately, the woman was rescued by yet another official, this time a kind, friendly and humorous gentleman who was as out of place as Al Gore at a Tea party convention. As they say, you only get one chance to make a good first impression, so why do so many islands in the Caribbean permit all their officials to make such bad ones for them, resulting in untold lost revenue and jobs?

"I've been running non-stop from Mexico to Monterey to Malaysia," writes



The amenities at the Raffles Boatyard in Singapore are definitely first class. But you have to pay to play.

David Addleman of Monterey, who owns the Cal 36 *Eupsychia* and *X*, the Santa Cruz 50 he recently purchased in Malaysia. "I finally read all the way thru the March issue while literally watching

LATITUDE/RICHARD

the paint dry on the bottom of *X* here at the Raffles Boatyard in Singapore. So far it seems like a first-class operation — with prices to go with it. I singlehanded *Eupsychia* from La Cruz to Monterey in 13 days and nights. It was so tough leaving the cruiser social scene in La Cruz that I implemented the technique the publisher of *Latitude* calls 'the Newport Ditch' — which is just suddenly disappearing. If anybody's feelings were hurt, I know they'll get over it soon. And I'll be back someday. Singlehanded *Eupsychia* home involved a moderately rough trip, but was nonetheless a great experience. Surprisingly, I had the worst weather of the trip right out of Banderas Bay. It was the windy stuff right on the nose that allowed the Puerto Vallarta Race fleet to finish in record time. But thanks to some unusual westerlies, I even managed to do some sailing up the coast of both Baja and California. It was especially nice to be able to sail after the cutlass bearing went clunk-clunk off Big Sur."

"Once back here in Malaysia," Addleman continues, "I singlehanded *X* the 12 miles from Danga Bay to the asphalt

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of Raffles Boatyard in Singapore. It was a nice daysail. I'm wrestling with the social-acceptance question of single-handing these trips when friends want to come along. Liz Clark of the Santa Barbara-based Cal 40 **Swell** once gave me the following advice: 'Do what you want. Take only passengers you *know* will enhance the trip. Sometimes the most experienced sailors are the worst to have as crew. It's often better to find novices who are willing and able to learn.' But what do I know, I'm a singlehander now!

"I've been going through thru X again trying to find another 1,000 pounds to unload. It's not too tough. I'm eating through all the odd cans of food left by the Easterbrooks by adding spicy curry sauces to everything, digging thru the buckets of spare chain, sorting out the countless shackles, and getting rid of cleaning fluids completely foreign to the single-guy lifestyle. Plus, I figure that if I give the less interesting items to fellow travelers now, karma will return them later when needed. Or not, and a new adventure will begin. Out goes the garlic

press! Cheers to all!"

Speaking of Liz Clark, she had an interesting experience recently with singer, writer, and barefoot mogul **Jimmy Buffett**. We'll let Liz explain:

"Thanks to my family, I probably know the lyrics to as many Jimmy Buffett songs as Jimmy does. So when there was a rumor he was going to be playing at the Bora Bora YC on my friend Jessica's birthday, we weren't going to miss it. Since the French aren't really big fans of his, I assumed that Jimmy just liked playing for small groups of people in far-away places. After all, he was donating all the profits for the event to building a playground for the local kids. Once the show started, Jessica and I surprised



COURTESY SWELL

Pinch her, she thinks she's dreaming! A disbelieving Liz, singing backup, shares the stage with Jimmy Buffett at Bora Bora.

the locals by knowing all the lyrics and singing wholeheartedly with him. I couldn't believe that I was standing just 15 feet from 'The Man', as the last time I'd seen him was with a million others at a concert in Irvine where I almost got trampled by Parrotheads. But it got even more unreal, as when it came time to

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sing *Cheeseburger in Paradise*, Jimmy said he'd need some backup singers from the audience. By that time Jessica and I had liquid courage pumping through our veins, so the next thing we knew, we were on stage singing with him! Me, on stage, singing with Jimmy Buffett. He was floored that we didn't miss a word.

"After the fabulous show," Liz continues, "I walked over to a private side room guarded by an extraordinarily tall and stern looking black man. 'Hello, sir,' I stammered, 'I just wanted to make sure everything was okay with the band.' Then there was a voice from inside the room. 'Let her in.' It was Jimmy. I walked into the cool, air-conditioned room, where eight men had been standing around chatting. As I stepped into the room, they fell silent and stared at me. 'Well, come in, then,' said Jimmy, 'and have a seat.' Slightly speechless, I answered everybody's questions about my boat and having sailed to the South Pacific. I told Jimmy that his lyrics were part of what created my dream to sail around the world, and I thanked him for all the joy that his music had brought my family



COURTESY SWELL


Jimmy, who really got serious about surfing in his early 50s, and Liz, share the surfing stoke aboard 'Swell' at Bora Bora.


over the years. He was humbly flattered and turned the conversation back to me before going back outside to sign some autographs.

"But it got even more unreal. After a

surf the next day, Teiva and Jess told me it wasn't very busy at the Bora Bora YC, so they wouldn't need me to work. Just then, Jimmy and a couple of his friends ducked under the palm fronds and into the restaurant. 'Hi Jess, hi Liz,' he said. 'Looks like we've come to the right place.' Then Quino, Jimmy's friend, suggested that — if I wasn't too busy — I join them for dinner. How could I refuse? When they asked how my day had gone, I told them I'd surfed a reef in the morning that rarely breaks. Jimmy was really interested. In fact, so interested that he showed up at *Swell* at 10 a.m. sharp the next morning, as promised, aboard his stand up paddleboard (SUP). He came aboard *Swell* for a few minutes to check her out, then we headed off to the pass.

"It's not the easiest wave," I explained on the way. 'It's kinda shifty and there were long waits between sets yesterday, so it's easy to drift away from the take-off zone.' He seemed slightly anxious, but determined. He paddled for the first wave, but pulled out and caught the









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next two waves on the head. I cringed as the board snapped back just in time for another wall of water to crash in front of him. 'Oh no,' I thought, 'I'm going to kill him!' But he came back out laughing, took a few deep breaths, and paddled a little farther outside. Just then a lovely head-high wave sprang up from the north. In perfect position, Jimmy turned and leaned into his strokes. He caught it, and away he went, disappearing behind the wall of almost neon blue water. He paddled back out glowing. We high-fived and cheered in celebration of his first wave in French Polynesia. He caught three more beautiful waves, the last being overhead. He rode it well inside, and I began to worry. But just before it closed out on the reef, his yellow board came flying over the back of the wave. I was so thrilled for him that I didn't even care whether I caught another wave or not. Afterward we celebrated with coconuts and *pamplemousse*.

"That night I sat at a table with Jess and the rest of the gang for Jimmy's Saturday show. He came on stage rosy-

cheeked and full of stoke. The show was magic. He played with heart and with an unmistakable twinkle in his eye. None of my experience with Jimmy seemed real, but the one thing I know for sure is that it's great to have one of your heroes not just meet, but exceed your expectations of who they are. Eternal thanks, Jimmy!"

A few weeks after we got this report from Liz, we saw a guy of Jimmy's height and stature looking at the waves at Lorient in St. Barth. When we got closer and saw the guy was wearing a Bora Bora YC shirt, we knew it was him. That night, a friend who had spent the afternoon aboard Jimmy's motoryacht **Continental Drifter**, told us he'd watched about 30 minutes of great high def footage of Liz surfing Bora Bora that had been taken by



COURTESY MITA KUULUU

El Salvador ralliers were ushered across the bar by Claudia, the official rally hostess, and Rogelio, the friendly bar pilot.

Buffett's video crew. "She's really good," he said. So who knows, maybe some of it will end up on a future music video."

Bill Yeargan and Jean Strain of the Honolulu-based Irwin 37 **Mita Kuuluu** report that the first five of the nearly 60 entries in their first ever **Cruisers Rally to El Salvador** have arrived at Bahia del Sol, El Salvador. At the time they wrote, many more boats were staged to leave



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CHANGES IN LATITUDES

Huatulco, Mexico, for the next weather window across the Gulf of Tehuantepec to El Salvador. The couple report that Hotel Bahia del Sol, one of the event's major sponsors, has hired Claudia Olviedo to be the official rally hostess, and that she's been and will be helping out with check-ins and organizing weekly cruiser events. There is a bar, of course, that needs to be crossed to get into estuary where Bahia del Sol is located, so the hotel has been providing a bar pilot on a jet ski to help boats get across safely. We hope to have more on the event in the next issue, as this has the potential to turn into a popular annual event.

"At long last, my Kriseten 46 **Precious Metal** is ready to set sail for more distant shores," writes Pamela Bendall of British Columbia, who was the major force behind the success of this year's Zihua SailFest. "My intention is to sail around the world, but my first stop will be the Galapagos. It would be nice if my SSB radio hadn't been knocked out by lightning and if I had a washing machine, but at least my freezer, fridge and every little cubbyhole is full, thanks to Mauro and

Alfonso, my new best Mexican friends. They provided me with plenty of fish, lobster and prawns, but I passed on the iguana. A few days before they'd arrived with iguana tamales and other iguana dishes — all of which looked repulsive to me since the leathery skin that was still intact. Not knowing what to do with them, I brought them to a dock party. The cruiser verdict? 'Next time we'll bring the appetizers.'"

On March 14, in response to some members of the U.S. consulate being murdered in Juarez, Mexico, the U.S. Department of State issued a 'Travel Warning' for Mexico, which the mainstream media basically passed off as a warning not to travel to Mexico at all. Not once did we hear or read the second paragraph of the advisory being reported: "While millions of U.S. citizens safely visit Mexico each year — including tens of thousands who cross the land border daily for study, tourism or business, and nearly one million U.S. citizens

who live in Mexico — violence in the country has increased. It is imperative that U.S. citizens understand the risks in Mexico, how best to avoid dangerous situations, and who to contact if victimized. Common-sense precautions such as visiting only legitimate business and tourist areas during daylight hours, and avoiding areas where prostitution and drug dealing might occur, can help ensure that travel to Mexico is safe and enjoyable."

We flew to Banderas Bay right after the advisory was issued, and found it to be the object of derision by all the cruisers and expats living in the area. "Does Mexico issue a travel advisory for their citizens not to visit California when somebody gets shot — as they do all the time — in Oakland, San Francisco or south central Los Angeles?" asked one. "We know there are parts of Mexico that are dangerous, just as we know that parts of Oakland are dangerous, but overall, we feel safer here than we do in the United States."

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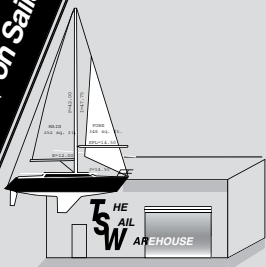
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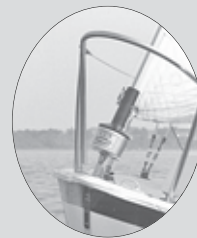
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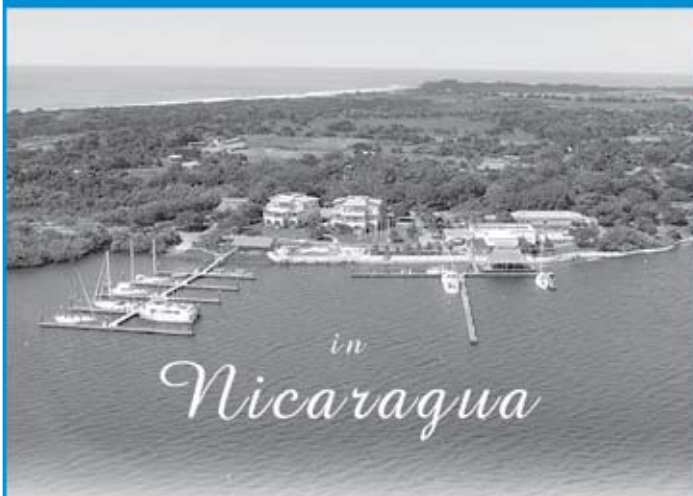


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13-FT BANSHEE. El Dorado Hills, CA 95762. \$350. 2 Banshees with trailers; \$350 each. 1 Banshee, no trailer; \$150. 1 Naples Sabot, leeboard and tapered aluminum mast; \$500. (916) 933-2346 or landave@copper.net.

PLASTIMO LIFERAFT, \$750/OBO. Self-inflating type 11847 rated for 4/6 persons. Pleasanton, but can deliver to Sal's Inflatable Services in Alameda for recertification if desired. (925) 484-1319.

24 FEET & UNDER

24-FT SAN JUAN, 1976. Sierra Point Marina, Brisbane, CA. \$1,800. Great beer can racer! All lines led back aft. (415) 337-5303 or svtekin@gmail.com.



24-FT C&C, 1976. Emery Cove Marina in Emeryville. \$7,500. Great fun sailing on the Bay on this fast racer/cruiser. Excellent condition, fiberglass monohull, 1993 5hp outboard refurbished '09, hull repainted '09, sails - main, 130 jib, 85 jib and poled spinnaker. Clean cushioned interior: forward V-berth + 2 bench berths, small galley, portable head, 1976, Emery Cove Marina E-dock slip. Contact: (510) 655-1147 or babsestes@yahoo.com.

22-FT CATALINA, 1981. Hidden Harbor Marina, Rio Vista, CA. \$2,400. Swing keel, 4 sails-main, jib, genoa, storm jib-mast-up (uninstalled), 15hp Tohatsu electric start, twin battery system, fresh-water boat. Trailer. Sacrifice sale: Neglected boat, handicapped owner can no longer sail, or maintain. (530) 756-0874.

23-FT WD SCHOCK SANTANA, 1980. Folsom Lake. \$7,000. Fun & fast racer. Trailerable cruiser, trailer and longshaft 2hp OB Honda. Pineapple carbon main & jib. Masthead spinnaker, Dyneema sheets & halyards, PHRF 171, extra Dacron main. Dry stored. <http://sites.google.com/site/sailingsantana23>. (916) 990-5789 or dspaur@me.com.



22-FT CATALINA, 1987. Alameda. \$6,000. Sloop rigged, 4-ft fixed keel, 2 jib sails w/roller furling, Honda 9.9hp motor, adjustable backstay, Traveler system, cabin top winches, spinnaker pole, topping lift, mast fittings, full custom cover. With trailer. (510) 682-6308 or cgcooper@frontiernet.net.



20-FT FLICKA, 1981. Washington. \$22,500. With Yanmar 10hp diesel, marine head, great shape. New interior. Main, jib, drifter with pole, storm sail. Bronze portholes. Autopilot. Seaworthy clean boat. Email for photos. (541) 306-1848 or gumbo4ya@gmail.com.

J/24, 1977. San Francisco. \$2,700. 8hp Nissan included, good North sails, new Easom shrouds in '08, all rigging in good shape. Not dry sailed; does not include a trailer or slip; cash only - no trades. (415) 505-7638 or ben.t.mack@gmail.com.

J/24, NIXON WAS COOL. \$9,500, Reduced!. Multi-season SF Bay fleet champion. Fast, ready-to-go one-design racer, with dual-axle trailer. New North San Diego sails, outboard, Tacktick, new standing rigging and boom. Details at website. www.gybethejib.com/nixon. (415) 595-2566 or chet_chauhan@yahoo.com.

J/24, 1978. \$9,800. SF Bay 2007 Fleet champion. Fully faired. 2002 dual axle trailer; almost new North sails and backup set. Mast 2003, boom 2009, standing rigging 2008, 3.5hp outboard, carbon pole, running rigging, extras. <http://sites.google.com/site/j24forsale533>. www.berkeley.edu.

14-FT AREYS CAT BOAT, 1995. San Jose, CA. \$7,000. Arey's Pond Boats are beautifully crafted vessels in keeping with Cape Cod's proud heritage of fine boatbuilding. The shallow draft of the 14-foot Catboat allows it to sail with ease in only 12 inches of water. The low sheer and full beam make this one of the most stable catboats on the market. Great for sailing on lakes, bays and ocean. Boat comes with trailer and outboard motor, has been stored inside. Pictures and more information may be found at www.areyspondboatyard.com/index.html. (650) 906-5983 or lenceruzzi@gmail.com.



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24-FT ISLANDER BAHAMA, 1968. Pittsburg Marina. \$2,000/obo. Great Bay, Delta cruiser. Lots of gear. 2 mains, 2 jibs, & genoa, 2 anchors, 4hp Suzuki OB, sleeps 4. VHF, stereo/tape depthfinder compass plus more. (707) 964-1898 or knxtime@comcast.net.



22-FT CATALINA CAPRI, 2001. Alameda Marina, Slip #143. \$15,000. Four sail drive 280. Honda 2-cylinder, 4 stroke OHV, 280 cc, 12.5 hp. Volvo/Pentax sail drive. Interphase SE-200 Forward looking sonar. Raymarine E50 chartplotter, GPS, 3D display with networked display. Raymarine ST60 + Tridata. Raymarine Ray 53 VHF radio. Built in DSC (digital selective calling) Hoyt self tacking jib, roller furler. Catalina 140% jib. North sail 90%. Pineapple 90% jib (new), boom vang, adjustable backstay, 4 self tailing winches, OB motor rack, cockpit cushions, jiffy reef, 2 reef points, 6 line clutches, topping lift. Trail-rite 2 axle galvanized trailer with custom mast raising system. Prop: Capella Marine Ab, Flex-O-Fold. (408) 590-4410 or georgebumbiii@yahoo.com.



24-FT MELGES, ALAMEDA BOATYARD. \$17,000/make offer. Hot Deal! Must sell this month. Hull #87. Great PHRF boat. Performance, fast, easy to trailer. (Photo is sistership.) Contact Frank. (512) 750-5735 or cabosportsfrank@yahoo.com.



22-FT MULL POCKET ROCKET, 1989. Hood River, OR. \$13,500. New mast, rigging, sails, 2004. All new paint 2008. Self-tailers, self-tacking hardware, instruments, trailer. \$15,075. Lots of extras. More info and pictures on website. www.gorgesat.com/rocketboat (541) 386-2037 or (541) 490-3119 or gorgrocket@earthlink.net.



22-FT TANZER, 1974. Treasure Island. \$1,500. Classic 1970s Tanzer 22. Fun daysailer with large cockpit; also has small cabin with V-berth, dinette, sink and quarter berth. Sails - main, jib, & genoa. Outboard 2003 Honda 8hp. These boats were well-built and popular with their owners. Priced to sell. Call after 5:00 p.m. <http://sites.google.com/site/atanzer22>. (415) 566-6552 or atanzer22@aol.com.

25 TO 28 FEET

27-FT CATALINA, 1985. Oakland. \$15,000. Very good condition in and out. Universal diesel, nice dodger, wheel auto steering, roller furling genoa, life lines, fully equipped. (510) 357-8549 or (510) 610-4763 or frawil@sbcglobal.net.

28-FT PEARSON, 1976. Berkeley Marina. \$15,950. Great Bay boat. Complete refit since 2007. New items: jib and furling system, fresh water head, standing and running rigging, lifelines, refrigeration. Engine rebuilt 2007. 2005 mainsail. Bottom job 2009. (415) 205-0687 or (707) 363-3196 or dktalton@comcast.net.

26-FT MACGREGOR 26X, 2000. Redwood City. \$18,500. Trailer w/spare, 50hp Evinrude 4-stroke, 2 gas tanks, low hours, top condition, freshwater sailed. Cockpit cushions, main, jib, UPS reacher on roller. Bimini, depth, stove, icebox, Sani-Potti, 2 opening ports, interior lighting. Great lake/Delta/Bay boat. (650) 703-6514 or sv_murmur@hotmail.com.



27-FT O'DAY, 1978. San Rafael, CA. \$16,500. Turn key. Race well or cruise in comfort with large V-berth, newer interior cushions, Yanmar, Dual AGM's, 1 start battery, rigging, Martec folder, PSS shaft seal, ProFurl, AP with remote. No disappointments. (415) 269-3140 or windride27@gmail.com.

27-FT CATALINA, 1971. Pt. Richmond. \$3,800. Puff dinette version, mid-ship galley, engine well has Evinrude 9.9 double extra-long shaft, newish mainsail recut by Quantum, solid pre oil-embargo epoxy hull, 2 gel batteries, see SF Bay Area Craigslist for info: <http://sfbay.craigslist.org>. (510) 685-7571 or califboy2010@yahoo.com.

25-FT OLSON, 1984. Alameda. \$12,000. Autopilot, VHF radio, solar panel, vent fan. Alcohol stove, cooler. 5hp Honda 4-stroke OR 3hp Nissan 2-stroke. Lifting eye, dual-axle trailer. 2 anchors. 2007 Pineapple sails: 155% Genoa, 600 Airex spinnaker. bob@amb.org.

28-FT HAWKFARM, 1976. Marina Village, Alameda. \$18,000. Eclipse. Excellent condition. Original owner. Fully equipped. Ready to race or cruise. Bay or Ocean. 2-year-old Yanmar. Many sails. Former ODCA, HDA, MORA, National Champion. Currently actively raced. Marina Village berth. (510) 522-4006 or fredric.hoffman@gmail.com.



27-FT NOR'SEA, 1980. Monterey Bay, CA. \$22,000. Solid little bluewater cruiser, Fiji vet., aft cabin, one of a kind junk rig, Monitor vane, too much to list. www.kabai.com/seablossom. (408) 218-9604 or imre@kabai.com.

27-FT CAPITAL/NEWPORT SAILBOAT. 1971. Union Point Marina, Oakland. \$3,500. An excellent boat for San Francisco Bay and coastal areas. Runs and sails beautifully. Very well equipped. Call for details. Selling due to health problems. (209) 887-3469 or (209) 986-6004 or sivellfarms@msn.com.

25-FT MANCEBO, 1975. Fort Mason \$4,995. 25-ft cat ketch custom designed and built by Dave Mancebo for cruising. See article at: <http://s418.photobucket.com/albums/pp264/nwsail/Boats/?action=view¤t=catKetch1.jpg>. Call or email Eric, ejamison@ucsd.edu or (707) 477-1140.

CAL 227, 1975. Long Beach, CA. \$2,000. Great liveaboard - very cozy ...all set-up. 4 sails; new standing rigging and lifelines. All other rigging in great condition. Many extras. Atomic 4 engine needs work. Can use outboard. (703) 853-8138 or (202) 372-7223 or 21katz@comcast.net.

29 TO 31 FEET

30-FT CATALINA, 1987. Alameda. \$31,000. 30' Catalina 1987, 30' Catalina, 2 jibs, 2 anchors, 2 roller furling, 2 more new speakers.



30-FT FISHER PILOTHOUSE, \$69,000. Heavily built in England to Lloyds' specs. Outstanding example continuously upgraded, amazingly well equipped, pristine condition. In fresh water last 5 years. Documented. Specs and many photos at website. You won't be disappointed. <http://fisher30forsale.blogspot.com>. (916) 505-3397 or trigeorge@hotmail.com.

30-FT ONE DESIGN SLOOP. Sausalito berth. \$15,000. Bird boat. Very good condition. Top third of race fleet. (415) 302-7490.



30-FT CAPO - SCHUMACHER DESIGN. Westerly built, 1984. San Diego. \$34,000. Rare find. BIG 30 footer. Well maintained. Full sail inventory, new main, full headroom, full electronics - 5 displays, Yanmar diesel. Great race record. Email for more photos/info, david_vieregg@intuit.com or (650) 450-3496.



30-FT FISHER/NORTHEASTER, 1976. San Diego, CA. \$79,500. The aft cabin version of the famous British motorsailer Fisher yachts. New Yanmar, new North sails. She is absolutely Bristol inside and out. For photos and complete information see website. www.will-shelton.com. (619) 616-9209 or csdales@yahoo.com.



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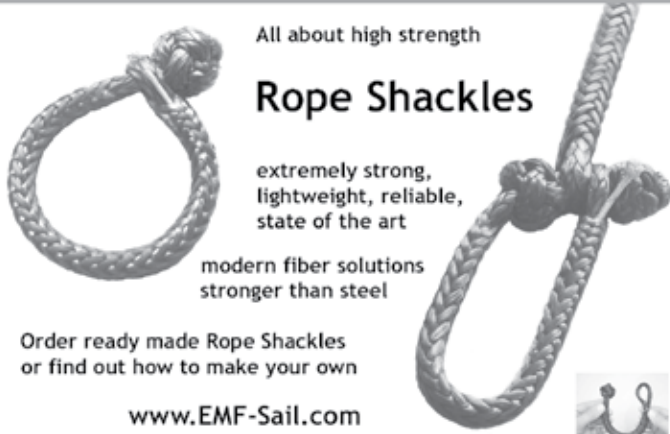
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30-FT CAPE DORY CUTTER, 1984. Alameda. \$37,500. Well maintained. Recent E80 radar, VariProp, new upholstery/cushions. A sweet sailing boat and easy to singlehand. Lots of pictures (click to enlarge) at website. <http://cd-30.blogspot.com>. (510) 910-2099 or mbritt@eyedocs.com.



30-FT ISLANDER MK II, 1971. Sausalito. \$14,000. Meticulously restored sloop ready to sail. Comes with six bags of sails including two spinnakers. This boat is turnkey and needs nothing. More info at: www.sailboatlistings.com/view/11663. (415) 867-5085 or stephan.sowash@gmail.com.

CAL 29 JENSEN MARINE SAILBOAT. 1970. Monterey Bay Boatworks. \$10,000. Moyer rebuilt Atomic 4, 25hp Jan 2010. North sails, roller furling genoa. Well maintained by third owner. (530) 583-6279 or (530) 412-4274 or senright48@itl.com.



30-FT RAWSON PILOTHOUSE, 1977. Berkeley \$17,900/obo. Hull number 2 of 36. This William Garden design is a rare classic and ready to be somebody's dream cruiser or liveaboard. Many upgrades. <http://groups.yahoo.com/group/rawsonownersnet>. Contact Jason. (510) 206-5456 or jason@thefinerpoints.net.

32 TO 35 FEET



32-FT KETTENBURG, 1978. Sausalito. \$28,000. Fiberglass hull - Kettenburg quality. New Betamarine diesel 25hp w/40 hours, new prop, shaft, gauges. Fresh Hood sails. Harken furler, traveller, new rigging '08, lifelines '09. Raymarine 600 GPS, depth, speedo. Manual windlass. Bottom '09. (707) 337-8031.

35-FT ALBERG, 1964. Sausalito. \$12,500. New - rudder, propeller, shaft, transmission, alternator, starter, 12 volt system, Raycor filters, Universal diesel (new parts), standing rigging, halyards, epoxy bottom. Mainsail 85%, genoa 95%, jib 70%. Needs cushions, cosmetics. In water, sails now. (415) 332-7501 or chrislamb007@comcast.net.

J/32, 1997. \$99,000. Great racer/cruiser. Fast, fun, comfortable, easy to singlehand. Many working and racing sails. 2 mains, 4 jibs, 3 spinnakers with pole. Yanmar diesel. New bottom paint. www.pbart.com/j32. (415) 497-0795 or hollander242000@yahoo.com.

33-FT RANGER, 1977. Brisbane. \$28,500. Race or cruise, clean and well maintained. New: diesel, prop, shaft, fuel tank, lifelines, forestay, lower shrouds. Autopilot, 8 headsails, storm jib, spinnaker, Garhauer vang, solar, microwave. All lines led aft for singlehanding. (650) 740-7175 or captbly5@astound.net.



34-FT CATALINA, 1987. Alameda. \$65,000. Perfect boat for Mexico. Everything you need for comfortable coastal or Mexico cruising. Wind gen., solar panels, Spectra watermaker, SSB radio w/Pactor II modem. Increased battery array and high amp. alt. Increased fuel capacity. Electric windlass w/200 ft. chain. Everything set up for easy singlehanding. Great for a couple and roomy enough for four. Radar, GPS chartplotter/fishfinder and VHF radio at the helm. (510) 537-9905 or (510) 760-2797 or grussotto@earthlink.net.



35-FT YOUNG SUN, 1973. United States, Pier 39 San Francisco. \$60,000. Yanmar engine low mileage. She needs some attention including haul out soon and varnish. Otherwise ready to go. Also mooring leasehold on B dock for sale \$10,000. www.dharmalaw.com. (415) 392-8003 or johnburgess@dharmalaw.com.



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34-Ft CATALINA, 1986. Puerto Escondido, Baja Sur, MX. \$49,500. Turn-key. Live aboard a super equipped Catalina 34 in beautiful Puerto Escondido, Mexico for \$1/day. Fly for less than your local mooring fees. Boat, mooring, two dinghies & more. (541) 948-0066 or stdevil@att.net.

33-Ft MORGAN OUT ISLAND, 1978. San Rafael. \$29,000/obo. Roomy, comfortable cruiser or live aboard. 6'4" headroom, plenty storage. New: Volvo diesel, Quantum sails, Furuno radar, Garhauer vang, instruments, head, VHF, Racor filter, bottom paint. Also: hydraulic steering, electric windlass, 2 anchors, 100' chain, 200' rode, feathering prop, pressurized water, hot water heater, alcohol stove/oven, folding dinghy, fridge, lots of gear. Tankage 70 gallons water, 40 diesel, 20 holding. Shallow 3'11" draft. www.flickr.com/photos/47549096@N02. (415) 630-3487 or baycaretake@yahoo.com.

35-Ft WAUQUIEZ PRETORIEN, 1985. San Francisco Bay. \$best offer. A proven performance passage-maker for sale by original owner. Rare direct shaft drive version - no sail drive to worry about! Loaded with gear and ready to go! www.pretorien35.info. (510) 278-9320 or MarkELowry@gmail.com.

35-Ft SANTANA, 1982. Tiburon. \$18,000. Great boat for SF Bay, handles high winds well. Very good shape. Many upgrades to rigging, includes hard rigging and extra sails for racing. Engine runs great, overhauled in 2001. (415) 846-3589 or (415) 897-6311 or Gooddots@aol.com.

33-Ft STEEL SLOOP, 2006. Lowrie, San Rafael. \$52,000. Custom designed and built. 28hp Beta diesel, Monitor vane, Hogan full batten main and genoa, Raytheon radar/GPS, extensive ground tackle, ShipMate stove/oven. Lines plan, pics, survey on request. (707) 895-2813 or derwinski@pacific.net.

32-Ft PEARSON RACER/CRUISER, 1979. Alameda. \$BEST OFFER TAKES IT. Needs new engine and bottom painting. Bill Shaw sloop (Hull #28) featured in August 2007 'Practical Sailor'. Gear (vintage '95): Autopilot, digital depth finder and gauge, Harken furler, Navtek backstay adjuster, Hall Spars QuikVang, Furuno radar, 25-watt marine radio. New: 19-gallon aluminum fuel tank and electric fuel pump (2002), 2 batteries (2006). Documentation: all original manuals, '95 survey, all maintenance and diving records since my '95 purchase. (510) 525-2754.

32-Ft ERICSON, 1971. Ventura. \$10,250. Clean E32. Profurl, Universal diesel, Force 10 stove, dodger, new genoa & main. 2 spinnakers. LP and hull barrier coat 2005. Rerigged 2006. Great Channel Islands boat. (805) 964-0178 or (805) 407-1612 or davejwhit@yahoo.com.

CAMPER NICHOLSON FAST 345, 1983. Emeryville. \$5,000. Pathfinder 50hp diesel. Wheel steering, fractional rig. Worthwhile project for someone. Email for details and pics. daver@marinerelectric.com.



32-Ft CHRIS CRAFT CHEROKEE, 1968. Redwood City. \$13,500. Sturdy yet elegant S&S sailboat in great condition, fully outfitted for open-ocean cruising: VHF, GPS, diesel engine, radar, Autohelm, stove, rowing dinghy, many spares and tools. Optional Icom M-802. andreasehrensberger.blogspot.com (530) 902-7987 or aehrens@gmail.com.

32-Ft CATALINA 320, 2002. South Beach Harbor. \$79,000. Clean and well maintained Catalina 320. Yanmar 27hp diesel with low hours. Storm jib, asymmetrical spinnaker, Revere coastal life raft, and more. All maintenance records available. pauljonessailor@gmail.com or (650) 743-2155.

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34-Ft SAN JUAN, 1984. \$39,000. Price reduced. Fast comfortable, blue water cruiser, excellent condition. 6' headroom, galley, sleeps six, rod rigging. Roller furling headsail, 150% genoa, main, working jib, in good condition. 3GMD Yanmar, Achilles dinghy, large bimini. (510) 420-8956 or nino@access-print.com.

36 TO 39 FEET



36-Ft CATALINA MKII, 2006. \$150,000. Wing keel, furling in mast main, roller jib. This boat is loaded. I ordered this boat new and it is in excellent condition. Comes with brand new inflatable w/new Honda 2hp OB. This is a low hour boat. (530) 894-3276 days or (530) 894-0140 eves. or flyboy@sbcglobal.net.

37-Ft CREALOCK, 1980. Monterey. \$55,000. Cutter. Ballenger tabernacled mast. New Yanmar w/saildrive, radar, GPS, easy access to all systems, 70gal diesel, 3 watertight bulkheads. Not in yacht condition, needs finish work. Great little sailing ship. Price firm. ddatpbio@gmail.com.



CAL 39, 1971. Oceanside, San Diego. \$40,000. New professional racing bottom, just splashed Nov 5, '09. Great racing inventory, new 3/4 oz. Ullman spinnaker, double spreader tall rig. Gas engine. Good shape and fast. http://knot-a-clew.com. (949) 280-6220 or granahan@cox.net.

38-Ft HUGHES SLOOP, 1970. Monterey, CA. \$21,000 or serious offer. Sails well. 70 hours on near new diesel engine, h/c pressure; cold box, needs upgrades. (831) 915-4984.



38-Ft CATALINA 380, 1998. Alameda. \$116,000. Exceptionally clean inside and out. Well equipped. Professionally maintained. New bottom 01/10. Priced for quick sale. Call: (209) 612-8128.



36-Ft ISLANDER, 1975. Clipper, Sausalito. \$34,500. Great partnership boat for cruising or racing! Fully race equipped including 2 spinnakers, extra winches and halyards, hydraulic backstay and boomvang. Roller furling jib and recent mast re-build for \$11K. Recently re-built Atomic 4 gas engine. Start having fun on the Bay! Contact Jay or Bob. (415) 342-6857 or (415) 986-5000 or jayscotthooker@comcast.net.

37-Ft HUNTER, 1982. Hidden Harbor, Rio Vista. \$34,900. Cutter rigged, Cherubini designed, Yanmar diesel, dodger, autopilot, lines aft, cruise vet, Achilles dinghy with dinghy tow system, 18 hp Johnson. Hauled 5/09, new rigging 6/09. www.mysailboatforsale.com. (775) 721-5221 or wh2ojake@yahoo.com.



37-Ft CREALOCK/PACIFIC SEACRAFT, 1985. Anacortes, WA. \$159,000. Proven offshore cruiser. Newer Yanmar, Max-Prop, standing rigging, lifelines, interior, portlights. Comes with all offshore gear, liferaft, Monitor, watermaker, step-down transformer, Wavestopper dodger, Icom SSB, VHF, AIS, Avon dinghy. Refurbished and well-maintained. (360) 301-6878 crealock168@yahoo.com.

37-Ft TARTAN, 1976. Maryland. \$37,000/obo. Good old boat for sail. Circumnavigator. Profurl, radar, SSB, solar, wind gen, '08 FB main, windlass, Raymarine 6002 autopilot, fridge, hot water, Freedom 10, Force 10 propane stove & heater. Centerboard missing, still sweet sailing. S&S design. jcdfoe52@yahoo.com.



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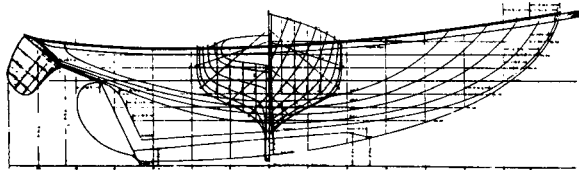
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36-FT SLOOP, 1975. Marina Bay Yacht Harbor, Richmond, CA. \$30,000. Good running condition, ready to sail. Survey report from 2009 available. Contact Butch at Tradewinds Sailing School and Club. (510) 232-7999 or (510) 415-2747 or butch@tradewindssailing.com.



38-FT KETTENBURG, 1956. 3 Available. "Nice boat!", "Beautiful boat!", "Gorgeous boat!" heard many times from other boaters during every sail. Enjoy character, admiration, and fantastic sailing while sustaining the heritage. Details at: www.sailk38.com (916) 847-9064 or steve@paradigmpilgrim.com.

36-FT BENETEAU 361, 2002. SF Marina West Basin. \$118,000. Bristol, loaded, custom, all electronics, recent haulout and bottom paint + coveted SF Marina berth. Will consider lease or non-equity partnership. (415) 771-0741 or Bob@TandlerSF.com.



36-FT PEARSON 365 KETCH, 1977. Marina Village Yacht Harbor, Alameda. \$53,000/obo. Liveaboard. 40hp Westerbeke diesel. 3 new sails. New 2005-standing rigging, refrigeration, entertainment and electronic systems. Rigid bottom inflatable. More! (925) 457-4957 or sailonchap@yahoo.com.

36-FT SABRE 362, 1998. Berkeley. \$135,000. Shallow draft keel. Blue hull painted 2010. Topsides painted 12/06. Standing rigging replaced 2/07. New autopilot 5/07. New mainsail 7/08. Furling jib and lightly used asymmetrical spinnaker. (925) 766-2205 dan@deltaexcavating.net.

36-FT CATALINA, 1983. Alameda. \$49,950. New dodger, main, wheel, canvas, furler, fuel tank, shaft, radar, GPS, jib, interior cushions, head, and more. Inverter, bimini, Autohelm, 4 batteries, VHF, cockpit cushions, shower, 12V-120V refrigerator, sleeps 7, diesel 2670hrs, all lines led to cockpit, pressurized water, excellent condition. (510) 731-4259 or jandersonwj@sbcglobal.net.

36-FT TRISBAL, 1981. Sausalito Yacht Harbor. \$64,900. *Ta Mana* (aluminum hull, built in France) is a proven, comfortable world cruiser, loaded and in excellent condition with a recent haulout and bottom paint. A turn key Pacific Cup boat ready to go 2010. AIS, SSB, weatherfax, navigation computer, solar panel, wind-vane, Raymarine electronics, dodger, Yanmar 3GM30F, 3 blade folding prop. Sails in good to excellent condition. For details and pictures please check the website. www.getawayonthebay.com. skipper@getawayonthebay.com or (415) 272-5789.

38-FT HUNTER 380, 2000. Alameda Marina #350. \$89,500. Priced to SELL. Radar, autopilot, Yanmar, chart plotter, electric winch, inverter, good shape. Email for pic's and spec sheet. (916) 817-0081 or pbbme@hotmail.com.



NEWYORK 36, 1982. Morro Bay. \$27,500. *Pegasus*. Great condition, professionally maintained. New radar/GPS/chartplotter, new self steer, new standing rigging incl chainplates, new inverter, fresh diesel, 10+ sails. Incl new 8-ft dink and new 2hp motor. (559) 960-2444 or (559) 237-4715 or steve@fruitfillings.com.



39-FT COLUMBIA CONSTELLATION. 1967. San Diego. \$22,500. A true plastic classic. Universal diesel, brand new Laffelle mast, all new standing and running rigging, new Harken roller furler, new Harken traveler, new C80 Ray Marine chart plotter, new 24 mile Raymarine radome, new Garhauer radar mast and lifting arm, new LP paint, new Balmar alternator, new Navico wheel pilot. Needs sails but has functional set. Work still needed to complete her. She is a show stopper under sail. Only 11 ever made. Think Columbia 50 smaller sister. (619) 456-5806 or micalator1@gmail.com.

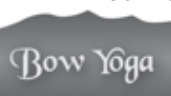
36-FT HUNTER 356, 2003. Alameda. \$92,900. Great boat with a very spacious interior. Priced to sell quickly. See all the details and photos at my web site. http://web.mac.com/laynegalloway. (801) 419-4100.

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36-FT WILLIAM ATKIN, 1977. \$30,000. 36' LOD. Heavy displacement Atkin Erin. Strip plank with cold mold. Flush deck, double ended Marconi staysail schooner. Yanmar 30. Windlass. Traditional vessel, easily doublehanded. Cruise or live aboard. Trades considered. (415) 265-0474 or alohaguy@ix.netcom.com.



37-FT HUNTER LEGEND, 1989. Napa Valley. \$55,000. Hunter Legend 37.6. Great Bay boat with large aft cabin! Doyle StackPack, furling jib, 30hp Yanmar diesel with 650 hours, BBQ grill for back, natural gas galley, X-Box, TV, new CD player. Located in Napa. (208) 880-6135 or (208) 250-0627 or leslie.churchill@wildhorsewinery.com.



36-FT ISLANDER, 1972. Alameda. \$59,000. Restored to +90%. She is ready to sail anywhere, today! Everything has been purchased/installed within the past 2-3 years. All rigging, roller furling jib, full enclosure. Garmin 4208 plotter/GPS with HD radar. Networked with Raymarine below deck autopilot ST 6002 Smart-Pilot control head and wireless smart controller and ST60. Plus wind indicator, rudder indicator, depth sounder (2) with alarm, electric windlass, deck, mast and boom all painted in 2007. Honda generator, recent bottom paint, Westerbeke model W27, (404 hours). New shaft, new prop, fuel tank, bilge pumps. All receipts available. 8'8" Achilles inflatable dinghy, Honda 2hp outboard. Much, much more! List too long for ad. Survey Jan. 2010. Have all receipts. (925) 623-7012.

(36-FT LOA) 28-FT LYLE HESS-DSN. Bristol Channel Cutter. San Rafael, CA \$52,000. Built at Sam B. Morse Yard, Costa Mesa, CA. Never launched. GRP. Custom hardwood deck and house, bronze ports, new Saab diesel. Fully found, needs to be rigged. Includes trailer. (562) 899-0774.

40 TO 50 FEET

42-FT HUNTER PASSAGE, 1994. S.F. Bay. \$129,000. Hunter's best cruiser, ready to go. Removable inner forestay, trisail track, recent rig refit, 6 self-tailers (1 electric), genset, factory heat/AC, full cockpit enclosure and much more. (916) 485-9766 or sailtime@jps.net.

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42-FT CLASSIC MOTORSAILER, 1964. Astoria, OR. \$84,900. Monk designed, built by Blanchard Boat Yard. Yellow cedar on oak frames - hull sound, no rot. Ketch rigged with a 130hp Cummins diesel engine. Motors and sails at 8-9 knots. Pressure hot and cold water, full shower, diesel stove, built-in freezer/refrig, new electronics, new overhead, new sole, new sails, and more; see details at web site. A classy sea-kindly boat. Great set-up as a liveaboard. <http://monkmotorsailer.homestead.com/> (503) 325-9141 or (503) 338-9340 or robert.jarvis@orst.edu.

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42-FT CATALINA MK I. 3 Cabin Pullman, 1989. Ventura, CA. \$109,500. Beautifully maintained Catalina 42 with 3 cabins and an extensive sail inventory. Extras and upgrades. Ready for cruising. Reliable Yanmar 44hp diesel engine. <http://catalina42forsale.blogspot.com>. (805) 637-5140 or (805) 390-4867 or sailingbeauty2@yahoo.com.



KETTENBURG 43, 1964. Gig Harbor, Washington. \$58,000. A beautiful classic wood yacht. Excellent condition. Beautifully maintained. Fully equipped. Ready for singlehanded offshore, blue water, or for classy local sailing. For details, please see website. www.rdnlaw.com (253) 906-6881 or rdnelson@rdnlaw.com.

42-FT TAYANA, 1988. Sausalito. \$159,500. A real beauty in excellent condition. Aft cockpit, cutter rigged, 44hp Yanmar w/1800 hrs. 120 gal. fuel, 150 gal. water, 35 gal holding. Amenities too numerous to list, include: B&G instruments & autopilot, radar, GPS, Lofrans windlass in foredeck locker w/washdown, 45#CQR w/chain, 33#Bruce, dinghy davits, Profurl jib & staysail, SS winches. New canvas, battery charger, interior upholstery, water heater. Possible prime Sausalito slip. Full details and pictures available. (530) 848-0285 or donandmandy@hotmail.com.

44-FT KELLY PETERSON, 1977. Kemer Turkiz Marina, Turkey. \$110,000. Fully loaded for cruising Kelly Peterson 44, Grace. 85hp Perkins engine/rebuilt 2009, rigging new 2007, tools, many parts, all equipment including watermaker, solar panels, wind generator, diving equipment, new water tank, new diesel tank 2010. Start your cruising life on the beautiful southern coast of Turkey. Checkout Kemer Marina, Grace's home, online at www.grace44.com. (702) 838-2902 or (702) 767-8322 or jking38701@aol.com.



HERRESHOFF CARIBBEAN 50. 1978. Napa Marina. \$199,500. 14.5' beam, 6' draft, Perkins 6-354, radar/AP/SSB-Ham, VHF, Probe, 6 person raft, spares, tools, dinghy/motor. Fresh interior refinish. Not a fire sale. Serious inquiries only. www.sailboatlistings.com (707) 834-4798.



50-FT HOLLMAN CUTTER, 1989. Marina Bay YH, Richmond, CA. \$189,900. Major refit '03 from keel to masthead, LPU, barrier, rigging all redone. All sails furling from cockpit for safety, easily single- or doublehanded. SSB, autopilot, VHF, GPS, Elec windlass w/300' chain, lrg chart table, lrg galley, Reefer w sep freezer, two state-rooms, two heads. 280 water, 85 diesel. Strong, fast, cruising cutter w/NO TEAK. Call or email for more info. (520) 906-4351 or franke2u@aol.com.

43-FT MAPLELEAF AMOR, 1984. San Diego. \$99,000/obo. Pilot house sloop, watermaker, diesel generator, solar panels, wind generator, diesel fireplace, MD17D Volvo, Instant-On water heater. Ham radio. Great liveaboard or cruiser. Email for pic and specs. (619) 752-5059 or monopoly-2@hotmail.com.

44-FT KELLY PETERSON. Center cockpit cutter, 1975. USA. \$84,500. Total refit in 2005. New deck, rigging, chainplates, sails, roller furling, mainsheet traveler, bottom, thru hulls and valves, LP paint, canvas, lazy jacks, refrigeration, hot water, stove, radar arch, Raymarine E Series Platinum plotter with two backups, radar, depth, autopilot, RIB with 9.9 Mercury. 44hp Ford Lehman diesel rebuilt. PUR Watermaker. Washer and much more. You get the picture. Cruised safely and comfortably for three years. Call or email for complete info sheet and pictures. (619) 253-2474 or emerysandiego@aol.com.



46-FT PETERSON, 1979. San Francisco. \$75,000. Aleta, impressive race pedigree, very competitive in the IRC class (1.048 rating), won the 2008 Spinnaker Cup race SF to Monterey. 4 year old 62' masthead Ballenger mast, 3 spreader rig, Navtec rod rigging; Kevlar backstay. Very good carbon and Spectra sail inventory. Carbon spinnaker pole; Complete rebuild/refinish bottom, topsides, deck (stripped to the native fiberglass) in 2002; no blisters! Ready to go racing or cruising. Very spacious belowdecks, 6'-2" headroom, large aft-berth. Perkins 4-108. Electric head. (415) 518-4480 or AletaRacing@gmail.com.

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46-FT HUNTER 466, 2004. Kaneohe, HI. \$240,000. Proven passagemaker, full electronics, in-mast furling main, roller jib, spinnakers, 3 staterooms, 2 heads, dodger, refrigeration, microwave, more. (408) 426-3384 or charliec64@comcast.net.

41-FT MORGAN 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> (520) 825-7551 or stanstreb1g@gmail.com.

51 FEET & OVER

85-FT SUISUN, 1914. \$40,000/obo. For sale for a partnership for a friend. A very long history, many famous people have been aboard. 8' headroom saloon with 5' x 5' skylight. Large head shower, 4-person hot tub, galley, 9 rooms. Read about her in *Wooden Boat*, March/April 1988. (925) 497-0815.



55-FT FIBER STEEL, 1980. Sacramento, River View Marina. \$100,000/obo. 72' LOA, 16' beam, F/C, 671 main engine with 300 hrs. 15KW gen, 1100 gals. diesel, 500 gals. fresh water, ketch rig. New sails, 6'6" headroom, sleeps 8. Dinghy and new electronics, 385' 3/8 ht chain, 2000 lb windlass, 2 heads, shower, ice maker, 2 refrigerators/freezers. Great liveaboard with liveboard slip. 7 minutes to downtown Sacto. Possible trades? Health forces sale. (916) 208-4141 or seahawk2mexico@gmail.com.

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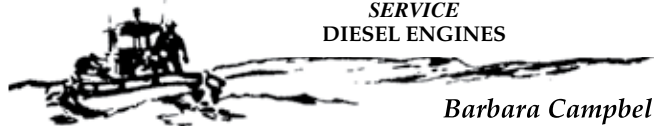
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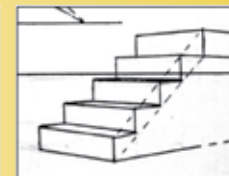
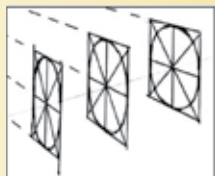
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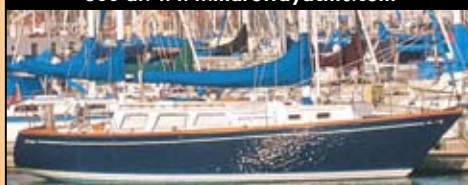
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