

Latitude 38

VOLUME 394 April 2010

WE GO WHERE THE WIND BLOWS



Latitude 38

APRIL 2010

VOLUME 394



Alameda Canvas and Coverings. Rooster's, a real sail loft. Bella Ironworks Ornamental Blacksmith. Blue Pelican Consignments & Chandlery. Just four of the twenty-two businesses you'll find at Grand Marina.

- Prime deep water concrete slips in a variety of sizes
- Great Estuary location at the heart of the beautiful Alameda Island
- Complete bathroom and shower facility, heated and tiled
- FREE pump out station open 24/7
- Full Service Marine Center and haul out facility
- Free parking
- Free WiFi on site!
- And much more...

DIRECTORY of GRAND MARINA TENANTS	
Bay Island Yachts	6
Blue Pelican Marine.....	178
The Boat Yard at Grand Marina ...	29
Lee Sails.....	172
Pacific Crest Canvas.....	67
Pacific Yacht Imports	10
Rooster Sails	77
UK-Halsey Sailmakers.....	72



GRAND MARINA
ANDERSON-ENCINAL

510-865-1200

Leasing Office Open Daily
2099 Grand Street, Alameda, CA 94501
www.grandmarina.com

Out with the Old, in with the New

See us at
Strictly Sail Pacific
Jack London Square
April 15-18
Booth #131-132-133

PHOTO: PINEAPPLE SAILS/BAMA



Arcadia*

Leave it to Gordie Nash to take an old Santana 27, literally break it apart and turn it into a race boat - adding a longer waterline, plumb bow, open transom. And fast new sails.

With their 'shoe-string budget', Gordie and his wife Ruth decided that *Arcadia* needed only one new sail to complete the rebuild. But they were so impressed with the new jib from Pineapple Sails, they decided *Arcadia* needed a whole new set.

So, in addition to the initial #2 jib, they now have a new #3 and #1. With the new #1, *Arcadia* placed first in class and first overall in the Golden Gate Midwinters to win the coveted Manuel Fagundes Seaweed Soup Regatta trophy.

Now Gordie has a new Pineapple mainsail on order. For Gordie, the connection to the designer and builder of his sails is key to his satisfaction and to *Arcadia's* success - and to ours at Pineapple Sails as well.

To make a connection to the folks that design and build sails right here in Alameda, stop by or give us a call today.

YOUR DEALER FOR: Musto foul weather gear, Dubarry footwear and Headfoil 2

Sails in need of repair may be dropped off at:
West Marine in Oakland, Alameda, or Richmond;
or Svendsen's in Alameda.

*Powered by Pineapples



PINEAPPLE SAILS

Phone (510) 522-2200

Fax (510) 522-7700

www.pineapplesails.com

2526 Blanding Ave., Alameda, California 94501

SHAFT SHARK

**The best rope,
line and debris
cutter there is!**

Two piece unit

For both power and sail

**Now available for
sail drive systems.**



747 Aquidneck Ave.
Middletown, RI 02842

401-847-7960

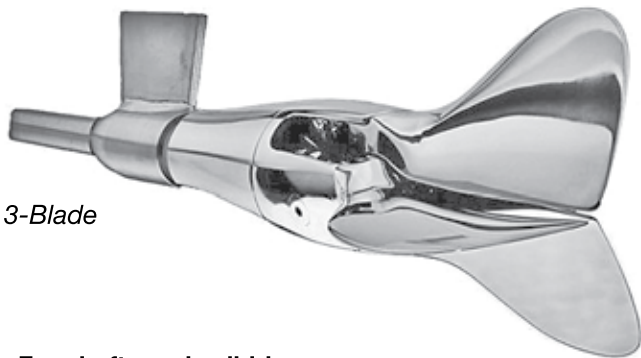
Fax: 401-849-0631

sales@ab-marine.com

www.ab-marine.com



Gori propeller



3-Blade

- For shafts and saildrives
- Both 2 & 3 blade available
- Lowest drag when sailing
- The champions choice



747 Aquidneck Ave.
Middletown, RI 02842

401-847-7960

Fax: 401-849-0631

sales@ab-marine.com

www.ab-marine.com

CALL US TODAY!

800-801-8922

CONTENTS

subscriptions	6
calendar	14
letters	26
loose lips	82
sightings	84
youth sailing	98
big daddy	104
old boat/new boat	108
bay area hot spots	112
mexorc	118
panama puddle jump	124
max ebb: gets taken for a ride	128
the racing sheet	132
world of chartering	142
changes in latitudes	152
classy classified	170
advertisers' index	180
brokerage	183

Cover: 'Alchemy' navigator Artie Means snapped this photo from the end of the spinnaker pole during a peel in the '10 Vallarta Race.

Photo by: Artie Means

Copyright 2010 Latitude 38 Publishing Co., Inc.

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

Still Waiting?



Beneteau Oceanis 58



Beneteau Oceanis 50

Island Packet Estero 36



Alerion Express 33

**Come to Strictly Sail Pacific
and make life happen!**

April 15-18

Jack London Square, Oakland

Be sure to stop by
Passage Yachts at the show
to see our great display of
NEW boats and our own
Brokerage Village.

We have choices in all price
and size ranges.

When you're ready to sail,
we're ready to help!



1220 Brickyard Cove Rd
Pt. Richmond, CA
p: 510-236-2633
f: 510-234-0118

SELECT LISTINGS



Beneteau First 47.7



Beneteau 393



Tartan 3800



Beneteau 461



Beneteau 331

SAIL	Beneteau 47.7, '01	228,000
	Beneteau 473, '06	324,000
	Beneteau 461, '98	190,000
	Beneteau 461, '01	190,000
	Hunter Legend 450, '98.....	159,000
	Beneteau 45f5, '91	157,500
	Beneteau 423, '05	239,000
	Tartan 4100, '96.....	229,000
	Cascade 41, '71	59,500
	Beneteau First 40.7, '00	124,900
	Island Packet 40, '98.....	255,000
	Beneteau 393, '03	137,900
	Tartan 3800, '94.....	135,000
	Island Packet 380, '99.....	245,000
	C&C 37+/40, '89.....	99,000
	Beneteau 373, '04	146,500
	Beneteau 36.7, '02	119,000
	Islander 36, '76.....	46,000
	Islander 36, '72.....	62,500
	Catalina 36, '88.....	63,500
	Pearson 36, '85	65,300
	Fantasia 35, '79	74,900
	J/109, '03.....	173,900
	Beneteau 343, '07	128,500
	Express 34, '87.....	59,900
	Beneteau 331, '02	85,900
	Beneteau 323, '06	94,900
	Island Packet 32, '90.....	89,000
POWER	Californian 42, '87	119,500
	Sea Ray 340, '06	169,500

**BENETEAU
ISLAND PACKET
ALERION EXPRESS**

1070 Marina Village Pkwy #101
Alameda, CA
p: 510-864-3000
f: 510-337-0565

www.passageyachts.blogspot.com ■ www.passageyachts.com



Bay Island YACHTS

VISIT US ONLINE AT WWW.BAYISLANDYACHTS.COM

51' FORMOSA



1979, \$85,000

33' NONSUCH



1989, \$111,900

NORWEST 33



1979, \$35,000

32' WESTSAIL



1974. Perfect! \$79,500

C&C 41



1984, \$73,000

VALIANT 47



1982, \$125,000

~ INTRODUCING THE 45' JOURNEY LRCAT ~



Wave Piercing Bows
High Cruising Speeds
3+ km/gal. at 15 knots
2 or 3 staterooms
Proven Offshore Design
journey@bayislandyachts.com
<http://journeycatamarans.com>

(510) 814-0400
In Grand Marina Fax (510) 814-8765

2099 Grand Street, Alameda, CA 94501

www.bayislandyachts.com
yachtsales@bayislandyachts.com

YACHTWORLD.com

See us at the
Journey Catamaran
booth at
Strictly Sail
PACIFIC
Jack London Square
April 15-18



SUBSCRIPTIONS

Please read form carefully
before submitting.

We regret that we cannot
accept foreign subscriptions.

Check, money order, or
credit card information
must accompany request.

Please allow 4-6 wks to
process changes/additions,
plus delivery time.

eBooks email list. Free!

See www.latitude38.com to download the
entire magazine for free! Our eBooks are in
PDF format, easy to use with Adobe Reader.

Email: _____

**NOTE: FPO/APO (military), Canada, Mexico, and subscriptions
going to a correctional facility are first class only.**

- Enclosed \$36 for one year Third Class Postage (Delivery time 2-3 weeks;
Postal Service will not forward third class; make address changes with us in writing.)
- Enclosed \$55 for one year First Class Postage (Delivery time 2-3 days.)
- Third Class Renewal First Class Renewal *(current subs. only!)*
- Gift Subscription Card to
read from: _____

Name _____

Address _____

City _____

State _____

Zip _____

Phone: () _____

Email: _____

**CREDIT CARD
INFORMATION**

MASTERCARD

VISA

AMERICAN EXPRESS

Min. Charge \$12

Number: _____

Exp.: _____

csv: _____

INDIVIDUAL ISSUE ORDERS

Current issue = \$6.00 • With classy ad placed = \$5.00

Back Issues = \$7.00 (must indicate exact issue by month or vol. #)

DISTRIBUTION

- We have a marine-oriented business/yacht club in California
which will distribute copies of *Latitude 38*.
(Please fill out your name and address and mail it to the address below.
Distribution will be supplied upon approval.)
- Please send me further information for distribution outside California

Business Name _____

Type of Business _____

Address _____

City _____

State _____

Zip _____

County _____

Phone Number _____

Latitude 38

"we go where the wind blows"

Publisher/Exec. Editor Richard Spindler richard@latitude38.com ext. 111
Associate Publisher John Arndt john@latitude38.com ext. 108
Managing Editor Andy Turpin andy@latitude38.com ext. 112
Editor LaDonna Bubak ladonna@latitude38.com ext. 109
Racing Editor Rob Grant rob@latitude38.com ext. 105
Contributing Editors John Riise, Paul Kamen
Advertising Sales John Arndt john@latitude38.com ext. 108
Advertising Sales Shawn Grassman shawn@latitude38.com ext. 107
General Manager Colleen Levine colleen@latitude38.com ext. 102
Production/Web Christine Weaver chris@latitude38.com ext. 103
Production/Photos Annie Bates-Winship annie@latitude38.com ext. 106
Bookkeeping Jessie Mowry jessie@latitude38.com ext. 101

Directions to our office press 4
Subscriptions press 1,4
Classified class@latitude38.com press 1,1
Distribution distribution@latitude38.com press 1,5
Editorial editorial@latitude38.com press 1,6
Calendar calendar@latitude38.com
Other email general@latitude38.com

Please address all correspondence by person or department name

15 Locust Avenue, Mill Valley, CA 94941 • (415) 383-8200 Fax: (415) 383-5816
www.latitude38.com



Catalina Yachts

F A R A L L O N E




Come See Us!
Strictly Sail Pacific
April 15-18
Jack London Square



Introducing 2010 R29 "Newport Edition"



Boats are selling! List with us! Catalina's Largest Dealer!

Preowned Catalina Yachts			Preowned Sailing Yachts			Preowned Power Yachts		
Catalina 440	2005	\$315,000	Hunter 466	2004	\$209,500	Trojan II Meter Exp 37	1988	\$49,900
Catalina 42	2005	\$225,000	Hunter 460	2000	\$219,500	New Ranger Tugs in Stock		
Catalina 400	1997	\$144,500	Hunter 45 CC	2007	\$299,000	Ranger 29 Tug	2010	\$224,937*
Catalina 400	2001	\$179,000	Cavalier 45	1985	\$225,000	Ranger 25 Tug	2010	\$139,937*
Catalina 387	2004	\$170,000	Morgan 45CC	1992	\$149,000	Ranger 25-SC Tug	2010	\$129,937*
Catalina 380	2001	\$129,000	Jeanneau 43	2002	\$225,000	Ranger 21-EC Tug	2010	\$49,937*
Catalina 36	1999	\$105,000	Hunter 44DS	2004	\$249,000	*Base price.		
Catalina 36	1993	\$49,000	Fair-Weather Mariner 39	1895	\$129,900	 <p>2005 Catalina 42 \$225,000</p>		
Catalina 36	1987	\$52,500	Hunter 37	1987	\$61,500			
Catalina 350	2004	\$127,500	Hunter 36	2004	\$125,000			
Catalina 350	2004	\$149,000	Hunter 35.5	1993	\$59,000			
Catalina 34	2007	\$139,000	Hunter 340	1998	\$79,000			
Catalina 34	2004	\$129,000	Hunter 310	2000	\$46,900			
Catalina 320	1999	\$83,750	Hunter 36	2004	\$99,000			
Catalina 310	2007	\$109,000	Hunter 33	2004	\$92,000			
Catalina 280	2004	\$65,500	Hunter 33	2004	\$89,000			
Catalina 28	2004	\$59,000	Hunter 306	2004	\$59,500			
			Hunter 36	2007	\$139,000			
			Islander 36	1977	\$44,500			

1070 Marina Village Pkwy
 Alameda CA 94501
 510 • 523 • 6730

2801 West Coast Hwy
 Newport Beach CA 92663
 949 • 610 • 7190

2353 Shelter Island Drive
 San Diego CA 92106
 619 • 523 • 6730

www.faralloneyachts.com

SAIL INTO WITH A SAILBOAT

*Open Boat
Weekend
April 10-11*

*Strictly Sail
Pacific
April 15-18*

Sail California



Santa Cruz 37



J/105



J/111



Summit 35

Farallone Yachts



Ranger Tugs



Catalina 350



Catalina 375



Catalina 445

Passage Yachts



Alerion Express 28



Beneteau Oceanis 40



Beneteau First 45



Island Packet Estero

*Farallone Yachts
Catalina
(510) 523-6730*

*Passage Yachts
Beneteau × Island Packet
Wauquiez × Alerion
(510) 864-3000*

*Sail California
J-Boats × Sabre
Santa Cruz Yachts
(510) 523-6730*

BROKERS
*McGrath Yachts
(510) 521-5020
Orange Coast Yachts
(510) 523-2628
Richard Boland
Yacht Sales
(510) 521-6213*

Visit Strictly Sail Pacific to see all these lines of sailboats offered by Marina Village dealers.

SUMMER

FROM MARINA VILLAGE



**The best berths and the best brokers
make Marina Village the best place to
find your new sailing vessel.**

Check out our location,
amenities and hospitality
during Strictly Sail Pacific.

Reserve a guest slip and
dinghy to the show.



Start your summer sails at Marina Village.

MARINA VILLAGE YACHT HARBOR

Much More than Just a Marina

(510) 521-0905 • www.marinavillageharbor.com

Want to start sailing right? Upgrade your skills? Call J/World (510) 522-0547



Yachtfinders/Windseakers

in the heart of
San Diego's boating community

2330 Shelter Island Dr. # 207, San Diego, CA 92106

info@yachtfinders.biz

(619) 224-2349

Toll Free (866) 341-6189

Go to
www.yachtfinders.biz
for all our 80+ listings!



47' CATANA 472 CALIGO, '01 \$649,000
At her current asking price, she's at the top of the list for value, style and elegance in a multihull. Are you ready to move up?



46' HUNTER 46LE, '05 \$248,500
She shows like new and is well equipped including heat and air conditioner. The perfect boat for heading south or maybe west!



44' SEA WOLF CC KETCH, '84 \$89,900
Black Orchid is a solid, full keel, original-owner vessel with little use. Aluminum spars were replaced 2004. Roomy interior!



43' GULFSTAR CC, '79 \$84,900
Her pedigree as a proven cruiser provides the cure for those in need of visiting far-away places. Add some food and go!



43' SAGA, '98 \$249,000
Just listed! Rigged for singlehanding, this boat has successfully done the Vic-Maui Race and twice done the Singlehanded TransPac.



42' PASSPORT, '81 \$124,900
Anyone considering offshore passages must take a serious look at this fast, comfortable performance boat. See her at our docks!



36' SCHOCK NEW YORK, '82 \$37,500
She's undergone an extensive refit and has a great inventory. Functional, comfortable layout below keeps family and crew happy.



35' COOPER 353, '81 \$69,000
The large portlights in the salon and her rich wood joinery create that warm feeling of a very secure sailing experience.



33' NEWPORT, '85 \$34,900
Smart sail plan and slippery hull makes sailing her a joy. Come see her to appreciate a really clean and ready-to-go cruiser.



30' CATALINA, '80 \$22,500
She's a very popular 30-foot sailboat. They are sailing to the islands and Mexico. Very affordable with dodger, wheel and diesel.



30' ISLANDER BAHAMA, '80 \$24,900
Affordable coastal boat for first-time buyer and great family boat for water safety. Reliable diesel for those windless days.



30' ERICSON 30-PLUS, '84 \$29,900
Rigging/sail upgrades along with an efficient hull shape make her easy to handle, and a worthy competitor around the buoys.

TAYANA 54 DECK SALON AT OUR DOCKS



Tayana 48
Tayana 58
Tayana 64
Tayana 72



2005 TAYANA 48 CC
Mexico vet. In great shape and loaded with everything you need. **\$469,000**



2005 TAYANA 64 DECK SALON
Beautiful, fully equipped, 4 stateroom, 3 head vessel. **\$935,000**



2007 TAYANA 46 PILOTHOUSE
Cruise in comfort in any climate with inside steering. Virtually new. **\$335,000**



1984 TAYANA 42 AFT COCKPIT
In great shape and ready to go! Many recent upgrades. **\$139,500**



1997 TARTAN 4600
Custom Kevlar reinforced hull. Beautifully maintained. **\$349,000**



1988 FRASER 51 CUTTER
Canadian-built center cockpit cutter. Great shape, ready to go again. **\$214,900**



1974 CHEOY LEE MIDSHIPMAN
Live aboard or cruise in this roomy CC ketch. 160 hrs on 56hp Yanmar. **\$69,000**



1973 BREWER 43 CC KETCH
Custom center cockpit teak ketch maintained by a meticulous owner. **\$69,000**

Pacific Yacht Imports

www.pacificyachtimports.net

At Grand Marina • 2051 Grand Street, Alameda, CA 94501 • Tel (510) 865-2541 • tayana@mindspring.com



Cruising Yachts, Inc.

Exclusive Dealer for Hunter, Jeanneau and Caliber Yachts

**See the New 2010 Jeanneau 57
Strictly Sail Pacific, April 15-18,
Jack London Square, Oakland**



New 2010 Model – Hunter 39



Award Winner! – Hunter 50CC



New Design – Jeanneau 42DS



New 2010 Model – Jeanneau 53

PRE CRUISED SPECIALS

2006 Jeanneau 54 DS	\$615,000
2009 Jeanneau 50 DS	\$439,000
2008 Hunter 49	\$369,000
1979 Perry 47	\$159,000
2002 Hunter 466	\$219,000
2004 Hunter 466	\$217,900
2003 Hunter 466	\$219,000
1999 Hunter 450	\$189,000
2008 Jeanneau 45 DS	\$318,500
1997 Hunter 42	\$137,000
2005 Hunter 41 AC	\$185,000
1999 Hunter 410	\$129,000

PRE CRUISED SPECIALS

1977 Newport C&C 41	\$59,900
2008 Beneteau 40	\$208,900
1986 Beneteau 40.5	\$65,000
2003 Catalina 400	\$179,500
1997 Hunter 40.5	\$114,900
2000 Jeanneau SO 40	\$159,000
2003 Beneteau 393	\$135,000
2009 Hunter 38	\$190,000
2000 Hunter 380	\$114,500
2004 Hunter 386 LE	\$129,900
2004 Hunter 386 LE	\$135,500
2005 Sabre 386	\$270,000

PRE CRUISED SPECIALS

1994 Jeanneau 37.1	\$85,000
1967 Tartan 37	\$40,000
1986 Freedom 36	\$64,900
2007 Hunter 36	\$149,995
2007 Hunter 36	\$149,500
2003 Hunter 356	\$85,000
1994 Hunter 35.5	\$65,000
2004 Jeanneau 35	\$129,990
1979 C&C Sloop 34	\$34,500
2007 Hunter 31	\$87,500
2007 Hunter 31	\$84,000
1988 O'Day 302	\$24,900

San Diego
(619) 681-0633

Newport Beach
(949) 650-7245

Alameda
(510) 521-5544

Marina del Rey
(310) 822-9400

Oxnard
(805) 791-2082

www.CruisingYachts.net



Ray Watson & Jeannette Sarrasin
 Toll free US/CAN: 1 (888) 716-7430
 Phone & FAX: 011 52 (669) 913-3165
 E-mail: Mazmarine@aol.com



Mike Rickman & Shelly R. Ward
 Toll free US/CAN: 1 (877) 245-9689
 Phone & FAX: 011 52 (612) 123-1948
 E-mail: LaPazYachts@aol.com



www.yachtworld.com/mazmarine



51' FORMOSA KETCH, 1974...\$85,000



43' BENETEAU OCEANIS 430, 1989...\$115,000



41' MORGAN OI 415 KETCH, 1979...\$59,500



39' FORTUNA ISLAND SPIRIT, 2005...\$369,000

**Check out all listings
 at
www.mazmarine.com**



37' ENDEAVOUR SLOOP, 1978...\$59,000



37' IRWIN CENTER COCKPIT, 1982...\$49,800



34' FINN GULF SLOOP, 1983...\$38,500



36' ISLANDER FREEPORT, 1981...\$50,000

PV YACHTS RE-OPENING SOON IN PUERTO VALLARTA • CALL TO LIST (888) 716-7430

THINK

*Just say no to boxy
 dodgers!*

BEFORE:
 The Box



AFTER:
 Beyond
 the Box



STARBUCK



CANVAS WORKS

67 Liberty Ship Way
 Sausalito, CA 94965

415•332•2509



**Society of Accredited
 Marine Surveyors®**

Serving Northern California

Tom List, AMS®

415.332.5478

listmarine@yahoo.com

Jack Mackinnon, AMS®/SMS

510.276.4351

surveyjack@aol.com

Randell Sharpe, AMS®

877.337.0706

rsharpe@sharpesurveying.com

Jesse Brody, AMS®

415.342.0757

jesse@baymarinesurvey.com

BOAT LOANS



from
Trident Funding

*"a fresh approach from
people you can trust"*

See Us At Booth 524



Jack London Square
April 15-18

In Northern California call
JOAN BURLEIGH
(800) 690-7770

CALENDAR

Non-Race

Apr. 1 — Don't be a fool, go sailing!

Apr. 1 — Moroccan Sailing Adventure by John Connolly at San Carlos West Marine, 6-7 p.m. Info, (650) 593-2070.

Apr. 2 — Happy birthday to Island YC, celebrating 40 years of sailing fun! Info, www.iyc.org.

Apr. 3 — Marine Swap Meet at Alameda West Marine, 7 a.m.-2 p.m. Info, (510) 521-4865.

Apr. 3 — Finding & Maintaining the Right One by Guy Stevens at San Carlos West Marine, 12-3 p.m. Reservations, (650) 593-2070.

Apr. 4 — Have an Around-the-Bay Easter Egg Hunt.

Apr. 4-25 — Intro to Sailing class by Sailing Education Adventures (SEA), Sundays 9 a.m.-4 p.m. Free for members. Info, info@sfsailing.org or (415) 775-8779.

Apr. 4-25 — Free sailing at Pier 40 every Sunday courtesy of BAADS. Info, (415) 281-0212 or www.baads.org.

Apr. 5 — Tour the Golden State's Clipper Round the World Yacht Race entry *California* at San Francisco Marina, 10 a.m.-12 p.m. & 2-4 p.m. Info, www.clipperroundtheworld.com.

Apr. 6-June 1 — America's Boating Course by San Luis Rey Sail & Power Squadron at Oceanside YC, 6:30-9 p.m. Info, (760) 729-6034.

Apr. 7 — Pete Rollason will talk about his role as skipper of *California* in the Clipper Round the World Race at GGYC, 5:30 p.m. \$10 donation benefits Friends of the (SF) Marina. Info, Larry.White@sfgov.org.

Apr. 7-28 — Wednesday Yachting Luncheon Series at St. Francis YC, 12-2 p.m., \$13.50. Enjoy lunch and a dynamic speaker every Wednesday. All YCs' members welcome. More info under the 'Events' tab at www.stfyc.com.

Apr. 8 — Rich Wilson will talk about the '08-09 Vendee Globe Race at Corinthian YC, 7 p.m. \$20. Info, www.cyc.org.

Apr. 8 — Single sailors of all skill levels are invited to the Single Sailors Association monthly meeting at Ballena Bay YC, 7:30 p.m. Info, www.singlesailors.org or (510) 233-1064.

Apr. 8 & May 13 — Fishing Seminar Series at San Carlos West Marine, 6-7 p.m. Free. Reservations, (650) 593-2070.

Apr. 10 — Opening Day Weekend on the South Bay. Boat parade, blessing of the fleet, live music, exhibits and fun for the whole family. Info, www.southbayopeningday.org.

Apr. 10 — Encinal YC's Nautical Flea Market, the largest in the East Bay, 6 a.m.-1 p.m. Breakfast, lunch and beverages available. Info, (510) 522-3272 or www.encinal.org.

Apr. 10 — Emeryville Marina's 3rd Annual Boaters Swap Meet, 9 a.m.-2 p.m. Info, (510) 654-6437.

Apr. 10-May 1 — Boating Safety & Seamanship Course by USCGA Flotilla 12-3 on Yerba Buena Island, 8 a.m.-4 p.m. \$50 fee. Bruce Bennett, (510) 468-8013 or uscga@att.net.

Apr. 11 — Marine Swap Meet & Open House at Berkeley YC, 6 a.m. John, (510) 843-9292, manager@berkeleyyc.org or www.berkeleyyc.org.

Apr. 12-14 — Voyage Camp aboard Call of the Sea's 85-ft schooner *Seaward*. A Bay-bound training voyage for kids 13-16. The \$350 fee goes to support a great non-profit. Repeats July 26-28. Info, www.callofthesea.org or (415) 331-3214.

Apr. 15, 1912 — The "unsinkable" *RMS Titanic* sinks after striking an iceberg on her maiden voyage across the Atlantic. Nearly 70% of the 2,223 souls aboard perish.

Apr. 15 — Cruising the Coast by Capt. Ron Brown at San Carlos West Marine, 6-7 p.m. Free. Info, (650) 593-2070.

Apr. 15-18 — Strictly Sail Pacific at Jack London Square. Back to sail-only, this year will feature used boats as well as new! Info, www.strictlysailpacific.com.



Sail Pack Kits:

The NEW Sailrite Sail Pack Kit is a popular adaptation of a standard mainsail cover used in conjunction with lazy jacks to make dousing and covering a mainsail quick and easy. Simply drop the sail and zip it shut! Available for up to 19 foot booms.

Shop Sailrite

Sailrite

www.sailrite.com

Free Catalog • 800.348.2769 • 260.693.2242

San Francisco's yacht broker since 1969 ~ celebrating our 40th year!

Cityyachts YACHTS AND THE CITY



Beneteau 370, 1991 \$79,000



Hunter 356, '03 \$109,000



35' Maxum, '01 \$79,000



Cal 39, 1979 \$59,900



Hylas 42, '89 \$139,900



32' Grand Banks, '80 \$89,900



46' Moody, '00 \$399,000



Newport 30 MkIII, 1982 \$26,000



43' Gran Mariner, 1977 \$85,000



28' Bayliner 2855, '00 Make an offer



Carver 30, '93 \$59,900



30' Knarr, 1984 \$25,000



Alerion 28, 1999 \$70,000



47' Chris Craft Commander, '74 \$122,000



Catalina 34, '94 \$63,000

10 MARINA BL. • SAN FRANCISCO, CA 94123 • Toll Free: 877-444-5091 • 415-567-8880
FAX (415) 567-6725 • email: sales@citysf.com • website: www.citysf.com



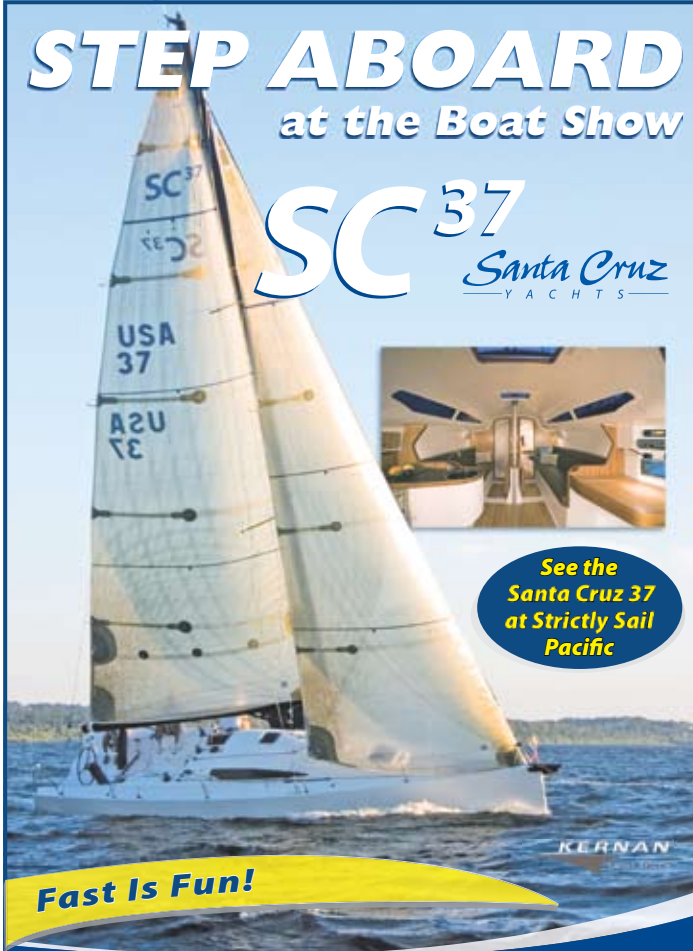
PLEASE VISIT OUR FUEL DOCK AT GASHOUSE COVE MARINA • OPEN 7 DAYS A WEEK • 9AM TO 5PM

STEP ABOARD

at the Boat Show

SC³⁷

Santa Cruz
YACHTS



See the
Santa Cruz 37
at Strictly Sail
Pacific

Fast Is Fun!

SCORCHING SPEED! Plus:

Easier to sail, easier to manage.

Efficient design means smaller offshore crews to Mexico or Hawaii. Try it.

Call for a test sail... and hold on tight!

Also at the Boat Show: J/124 • J/100



J/111

If you love to go sailing, you'll love this new 36-ft speedster. She's a pleasure daysailing, weekending, or racing.



Summit 35

An already successful, just launched, dual-purpose IRC cruiser-racer, and all-around performer.

SAIL

California

Alameda
(510) 523-8500
norman@sailcal.com

www.sailcal.com • www.santacruz-yachts.com

CALENDAR

Apr. 16-17 — Cabo Marine Show in Cabo San Lucas. What better place to buy a boat than Land's End? Info, www.cabomarineshow.com.

Apr. 17, 1835 — Prominent financier and yachtsman J.P. Morgan, who cancelled his trip aboard the *Titanic* at the last minute, is born in Hartford, Connecticut.

Apr. 17 — Opening Day on the Delta Boat Parade. Starts at noon in front of San Joaquin YC on Dutch Slough. Info, www.sjyc.org or (925) 684-3407.

Apr. 18 — Presentation by Bob and Jeanne Crawford, authors of *Black Feathers, A Pocket Racer Sails the Singlehanded TransPac*, at Golden Gate YC, 12 p.m. Brunch is \$10, the talk is free. Info, (415) 786-5558 or vectormentow@yahoo.com.

Apr. 18 — Cal Sailing Club's free introductory sail at Berkeley Marina, 1-4 p.m. Info, www.cal-sailing.org.

Apr. 18 — Capital City YC's Nautical Swap Meet at Sacramento City Marina, 8 a.m.-1 p.m. Info, (916) 802-4448.

Apr. 18 — Fishing Demo Day at San Jose West Marine. Free. Reservations, (408) 246-1147.

Apr. 22 — Celebrate Earth Day on the liquid part!

Apr. 22 — Anchoring class by US Power Squadron at San Carlos West Marine, 6-7:30 p.m. \$30. Info, (650) 593-2070.

Apr. 23-25 — Inaugural Tacoma (WA) Schooner Rendezvous at the Foss Waterway Seaport, 10 a.m.-6 p.m. Tour 15 schooners, enjoy booths, food and music. \$5 per person (kids under 12 free). Info, www.tacomawaterfrontassociation.org.

Apr. 24 — Nautical Swap Meet & Port Supply Tradeshow at Sausalito West Marine, 9 a.m.-4 p.m. BBQ gets fired up at 11 a.m. Proceeds from BBQ and donations go to Spaulding Wooden Boat Center. Info & space reservations, (415) 332-0202.

Apr. 24 — Spaulding Boat Center Open House, 10 a.m.-4 p.m. Find out more about Youth Apprentice Program and the *Freda* restoration. Info, www.spauldingcenter.org.

Apr. 24 — USCGA Boating Safety Course at San Jose West Marine, 10 a.m.-2 p.m. \$20 fee includes materials and lunch. Reservations, (408) 246-1147.

Apr. 24 — Multihull Boat Show presented by Bay Area Multihull Assn at Coyote Point Marina in San Mateo, 12-6 p.m. Free rides on cats and tris all day. Info, www.sfbama.org.

Apr. 24 — Boaters Swap Meet at Stockton SC, 8 a.m. Fuel up at a pancake breakfast, too. Info, www.stocktonsc.org.

Apr. 25 — Opening Day on the Bay! Don't miss the blessing of the fleet in Raccoon Strait, 10:30 a.m.-noon (enter from the east). Info, www.picya.org.

Apr. 25 — Santana 22 Rendezvous in Clipper Cove on Treasure Island. Low-key racing, raft-up and potluck. Gotta Tuna? Join them! Email Tom at antrim27@aol.com for info.

Apr. 28 — Howl at the full moon on a Wednesday night.

Apr. 29 — Line Splicing Workshop at San Carlos West Marine, 6-7 p.m. Free. Info, (650) 593-2070.

May 6 — Cruising the Mexican Coast by Neal Dotem at San Carlos West Marine, 6-7:30 p.m. Info, (650) 593-2070.

May 8 — Port Supply Tradeshow at San Carlos West Marine, 10 a.m.-p.m. Info, (650) 593-2070.

May 16 — Marina Bay Yacht Harbor Boaters Swap Meet, 8 a.m.-noon. Info, (510) 236-1013 or info@mbyachtharbor.com.

May 16 — Elkhorn YC Nautical Flea Market in Moss Landing. Come early for breakfast burritos, music, and fun. Starts at 7 a.m. Info, (831) 724-3875 or eyc@elkhornyc.com.

May 22 — KFOG KaBoom Concert & Fireworks Show. A new location TBA soon. Info, www.kfog.com.

May 22 — Peninsula YC's Boaters Swap Meet at Docktown Marina in Redwood City, 7:30 a.m.-2 p.m. Info, (650) 369-4410 or www.pycboating.org.

May 22 — 13th Annual Delta Loop Fest, the opening kick-

ALAMEDA

1070 Marina Village Pkwy #108
Alameda, CA 94501
(510) 523-8500
FAX (510) 522-0641

SEATTLE

SAIL NORTHWEST
7001 Seaview Ave. NW #140
Seattle, WA 98117
(206) 286-1004

Your Santa Cruz 52 Specialists



Santa Cruz 52, 2000, Isis
The ultimate cruiser with a 6' draft.
Asking **\$520,000**



Santa Cruz 52, 1998, Hula
Deep draft for cruising, buoy and offshore, this boat has it all. Asking **\$575,000**



J/122, TKO
Ready to win the Big Boat Series again!
Asking **\$469,000**



True North 38, Zest
Like new, low hours, the perfect picnic boat.
Asking **\$375,000**



J/32, 2001, Independence
This is an amazing amount of boat at 32-ft.
Come see her on our sales dock. Asking **\$125,000**



J/124, 2007, Fortuna
For the joy of sailing, experience the J/124.
Asking **\$298,000**



J/40, 1986, China Cloud
This boat is ready for the Baja Ha-Ha. Are you?
Asking **\$159,000**



Beneteau First 42
One of the most popular Beneteaus ever built.
Very fast, comfortable Frers design. **\$89,000**



1D35, Great Sensation
Total refit inside and out.
Asking **\$84,900**



Olson 40, 1983, Elka
Asking **\$79,000**

77' Andrews, '03*\$799,000	39' Carroll Marine CM 1200, '95*\$82,500	34' J/34, '85, <i>The Zoo</i> *\$29,900
52' Santa Cruz, '00, <i>Isis</i>\$520,000	38' True North 38, <i>Zest</i>\$375,000	34' Wylie, '80* Just Listed \$ 34,000
52' Santa Cruz, '99, <i>Renegade</i>\$595,000	36' Jenneau, '97*\$105,000	34' D-Class Catamaran, <i>Rocket 88</i>\$38,000
52' Santa Cruz, '98, <i>Hula</i>\$575,000	35' J/109, '03*\$189,000	34' MJM 34z, '05*\$365,000
52' TransPac with IRC mods, '03, <i>Braveheart</i> *\$499,000	35' J/109, '04, <i>Crazy Diamond</i>\$160,000	34' Olson-Ericson, '89*\$47,500
48' J/145, Hull #9, '03*\$675,000	35' J/105, Hull #502, '02, <i>Grace O'Malley</i>\$115,000	33' J/100 Hull #160 demo\$149,000
44' J/44, '93, <i>Halcyon Days</i> *\$315,000	35' J/105, '02* Just Listed \$99,000	33' J/100 Hull #9 2005\$106,000
42' Custom Wylie, <i>Scorpio</i>\$169,000	35' J/105, Hull #347, '00, <i>Bald Eagle</i>\$109,000	33' J/100, Hull #5, '05, <i>Reddie Freddie</i>\$109,000
42' Beneteau First\$89,000	35' J/105, Hull #298, '00, <i>Chilaxn</i>\$109,000	32' J/32, <i>Independence</i> , '00\$125,000
41' J/124, '07, <i>Fortuna</i>\$298,000	35' J/105, '99, <i>Life Is Good</i> *\$83,000	32' J/32, '97, in Alaska\$109,000
41' Passport, '90, <i>360</i> *Reduced \$224,000	35' J/105, Hull #103, '95, <i>Aquavit</i>\$89,000	29' MJM 29z, '07*\$269,000
40' J/122, '07, <i>TKO</i> Just Listed \$469,000	35' J/35, '87, <i>Pacific Express</i>\$42,000	28' Alerion Express, '06*Reduced \$99,000
40' J/40, '86, <i>China Cloud</i>\$159,000	35' J/35, '84, <i>Blue Streak</i> *\$34,900	27' Antrim 27, '98, <i>Luna</i> SOLD
40' X-119, '89*\$109,000	35' J/35, '84, <i>The Boss</i> *Reduced \$39,900	27' Choate, '97*\$13,900
40' Avance, '85, <i>Caribou</i> *\$139,500	35' 1D35, '00, <i>Great Sensation</i>\$84,900	
40' Olson, 1983, <i>Elka</i>\$79,000	35' 1D35, '01, <i>Yeofy</i>\$69,900	

* Denotes Seattle Boats

License #0E32738

TWIN RIVERS MARINE INSURANCE

AGENCY, INC.

"Your Boat Insurance Specialists"

7 Marina Plaza • Antioch, CA 94509

At The Antioch Marina

Insurance made simple, affordable and effective.

- Mexican Liability • Broad Navigational Areas
- Shop Your Renewal & Save ~ Flexible Survey Requirements
- Liveboards • Agreed Value Policies



Get a quick quote today at:
www.BoatInsuranceOnly.com
 (800) 259-5701

Years of unbeatable experience to
 match your needs to the right product.

Representing...



Worldwide Coverage
 West Coast ◻ Mexico ◻ East Coast
 Caribbean ◻ Pacific ◻ Atlantic

CALENDAR

off to Andrus Island's summer season. Info, www.deltaloop.com/loopfest.html.

May 22 — Pre-season Boaters' Event at San Diego Marine Exchange, Downwind Marine and Sailing Supply in San Diego, 9 a.m.-3 p.m. Info, www.downwindmarine.com.

May 22-23 — Corinthian YC presents its annual Women's Sailing Seminar. Info, www.cyc.org.

Racing

Mar. 29-Apr. 4 — BVI Sailing Festival & Spring Regatta, British Virgin Islands. One of the Caribbean's best regattas, which includes a huge bareboat fleet. A great way to spend a week-long charter. Info, www.bvispringregatta.org.

Apr. 3 — 29th Annual Doublehanded Farallones Race. BAMA, (510) 769-0309 or www.sfbama.org.

Apr. 3 — Singlehanded #2. SeqYC, www.sequoiayc.org.

Apr. 3 — Corinthian Challenge. CYC, www.cyc.org.

Apr. 4 — Frostbite Race #3. Elkhorn YC, www.elkhornyc.com.

Apr. 6-May 18 — Free Pelican racing at the Cityfront's Aquatic Park every Tuesday, 5:30 p.m.-sunset. Info, www.maritime.org/adult-classes.html or (415) 292-6664.

Apr. 10 — Bullship Regatta, the annual running of El Toros from Sausalito to the Cityfront. Info, www.eltoroyra.org.

Apr. 10 — Spring Tune-Up Race, the mother of all beer can races. RYC, (510) 237-2821 or www.richmondyc.org.

Apr. 10 — SSS Corinthian Race, formerly known as the In the Bay Race. Info, www.sfbaysss.org.

Apr. 10 — Mercury Series #2. EYC, www.encinal.org.

Apr. 10 — North Bay Challenge #1. VYC, www.vyc.org.

Apr. 10 — Don Wan Regatta, TYC. Ian Matthew, (415) 883-6339 or race@tyc.org.

Apr. 10 — Small Boat Jamboree. Elkhorn YC, www.elkhornyc.com.

Apr. 10-11 — Resin Regatta for Melges 24s, Etchells, Express 27s, Alerion Express 28s and J/24s. SFYC, (415) 789-5647 or www.sfyyc.org.

Apr. 10-11 — J/Fest, one design and PHRF racing for the J/boat faithful. StFYC, (415) 563-6363 or www.jfest.org.

Apr. 10-11 — Camellia Cup on Folsom Lake, for centerboards, multihulls and keelboats. FLYC, www.flyc.org.

Apr. 11 — Spring Series #3. SSC, www.stocktonsc.org.

Apr. 17 — Centennial Cup. EYC, www.encinal.org.

Apr. 17 — Summer Series #1. SeqYC, www.sequoiayc.org.

Apr. 17-18 — BAYS Winter Opti Series #5. Info, www.bayarea-youthsailing.com.

Apr. 17-18 — 38th Annual Rollo Wheeler Regatta. One design and PHRF buoy races on Saturday, pursuit race on Sunday. Bobbi, (925) 939-9885 or bobbi@jfcbat.com.

Apr. 17-18 — Big Dinghy. RYC, www.richmondyc.com.

Apr. 18 — Estuary Cup-Ron Byrne Memorial Cup Club Race. EYC, www.encinal.org.

Apr. 18 — Frostbite #4. Elkhorn YC, www.elkhornyc.com.

Apr. 23-25 — 63rd Newport to Ensenada Race, one of the largest international yacht races. Info, www.nosa.org.

Apr. 24 — YRA-OYRA Duxship. YRA, www.yra.org.

Apr. 24 — YRA-WBRA Race. RYC, www.yra.org.

Apr. 24 — 26th Annual Konocti Cup, a 26-mile marathon on Clear Lake. Info, www.kbsail.com.

Apr. 24 — Small Boat Series #1. EYC, www.encinal.org.

Apr. 24 — Trans-Folsom Race on Lake Folsom. FLYC, www.flyc.org.

Apr. 24 — SBYRA Summer #1. Info, (650) 558-1549.

Apr. 24-25 — Finn/Flying Dutchman Regatta. BVBC,

WHAT'S YOUR iQ?



It takes more than just blood, sweat and tears to win a race. Sometimes it takes the perfect iQ. **Discover your winning iQ today.**

Quantum's iQ technology – sail making's most advanced design system. The insight provided by iQ's modeling and analytical capabilities helps create a mainsail that combines increased power with decreased rudder angle... and generates remarkable speed.

However, the best part about iQ is that it's a tool, not just for winning at the grand prix level, but for increasing your performance and your enjoyment at every level. iQ brings the ultimate in computational horsepower to the design of every sail Quantum builds.

Quantum Pacific
1230 Brickyard Cove Rd. #200 | Point Richmond, CA 94801
Tel: 510-234-4334
sanfrancisco@quantumsails.com

WWW.QUANTUMSAILS.COM



ANTICIPATE THE SHIFT



- NEW
- USED
- REFINANCE



Boat Loans Made Easy®



Let our 29 years of experience go to work for you!

Richard Tressler
866-377-3948 ext. 47008
www.essexcredit.com

EQUAL CREDIT OPPORTUNITY LENDER

Loan Amounts from \$25,000
Instant Loan Approvals* • 90 Days to First Payment*

*Subject to Loan Program Guidelines and Credit Approval
Reference Code = MAR931

CALENDAR

www.bvbc.org.

Apr. 24-25 — Commodore's Cup. HMBYC, www.hmbyc.org.

Apr. 25 — Spring Series #4. SSC, www.stocktonsc.org.

May 1 — YRA-WBRA Races. SYC, www.yra.org.

May 1 — Otter Cup #1. Elkhorn YC, www.elkhornyc.com.

May 1-2 — The 111th annual Great Vallejo Race, one of the biggest races on the Bay, which also serves as the YRA season opener. Info, (415) 771-9500 or www.yra.org.

May 1-2 — MHRA Chico Classic on Black Butte Lake. For multihulls only. Info, www.catamaranracing.org.

May 1-2 — San Diego Yachting Cup. Info, www.sdy.org.

May 2 — Spring Series #5. SSC, www.stocktonsc.org.

May 2 — Frostbite Race #5. Elkhorn YC, www.elkhornyc.com.

May 8 — YRA-OYRA Full Crew Farallones Race. SFYC, www.yra.org.

May 8 — Mercury Series #3. EYC, www.encinal.org.

May 8 — Doublehanded Long Distance Race #2. SSC, www.stocktonsc.org.

May 8 — Annual El Toro Flight of the Bulls, Foster City Boat Park. Info, morrillgreg@aol.com or www.eltoroyra.org.

May 8 — Otter Cup Series #2. Elkhorn YC, www.elkhornyc.com.

May 14-16 — Inaugural California Invitational Blind Sailing Regatta, hosted by Island YC on the Estuary. Info, www.marinsailingschool.com/calinvite.

May 15-16 — BAYS Summer Series #1 for Optimis, Lasers, C420s & CFJs. SeqYC, www.bayarea-youthsailing.com.

May 22 — 33rd Singlehanded Farallones Race, a local rite of passage. SSS, www.sfbaysss.org.

May 29 — Master Mariners Regatta, hosted by Encinal YC. A must for woody-philis. Info, www.mastermariners.org.

May 29-30 — 46th Annual Whiskeytown Lake Memorial Day Regatta. Two races each day for everything from Pelicans to Moore 24s. Info, www.whiskeytownsailing.org.

June 19 — The Singlehanded Transpac from SF to Hanalei. If you've been wanting to prove your mettle, this could be your year. Info, www.sfbaysss.org.

July 5 — 16th Biennial Fun Race to Hawaii, aka the Pacific Cup. For details on the race and seminars, visit www.pacificcup.org.

Summer Beer Can Regattas

BALLENA BAY YC — Friday Night Grillers: 4/2, 4/16, 4/30, 5/14, 5/28, 6/11, 6/25, 7/9, 7/23, 8/6, 8/20, 9/3. Info, (925) 785-2740 or race@bbyc.org.

BAY VIEW BOAT CLUB — Monday Night Madness Spring: 4/19-5/3, 5/17, 5/31, 6/14, 6/21 (make-up). Arjan Bok, (415) 864-4334 or bayviewracing@sbcglobal.net.

BENICIA YC — Thursday nights: 4/1-6/24, 7/8-8/26, 9/9-9/30. Grant Harless, (510) 245-3231 or harlessgrant@sbcglobal.net.

BERKELEY YC — Every Friday night: 4/2-9/24. Bobbi, (925) 939-9885 or bobbi_john@jfcbat.com.

CAL SAILING CLUB — Year-round Sunday morning dinghy races, intraclub only, typically in Laser Bahias and JY15s. Email Gary and Alistair at racing_chair@cal-sailing.org.

CORINTHIAN YC — Every Friday night: 4/9-9/3. Donal Botkin, (415) 497-5411 or racing@cyc.org.

COYOTE POINT YC — Every Wednesday night: 4/7-10/27. Torin Knorr, (650) 863-2570 or regatta@cpyc.com.

ENCINAL YC — Friday Night Spring Twilight Series: 4/16, 4/30, 5/14, 6/4, 6/18. Victor Early, (510) 708-0675



Designed to the max

New 375 > 320 350 400 430 470 New545 630e

www.hanseyachts.com

Why blend in when you can be your unique self, comfortably, aboard a Hanse

- ⌞ Ground breaking interior design
- ⌞ Self-tacking jib engineered into the HanseYachts design
- ⌞ Multiple layout options (Individual Cabin Concept)
- ⌞ Epoxy hulls (option up to 54 ft)
- ⌞ Modern, award winning performance cruisers
- ⌞ Safe, comfortable, fast & easy to sail

Hanse Yachts US | Ph: 1-410-571-5881 | aharrison@hanseyachts.com
Annapolis MD | Norwalk CT | Manchester MA | Huron OH | Chicago | Toronto Montreal |
Vancouver | San Francisco | San Diego | St. Petersburg FL

Hanse 
A BRAND OF THE HANSEGROUP

HULLKOTE

Put the smooth back in sailing



“I applied Hullkote last weekend on my Capri 22. It sure was easy. A lot easier than regular marine wax. Actually, it was so easy, it was fun. The boat looks great!”

The weekend before, I applied new vinyl graphics to the hull. They felt tacky before I applied Hullkote. After applying Hullkote, they are as slippery as the rest of the hull.”

— Jeff M.
Gull Lake, MI

Team
McLube



➔ For more information
on McLube™ products:
www.mclubemarine.com

CALENDAR

or rearcommandore@encinal.org.

FOLSOM LAKE YC — Every Wednesday night: 5/5-7/7 & 7/21-9/22. Info, www.flyc.org.

GOLDEN GATE YC — Friday nights: 5/14, 5/28, 6/11, 6/25, 7/9, 7/16, 7/30, 8/13, 8/27. Mont McMillen, (209) 481-5158 or ggycracedeck@aol.com.

ISLAND YC — Friday Night Spring Twilight: 4/23, 5/7, 5/21, 6/11, 6/25. John New, (510) 521-2980 or iycracing@yahoo.com.

LAKE TAHOE WINDJAMMERS YC — Every Wednesday night: 5/19-10/13. Pete Russell, (775) 721-0499.

LAKE WASHINGTON SC — Every Thursday night: 5/6-8/26. Roy Pitts, (530) 908-7160 or rpitts@ucdavis.edu.

LAKE YOSEMITE SA — Every Thursday night: May-August. Steve Eyberg, seyberg505@sbcglobal.net.

MONTEREY PENINSULA YC — Sunset Series, every Wednesday night: 3/10-9/29. Ray Ward, (831) 659-2401.

OAKLAND YC — Wednesday Night Sweet 16 Series: 5/5-6/23 & 7/28-9/15. John Tuma, (510) 366-1476 or j_tuma@comcast.net.

RICHMOND YC — Wednesday nights: 4/7, 4/21, 4/28, 5/5, 5/19, 5/26, 6/2, 6/16, 6/23, 6/30, 7/7, 7/14, 7/28, 8/4, 8/11, 8/18, 8/25, 9/1, 9/15, 9/22, 9/29. Eric Arens, (510) 841-6022 or ericarens@comcast.net.

ST. FRANCIS YC — Wednesday Night Series: 5/5-6/30 & 8/4-8/25. Thursday Night Kiting Series: 4/15, 4/29, 5/13, 5/27, 6/10, 6/24, 7/15, 7/29, 8/12, 8/26, 9/6, 9/23. Friday Night Windsurfing Series: 4/16, 4/30, 5/14, 5/28, 6/11, 6/25, 7/16, 7/30, 8/13, 8/27, 9/10, 9/24. John Craig, (415) 563-6363 or racemgr@stfyc.com.

SANTA CRUZ YC — Wet Wednesdays: 3/17-11/3. Greg Haws, (831) 425-0690 or greg@scyc.org.

SAUSALITO YC — Tuesday Night Spring Sunset Series: 4/27, 5/11, 5/25, 6/8, 6/22. John Mount, (415) 509-8381 or race@syconline.org.

SEQUOIA YC — Every Wednesday night: 4/7-10-13. Steve Holmstrom, (650) 400-8584 or steve@toothvet.info.

SHORELINE LAKE AQUATIC CENTER — Catalina 14.2 racing every Thursday night during Daylight Saving Time. Laser Racing every Wednesday night, May-October. John Stedman, (650) 940-9948 or (650) 965-7474.

SOUTH BEACH YC — Friday Night Series: 4/23, 4/30, 5/7, 5/21, 6/4, 6/18, 6/25, 7/16, 7/23, 7/30, 8/6, 8/20, 8/27. Info, rearcommandore@sbyc.org.

STOCKTON SC — Every Wednesday night: 6/2-8/25. Phil Hendrix, (209) 598-4415 or regatta10@stocktonsc.org.

TAHOE YC — Wednesday Night Beer Can Series: 6/2-9/1. Monday Night Laser Series: 5/31-8/30. Darren Kramer, (530) 581-4700 or www.tahoeyc.com.

TIBURON YC — Every Friday night: 5/21-8/27 & 9/10. Ian Matthew, (415) 883-6339 or ian.matthew@comcast.net.

VALLEJO YC — Every Wednesday night: 4/14-6/23 & 7/7-9/29. Gordon, (530) 622-8761 or fleetcaptainsail@vyc.org.

Mexico and Beyond

Apr. 1-6 — Sea of Cortez Sailing Week is back! Sailing, hiking, volleyball, more sailing, pot lucks, snorkeling, T-shirts, more sailing, lay days, instant friends, and of course, more of the most fabulous sailing you will find. Entry fee of \$25 is a tax deductible donation to Fundación Ayuda Niños (Foundation for Helping Children). We limit the number of entries to ensure room for the entire fleet on the infamous cocktail cruise aboard *Profligate*. To enter email patsyfish@gmail.com.

Apr. 8-11 — La Paz Bay Fest. This will be the fifth year for



The Sailor's Boatyard welcomes the Sailor's Sailor.

Teacher. Sailor. Boat builder. Skipper. Navigator. Crew. Every aspect of sailing has been Kim Desenberg's avocation and passion. His very way of life, since he sailed as a young kid on his family's 27' wooden cutter in the Channel Islands.

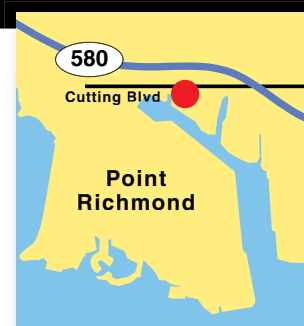
While at Stanford, Kim sailed on the college team and was named an Intercollegiate All American sailor. Since then, he's sailed Transpacs, crewed in the One Ton World Championships, navigated a 3-month passage from Hawaii to Sydney, and raced in countless competitions up and down the West Coast of the United States and Mexico, as well as the East Coast, Caribbean and Europe.

Over the years, Kim has come to know the ins-and-outs of boat building and repair like no other. He owned North Coast Yachts for 20 years, building custom sloops, fiberglass racer-cruisers, and a bunch of Wylie Wabbits. For the last twelve years, Kim was a Yard Manager at KKMI boatyard in Point Richmond, where many customers will remember

him for his honesty, integrity and the extraordinary care and attention he gave them and their boats.

If you're a member of the St. Francis Yacht Club, the Richmond Yacht Club or the Inverness Yacht Club, you've probably seen Kim on the racecourse, or advising cruisers and day-sailors how to be better sailors, improve their boat's performance, and keep their boats in great shape.

And now, we're proud that Kim has made Bay Marine Boatworks his new home. Give him a call at (510) 237-0140. He'll give you and your boat the time and attention you deserve. And you'll discover that Kim is not only the sailor's sailor, but a heck of a nice guy as well.



310 W. Cutting Blvd.
Pt. Richmond, CA
1-800-900-6646

BAY MARINE

BOATWORKS Inc.
The Sailor's Boatyard

NEW

See at Strictly Sail Pacific

ULTIMATE POWER MANAGEMENT



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

See at Strictly Sail Pacific



KEEL COOLER SYSTEM

- No Pump
- No Fan
- No Noise

Arguably the world's most efficient, dependable refrigeration. The keel cooler and super efficient compressor make for a quiet, highly efficient 12V refrigeration system.



More than 12,000 Keel Cooler systems sold in the last 10 years. Designed for hot, tropical conditions.

Dealer Inquiries Welcome



1150 BRICKYARD COVE RD., SUITE B6
PT. RICHMOND, CA 94801 (510) 234-9566

CALENDAR

this descendant of the (in)famous La Paz Race Week. An event for cruisers that includes races, potlucks, cruising seminars and other fun activities for the family. More info on Bay Fest will soon be found at www.clubcruceiros.org.

Apr. 30-May 2 — Loreto Fest and Cruisers' Music Festival. This classic Baja event, started to clean up Puerto Escondido, draws a very large crowd of cruisers and Baja land-travellers for a chili cook-off, dinghy races and other water activities, the Candeleros Classic race, and lots of participant-created music. The goals are to have fun and raise lots of money for Mexican charities in Puerto Escondido and Loreto. Visit www.hiddenpartyachtclub.com.

June 18-20 — Tahiti-Moorea Sailing Rendezvous, hosted by *Latitude 38* and Tahiti Tourisme. This free event is focused on cross-cultural appreciation and includes a cocktail party, a sailing rally to Moorea, Polynesian music and dance performances, and cruiser participation in traditional Tahitian sports — the highlight of which is the six-person outrigger canoe racing. Info, www.pacificpuddlejumps.com.

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

April Weekend Tides

date/day	time/ht. HIGH	time/ht. LOW	time/ht. HIGH	time/ht. LOW
4/03Sat	0241/5.9	0931/-0.4	1654/4.2	2125/2.8
4/04Sun	0328/5.5	1030/-0.1	1811/4.1	2237/3.1
4/10Sat	0354/1.6	0951/4.6	1551/0.9	2235/5.1
4/11Sun	0432/1.2	1040/4.7	1625/1.0	2258/5.3
4/17Sat	0121/5.9	0806/-0.7	1527/4.2	1948/2.7
4/18Sun	0201/5.8	0854/-0.7	1628/4.1	2038/2.9
4/24Sat	0247/1.3	0851/4.8	1448/0.4	2141/5.7
4/25Sun	0341/0.5	1000/4.8	1536/0.7	2218/6.0

April Weekend Currents

date/day	slack	max	slack	max
4/03Sat	1154 2344	0137/2.3F 1455/3.0F	0425 1824	0747/4.3E 2025/1.7E
4/04Sun	1258	0231/1.8F 1607/2.6F	0517 1930	0840/3.8E 2126/1.3E
4/10Sat	1139	0234/2.7E 1436/3.3E	0559 1816	0855/2.7F 2117/3.1F
4/11Sun	0010 1226	0300/3.2E 1513/3.3E	0637 1850	0933/3.0F 2143/3.1F
4/17Sat	1022 2155	0023/2.5F 1326/3.3F	0302 1700	0638/4.7E 1913/2.1E
4/18Sun	1114 2244	0106/2.2F 1419/3.1F	0340 1759	0725/4.5E 2005/1.8E
4/24Sat	1045 2317	0123/3.3E 1338/3.7E	0500 1715	0752/3.0F 2016/3.7F
4/25Sun	1149 2356	0213/4.1E 1433/3.7E	0552 1802	0850/3.6F 2059/3.7F

MORE SAVINGS! MORE FUN!

You are invited to our Open House
on April 24th from 11am-3pm

Stop by and meet our staff, mingle with our members and take a **free sail** on one of our fleet boats.

For information on April 2010 ASA sailing classes and our unlimited-sailing membership, visit www.TradewindsSailing.com.

Boat Show Special!

Take **\$150** off any of the below courses*
or take advantage of our 3 Class Package

(101,103 & 104) at **\$1895.00**

Basic Keelboat (101) - \$645

Apr 11,17,18
Apr 17,18,24
Apr 18,24,25
Apr 21,22,23
Apr 24,25 & May 1
Apr 25 & May 1,2

Basic Coastal Cruising (103) - \$845

Apr 14,15,16
Apr 18,24,25
Apr 24,25 & May 1
Apr 26,27,28
May 1,2,8
May 15,16,22

Bareboat Chartering (104) - \$1045

Apr 25 & May 1,2
Apr 28,29,30
May 16,22,23
May 26,27,28
June 19,26,27
June 21,22,23



Tradewinds Sailing School and Club

More Experience. More Time on the Water. More Fun.

2580 Spinnaker Way, Richmond, CA 94804, (510) 232-7999

Exotic Thailand ! November 2 – 14, 2010

Thailand, located at just 8° latitude, where the sun is always hot, the water is always warm, and the people are friendly and smiling. Formerly known as Siam, it has thousands of years of history, and is exotic in most every way. The architecture, the natural scenery, the people and the food, all will leave your senses on overload. Explore thousands of miles of pristine beaches, anchor off deserted islands, dramatic limestone towers, tropical jungles, and dive into true crystal blue waters. This sailing area remains relatively undiscovered by tourists and is a step back in time.



We'll start our adventure with 3 nights in a luxury hotel in Bangkok, with plenty of time to explore the city, the floating markets, the vast shopping and dining opportunities, the nightlife, the temples, and so much more. We'll then fly down to Phuket where we'll board our big, new luxury catamarans for a long week of cruising.

HERE'S THE DEAL: David Kory and Tradewinds are offering this incredible sailing adventure for the amazing low price of just \$3,375 per person, which includes the yachts and all their amenities, round trip airfare to Bangkok and Phuket, the luxury hotel in Bangkok, and all transfers. The only thing you'll spend money on there is food, drink and souvenirs. **Tradewinds Members and their cabin mates get a \$200 per person discount**, making it an even better deal! As always, you are welcome to participate in sailing the yachts, or you can simply relax and enjoy the ride. We welcome couples, families and flexible singles, and work very hard to ensure everyone has an absolutely great time. If you're qualified and would like to skipper one of the yachts, we may have one available for you.



Go to www.TradewindsSailing.com and click on Sailing Adventures for more info and to read all the details. Or contact David directly for answers to all of your questions, or if you are ready to join us. These trips always sell out, so don't delay - contact us today!

David Kory: davidkory@gmail.com 925-787-6893

Lay(er) Line



NEW!

Traveler Jacket & Vest

The thing about being on the water is that nothing ever stays the same. One minute you're too hot, the next you're chilled. Layering is the solution, and versatility is the key. That's what's so brilliant about our new Traveler Jacket and Vest. They're lightweight, breathable and water-repellent, with a bit of insulation to keep chills at bay. They're perfect alone in mild conditions, or under foulies when the breeze and spray start to crank. They're designed to let you move, with stretch binding and shockcord adjustable hems. We've got them in Men's and Women's cuts in good looking colors.

Vests (Men's or Women's) - \$79

Jackets (Men's or Women's) - \$89

West Marine

We have 17 stores in Northern California,
including our Alameda Sailing Superstore!

Visit westmarine.com to find the store nearest you.

LETTERS

↑↓ HEAR YE, ALL 20- AND 30-SOMETHINGS

I'm a 29-year-old woman from Boston who has been sailing for almost three months now. The first conversation I had after showing up at Downwind Marine in San Diego was with Patty, and it went like this:

"Oh, you're new? Then you need this," she said, handing me a copy of *Latitude 38* from a stack.

"What's this?" I asked.

"It's the bible," she responded.

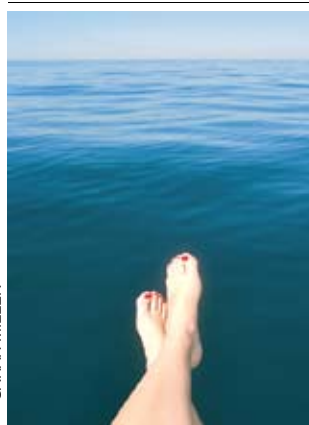
And she was right. I am picking up so much information from *Latitude* — from sailing terminology to places to visit, people to know, safety issues, weather stuff, anchorages and so much more.

You see, I'm a city girl who decided to seek out adventure and new friends. I've found it in sailing and cruising. And frankly, I want to spread the word to all the 20- and 30-somethings out there that I feel I've discovered a treasure more people my age need to find. Get off the couch and go travel!

I found that getting way into sailing wasn't hard at all. Thus far, I've been lucky enough to get a bar-napkin lesson from a legendary yacht designer in San Diego; sit three boats over from a circumnavigator who was featured in *Latitude* last year, putting 'circumnavigation' on my Bucket List; watch an expert build a boat on Shelter Island; crew on *Blue Blazes*, Dennis Conner's old R/P 50 and winner of the Puerto Vallarta Race a few years back, in the fantastic MEXORC; do Zihua SailFest; and cruise the mainland coast of Mexico.

In my first few months of cruising — I flew to Puerto Vallarta to get on a boat — I've been fortunate enough to see and/or experience Yelapa's 100-ft waterfall, hundreds of jumping dolphins in Banderas Bay, two days of sailing in 30-knot winds, pristine beaches, empty anchorages, and my first overnight passage. From all of this I quickly found respect for the ocean I've been so curious about.

And there's been plenty of the adventure that I was looking for, from racing — which I love — on a top-flight racing boat to the tsunami scare. I was in Zihua at about 10 a.m. when I



SARAH MILLER

Being at sea is a long way from downtown Boston.

learned the tsunami was expected to hit in less than half an hour. I informed the folks in the office at Ixtapa Marina — who didn't know anything about it — then headed for the hills! I planned to spend the day in the elevated jungle, but I happened upon a resort with a view of Zihua Bay. From there I was able to see boats weigh anchor and head out to sea. The water at Los Gatos Beach rose 15 feet, then fell 15 feet, within a period of four minutes. Before it was over, several fingers broke free from the docks in Marina Ixtapa, and one wave washed over the famous basketball court in Zihua Centro. No one was hurt in Zihua, but my heart goes out to all the people of Chile.

And I had a blast at this year's SailFest in Zihua! There were parties at Rick's Bar, the 20-boat parade, the Round-the-Rock Race, and the Chili Cook-Off — and all were big successes. Pamela Bendall of the British Columbia-based Kristen 46 *Precious Metal* was so energetic and enthusiastic that she drew crowds all week. All the money raised — last year it was \$45,000 U.S. — went to local schools for kids who



NORSTAR 40

BUILT IN: BELLINGHAM, WA
DESIGN: ROBERT H. PERRY

OFFSHORE CRUISING YACHTS
NORSTAR 40
NORSTAR 44
NORSTAR 46RS

HEAD TURNING GOOD LOOKS
LUXURIOUS ACCOMMODATIONS
SOLID SAFE PERFORMANCE



NORSTAR YACHTS

WWW.NORSTARYACHTS.COM • SALES@NORSTARYACHTS.COM

360 223-2399

Crank Call!



Titan Winch Handles

You may not have thought much about it, but somebody's got to make the world's best-selling winch handles, right? Well here they are!

Titan's Primary Floating Winch handle is number one for some very compelling reasons. First, of course, is that this handle works really well. It's strong, lightweight and the handle spins freely so more of your energy goes into turning the winch. But what really launched these handles is what happens when the handles get launched (over the side, that is). They float! So now you won't have to watch dollars fly out of your wallet as your expensive winch handle sinks like a stone.

So next time you watch a dropped handle sink out of sight, don't get cranky. Drop by West Marine and pick up a set of Titan Floating Winch Handles!

 **West Marine**[®]

We have 17 stores in Northern California, including our Alameda Sailing Superstore!

Visit westmarine.com to find the store nearest you.

LETTERS

probably wouldn't otherwise get an education

One of the great things about doing SailFest is that I got to meet so many wonderful active cruisers, such as Bernard Slabeck of the San Francisco-based Freedom 36 *Simple*



COURTESY SARAH MILLER

"Get your ass to Mexico," says Sarah's newest friend.

Pleasures, Mark Scarretta of the Oregon-based Lagoon 380 *Younger Girl*, Bill Lilly from the Long Beach-based Lagoon 470 *Moontide* — who had a crew of 14 for the race — Pete Boyce of the Tiburon-based Sabre 42 *Edelweiss III*, Ed and Betty of the Alaskan-based Rafiki 41 *Dolphin*, Marv and Arty Dunn of the Portland-based Peterson 44 *Odyssey*, the ever-welcoming Memo at Rick's Bar, and my new boat-mate Adam, 23, who is also new to sailing. They're all my friends now. I'm so psyched to have been a part of SailFest with these

folks, as we pretty much took over Zihua for a week, and made other friends everywhere we went.

As I've sailed the coast of Mexico, one of the coolest things has been reading *Latitude* and coming across the names of people I've met. At least 10 times I've read an article and gone, "Wait, I know that person!" The sailing world seems smaller than I would have guessed.

I'm currently crew on the Beneteau 41 *Shannon* from Portland, and found that getting on a boat wasn't difficult. And not only did I find a captain who is respectful and inspiring, but one who is a boatload of fun, too!

Having been attached to my cell phone for so many years, it's been great to leave it behind and just carry a handheld VHF.



COURTESY SARAH MILLER

Sarah has made new friends — like Shay and Matt — during her journeys.

For a city girl like me, giving up the cell phone has been a big deal! But spending the last five weeks in serene cruising environments far from the city lights has made me realize something important. There is no reason I should waste my time with people who do nothing but sit back and complain, not when I can spend time in wonderful places with people who have positive outlooks.

To all the sailors I've met out here so far, what a crazy-cool world you are part of! The rewarding lifestyle you've become accustomed to leads to marvelous experiences and is an incredible, exciting way to explore the world. So nice job to all those who have paved the way. I'm looking forward to more sailing adventures — and maybe I'll even see you at this fall's Ha-Ha with my 'bible' and guitar in hand.

We'll be sailing to El Salvador and Costa Rica next. I'll be scouring the pages of *Latitude* and all sorts of books for more sailing and other information along the way.

Sarah Miller
Boston, MA

Sarah — Thanks for all the very kind words.

THE BOAT YARD AT GRAND MARINA

"Where Service Has Meaning"

Interlux.
yachtpaint.com

AWLGRIP

**60-TON
TRAVELIFT**



FEATURING
TRINIDAD
ANTI-FOULING PAINT BY
PETTIT

Go clean into the future.
RATED "SUPERIOR" by
Practical Sailor

The only yard to brush on your bottom paint!

Dealers for:

MAX-PROP
AUTOMATIC FEATHERING PROPELLERS

GORI
marine

Webasto

PACLESS SEALING SYSTEM
SHAFT SEAL

LECTRA/san

SIDE-POWER
Thruster systems

facnor
FURLING SYSTEMS INC.

AQUAMARINE
FINE REVERSE OSMOSIS EQUIPMENT

IT'S SIMPLE!

Call The Boat Yard at Grand Marina for the Lowest Bottom Prices!

~ COMPARE US WITH THE COMPETITION ~

- Prop and Shaft Work
- Mast & Rigging Repair
- Fiberglass & Blister Repair
- Gelcoat Repair
- Gas & Diesel Engine Service
- LPU Hull & Topside
- Electrical Repair & Installation

CALL FOR A RESERVATION

(510) 521-6100 • Fax (510) 521-3684

Located at Grand Marina • 2021 Alaska Packer Place, Alameda

www.boatyardgm.com

Carbo Loading!



HARKEN Carbo AirBlocks

Where do you want to spend your energy? That's really the question you need to ask yourself when you consider how your boat is rigged. So consider this: Weight wastes wind energy, Friction wastes your (and your crew's) energy.

Fortunately, Harken has addressed both weight and friction in their comprehensive line of Carbo Airblocks. They're lightweight, free-running, strong, reliable and—get this—affordable! Now's a perfect time to scrutinize your boat's controls and replace those heavy, balky old-style blocks. Load your boat with a full complement of Carbo Airblocks and, when Spring springs, you, your crew and your whole boat will be able to tap into the energy that used to vanish into thin air.

West Marine®

We have 17 stores in Northern California,
including our Alameda Sailing Superstore!

Visit westmarine.com to find the store nearest you.

LETTERS

We think you're right, that lots of 20s and 30s are really missing out. There are lots of attractions in the big cities, but there are many more out in nature, too. Just check out this month's Changes to see what Tristan and Mindy Nyby, both the same age as you, have been doing. And in the case of single women who want to go cruising, we think you'd agree that the cruising community provides a big safety network in which you have a countless number of 'big brothers' and 'big sisters' ready to offer you any support that you might need.

↑↓ CUBA'S EASIER TO CRUISE THAN THE U.S.

With regard to your March 3rd 'Lectronic item about a Ha-Ha vet having sailed to Cuba, maybe you're correct from a U.S. citizen's point of view. But I suggest that you peep into U.S. Homeland Security rules and regulations regarding visiting foreign yachts — even European Union-registered yachts — when they travel within the U.S. Then complain about Cuba.

I'm sorry to say, I prefer Cuba. At least it's much cheaper when the officer declines to receive my notice of movement.

Henry
Planet Earth

Henry — You completely missed the point of that item. Our primary beef is not with the Cuban government, but with the United States government, which for some reason believes it has the right to decide which countries its citizens may visit.



CHUCK E. CHEEZ

Hey, Obama, Uncle Fidel says "There is no problem without a solution."

Their enforcement vehicle is the Treasury Department's prohibition on U.S. citizens' 'rading with the (so-called) enemy. Individuals may face fines of up to \$250,000 and 10 years in prison — although those who have flouted the prohibition in the last year have

been studiously ignored by the Justice Department. President Obama's contribution to the already ridiculous policy has been making it legal for only Cuban-Americans to travel freely to Cuba. It's deliciously ironic, isn't it, that the first African-American president has granted special travel privileges to just one ethnic group?

Yes, we're aware that the United States government doesn't make it particularly easy for foreign boats to visit. We presume that's either because they don't want our otherwise air-tight borders to become porous, or because foreigners have a well-deserved reputation for being lousy tippers.

If you prefer cruising in Cuba to the United States, that's fine, but it's really a case of comparing apples and oranges. And remember, it also means saying that you prefer cruising — and to a tiny extent, supporting — a country that doesn't permit its citizens freedom of speech, freedom of thought, freedom of assembly, freedom to travel, the chance to mix freely with foreigners — or anything else that isn't specifically sanctioned. So cruise where you want, but we say, Viva the counter-revolution!

Update: The day before we went to press, we received an email from our old buddy, José Escrich, Commodore of the Hemingway International YC of Cuba. In addition to offering a formal welcome to all Latitude 38 readers who might visit the yacht club just outside of Havana, Commodore Escrich wants

Opening Day on the Bay ~ April 25

Discover

Brisbane Marina

OPENING DAY ON THE BAY is April 25! But don't wait until then to visit the Peninsula marina closest to the Central Bay.

**GREAT LOCATION!
Just minutes to Central Bay sailing.**

GREAT RATES! \$5.90/foot!

**GREAT FACILITIES!
All concrete docks. Newly constructed bathrooms and laundry room.**

MARINA GREEN with picnic/BBQ areas, Bay Trail Access and FREE Wi-Fi.



From Hwy. 101, take the Sierra Point Parkway exit and follow the signs to the marina.



**400 Sierra Point Parkway, Brisbane, CA 94005
(650) 583-6975**

www.ci.brisbane.ca.us • harbormaster@ci.brisbane.ca.us

Simply Amazing



Coastal Explorer Gear

Bay sailing is tough on the sailor and tough on the gear. And it's precisely what we designed our new Coastal Explorer Gear for. It's built really tough, yet it's also remarkably lightweight and breathable. So it not only holds up to years of abuse, it'll help keep you from feeling abused.

We incorporated everything we've learned about building a great set of foul weather gear into this new Jacket and Bibs. But rather than give you a long-winded rundown of all the clever features, why not come in and have a look for yourself. Compare it to any other gear built for coastal use and we think you'll agree, getting all these features at prices like this is simply amazing.

Jacket - \$199⁹⁹ Bibs - \$149⁹⁹

West Marine®

We have 17 stores in Northern California, including our Alameda Sailing Superstore!

Visit westmarine.com to find the store nearest you.

LETTERS

everyone to know that the www.cubaseas.com website is now up and running, and he'll be writing a blog to answer questions concerning the facilities and nautical activities available to all vessels that call on the club. In addition, the site also has a video of the presentations he made at the International Superyacht Society and the Seakeepers Society during the Miami International Boat Show. Among other things, the site contains the most detailed information we've ever seen about which Americans are allowed — by the American government — to visit

CHUCKLES D. KLOWN



An unidentified 'revolutionary' shares cervezas and chuckles with Cuban officials.

Cuba. It must have taken 100 D.C. lawyers to concoct such a thing. Anyway, the site is great, so check it out!

↑↓ NOT THAT THERE'S ANYTHING WRONG IT

Your magazine printed my name as 'Edgay Parker' of the SC27 *Poopsie*, when it identified me as the winner of Class 7 in the Doublehanded Farallones Race of '08. My legal name is Edgar Randolph Parker IV. I would appreciate it if your magazine could print my name correctly, and print an apology for the mistake.

Randy Parker IV
aka 'JR of Santa Cruz'
Santa Cruz

JR — We're more than happy to comply with your request — and offer our sincere apologies to you and anyone else whose name or boat name gets misspelled in the magazine. For the record, sometimes the mistakes in the spelling of names are made on our end, but often times they are made because they are spelled that way in the official results.

But it's 2010. Are you telling us that you just now got around to reading that issue?

↑↓ DON'T EXPECT THE USCG TO SAVE YOUR ASSETS

I'm the owner of Pacific Salvage, the Santa Cruz-based company that removed the wreck of the Catalina 36 *JoJo* from Stillwater Cove.

COURTESY JOJO



'JoJo' was lost in Stillwater Cove last October.

I have read the articles and letters to the editor about how the Coast Guard responded to *JoJo's* call for help and how the boat was lost. The demise of the *JoJo* certainly was a disaster. But the episode clearly makes a point that the Coast Guard is a life-saving service, not an asset-saving service. And the letters on the subject indicated that lots of mariners are under the false impression that the government will bail out their assets when things go wrong.

It reminds me of the case of a mariner whose boat broke down about 15 miles off the coast of Monterey. He was informed that the law prevents the Coast Guard from competing with private salvage companies, and was referred to our



W
E
K



STRATIS: DEFINING THE FUTURE

Doyle STRATIS membranes have been selected by the largest state of the art race yachts to the world's most glamorous superyachts. STRATIS is the latest in advanced sail technology from Doyle.

- **Lighter.** Unique pre-preg fiber and film lamination process precisely controls the amount of adhesive in each STRATIS sail.
- **More Durable.** Precision lamination means strength and effective shape-holding across the wind range, which adds up to durability.

Join the revolution! Contact your local Doyle loft or visit www.doylesails.com.



Doyle Sails welcomes Dave Wilhite back to the Bay Area to lend his expertise and customer care to our valued customers. Give Dave a call today!



Doyle San Francisco

Bill Colombo & Dave Wilhite
2035 Clement Avenue
Alameda, CA 94501

Tel: 510-523-9411

E-mail: sanfrancisco@doylesails.com

www.doylesails.com

1-800-94-DOYLE

BETTER ENGINEERED SAILS

LETTERS

towing division, Vessel Assist Monterey. The mariner didn't like the idea that the government wouldn't save his asset, refused our service, and forced the Coast Guard to come and get him. When he got to the dock, he was cited for the reckless endangerment of his guests because he didn't have a working VHF on his boat. And he was ultimately given a civil assessment of about \$15,000 for the misuse of government resources.

For those who think the Coast Guard should save assets as well as lives, imagine how bad a day it would be if your boat were sinking and the Coast Guard couldn't come to get you because they were busy with some non-life-saving activity.

I would hope that all of us mariners would applaud the Coast Guard for their due diligence in their primary goal of saving our butts.

And remember that liability and towing insurance are the mariners' best buddies when things go wrong.

Capt. Chelsea Wagner

Owner, Pacific Salvage Inc./Vessel Assist Monterey Bay
Dive Master, Marine Salvage Master,

USCG 100 Ton Master
Santa Cruz

↑↓ DOWN IN THE DUMPS ABOUT DELTA DOO DAH DEUX

I tried to sign up for *Latitude's* Delta Doo Dah Deux, but no cigar, as the event was already fully subscribed. I'd been waiting for a year to sign up for the event, but was out of town for 24 hours, long enough to miss the announcement for sign-ups and have all the slots be taken. I'm very bummed, and want to know if there is a waiting list or some other way to get in on the Delta trip.

Bob Lesnett

Jelly Bean, Catalina 36
Novato

Bob — Since we increased the number of entries from 30 to 50, we were as surprised as you that the event 'sold out' in just 12 hours. We hate to say it but, as we already have 15 people on the waiting list, there appears to be very little hope for anyone who missed signing up. But that doesn't mean you can't get a group



JAY HICKMAN

of friends together to go explore the Delta on your own. And if you time it just right, you might even bump into a wild-and-rowdy group of Doo Dah'ers along the way! Regardless, you can keep up with the planned goings-on at www.deltadoodah.com.

It may be too late to join the Doo Dah, but it's never too late to enjoy the Delta.

For the record, the publisher of *Latitude*

wants everyone to know how thrilled he is that the Delta Doo Dah — sort of an ultra-mini Baja Ha-Ha — was conceived and has been managed entirely by *Latitude* staff members Christine Weaver, LaDonna Bubak and John Arndt. It's their baby, which makes us feel like a proud grandparent.

↑↓ TOO BIG NOT TO FAIL?

After years of saving and taking care of other business in life, I'm getting ready to buy a cruising boat. I always thought I'd get something in the 40- to 45-ft range that's less than five years old. But while searching the internet, I've come across

ATTENTION CRUISERS! MEXICAN LIABILITY INSURANCE ONLINE

MARINERS
GENERAL INSURANCE GROUP

Now with six offices offering you local insurance service and global insurance coverage.

SEATTLE
(800) 823-2798 • (206) 281-8144
Fax (206) 281-8036

NO. CALIFORNIA
(800) 853-6504 • (650) 373-0595
Fax (650) 548-1585
email: boomeins@aol.com
Lic. # 0A99058

L.A./ORANGE COUNTY
(800) 992-4443 • (949) 642-5174
Fax (949) 642-0252
Lic. # 0D36887

SAN DIEGO
(800) 639-0002
Fax (619) 226-6410
Lic. # 0A96346

BRADENTON, FLORIDA
(800) 914-9928
Lic. # E051940

New!
PUERTO VALLARTA
(949) 274-4111

We insure racers and cruisers all over the world with prompt, reliable service.
www.marinersins.com

ASK ABOUT OUR NEW RACING SAILBOAT PROGRAM!

It's a Mariner's Fact:
You can contact your local Coast Guard Auxiliary for a free safety courtesy inspection.

COME VISIT COYOTE POINT MARINA:

The Peninsula's Complete Recreational Destination!



**Multihull
side ties available
up to 40 ft.**

BERTHING

- Slips to 40' available
- Inside ties from \$85 per mo.
- Multihull side ties available
- Check out our rates!



FUEL DOCK & PUMP OUT

- Open 7 days per week
- Gas and diesel available
- Check our prices
- Free pump outs



COYOTE POINT RECREATIONAL AREA – HOME TO:

- Coyote Point Marina
- Poplar Creek Golf Course
- Coyote Point Park
- Captain's House Conference Center
- Beach, Picnic & BBQ Areas
- Coyote Point Yacht Club
- Dominic's Restaurant
- Magic Mountain Playground
- Coyote Point Museum
- Shoreline Trail

COME FOR A VISIT – WE THINK YOU'LL STAY

Call us and mention this ad for a FREE Weekend Guest Berth

COYOTE POINT MARINA ~ 1900 Coyote Point Drive • San Mateo

650.573.2594

Charter the San Juan Islands
from Friday Harbor, Washington

SCHOONERS NORTH

Share the waters with orcas,
otters, seals and dolphins. Learn
about the fascinating local wildlife
from our onboard naturalists
aboard the historic...

SPIKE
AFRICA
AND
THE SEA
WITCH



Cruise the stunning
channels, bays and inlets of
the world renowned San Juan
archipelago aboard the beautiful,
traditional wooden sailing craft
Spike Africa or Sea Witch.



Help sail the ships or
relax and enjoy the
experience.

360.378.2224 | www.schoonersnorth.com

LETTERS

several very interesting boats in the 65- to 75-ft and even larger range. Most of them are 20 or more years old, so they may have some maintenance issues. But what's attracting me is the thought of owning a pretty cool, big boat, and getting her for not much more than the price of the 45-footers I've been thinking about.

Knowing that *Latitude* previously owned an Ocean 71 for a number of years, I'm wondering if you could give me some guidance.

Ken Thompson
Chicago

Ken — Unless money is no object and/or you get to pay your boat bills with before-tax dollars, we'd suggest that you think long and hard before opting for the bigger, older boat. We can't tell you how many folks we know who have gone 'big', and came to view it as, at least, a great challenge, and at worst,



For cruising, Frank Robben gave up the stunning — and expensive — 73-footer 'Kialoa II' for a humble Peterson 44.

a terrible mistake. Boats grow in size exponentially, as do boat problems, boat expenses and crew issues. So it doesn't surprise us that after Paul and Susan Mitchell lost their 58-ft schooner White Cloud in the Coral Sea, they replaced her for the remain-

ing 20 years of their circumnavigation with Elenoa, a 36-ft steel cutter. Frank Robben of Berkeley, who did a bunch of races to Hawaii and went around the world at least once with the 73-ft aluminum Kialoa II, now cruises a Peterson 44 with his wife. And as you'll read later in Letters, John Campion's new cruising boat is going to be based on a Wilderness 40 hull that is 27 feet shorter than the 67-ft Merlin he used to own. The list goes on and on.

The Ocean 71 was an historic design, and our Big O was a fabulous boat. We had the time of our life owning her for 11 years, and for trips from the Caribbean to California and California to Turkey and back to the Caribbean. But owning her was a challenge in two respects. First, financially. Big boat bills are really big. In part because everyone assumes that the owner of a big boat can afford big bills. Plus, modern boats are so much easier to sail than older boats because they come with all sorts of effort-saving equipment — such as roller furling mains and electric winches — which weren't common 20 or 30 years ago. And if you have to go to the expense of fitting an old boat with all the good, new stuff — or repairing or replacing things like the windlass, sails, winches, cushions and so forth — you'd better have a spot on the Forbes 500. It's our understanding that the Canadian gentleman who bought Big O spent nearly seven times as much refitting her as we did buying her. Fortunately, it's also our understanding that he's had an unusually lucrative specialized charter business with her. But most boatowners can't count on that kind of cash flow.

For us, the real downside in owning a bigger, older boat was that she was hard to sail — let alone maintain — without several crew, most of whom naturally wanted to be paid. Not only is having paid crew very expensive compared to not having paid crew, but there are the inevitable compatibility and retention issues. If your boat is your home, there is a good chance



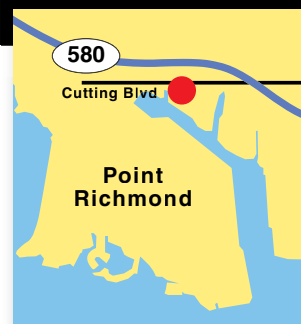
Remind you of getting your sailboat serviced?

Let's face it, getting your sailboat serviced can be a painful experience. Which is why we do all we can to eliminate nasty surprises. We'll quote you a price up front, and we'll stick to it. We're Bay Marine Boatworks—the full-service boatyard. From bottom painting to complex fiberglass repair work, you will find we can handle all your sailboat maintenance and repair needs. So call Kim Desenberg

today and he'll tell you about our rigging maintenance and upgrade specials. Bay Marine Boatworks, where your sailboat service won't feel like a root canal.

BAY MARINE

BOATWORKS Inc.
The Sailor's Boatyard



310 W. Cutting Blvd.
 Pt. Richmond, CA
 1-800-900-6646

We Can Do It The **HARD** Way...



(Is this the South Pacific, or the South Napa River?!)

or We Can Do It The Right, Easy **NAPA VALLEY MARINA** Way!



Don't let deferred maintenance catch you by surprise –
Schedule your next haulout at NVM Today!

DRY STORAGE
\$4.00/ft
Power & Sail

35-FT BEAM:
Can your
yard do that?

California's largest dry storage facility

NAPA VALLEY MARINA

1200 Milton Road • Napa, CA 94559
(707) 252-8011 • Fax (707) 252-0851
www.napavalleymarina.com

Marina • Boatyard • Chandlery • Brokerage

Dealers for
YANMAR

Interlux
yachtpaint.com

Distributors for *Brownell*
Boat Stands

LETTERS

you won't feel as comfortable on her when you have to share her with others, particularly if there are major age differences as well as tastes in food and music. Secondly, paid crew are understandably always looking for higher paying gigs, so just after they become familiar with the idiosyncrasies of your older boat and her older gear, they are likely to be off to greener pastures. That means you not only can be left in the lurch, but will have to find new crew and train them in the peculiarities of your older boat.

For these reasons, when we finally decided to replace Big O, considerations #1, #2 and #3 for the new boat were the ability to enjoy it without having to rely on crew. Because of that, we've always felt as though we've owned Profligate, whereas with Big O, we sometimes had the unpleasant feeling that she owned us. Lots of owners of older big boats know the feeling, so don't be surprised if you see them wandering around looking for a shoulder to cry on while owners of smaller boats are going sailing.

As a very general rule, we'd recommend boats under 50 feet — if not under 40 feet — and less than 15 years old. That will generally get you a boat that is capable of taking you anywhere, and if she's been properly maintained, her systems and gear should still be in reasonably good shape.

Lastly, all boats have to be sold sometime, and the number of people looking to buy big, old boats is very small. The money you'd have to spend in berthing bills over the two or three years it might take to sell the big oldie would likely be enough to have bought a good 45-ft boat. No wonder so many older big boats either deteriorate to derelicts or, if still in good shape, end up being donated rather than being sold.

In summary, you might want to remember the immortal words of Antonio des Mortes, our Basque captain on Big O: "Sailboats are like the beautiful, beautiful breasts of the womens; is not necessary for them to be so very big for the captain to enjoy himself."

↑↓ **THE FLYING MOORE 30**

In the mid-'80s, I was racing aboard an Olson 30 when I saw a sailboat *Fly* — pardon the pun — fly past us. Someone told me that *Fly* was a Moore 30. She was a trailerable boat with deck wings that folded out. Can you tell me how many were built and what happened to them?

Curt Moore
Elk Grove



The Moore 30, a daring boat for its time, was designed by Gary Mull of Berkeley.

Curt — We emailed Ron Moore for the straight scoop, but he was so busy working in the boatyard that Martha Lewis, his wife of 32 years, wrote the following response:

"I am responding on what is Ron's 65th birthday — can you believe it? He's still very involved in sailing, and we have developed Moore Sailboats into a composites business that is now involved with a number of different projects. For example, we're currently involved with John Champion's new cruising boat. The former owner of the 67-ft Merlin has got a Wilderness 40 hull that he wants to make into a cruising boat.

THE GREEN SOLUTION

A WINDVANE SELF-STEERING SYSTEM FROM SCANMAR

*Tomorrow's
technology has been
here all along!*

- **PROVEN**
- **NOT PETROLEUM DEPENDENT**
- **USES WIND & WATER POWER ONLY**
- **SILENT**

auto-helm
windvane



Additional rudder
with Trimtab.
No lines – emergency
rudder capability.

#1 in Windvanes

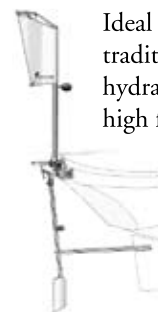
MONITOR
WINDVANE™



Servo pendulum
system – most
powerful principle.

**Rated Best
Windvane
in the ARC**

Saye's Rig



Ideal for large,
traditional boats with
hydraulic steering and
high freeboard.

Visit our Web site
WWW.SELFSTEER.COM
**3,000 boats and
5,000 photos!**

MRUD

- Monitor Emergency Rudder conversion
kit for boats up to 50-ft LOA
- Stored under deck in 4-ft bag

**Free Self-
Steering
DVD**

**A Scanmar windvane is a 24/7 dependable workhorse at half the price of
an installed under deck autopilot. No impossible to fix electronics – no maintenance.**

**We can supply the RIGHT windvane for
YOUR boat!**

SOS Rudder



Don't want a windvane?
Need a stand-alone
emergency rudder?

- **BUILT LOCALLY**
- **USED WORLDWIDE**
- **SOLD FACTORY DIRECT**

**BEST BOAT
SHOW PRICES
EVER!**

Strictly Sail

PACIFIC

Jack London Square
April 15-18
Booth #503-504-505

432 South First Street
Pt. Richmond, CA 94894 USA

Tel: 510-215-2010
Fax: 510-215-5005

scanmar@selfsteer.com

SCANMAR
INTERNATIONAL

Manufacturers of Marine Self-Steering

**1-888 WINDVANE
(946-3826)**

Sausalito Yacht Club

Est. 1942 • A Bay Area Tradition

Join Sausalito Yacht Club in 2010 Special!

Call Us Today Regarding Our

SPECIAL MEMBERSHIP OFFER!

Boat Owners \$750

Non Boat Owners \$850

Ends May 31, 2010

ENJOY

- Informal, relaxed ambiance
- Superb galley and bar, all professionally staffed
- Outside bar and patio with a great view
- Cozy fireplace
- Mooring buoys as well as guest dock
- Reciprocal privileges at yacht clubs worldwide
- Very active in Club cruises – every month to various destinations – sail or power with your fellow Club members
- Extensive social calendar
- Tuesday Night Races and other sailing (Ask about Under 35 Racing Membership)
- Excellent Junior Sailing Program

GET
READY FOR
OPENING
DAY!



Contact John Lerner
Membership Chair
For Applications and
One Day Guest Pass

Sausalito Yacht Club

P.O. Box 267

Sausalito, CA 94966

Call (415) 332-7400 ext. 412

membership@sausalitoyachtclub.org

www.sausalitoyachtclub.org

LETTERS

"I can't believe how many years have passed since Ron built the 30s. We built a total of seven of them. Ron didn't destroy the molds until just last year. It was very hard for him to do. When we decided to build the 30, we were going to have either Gary Mull of Berkeley or Bruce Farr of Annapolis design it. Ultimately, we decided to go with Gary because he was local. Remember, it was the mid-'80s and it wasn't so easy or inexpensive to communicate with the East Coast. Gary was a real talent and a great friend who died too young. At the time, he was very busy with the America's Cup design for Tom Blackaller's St. Francis YC syndicate, so the Moore 30 often got put on the back burner. But Gary was still the right man for the job."

We were curious as to where the seven Moore 30s went after being built, so we called Ron to find out. "One went to San Diego, one to the Bay Area but it ended up back east, and two went to Corpus Cristi," he told us. "There's another in Tahoe that's in the process of being highly modified by a couple of old Moore 24 sailors." Keep an eye out in a future edition of *Latitude* for details on this project, but in the meantime, if you have any idea where all the Moore 30s are now, email richard@latitude38.com.

↑↓ UPDATE YOUR NAV EQUIPMENT SOFTWARE

A few weeks ago, I noticed that the Autohelm on *The Taproom*, my Catalina 42, was not maintaining the waypoint that I'd selected on my Raymarine C-80 chartplotter. When solely engaged, the autopilot seemed to be working fine. I figured that maybe I had a connection problem between the two.

During my haulout at KKMI, I expected to hear the electronics technician tell me that something was broken and the fix would be \$X,XXX. Imagine my surprise and delight when I was told it would only be \$XX. The ability of my autopilot to talk to my chartplotter was affected by changes to the U.S. WAAS (Wide Area Augmentation System) system.

It seems that around the end of '08 and beginning of '09, the FAA decommissioned two WAAS GPS satellites — PRN 122 and PRN 134 — and activated two replacements — PRN 135 and PRN 138. The problem is that the WAAS firmware in certain Raymarine — and perhaps other brand — navigation products does not recognize these new satellites. KKMI's tech just needed to upload some new software, something he'd been doing for a lot of customers.

All software updates and instructions are posted in the customer support section of www.raymarine.com. You can easily download the free update file to a compact flash drive and do your own upload to the chartplotter. But I just wanted to make sure people were aware of the problem.

Harley Gee
The Taproom, Catalina 42
Richmond YC

Harley — Thanks for the heads up.

↑↓ A BRIEF HISTORY OF THE AMERICA'S CUP

Here's my brief history on the America's Cup:

In 1851, John Cox Stevens, who happens to have been a great-great uncle of mine as well as the founder of the New York YC, put together a syndicate to build the schooner *America*. She sailed to England with the hope that syndicate members could make some money by gambling on her in yacht races. But the syndicate members were true sportsmen, too, so they wanted to race their sleek new schooner against the best-paying match they could find.

When they sailed into the Solent with just their delivery sails, the *America's* speed so impressed the Englishmen that the syndicate had a difficult time finding a suitable match.

JUST
RELEASED

SLAM

Specially designed Torsion Control
heel for superior grip.



New SLAM Code 1 Sailing Shoes set a new standard in performance and price.
Just \$89.95!

 **POINT LOMA**
OUTFITTING
leave land more

www.PointLomaOutfitting.com | 619-224-4060 | In Point Loma's Liberty Station



HOGIN SAILS

SPRING IS HERE!

See us at



Strictly Sail

PACIFIC

Jack London Square
April 15-18

Ask us about our Boat Show Specials

At Hogin Sails, we are dedicated to work with our customers to give them the custom designed sail they have always wanted. Call our sail designer for a free Consultation on how a new sail will improve the performance of your boat and ease of your sailing experience.

510.523.4388
1801-D Clement Avenue
Alameda, CA 94501
www.hoginsails.com

LETTERS

After a few weeks passed, they entered a regatta that was open to all comers. The rest is history.

The America's Cup is America's oldest sporting trophy. I think that we in the Bay Area should feel honored to have the



CURRIER & IVES

From the 'America' to BMW Oracle's 'USA', there's been a lot of technological ground covered.

chance to host the Cup here. The Cup has history and tradition, and this should be acknowledged by having it here. I think that all the obstacles could be overcome if there is a will. We have one of the best sailing venues

in the world in the beautiful Bay. This is an opportunity not to be missed.

Steve Hocking
Ohana, Beneteau 45F5
Sausalito

Steve — You hit the crux of the problem right on the head, to mangle an analogy, when you wrote "if there is a will." Our doubts on the event being held here are based entirely on the belief that the powers that be in our local and regional governments and government agencies do not have the will or capability of overcoming the obstacles. But we're still going to hope.

↑↓ "WHAT ABOUT ME?"

If the America's Cup were to be held on San Francisco Bay, how would it affect *my* use of the Bay during Cup activities? Similarly, how much of the Bay would be off limits to the rest of us sailors?

John Thomas
San Rafael

John — Those are two excellent questions. Unfortunately, we can't give you any answers because as we write this no specifics have been released as to the kind of boats — monohulls or multihulls — that might be used in the next Cup, and where the courses might be. At this point we wouldn't be too worried, as we're pretty sure that the Coast Guard wouldn't grant the America's Cup exclusive use of a busy part of the of the Bay — except for perhaps the main event. In all the other places the America's Cup has been held, from Newport to Fremantle, the Cup courses did not significantly impinge on the interests of other mariners. We'd be surprised if that changed.

↑↓ CATCHING CUP FEVER

I don't know about you, but 'Cup fever' is starting to get to me. If we're lucky enough for San Francisco Bay to be chosen as the venue, it would boost the economy here in Alameda like crazy and really put us on the map. Do you know, for example, there is a 'Where the hell is Alameda?' page on Facebook?

Jack, my late life partner, was a swimming pool contractor in Sacramento for 25 years before he moved to Alameda and sold sailboats with John Beery and later Roger Wales at Cruising World Yachts in Mariner Square. You can just imagine the trouble those three could get into! A graduate of King's Point Merchant Marine Academy, Jack loved sailing. He received his 60 Veterans Certificate at the San Francisco

WESTPOINT HARBOR

Visit our new harbormaster house at
California's newest, most innovative marina.

FABULOUS DOCKS

- Innovative single-piece concrete floats with inboard piles and under-deck guides
- Ultra-wide slips and fairways
- Dock box, pumpout, dual 120/240 volt power *at every slip*

PRIVILEGES/AMENITIES

- Access to 38,000 sq. ft. Pacific Shores Health Club (pool, spa, gym, rock climbing wall, etc.)
- DSL phone lines and free wifi access

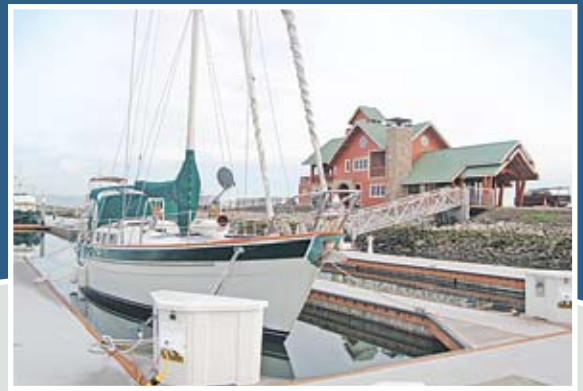
STUNNING NEW HARBORMASTER BUILDING

- 360° deck access with fireplace and views of Westpoint Slough wildlife
- Beautiful showers and rest rooms with granite countertops and ceramic tile
- Private meeting rooms

IDEAL LOCATION

- Redwood City enjoys 300+ sunny days a year
- Ample parking and easy access by land or sea

**More than 1,000 feet of guest dock:
Schedule your cruise-in today!**



**Accepting applications
for boats to 120'**

www.westpointharbor.com

650 224 3250 • 1529 Seaport Blvd. , Redwood City, CA 94063

www.MarinaBayYachtHarbor.com

Now Wireless too!

See us at



Strictly Sail

PACIFIC

Jack London Square
April 15-18



**Like the Wyliecat 30, we've gone wireless.
Marina Bay now includes FREE WIFI at every slip!**



Marina Bay Yacht Harbor

(510) 236-1013



South Beach Harbor is a great way to experience San Francisco. Boats of all sizes are welcome in our protected deepwater harbor. Bring your boat to South Beach and enjoy all the attractions of the city.



- Two guest docks for boats up to 125'**
- 20 guest berths up to 50'**
- Casual and fine dining nearby**
- Adjacent to AT&T Park**
- Easy access to transportation**
- 24 hour security**
- Free pump-out stations**



For Reservations:
415.495.4911 (x0)
fax: 415.512.1351
sb.harbor@sfgov.org
www.southbeachharbor.com

LETTERS

ment that it's divorced the crews from the boats and the natural forces of nature, thereby making the racing less human and less fun. If they are going to allow the use of engines on America's Cup boats again, perhaps each team should have to restart the engine at least once on every downwind leg by jibing the main with the line-from-the-boom-to-the-flywheel method. That would certainly reintroduce a human element.

↑↓LET 'EM EARN IT!

The city of Newport, Rhode Island, wants the America's Cup to return there. If that's the case, I suggest they enter a boat in the next America's Cup, win it, and thus have the right to defend the Cup in their venue!

Howard Spruit
Mokuakalana, Jar Cat
Santa Cruz

Howard — That would be the proper way to do it. Based on everything that's been said, the America's Cup is San Francisco Bay's to lose. Unfortunately, San Francisco is fully capable of doing just that. As for Newport and San Diego — and everywhere else that wants to host the Cup — we agree that they ought to get that right the old way — by earning it!

↑↓HAVE A 'CUP'-HALF-FULL ATTITUDE

I beg to disagree with Dick Enerson's letter — and *Latitude's* editorial agreement — to the effect that it would not be possible to host a successful America's Cup on San Francisco Bay. I believe it is not only possible, but it could be the best Cup match ever. Here is a point-by-point rebuttal to Enerson's arguments, and the reasons that San Francisco Bay would be a great place to host the next Cup.

The Bay is too small with too much ship traffic. There are two parts to every America's Cup event. First, there is the challenger selection process which, prior to the last match, was known as the Louis Vuitton Cup racing. Second is the Cup match itself. The Louis Vuitton Cup could not be held in the Central Bay because there is not enough room and there is too much commercial traffic. But, it could be held in the wide water between the Bay Bridge and Candlestick Point. There is plenty of deep water and good breeze, and the cross currents would not affect the quality of the racing. Windward/leeward legs would be about 2-3 miles long, which would make for good racing with plenty of action and mark roundings. Commercial traffic is minimal in that part of the Bay. It is used now as an anchorage for ships waiting for berth assignments in the Port of Oakland. With a little cooperation from Vessel Traffic Service, these ships could be anchored away from the race courses and there would still be plenty of room left over.

The Central Bay is the only place to hold the match itself, and there could be windward/leeward courses from the middle part of the Golden Gate Bridge to a spot between Alcatraz and Angel Island. These legs would be a little shorter than what has been traditional, but shorter legs would be good for the racing and good for the Cup. The public gets bored with long legs that turn into drag races. Shorter legs with more mark roundings and more action would be good for television and spectator viewing. Of course, the backdrops around the Bay are superb for television, superior to the venues of any of the previous America's Cup events. Because the course would be in the dead center of the Bay, the currents would essentially be the same all over the course, and heading to the beach for current relief would not be an option. It would be pure match racing for the purists in the crowd. As we all know, the summer winds in the Central Bay are as reliable as Old Faithful,

Come Visit Us Today!

SOUTH BEACH SAILING CENTER

at the
beautifully renovated Pier 40 in San Francisco

To Do List

It's easy as 1-2-3

1. Go to boat show
2. See Liz at NBMC
Booth #128
3. Order new boat
cushions



415.543.1887

nbmc@earthlink.net

www.northbeachmarinecanvas.com

Pier 40, The Embarcadero

South Beach Harbor, San Francisco



See us at



PACIFIC

Jack London Square
April 15-18
Booth #128

**HAS YOUR BOAT
"GONE GREEN"?
WE CAN CLEAN THAT!**

OPENING DAY IS APRIL 25!



Westwind

Complete Yacht Care

*Serving the entire Bay Area
for more than 20 years*

(415) 661-2205

Pier 40, South Beach on the Embarcadero • San Francisco

Call Toll Free **888-828-6789**

westwinddetailing@sonic.net

www.boatdetailing.com



South Beach Riggers

**Winning
Technology for
the Hot Race or
the Casual Cruise**

- Expert advice, sales and splicing of Vectran, Spectra, Technora, and Dacron by our certified splicer
- Professional survey and tune for your rig
- Standing and running rigging replacement
- Fabrication and hydraulics
- More than 100,000 miles racing and cruising experience



TWO LOCATIONS

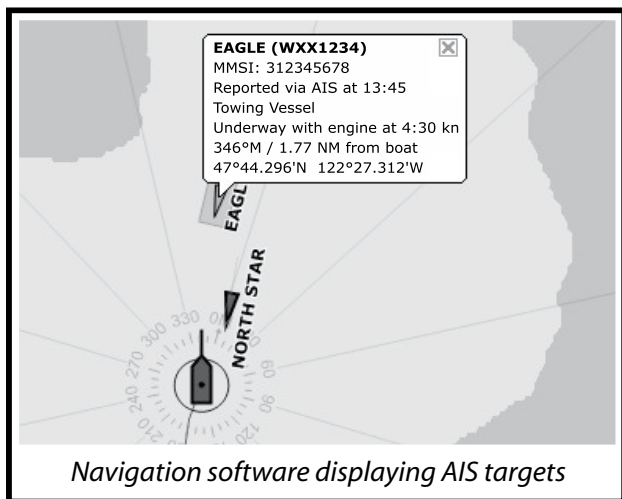
399 Harbor Dr. • Clipper Marina • Sausalito • 415.331.3400
Pier 40 • South Beach Harbor • San Francisco • 415.974.6063

Adjacent to South Beach Harbor and AT&T Park • Close to dozens of fantastic restaurants and shops

AIS Made Easy!

Latest, most cost-effective
collision-avoidance solution

AIS (Automatic Identification System) receivers enable AIS-capable chart plotters and navigation software to see other vessels. AIS transponders allow other vessels to see you.



Navigation software displaying AIS targets

Milltech Marine offers complete, low-cost AIS solutions. Visit our web site for information on:

- ✿ AIS Receivers - featuring the Comar AIS-MULTI
- ✿ AIS Transponders - including Class B AIS
- ✿ Navigation Software
- ✿ Antennas, cables and other accessories



Order any product online and use coupon code "LAT38" to get free shipping in the U.S.

For more information contact:



(866) 606-6143
www.MilltechMarine.com

LETTERS

steadily blowing 15 to 25 knots every afternoon. Just what America's Cup teams want.

Since there can only be a maximum of nine races in the AC, commercial traffic would only have to be controlled on a limited number of days. This could be accomplished with a reasonable amount of cooperation from the Coast Guard and the Vessel Traffic Service. What would be really cool, is if the Coast Guard could be persuaded to install a new buoy just inside the Golden Gate Bridge. This could be a new separation buoy for ship traffic entering and leaving the Bay, and the windward mark for the Cup races. It could be called the 'America's Cup Buoy', and used at other times as a permanent weather mark for Bay racing. Just about everywhere on the main Bay is directly downwind from this spot. And it would also save local race committees from having to set windward marks in deep water. But even without such a new buoy, America's Cup race committees are not like our local yacht club race committees manned by volunteers. The America's Cup gets very experienced pros for their race committees, and they would be able to set marks in deep water.

No cooperation from local government. Hogwash! Our local politicians may seem to be out in left field at times, but even they will see the economic benefits to be derived from this event. All they have to do is talk to the city officials in Valencia or Auckland. In these days of severely strained municipal budgets, all the cities around the Bay would see the economic benefits of having the Cup races here. I was at the City Hall welcoming celebration for Larry Ellison and his BMW Oracle team, and heard Mayor Gavin Newsom publicly state that he is all for it, and he will do all that he can to make it happen. This is a good first step, and I don't see why our other political leaders would not follow suit. Remember that San Francisco made an unsuccessful attempt to get the Olympic Games here. The America's Cup is not the Olympic Games, but it is the next best major international event that the City has any realistic expectation to host.

No place for team compounds. Double hogwash! There are lots of places for teams to set up shop. For starters, there is the much-neglected Port of San Francisco. The piers are under utilized and the port would love to have some new tenants. Sure, they would be expensive to build, but money has never seemed to be a problem when it comes to the America's Cup. Compounds would be expensive to build elsewhere as well. The cities in Europe bid to get the chance to hold the event, and were willing to pour money in to build the infrastructure.

BMW Oracle's Larry Ellison has said he is not looking for money — he already has enough, thank you very much — only access to waterfront real estate. San Francisco has plenty of that. If you don't like the City waterfront, there is the east side of Treasure Island. The old Navy piers are now gone, but there is plenty of room and deep water for compounds. If you are still not satisfied, there is the old Alameda Naval Air Station. The Navy used to park aircraft carriers there, and there is plenty of room and deep water, too.

The San Francisco Yacht Racing Association (YRA) has the rights to race on the Bay and the America's Cup would interfere. Now we are bordering on the ridiculous. The YRA is made up of sailors who would love to see Cup racing here. The YRA operates only on weekends, leaving the Bay wide open five days a week. But the bottom line is that I am sure we could get all kinds of cooperation from the YRA to encourage America's Cup racing on our Bay.

San Francisco does not need any more tourists. Tell that one to the hotels, restaurants and public attractions that live or die with tourists. Tell it to the city politicians who depend



www.marina-mazatlan.com

468 slips from 30 to 260 feet length
 125/250 V 30, 50, 100 Amps.



For all reservation and details
 Contact: elvira@marina-mazatlan.com
 Phone: 011 52 669 2936
 Phone & fax: 011 52 669 669 2937
www.marinamazatlan.com.mx

2010

Summer Special Package!

**Stay 5 months from June 1 to October 31 at
 USD \$0.24 cents per foot/per day**

plus 16% tax

***Boats must be here from June 1 to October 31
 (metered power extra)***

**2010 SUMMER CRUISING RATES:
 (JUNE 1 THRU OCTOBER 31, 2010)**

SIZE OF BOAT: TIME OF STAY:	UP TO 41'	42' TO 60'	61' TO 90'	90' OVER
1 TO 10 DAYS	\$0.60	\$0.70	\$1.00	\$1.10
11 TO 29 DAYS	\$0.45	\$0.53	\$0.70	\$1.00
30 TO 90 DAYS	\$0.35	\$0.42	\$0.48	\$0.58
91 DAYS OR MORE	\$0.31	\$0.38	\$0.44	\$0.47

RATES, IN U.S. DOLLARS, ARE BASED ON DOCUMENTED LENGTH AND DO NOT INCLUDE 16% TAX. 30 FOOT MINIMUM CHARGE.

Harbor Master: Jaime Ruiz email: jaimeruiz@marina-mazatlan.com



**West Marine[®]
Rigging Service**

**Largest
Sailboat
Hardware
Inventory
on the
West Coast!**

With
**Mobile
Rigging
Service
Available**



**SCHAEFER
MARINE**

ROBLINE
MARINE HARDWARE

RONSTAN

POWERLITE
RIGGING

Johnson
MARINE HARDWARE

NEW ENGLAND ROPES

samsun

Hayn Marine

HARKEN

holmatro
MARINE EQUIPMENT

SmartRigging[®]
The Intelligent Choice

facnor[®]
FUELING SYSTEMS

**Contact us for all of your Rigging Needs!
888-447-RIGG**

or visit our Onsite Rigging Locations in:

Alameda, CA 730 Buena Vista Ave. (510) 521-4865	San Diego, CA 1250 Rosecrans St. (619) 255-8844	Seattle, WA 1275 Westlake Ave. N (206) 926-0361
--------------------------------------------------------------	--------------------------------------------------------------	--------------------------------------------------------------

westmarine.com/rigging

LETTERS

on them for tax revenue. This is another red herring, but it acknowledges the fact that the event would attract many people who would spend their money in the Bay Area.

So, with all the objections dispatched, let's look at the wine glass with a half-full attitude. San Francisco Bay will provide the best setting for an America's Cup regatta the world has ever seen. In all the other locations, all you saw was two boats racing on open waters — no Golden Gate Bridge, no Alcatraz, no Bay Area hills, no dramatic city skyline — none of the things that make San Francisco Bay one of the greatest and most beautiful harbors and sailing venues in the world. The winds and waves would make for more exciting sailing that will draw millions to TV, and would be one of the best promotions ever for the City by the Bay. Finally, for all the sailors in the crowd, having the America's Cup on the Bay will be the greatest single sailing event ever held on the Bay — bar none!

Have I made my case?

Bruce Munro
Princess, Sabre 402
San Francisco Bay

Bruce — You make a fine case. We particularly like the idea of the big race in the Central Bay, with the windward mark right under the Golden Gate Bridge. We can easily envision the



LATITUDE / JR

east side of the bridge packed with spectators getting a never-before-seen view of the Cup action unfolding 250 feet below. And as was demonstrated by Oracle's match racing on the Bay a couple years ago, there

There is no denying that the Bay has the right weather conditions for an America's Cup.

would be plenty of other spectacular vantage points for spectators — including from many of the office buildings, homes and apartments facing the Bay.

As for the best possible sailing conditions, the Central Bay certainly has them, and the scenic views for television would put all previous Cup events to shame. There is also no doubt that the world has a passionate love affair with the city of San Francisco, so we would be surprised if that alone couldn't attract an extra team or two. We're also impressed that the Coast Guard and bar pilots have apparently given their initial blessing to the general concept.

Our cup-half-empty attitude toward the possibility of such an event comes from a deepening cynicism about what San Francisco, the Bay Area and California are capable of accomplishing. Especially in a relatively short period of time. Would not the building of compounds require permits from an endless number of agencies with reputations for moving at a pre-global warming glacial pace? Would it not take years — if ever — to get approval of the environmental impacts?

It's wonderful that Larry Ellison says he wants the event on San Francisco Bay, and we think he's sincere. It's even better that he's saying they don't need any public money. It's also terrific that Mayor Gavin Newsom is also onboard, but his approval ratings are in the dumpster, and he's often impotent in the face of the Board of Supervisors. While in theory the San Francisco Port District can do things without the approval of

GARHAUER

MARINE HARDWARE

GREAT GEAR

See us at



Strictly Sail

PACIFIC

Jack London Square
April 15-18



Quality stanchions and gates from Garhauer

Whether you are replacing one stanchion or upgrading your entire boat, we manufacture a complete line of stanchions, bases and gates.

- Stanchion tubes available in 3 different tip styles
- Stanchions and gates can be made removable or with fixed bases.



GARHAUER
MARINE HARDWARE

1082 West Ninth Street,
Upland, California 91786

Phone: (909) 985-9993
FAX: (909) 946-3913

email: garhauer@garhauermarine.com
<http://www.garhauermarine.com>

WHALE POINT MARINE & HARDWARE CO.



A FAMILY OWNED & OPERATED BUSINESS FOR THREE GENERATIONS
MARINE PARTS & ACCESSORIES, PLUS A COMPLETE HARDWARE STORE



Go to **WhalePointMarine.com** for additional discounts!

ADVENTURE MEDICAL First Aid Kit

For 1-6 crew
#200 Marine



List \$44.99 • **NOW \$34⁹⁹**

MUSTANG Inflatable Vest

No inadvertent inflation under extreme conditions



MD3183 • **\$259⁹⁹**
MD3184 • With Harness • **\$279⁹⁹**

FILTER 500 FGSS by Racor

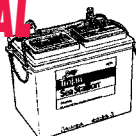


Filter Element **Whale Pt \$9⁹⁹**
Filter Unit: List \$246.99 **Whale Pt \$179⁹⁹**

TROJAN & CENTENNIAL Batteries

MARINE DEEP-CYCLE BATTERIES

24TM • 85amp **NOW \$99⁹⁹**
27TM • 105amp **NOW \$109⁹⁹**
6 Volt **NOW \$139⁹⁹**
8D • 12 Volt **NOW \$169⁹⁹**
Other amp sizes available.



STEARNS 5' Folding Ladder

- Ladder becomes stiffer as weight is applied
- Supports 450lb
- Corrosion resistant plastic
- Bottom rung sinks below surface



List \$29.99 • **NOW \$19⁹⁹**

DELUXE BOSUN'S CHAIR

Hard bottom seat. Large SS D rings let you snap in shackle and tie in a safety line.



NOW \$89⁹⁹

FORESPAR Mini-Galley

NOW \$139⁹⁹

Mini-Galley comes with tibble cooking frame, perfect for any boat and uses standard propane cylinders.



MAGMA BBQ

Perfect BBQ for a Sunday night dinner on your boat. Stainless steel. Mounts easily with optional mount to your boats rails.



Propane: Whale Pt. **\$169⁹⁹**
Rail Mount: Whale Pt. **\$47⁹⁹**

LETTERS

the Board of Supes, we don't think they can in reality. And as any observer knows, San Francisco has one of the most dysfunctional Boards of Supervisors in the country, and they have long been incapable of acting in the best interests of either the City or the residents. For instance, we could easily see several Supervisors along the lines of Chris Daly say that they would relentlessly fight the Cup's being held on San Francisco Bay — unless every team had at least one homeless crew, one transgender crew, and one illegal alien under indictment for murder on their boat. And that the combined teams had to build 50,000 homes for San Francisco's homeless.

While the idea of the Cup compounds being situated along the Embarcadero would appeal to lots of people, we think you are underestimating the number of people who would be dead set against it. Some perhaps for good reasons, others just because they enjoy preventing other people from doing something they really enjoy. Sailors who visit the Bay for the first time are often shocked at the lack of boating facilities and the poor state of what does exist at the San Francisco Marina and Gashouse Cove. There have been attempts to improve these facilities, but they're always met with fierce opposition from Marina homeowners who don't want the status quo changed and by boatowners who don't want their berth fees raised from the below-market rates.

Having the team compounds on Treasure Island would seem to be a much more likely prospect, but it wouldn't be very convenient. The cold and howling winds would make it unfriendly to visitors and the teams, and we've seen how long it takes to get approval for anything on Treasure Island. No disrespect for Alameda, but having the compounds there would be extremely inconvenient and have none of the glamour of San Francisco.

Lastly, we don't consider ourselves to be experts on the sailing conditions south of the Bay Bridge, but we've sailed and raced there any number of times. Based on our experience, the wind there is extremely inconsistent and fluky — not what's needed for match racing. Of course, a lot of other possible courses have been suggested, some of them based on what would be unusual types of boats for an America's Cup. Ron Young, for example, thinks the teams should race 60-ft catamarans on a slalom course down the Cityfront. That would get an 11 on a scale of 10 in terms of up-close and thrilling action, but a zero from traditionalists.

If BMW Oracle is to be believed, the site will have been chosen just about the time this issue hits the press. We'll try to think positively until then, but we're not holding our breath.

GOING TO THE BIG CAT GRAVEYARD IN THE SKY

Thanks for the nice coverage of the recent America's Cup races in the March issue. One thing I haven't heard anything about is what the future holds for the two multihulls. With all the money and technology — especially the BMW Oracle wing sail — used in these two amazing boats, it would be such a waste to dismantle them. Have you heard any plans, and if not, can you investigate?

Tracy Rogers
Relentless, J/92
Redwood City

Tracy — What a great question, one we'll try to find the answer to. Like all racing boats, both Alinghi 5 and USA are already obsolete because so much has been learned from them. So we propose that after an old-time ticker tape parade down 5th Avenue in New York City, and a similar shindig down Market Street in San Francisco, the BMW Oracle trimaran should be put on display in front of Oracle headquarters at Redwood

205 Cutting Blvd, Corner of 2nd, Richmond
510-233-1988 • FAX 233-1989
 Mon-Sat: 8:30am - 5pm • Sun: 10am - 4pm • whalepoint@acehardware.com
 Go to **WhalePointMarine.com** for additional discounts!

California Certified
Clean Marina

BERKELEY MARINA



Centrally located off Hwy. 80 at University Ave. • Fast Access to the Central Bay • Fuel Dock • Marine Center with 35 Ton Lift Capacity • Launch Ramp • Waterfront Hotel • Restaurants • Adventure Playground • 17 Acre Off-leash Dog Park • Picnic Sites • Deli and More...

Available Berths*

84' Downwind Double, Live-aboard	\$1,071.84/mo	50' Downwind Single, Live-aboard	\$709.00/mo
65' Downwind Double, Live-aboard	\$928.25/mo	48' Downwind Double, New Docks	\$441.60/mo
65' Downwind Double	\$783.25/mo	48' Downwind Double, New Docks	\$441.60/mo
65' Crosswind Single, Live-aboard	\$928.25/mo	41' Upwind Single	\$472.32/mo
65' Crosswind Single	\$783.25/mo	40' Downwind Double	\$368.00/mo
60' Downwind Double	\$621.00/mo	40' Downwind Double, Live-aboard	\$513.00/mo
60' Upwind Single	\$788.40/mo	36' Upwd 2-wide/Multihull, New Docks, Live-abd . .	\$832.47/mo
60' Downwind Double, New Docks	\$585.00/mo	36' Upwind Double, New Docks.	\$343.73/mo
52' Upwind Double	\$586.56/mo	36' Downwind 2-wide/Multihull, New Docks	\$624.96/mo
52' Upwind Double	\$586.56/mo	36' Downwind Double, New Docks	\$312.48/mo
52' Upwind Double, Live-aboard	\$731.56/mo	36' Upwind Double	\$343.73/mo
50' Downwind Single	\$564.00/mo	32' Downwind Double	\$277.76/mo
50' Downwind Single	\$564.00/mo	30' Upwind 2-wide/Multihull, New Docks	\$572.88/mo

Berths subject to availability

*all rental agreements & permits subject to approval of application and vessel inspection. Customer responsible for 1st month rent plus deposit, and all applicable fees.

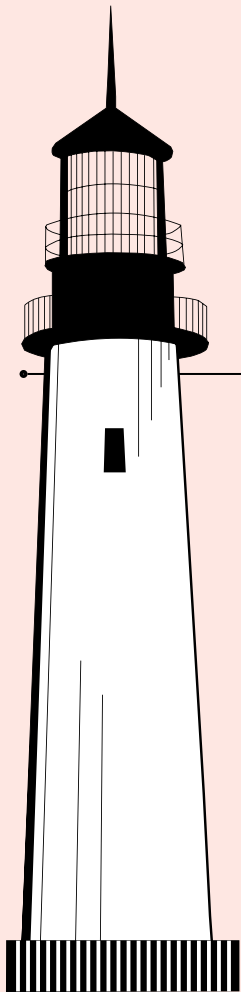


CITY OF BERKELEY
PARKS RECREATION AND WATERFRONT

Berkeley Marina Office
201 University Ave. • 510-981-6740

Visit our website at: www.ci.berkeley.ca.us/marina

BLUE WATER YACHT INSURANCE



Blue Water Yacht Insurance covers more active cruising boats than any other marine agency in the Western Hemisphere, and is the leading innovator of insurance products for the offshore sailor.

Our Insurance Programs Provide:

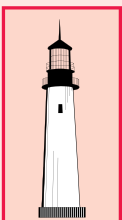
- Crew of two anywhere
- Worldwide Navigation
- Hawaii
- Caribbean
- South Pacific
- Mexico
- Charter Boats
- Multihulls
- Liveaboards
- Racing Boats

Quality Rated Insurance Companies

Boats aged 1 to 40 years • "Agreed Value"
"All Risks" • "New for Old" replacement partial losses
Hulls valued \$50,000 to \$2,500,000

Worldwide Health Insurance

International and USA health insurance plans
at affordable prices.



BLUE WATER
INSURANCE
JUPITER, FLORIDA • USA

Call Toll Free
(866) 463-0167
Fax: (866) 795-3707
sales@bluewaterinsurance.com

Quote requests
Visit our website

www.bluewaterinsurance.com

LETTERS

Shores. Sort of like how they put the Kiwi 'Big Boat' on semi-permanent display in downtown Auckland after the '95 Cup in San Diego.

↑↓ WHERE ARE THEIR PFDS?

I hope these two adorable babies who appeared in a photograph in the March *Letters* section doublehanding a tiny boat had on lifevests under their shirts. I know someone was right there taking their picture, but we don't want them to get the idea that PFDS aren't necessary.



COURTESY FLASHGIRL

Nan Perry
Patience, Westsail 32
Harbor, OR

Nan — Warwick 'Commodore' Tompkins of the Mill Valley-based Wylie 38+ Flashgirl is the one who sent us the photo. He tells us that

Do they even make PFDS for 18-month old kids?

some, the information accompanying the photo got mixed up: "The boys in the skiff are the sons of Adam Beashel, a crack Etchells 22 skipper and one of the guys you see aloft on Team New Zealand boats. Adam and his family live on the shores of Lake Macquarie, Australia. Colin Beashel manages the family boatyard in Pittwater, about 20 miles north of Sydney. Ken Beashel, the father of Adam and Colin, is a Sydney-sider who I raced against in Half-Tonnners and Solings decades ago."

We all know the everyone should wear PFDS, but we're not about to tell sailors of such renown what they should and shouldn't do on the water.

↑↓ OFFSHORE LIABILITY-ONLY COVERAGE?

Greetings from Florida, where we hope it will warm up soon. We're long-time *Latitude* readers who look forward each month to your unique perspective on all things marine — and on life in general.

One of my least-favorite annual marine-related tasks is figuring out what to do about boat insurance for *Pageant*, our Brewer 50 aluminum pilothouse ketch. So we were quite intrigued by your reference in the December '09 issue to Progressive Insurance providing liability-only coverage for yachts. But when we called Progressive, we could make no headway against the foul current of PWC-related underwriting guidelines such as navigation limits within 75 miles of the United States. We're hoping to make our third jaunt to the Eastern Caribbean this spring, so the 75-mile limit just won't do it.

No one I talked to at Progressive, including a local agent, ever heard of liability-only coverage. Do you have a contact at Progressive, or any further info on this subject?

Dave & Harriet Havanich
Pageant, Brewer 50
Planet Earth

Dave and Harriet — Thanks for the kind words. But we're a little confused. On the one hand, you seem to say that Progressive offered liability-only insurance, but with too restrictive limits, but then you seemed to say that nobody at Progressive had ever heard of it.

All we can tell you is that we dialed the regular old Progressive number, and were told about their liability-only coverage. But they did note the limitations, such as the size and the value of the boat, plus navigation limits. Oddly enough, they couldn't

THE FINEST SAILS BEGIN WITH THE BEST SAILCLOTH

Our patented woven Vectran® sailcloth performs like the laminates with the durability of Dacron®, especially in roller furling applications. In fact, Vectran® is lighter, lower stretch, and retains its shape over a longer life than any sailcloth we've ever offered to cruising sailors. That's because Hood Vectran® is woven, not laminated to Mylar® film. And you can be sure that each sail we roll out is built by hand, with the same care and craftsmanship that has been the Hood hallmark for 50 years. To discuss your sailcloth needs – whether our state-of-the-art Vectran® or our soft, tight-weave Dacron® – give us a call today.

HOOD Sails & Service

HOOD New Sails

HOOD Sail Repairs

HOOD Furling Conversions

HOOD Pickup & Delivery

HOOD
SAILMAKERS

*Outbound Yachts
New Outbound 52
with Hood Vektron
Vertical Full Batten
In-Mast Furling
Mainsail and 135%
Vektron Genoa*

PHOTO COURTESY
SWIFTSURE YACHTS

HOOD SAILMAKERS 466 Coloma Street, Sausalito, CA 94965

Call Robin Sodaro (800) 883-7245 (415) 332-4104 Fax (415) 332-0943 hoodsails@aol.com

Visit our website for Special Online Discount Pricing... www.hoodsailmakers.com

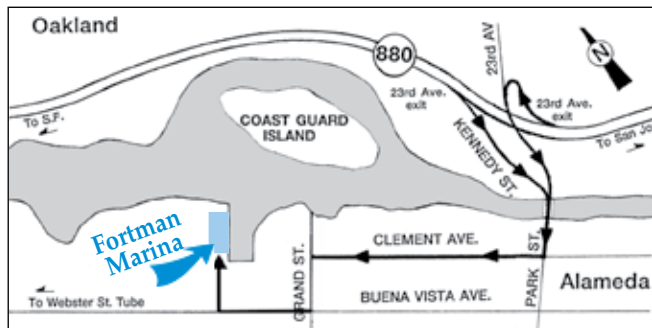
❖ **50-60' BERTH SPECIAL!!*** ❖



1 FREE MONTH

* Limited opportunity.

Lease a Premier 50 or 60' berth for 12 months and receive one month FREE! Call for details.



- Sheltered Alameda Location
- Competitive Rates
- Home of the Alameda Yacht Club

1535 Buena Vista Ave., Alameda, California
(510) 522-9080

For directions and rates go to:
www.fortman.com

LETTERS

give us a quote without specifics about 'our' boat to feed into their computer.

Just to be clear, liability insurance is to protect you if your boat damages other people's property — it doesn't cover damage to your boat at all.

For what it's worth, we know folks who have had that kind of coverage from State Farm and Allstate, and they've had it for years. But since it's not designed for offshore sailboats, it might not be a good fit. Call around and maybe you'll have better luck.

↑↓ **NEW MEANING TO THE TERM 'PUNCH IT'**

The March issue *Cruise Notes* had a couple of reports of sailboats being hit and badly damaged by out-of-control power-



BOB CARSON

It's no trouble at all for poorly operated high speed powerboats to cause tremendous damage.

erboats travelling at high speeds. My wife Martha and I just got back from visiting Bob Carson — yacht broker extraordinaire and surfboard builder of renown — of *Southern Trades* in the British Virgin Islands. He sent us the accompanying photo of the results of a collision a few days before at The Bite

between a high speed powerboat and a big Lagoon catamaran on the hook. Nobody was hurt, but the photos show what kind of damage was done to the catamaran.

P.S. The correct answer to your quiz about where *PURE* is distributed is St. Barth in the French West Indies. And ain't it pure though!

James Robinson
Mill Valley

James — It's getting to the point where we think that owners of sailboats, trawlers and other relatively slow vessels should



LATITUDE / LADONNA

"This isn't porn," insisted an unidentified 'PURE' reader, "it's art!"

be given permission to open fire on any boat being operated at high speed within 150 feet of them.

As for the *PURE* quiz, we received about 250 guesses. A few guessed it was the U.S. Virgins, St. Vincent and the Grenadines, St. Martin, and one Southern California reader prayed it was

Catalina. As it turned out, 95% of the respondents correctly guessed that the magazine is published in St. Barth, French West Indies.

↑↓ **A RADAR-ASSISTED COLLISION?**

As reported in the March *Latitude*, the inquiry into the loss of the *Andrea Doria* after her collision was indeed cut short because the insurance companies settled out of court. But a precis of the proceedings was published, allowing the hoi polloi to speculate. Apparently the mate of the *Stockholm* was plotting radar bearings assuming that his ship was on

Offshore Adventure Sailing

What we do best

Visit our booth at
STRICTLY SAIL

LEG 1 - Newport Beach to Easter Island
24 days 3800 mi. Oct 30 - Nov 23, 2010
Fantastic open ocean sailing, an equator crossing and landfall in the world's most remote inhabited island. \$3950

LEG 2 - Easter Island - Puerto Montt, Chile
19 days 2500 mi. Nov 24 - Dec 13, 2010
Primal Moai statues make a dramatic backdrop as *Eagle* sails into the southeast trades toward Chile. There will be plenty of time to practice celestial and other traditional sailing skills. \$3050

LEG 3 - Puerto Montt, Ushuaia, Argentina
23 days 1400 mi. Dec 19 - Jan 11, 2011
This area is less traveled than Antarctica with some of the world's most spectacular scenery. Conditions are varied with literally sun and snow on the same day. Days will be spent exploring the inlets where glaciers, waterfalls and snowcapped peaks are found. \$3850

LEG 4 - Ushuaia - Cape Horn - Ushuaia, Argentina
10 days 300 mi. Jan 18 - Jan 28, 2011
Covering three hundred miles in ten days sounds easy unless the itinerary is a rounding of notorious Cape Horn. While on many sailors list, this is not a trip to be taken lightly. \$3000

LEG 5 - Ushuaia - South Georgia Island - Buenos Aires, Argentina
31 days 2700 mi. Feb 4 - March 7, 2011
Extreme sailing and an exploration of a magnificent sub-Antarctic island, followed by a grueling stretch of Southern Ocean sailing to Buenos Aires. \$6900

LEG 6 - Buenos Aires - Rio de Janeiro, Brazil
14 days 1200 mi. Mar 14 - Mar 28, 2011
Stopping in Punta del Este and Rio de Janeiro, *Alaska Eagle* will be returning to two of the ports that were part of her Whitbread Racing career. \$1950

LEG 7 - Rio de Janeiro - English Harbor, Antigua
28 days 3500 mi. Apr 1 - Apr 29, 2011
Southeast trades, an equator crossing, then on to the Northeast trades! Arriving in Antigua will be the culmination of nearly a month at sea and *Alaska Eagle's* South American adventure. \$2895

The School of
SAILING & SEAMANSHIP
| Orange Coast College

www.occsailing.com
949-645-9412
1801 W. Coast Hwy,
Newport Beach, CA 92663



This year's voyages are for those looking for extreme adventure. These voyages are the heart and soul of what *Alaska Eagle* was built to do: Sail extended offshore voyages to exotic destinations.

This year's applicants must have a strong sailing background, be in excellent physical condition and have a highly honed sense of adventure.

ALASKA EAGLE

Attention Hull Cleaners



Best Management Practices Certification Course

Sat., April 24th, 2010
9:00am-4:00pm

Keefe Kaplan Maritime, Inc.
The Boat House
530 West Cutting Blvd., Point Richmond

\$250.00 - Non Members

Includes: Continental Breakfast and Lunch

Registration Deadline Fri., April 16th

Matt Peterson (925) 671-2826
Bill Rocco (619) 222-4147
www.prodivers.org

California Professional Divers Association Northern California Members

Bishop Diving & Salvage
(530) 830-7410

Black Irish Dive Service
(650) 743-6967

Bottom Busters Hull Diving
(510) 684-8024

Buhl Diving & Salvage
(510) 303-1865

Colin's Services
(510) 917-5974

**David Laird Diving
Services**
(650) 823-1086

FastBottoms Hull Diving
(925) 671-2826

Fernando Esteve
(707) 732-3350

Full House Diving
(925) 228-7136

**Jack Saunders Diving
& Salvage**
(510) 207-8115

**Joss Wilson Underwater
Services**
(415) 753-8040

Monterey Bay Diving
(831) 642-9966

Race Ready Bottoms
(619) 204-7101

Scubanator
(510) 868-1745

Thompson's Hull Cleaning
(510) 917-3706

Velero Marine Services
(408) 802-2289

LETTERS

course. But a novice helmsman was steering all over the place, making relative bearings misleading. The meanderings of the *Stockholm* confused the navigators watching *Andrea Doria's* radar. The result was called a 'radar-assisted collision'.

For the record, the *Andrea Doria* was built to the appropriate Bureau Veritas standards, and should not have been more top heavy than other ships. But the engine room staff panicked and pumped out every possible liquid when judicious counter flooding, U.S. Navy-style, might have stabilized and saved the ship. We might think the engineers, cooks and bottlewashers who abandoned the ship needed training and discipline in their respective fields.

Unlike some of the present cruise ships, which resemble apartment blocks adrift at sea, the *Andrea Doria* was a handsome vessel. Much energy might be saved if the cruise companies built ship-shaped apartments surrounded by moats and dioramas of tropic isles, well away from the salty deep.

Michael Barton
Dolly Grey, Aries 32
Sunnyvale

Michael — Thanks for your contribution. Remember the Seinfeld episode where hapless Costanza is infuriated to learn that he can't get the apartment he covets because the tenant's association, out of sympathy, decided it should go to an Andrea Doria survivor? When Kramer, having written the book Astonishing Tales of the Sea, reports that only 51 lives were lost in the Andrea Doria collision, Costanza becomes even more angry. "That's no tragedy," he shouts. "How many people do they lose on a normal cruise? Thirty?! Forty?!"

We thought it was pretty funny. The Seinfeld episode, not the sinking of the Andrea Doria.

↑↓NOBODY NEEDS ANY QUALIFICATIONS

Having read the "reader warning" about crew at the end of the February *Changes* from the skipper of *Reflections*, I feel as though it should also be considered a warning for novice crew to be careful what skipper you leave the dock with. Being the owner/skipper of a boat is much like being a parent — nobody needs any qualifications.

If an owner is recruiting crew on the internet, it tells me his friends and family won't go with him — probably for a good reason. I can just imagine what really happened on *Reflections* during her nine years of sailing around the world. Running out of gas in the middle of the Atlantic with no wind is probably mild compared to what happened during all the rest of the voyage.

I grew up sailing to Catalina as a teen, sailed and commercial fished the California and Mexico coast as a young man, and commercial fished in Alaska for 10 seasons. Now I just sail offshore in Northern California. About half the skippers I went out with were unprepared, their boat needed some maintenance, and the skipper really didn't know what the hell he was doing.

Please everyone, be careful whom you go cruising with!

Name Withheld By Request
Port San Luis

N.W.B.R. — It cuts both ways. There are indeed owner/skippers who don't really know as much as they should. But similarly, there are folks who claim to be the greatest and most experienced crew, and who even have Coast Guard licenses to carry passengers for hire, but are clueless about captaining a boat. As a result, it's the responsibility of each owner to suss out the ability of his/her crew, and the responsibility of each

Looking for some
stability in your life?



Cruiser's Heaven!

P A C I F I C
POWERBOAT
E X P O

APRIL 15-18 Jack London Square

GET TWO SHOWS FOR THE PRICE OF ONE!

Pacific Powerboat Expo & Strictly Sail Pacific

Thurs-Fri: 10am - 6pm Saturday 10am - 7pm

Sunday 10am - 5:pm

Adults: \$12 Thursday & Friday

\$15 Saturday & Sunday

\$24 Two Day Adult Pass

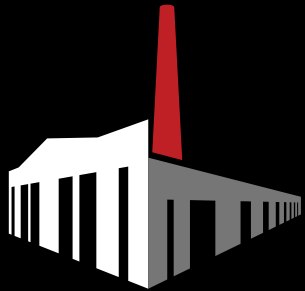
Kids: Under 16 FREE!

NEW SUMMER BAY DESTINATION DINING



Convenient berthing
adjacent to the Bay's
newest waterfront dining

BOILERHOUSE
restaurant



See menu at: www.boilerhouserestaurant.com

Featuring:

- Health conscious menu
- Slow food flavor at fast food prices
- Market Specials
- Locally harvested produce
- Fabulous views in historic location



**FREE
GUEST BERTHS
FOR LUNCH**



Marina Bay Yacht Harbor

(510) 236-1013

www.marinabayyachtharbor.com

LETTERS

crewmember to suss out the ability of the skipper and his/her boat. If you're thinking about crewing on a boat and don't know how to vet a skipper and boat, it's your responsibility to get someone who can do it for you, or get more experience so you can do it yourself. Nonetheless, despite the best of intentions on both sides, there will always be some bad match-ups. It's the nature of humans to not be able to get along with every other human.

We think your slam against the skipper of Reflections was uncalled for. If you draw the conclusion that the skipper's family had good reasons not to sail with him from the premise that he advertised on the internet, you'd be laughed out of a high school class in logic. If they still have them. There are lots of guys — ourselves included — who have/had families who are/were more interested in activities other than sailing, and therefore didn't/don't go sailing with us that often. It doesn't mean we didn't know how to sail. In fact, we only t-boned the Carquinez Bridge once. And in the case of the owner of Reflections, when you've been cruising on the other side of the world for more than five years, you don't have many local sailing friends to draw on. Let's once again put the shoe on the other foot. Do you know of any good crew who doesn't have a plethora of sailing opportunities, both in Northern California and around the world? Such positions go begging all the time. Lastly, remember also that several of the Reflections crew came back for second stints. In fact, one such happy camper is working on an article on how to get crew positions on boats like Reflections on the other side of the world.

Running out of diesel — not gas, by the way — in the middle of the Atlantic? Big deal. The next thing you know is that some disgruntled sailor will try to convince you that we're incompetent just because we tie our bowlines differently than other sailors.

⇕ I HAVE THE OPPOSITE REACTION

Interesting. In his March "Harsh Doesn't Even Come Close" letter, Robert Lockwood says he's learned to read the letters, but not *Latitude's* editorial replies. He and I should get together as, conversely, I have learned to read the replies, but in most cases, not the letters.

Ray Conrady
San Francisco

Ray — If, as we believe, you are the Ray Conrady who was the navigator for Mexico's Ramon Carlin when he won the first-ever Whitbread Around the World Race with Sayula, we couldn't be more flattered. But we get lots of praise, and it's crucial for us to get some 'you're full of shit' letters from time to time so that we remember to check our bearings.

⇕ OR YOU COULD WEAR A BEEKEEPER'S HELMET

I'm hoping someone might be able to help me solve a problem. I'm 48 years old, and after a few years of having not had a boat, I would like to buy sailboat number seven. However, I have a light complexion, and as my skin is older now, my dermatologist advises keeping my face out of the sun. And for me to keep my face from getting wind-burned.

The problem is that I don't like dodgers or biminis, nor do I like pilothouses or any other such encumbering structures. In the past, I wore a bill cap with a shroud sewn in to cover my ears and neck, and applied heaping doses of sunscreen and zinc-oxide. I topped it off by wearing a large pair of dark sunglasses. But the reality is that it still fell short of doing the job. I can effectively cover everything but my face.

My wife says that I have a choice — I can either continue

Voted the...
Best Marina in Mexico!

Summer Package*
Reserve Now!



Paradise Village™ MARINA

Treasure of the Mexican Gold Coast



Share with us our Successful combination:
Special Price | Service | Security | Location

Services:

- Electrical service, 110/30 amps
- 220/50 amps and 3 phase 100 amps
- Crystal Clear Potable Water
- Cable TV
- Garbage Collection
- Pump - out Station
- Fire Fighting Boat Protection
- 24 Hrs. Security
- Computerized gate access

***Summer Special**
June 1-Oct 31
At the Best
Marina in Mexico
38¢/ft/day + tax
Reservations Required

Additional Services:

- Vallarta Yacht Club
- Special area for marina guests
- Restrooms
- Lockers
- Showers
- Pool and jacuzzi
- Free access to all the facilities of our 5 star hotel
- White sand beach
- Dive tank refilled
- Propane refill
- Launch ramp



CONTACT US: marina@paradisevillagegroup.com
Phone & fax from U.S. 011-52-322-22-66728
www.paradisevillage.com



Come to Mexico and repair your boat at

OPEQUIMAR

MARINE CENTER CENTRO MARINO

Puerto Vallarta

88-ton (max)
Travelift!
Length to 100'
Width to 23'

México AEROTRON RIVIERA NAYARIT PUERTO VALLARTA

www.aerotron.com

www.opequimar.com

fuel dock • full service boatyard • brokerage • 88-ton Travelift

Custom Canvas & Interiors

The Gianola Family has been designing and fabricating custom canvas and interiors since 1969. Gianola Canvas Products offers you the best in quality, more choices, and personal service.

265-B Gate 5 Road
Sausalito, CA 94965
(415) 332-3339
www.gianolacanvas.com

LETTERS

to be a pretty-boy or I can look like a buccaneer again. The fact is, I would like to do both. Any suggestions?

Pastor Vernon Baumgardner
Palm Desert



BUBBA BIN LADEN

We couldn't find a proper photo of the head/face gear favored by terrorists and Third World women wanting to keep their skin as light as possible, but this is close.

Pastor Vernon — We have two excellent solutions. The first is to only sail at night. If that doesn't suit your taste, you can wear a balaclava. These are common not just with suicide bombers in the Middle East, but also in places like Vietnam and Thailand, where people — particularly women — will do almost anything to keep their skin as light as possible. When worn in combination with big sunglasses, they protect your entire head, face and neck from the sun. And if you're into freaking people out, it's just the thing. They usually only come in camo, but in Thailand you can find them in a lot of very feminine colors, too.

↑↓ THE NEW DOWNWIND RATINGS COULD BE UNFAIR

I've heard from several sources that there will be new downwind ratings for boats doing the popular one-direction, downwind races such as the Delta Ditch Run, the Jazz Cup and maybe even the Vallejo Race.

I sailed on *Raven*, a CM1200 in last year's Delta Ditch Run, and when we got upstream toward Stockton, we experienced a strong flood. Peter Cameron made the sage comment that we would have difficulty sailing to our rating, since the course was effectively shorter than the 68-69 miles used in the handicapping. It makes sense that with a playing field moving toward the goal, the distance is shorter. It seems that it would be smart to change the rated distance depending on an average tidal direction for the race period for these races. But alas, PHRF has decided to have a downwind rating instead.

The problem is that the downwind rating can be grossly unfair, since the races in question are fixed only in their destination. The wind is variable in lots of ways. The earlier starts usually have less wind, and the wind usually builds later in the day, allowing the faster late starting boats to more easily catch up with the earlier starters. The overall regatta wind speed may average on the light side, maybe moderate, or maybe heavy, greatly changing the speed potential of ULDBs. The wind direction may be variable from a beat to a reach to a run — although we have had to beat to Vallejo a few times.

I would hate to see these great and popular races ruined by messing around with ratings, but I guess we'll have to wait and see.

Steve Bates
Wind Blown Hare, Wabbit #29
Richmond YC

↑↓ DUE OUT THIS SUMMER, MICROBURST: THE MOVIE

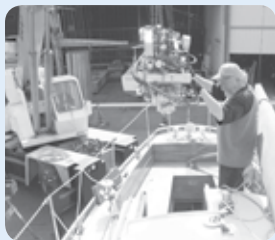
Shiver me timbers! The sinking of the 188-ft barquentine *Concordia* about 300 miles off the Brazilian coast on February 17 has shades of the movie *White Squall*, starring Jeff Bridges. It was based on a true story from the '60s.

My 1942 edition of *A Glossary of Sea Terms* describes a white squall as "a sudden and violent wind difficult to anticipate which covers the sea with spindrift. Some seamen claim that white squalls are unaccompanied by clouds, and hence



Berkeley Marine Center

The yard that works for you!



Maintenance,
repairs &
construction
of yachts &
commercial
vessels

- Lift capacity 35 tons
- Sprayed Racing Bottoms
- Full Painting Service
- Fiberglass & Gelcoat Repairs
- Rigging Repairs & Installation
- Electrical Repairs & Installation
- Engine Service & Repowering
- Propeller Installation & Tuning
- Wood Hull Repairs & Caulking
- Teak & Non-Skid Deck Repairs

Committed to the tradition of boating, and a tradition of customer service in everything we do.



Chandlery & Fuel Dock Open 7 Days

Mon – Fri 8 to 5 • Sat & Sun 9 to 5

In Berkeley Marina • 510-843-8195 • www.berkeleymarine.com

OUTBOARD REPO SALE!

Limited supply of **brand-new, factory-warrantied** marine outboards at up to **40% OFF!**

HONDA
MARINE

MERCURY
Outboards

EVINRUDE

5 HP – 115 HP
(including some longshaft)
These will not last long!

© 2010 American Honda Motor Co., Inc.
Always wear a personal flotation device while boating and read your owner's manual.
5-year warranty standard on all new Honda outboard engines purchased.
Check with participating dealers for complete details.

Outboard Motor Shop
Where the professionals shop!

(510) 533-9290
www.outboardmotorshop.com

333 Kennedy St., Oakland, CA 94606 • Fax 510-533-3374

LETTERS

dangerous by the lack of this warning."

Now we call them microbursts. But nothing has changed about the energy that gets unleashed by these monsters. Fortunately, our ability to survive the results of the damage caused by white squalls has changed. Thanks to excellent training, everyone aboard the *Concordia* survived. It was the combination of training and technology that saved all 64 lives. Have you kissed your EPIRB lately?

Larry Rouse
Misty, Westsail 32
Bay Area

Larry — Better training and vastly superior technology haven't eliminated all risk on the water, but they have greatly reduced it. When we first started publishing Latitude, people were still drifting around in liferafts for weeks and months after their boats had sunk, and from time to time, cruising boats and their crews were simply never heard from again. It's rare for either of these things to happen these days. So yeah, it's good to kiss — even fondle — your EPIRB and satphone, assuming you have them, from time to time. And make sure that the batteries are always fully charged.

↑↓ A '78 CHUBASCO WREAKED HAVOC

In last month's issue you reported on the seemingly unusual weather along the coast of mainland Mexico this year, and asked if anybody had seen anything similar before.

Back in February of '78, I was anchored in the general anchorage at Mazatlan with my Cheoy Lee 27 when we were hit with a sudden and violent chubasco at about 1 p.m. There were winds to 40 knots and torrential rain. About half the boats in the anchorage dragged, so it soon degenerated into a Chinese fire drill, with a dozen crews in dinghies and onboard scrambling to catch up with their boats, fend off dragging boats with no crews, and try to re-set anchors. The maelstrom lasted a brief 30 minutes, and was gone as quickly as it had come. We were lucky, as our 20-lb CQR was well dug-in and held, and we weren't hit by a dragging boat.

This storm also hit Banderas Bay, and when we got to Puerto Vallarta two weeks later, we were able to see what impact it had made there. In Yelapa, we saw the remains of a ferrocement boat that had simply tied up to the old Sombrero tourist boat's mooring with a bowline, surely thinking it would be adequate for the afternoon. But the blow hit so quickly and hard that the crew, standing on the beach just a short distance away, could only watch helplessly as the ring on the big mooring chafed through the bowline. The then-untethered boat was blown onto the beach, and was pounded with such force that she was quickly destroyed. I remember the rebar sticking out of the sandy beach above the tide line.

Bob Pearson
Gypsy Wind, Grand Banks 32
Redwood City

Bob — That's more like one day rather than one season's unusual weather, but we'll take it. Particularly since we were also cruising Mexico in the winter of '78. Back then it really was a 'foreign' country, wasn't it?

↑↓ GET READY TO SIGN UP FOR DAN INSURANCE

You asked for reports from people who had firsthand experience with DAN — Diver's Alert Network — which provides emergency evacuation for members who are ill or have been in an accident of any kind. We'd like to share ours.

3/16 Race and Cruise with the ISLANDER 36 ASSOCIATION in 2010!

Racing

- + One-design non-spinnaker and spinnaker series
- + Mentor program and YRA fee reimbursement available for new racers
- + First race, May 1-2 to Vallejo and back - great party!



Cruising

- + Kid-friendly
- + First cruise, April 9-11 to Encinal Yacht Club with private Discount Shopping Night at Svendsen's



See the 2010 Racing and Cruising Calendars at
www.Islander36.org

Why settle?



Ballena Isle Marina

Alameda 510.523.5528

Jack London Marina

Oakland 510.834.4591

Treasure Island Marina

San Francisco 415.981.2416

Martinez Marina

Martinez 925.313.0942

You don't settle for less, why do it with your marina? Join one Almar marina and gain access to seven Bay Area marinas. Almar's reciprocal program takes the hassle out of your boating weekend. A simple call to the marina office and you can spend the weekend at Jack London Square or Treasure Island. Maybe a trip to a few of Almar's seven Southern California marinas. We make it so easy you may find yourself using your boat.

Almar boaters receive a 10% discount on any fuel purchase at Jack London Square and Ballena Isle Marina. Jack London Square Marina has just upgraded it's fuel dock with high speed fuel dispensers and now has the fastest pumps in the Bay Area. You don't have to settle anymore.

Almar is the largest operator of saltwater marinas in the country. Almar Marinas provide a wide range of services and programs that few marinas or yacht clubs offer. Some of these programs include: monthly boating seminars, boat handling classes, navigation courses and organized outings to local anchorages. Each marina offers wireless high speed internet access, which can be used with your reciprocal privileges at any Almar Marina. To see the difference, visit one of our marinas this weekend.



almar.com



IT'S A FACT!

Both are strong, made to last and can withstand the stress of heavy loads but be honest, which one would you rather rig your boat with?

STA-LOK®
Seriously good!

Sta-Lok Terminals Inc.
 (910) 399-5206
www.stalokinc.com info@stalokinc.com
 2725-1B Old Wrightsboro Road, Wilmington, NC 28405



OPTIMIZED FOR ENGINES UP TO **140 HP**

Advanced blade design makes fixed props obsolete!

Introducing the world's first feathering prop to offer lower drag, higher efficiency, and fully adjustable forward and reverse pitch. Faster motoring and sailing speeds – improved fuel efficiency – legendary VariProp quality standards.

VARIPROFILE — MORE FOR LESS!
 202-354-7064 | info@variropusa.com | www.variropusa.com

SPUR® The VARI-Family
 VARI-FOLD™ FOLDING PROPELLERS
 VARI-PROP™ PLANNING PROPELLERS
 VARI-PROFILE® Feathering Propeller

LETTERS

Our being sailors, whitewater rafters and snorkelers, Jorie, my wife of 23 years, wanted us to celebrate the completion of her PhD program by becoming certified scuba divers. So we did, and planned a dive trip to Fiji. Before leaving, our local dive shop told us about DAN. Given all the distant dive sites we planned to visit, we didn't hesitate to join.

Over a 15-year period, we dove from land-based sites and off liveaboard boats in Mexico, Costa Rica, Palau, the Turks & Caicos, Rota, Yap, Honduras, Hawaii, Thailand, Burma, and Indonesia. Along the way, we were certified as advanced open water, nitrox and rescue divers.

During our second dive from the liveaboard dive boat *Ocean Rover* in Lembah Strait, northern Indonesia, Jorie gave me the 'emergency surface' sign. When she surfaced, she had difficulty breathing. One of the other guests was a doctor and he put her on 100% oxygen. After checking, his diagnosis was water in her lungs.

(A few months after the incident, and again with DAN's help, Jorie would visit UCLA Medical Center, where she was diagnosed with immersion pulmonary edema.)

Back back aboard *Ocean Rover*, the dive master and skipper contacted DAN for advice. They recommended transporting Jorie to the closest intensive care facility. That was Raffles Hospital in Singapore, 1,800 miles away! As DAN was making travel arrangements, it was clear that Jorie's condition was getting worse. We then learned that it would be 20 hours before a jet could pick her up.

As Jorie needed more immediate treatment, DAN began arranging transportation to the local hospital in Manado by contacting a naval base — which had the only ambulance. After being given a pick-up time, we took Jorie ashore in the dinghy about midnight, making our way with flashlights. We were met by MPs armed with automatic weapons, and Jorie was loaded into the van. The *Ocean Rover* skipper sent an English-speaking member of the crew to assist. It was a wild ride to the hospital, as the ambulance's flashing light and siren had no noticeable effect on the traffic. We were just another vehicle on a typical Saturday night.

We were expected at the hospital, and the crewmember



COURTESY TIM ELLIS

Tim and Jorie, DAN members for the rest of their lives.

accompanying us had arranged for an English-speaking doctor to meet us. We were told the hyperbaric chamber was broken, but they took an X-ray with a very antiquated machine. The hospital didn't take credit cards, so I luckily had the cash to rent the bed next to Jorie and be able to buy the medicines prescribed. Although the conditions were basic, the staff was attentive and thorough.

Twenty-two hours later, we were taken to the airport and driven through a special gate to a Learjet on the tarmac. Once aboard with the pilot and copilot, and a doctor and nurse from Singapore, we took off right away. During the 3.5-hour flight, the doctor told me he did similar evacuations about twice a month. He said the cost for the plane, crew and medical team ran about \$26,000.

Yacht owners can trust **PACIFIC CREST CANVAS*** for the best in design, service and quality.

• **Offshore Dodger™**

Welded aft handrail
Bolt-on side handrails
Lexan windshields

• **Baja Awning™**

Lightweight and waterproof
Durable and easy to launch
Multiple side screen configurations

15% Winter Discount: Still the Highest Quality Products at the Best Prices



Pete Fuller, a professional Bay Pilot with good taste in both fine sailing yachts and offshore dodgers!

• **Coastal Dodger™**

Affordable designs
Same high quality materials
Same superior workmanship

• **Cruiser's Awning™**

Easy setup off your dodger
Flies with no bulky frame
Comes with shade screens

Open Monday-Friday 8:00-4:00
Saturday by appointment

(510) 521-1938



2021 Alaska Packer Place
Alameda, CA 94501
Grand Marina

**Former owner at Pacific Coast Canvas*

Chart your course for the lifestyle you have always wanted.

With easy access to South Francisco Bay, you won't have to go far to unwind. In fact, you'll never have to leave port to escape it all. With marina features that include a fitness center, pool, spa and playground, your boat just became your "vacation home".

Slips Available

BAIR ISLAND MARINA



- Slips from 25'-75'
- 30 and 50 amp power
- Cable, TV, DSL and phone
- Calm, quiet and protected
- Free parking
- Free Wi-Fi
- Shower and laundry facilities
- Fitness Center
- Pool & Spa
- Kids playground
- Office open 7 days a week

CALIFORNIA RECREATION COMPANY

702 Bair Island Road, Redwood City, CA 94063
www.greatslips.com ■ 650-701-0382

Luxury, legal-width trailering



Just Introduced... DRAGONFLY 28!



2 more recent West Coast deliveries!

28 • 35 • 40

There is a difference – contact us about the ultimate folding trimaran. www.trimarans.com ★ 908•656•4342

LETTERS

Once we landed in Singapore, we taxied over to an ambulance and a van. We were permitted to bypass Immigration and Customs, and Jorie was taken directly to the intensive care ward at Raffles Hospital. We'd made it. I was given a room one floor away from Jorie that was designated for the traveling companions of patients.

Jorie was released after 2.5 days. When we went to the accounts section to pay up, we were handed a bill for less than \$10. Payment for all other costs had already been authorized! The \$10 fee was for the two phone calls we made to rearrange our travel plans.

On that day to remember, we walked down to the famous historic Raffles Hotel, home of the Singapore Sling, and each had one.

So you can imagine what we think of DAN — and the crew of *Ocean Rover*. We are DAN members for life.

P.S. I was crew aboard *Profligate* during the '00 Ha-Ha, and my daughter and I were along for *Profligate's* speed run from Antigua to Panama in '05. Fortunately, we didn't need DAN either time.

Tim & Jorie Ellis
Portland, OR

Readers — Diver's Alert Network, a registered 501(c)(3) non-profit medical organization, provides emergency international evacuation for its members if they fall ill or have an accident — and it doesn't have to be diving related. And DAN's plan is extremely affordable: \$35/year for a single or \$55/ year for a family. Check them out at www.diversalernet.org.

↑↓ I WOULDN'T BE HERE WITHOUT THE COAST GUARD

I just read two letters — *Hats Off to the Coasties* and *The Coast Guard Saved My Life* — in the December issue, and I want to point out that a great way to thank the Coast Guard is by donating to the Coast Guard Foundation. The foundation is set up to do things for Coast Guard commands that they can't do with appropriated money, meaning funds given by Congress specifically for their mission. In some cases this allows them to buy computers for the guys and gals to use for personal business; books for their libraries, which is especially important in remote locales where libraries are scarce and time to read is available; gym equipment; and similar stuff. The board of directors for the Connecticut-based foundation is a great group of selfless men and women, some of whom are local to the Bay Area.

Since my Morgan 45 *Painkiller* sank in the Caribbean in April of '00, the Coast Guard Foundation has been my primary charity. There is a good reason. If the Coast Guard hadn't rescued me and my crew from our liferaft in the Caribbean, I wouldn't be here to donate money to anyone.

I'm told that Lt. Jim Duval, who was the copilot of the C-130 #1717 that found us in the southern Caribbean on April 30, 2000, is now Commander Duval, and is stationed in Sacramento. As the co-pilot, he was the one who talked to me from the plane as they flew ellipses over our raft. I haven't made contact with him, but I intend to.

By the way, I'm truly amazed that you've been able to keep the quality of *Latitude* as high as when you first published it so many years ago when we were young and virile.

Ron Landmann
Minden, Nevada

Ron — Thanks for the great suggestion and kind words. We like to think that while we don't have as much raw energy as we once did, we have more experience and wisdom.

TITANIUM FASTENERS & PRODUCTS

**IMPROVES BOAT SPEED
CHEAPER THEN STAINLESS STEEL OVER TIME**

By using titanium fasteners you obtain the following advantages:

- Half the Weight of Stainless Steel
- Reduced Boat Displacement
- Reduced Tipping Moment
- Non Corrosive- More corrosion resistant than stainless steel
- Carbon Fiber Compatible
- Durable and Reusable
- High Strength Levels- Minimum Ultimate Tensile Strength 130-190Ksi

WWW.METTEC.COM
Carson City Nevada, USA (775) 246-8200

THE FREEDOM OF WIRELESS



WIRELESS INSTRUMENTS FOR CRUISING



Tacktick by Suunto's extensive range of wireless, solar-powered marine instruments provides critical information about your sailing boat and its surroundings.

Tacktick's display units are simple to use and easy to install, providing accurate and visible data necessary for your peace of mind. The superior Micronet wireless technology also means there's no need to drill holes or thread wires. And with the addition of Suunto precision instruments, you'll have complete reliability and confidence when cruising any ocean.

To find out more, or to test a configuration on your boat, visit our website.

www.tacktick.com

tacktick
WIRELESS
by SUUNTO

Cockpit: /kokpit/ n. Open area in the stern from which a boat is steered toward the desired destination.

Cocktail: /koktayl/ n. The desired destination. (See PIER 39 Marina.)

PIER 39 Marina: 1. Relaxation, premier boat berthing, dining and shopping, with spectacular views;
2. Guest Reservations 415.705.5556
3. Leasing 415.705.5558



www.pier39marina.com

DURABLE GOODS

Better Materials
Thoughtful, Innovative Designs
Top Quality Workmanship



All sewing in Tenara thread

- Classic dodgers and biminis
- Drop-top folding dodgers
- Enclosures • Custom canvas

1230 Brickyard Cove Road, #106
Pt. Richmond, CA 94801
In Brickyard Cove Marina

(510) 234-4400

Quality
Yacht
Canvas

LETTERS

↑↓ WHY MARINERS SHOULDN'T CLEAR AT ENSENADA

In recent years there have been a number of articles in various boating magazines — but not *Latitude* — touting clearing into Mexico at Ensenada. The Mexican government has a facility there where you can supposedly walk from window to window to clear through Immigration, the Port Captain and Customs, and which also contains a bank branch for paying fees. While it's true that all of these agencies are in a central location, it's been my experience that the hassles and poor attitude of the officials at those desks make it a place to be avoided.

I have cruised into Mexico five times in the past eight years, the most recent being through Ensenada just a month ago. In prior years, I have cleared into Cabo and Puerto Vallarta several times, and one other time into Ensenada on a friend's boat. In each case, it was much easier and faster than clearing in Ensenada, so why would anyone want to stop there and do it?

When I cleared into Ensenada this fall, there were at least four other boats in line to clear in or out. It took me almost two hours to go through the process, and that seemed average for the others that day. Having cleared in before, I thought I had all the necessary papers and documentation with me. But no, the immigration official at the first desk — who had by far the worst attitude of anyone in the building — said I needed a "receipt" to show I was paying for a berth at a marina in Ensenada. No official had ever requested this before. In fact, in places like Cabo, many boats clearing are anchored out and wouldn't have such a receipt. I don't know of anyone anchoring out in Ensenada anymore, but I still didn't know why I needed a marina receipt. When I got to the marina, the harbormaster said, "Oh, sometimes that's necessary." He immediately made up a receipt, then offered to drive me back to the clearance facility to save me some time. He said he had to go there anyway, to help out someone else from the harbor. I had to wait around the facility for another hour while they sent my paperwork next door to get the port captain's signature.

As I waited, I found that the couple the harbormaster had come to assist were heading north to the United States, after cruising Mexico for four years. I didn't get their name, but they told me they had left La Paz and sailed up to Ensenada on their way back to California. At the time they were leaving La Paz, the port captain said he would clear them out over the radio. The couple asked for paper documentation instead to prove that they had checked out, but the port captain insisted they didn't need it. They tried to push him a bit, but he was adamant. Sure enough, the unpleasant Immigration official in Ensenada told the couple they had to have paper showing they had cleared out of La Paz, their previous port in Mexico. When the couple said they simply did not have it, and asked what they should do, the official told said, "Go back to La Paz and get the proper paperwork."

The harbormaster from Cruiseport in Ensenada told the couple that he would call their old marina in La Paz to see if he could get paperwork faxed to his marina. But when I stopped by the next day to see how that plan turned out, I was told that the couple had been made to clear in to Ensenada as if they had never been to Mexico, pay \$50 for another 10-year Temporary Import Permit, then clear out to the United States! I don't know what that cost them, but clearly it was more than they expected or was justified.

By the way, in general it appears that more port captains are requiring that boats clear in and out of each port. Usually this is easy to do, but obviously Ensenada requires paperwork, as do Puerto Vallarta and Barra de Navidad. Each of

LIVE
AND IN
PERSON!

CYC Speaker Series: The Legends of Sailing

Sponsored by **KKMI**  **KEEFE
KAPLAN
MARITIME, INC.**

APRIL 8 ~ Rich Wilson

The Vendée Globe:

"From France to France,

Leave Antarctica to Starboard"

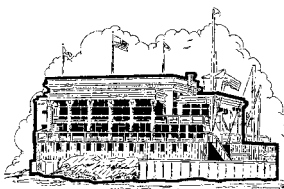
6-9 pm, talk begins at 7:00 pm, \$20

Optional Buffet Dinner: \$12.50 in advance,
\$15 at the door • No Host Bar



For more information and to RSVP, visit

www.cyc.org/speakers or call **(415) 435-4771**



Corinthian Yacht Club

OF SAN FRANCISCO

43 MAIN, TIBURON, CA 94920 • www.cyc.org

Own a dock on San Francisco Bay! Perfect Location - Great Investment

JUST DREDGED
50' monthly rent \$452.50

EMERY COVE
YACHT HARBOR

BUY A SLIP – Save money & earn equity! Save 1/3 of your rental cost. Enjoy big tax savings as a slip owner. Emery Cove Yacht Harbor is the only marina on the Bay with FEE SIMPLE (not a grounds lease) dockminium ownership.
OR RENT A SLIP – 35-60' slips, rates from \$8.80 to \$9.80.
MARINA GUARD® – cutting edge electrical ground fault monitoring system.
FREE – Wireless Internet

Mathiesen Marine
Michael Wiest Yacht Sales
Emeryville Yacht Club
on premises



CALL FOR A MARKETING PACKAGE • 510-428-0505
 3300 Powell Street, Emeryville, CA 94608 • www.emerycove.com • Email: info@emerycove.com

SEA FROST®



COOL IT YOURSELF!

Refrigeration has never been easier. Sea Frost's compact and powerful, 12-volt BD refrigeration conversion kit comes pre-charged and ready for owner installation.

Sea Frost... Quality at an affordable price!

Local Dealers:

Anderson Refrigeration Co. • Alameda, CA
(510) 521-3111

Poole Refrigeration Service • Alameda, CA
(510) 523-3495

www.seafrost.com



FREE QUOTES

**10,000 SAILS
IN STOCK**

www.BaconSails.com

Search online – list updated daily

BACON SAILS AND MARINE SUPPLIES

116 Legion Avenue Annapolis MD 21401
(410) 263-4880

Boomkicker®

Boom Supports

BOOM TRACK FITTING NOW STANDARD - SAME PRICE, GREAT VALUE!



- Eliminate chafe, windage, hangups – and the need to adjust.
- Simple, innovative design; easy installation

Join Thousands of Happy Customers!

www.boomkicker.com
(800) 437-7654 • (708) 482-8801

Manufactured in the U.S. by Seoladair Ltd.

WHATEVER YOU'RE RACING, WE'LL ALWAYS FOCUS ON FIVE CRITICAL COMPONENTS THAT MAKE A WINNING SAILPLAN.



1) The right high-technology construction for your individual requirements. 2) Optimization so your rating isn't working against you. 3) Durability: sails that last make every victory sweeter. 4) Personal service from sailmakers (not salesman). 5) Reasonable pricing because, if you can't afford good sails, the race is over before you start. Call and let us focus on you.



510-523-3966 ukhalsey.com

LETTERS

these port captains wants all boats to clear in and out, and wants paperwork from the previous port in order to clear in to his port. That is more specific than in recent years, when you frequently could just radio in when you were arriving or leaving.

David Dury
 Paramour, Offshore Yacht
 San Francisco

David — We've taken our boats to Mexico for something like 18 out of the last 20 years, and while the clearing situation is a million times better than it was only five years or so ago, there can still be a few problems. And there are a couple of unofficial rules everyone should follow.

The problems are that the rules are interpreted differently by different port captains. So just as you say, some port captains won't give you a paper showing you've cleared out, while others want to see one when you arrive in the next port. Usually it's not a big problem, but what are mariners supposed to do when put in such an impossible situation by officials? In other places, we've been told the port captains want boat owners to clear in and out, even if they are just going for a daysail. But we don't know of anyone who has followed this rule or been called on it.

By the way, the port captains in La Cruz and Nuevo Vallarta are among those who want captains to make a personal appearance. It only takes a few minutes and there is no charge, but it's important to them.

The 'unofficial rules' we've learned are: 1) you never want to clear in or out of Ensenada no matter how many windows they have, and 2) you never want to clear out of La Paz for the United States, because a series of port captains there have said that you need to get medical clearance from a doctor in Cabo for your entire crew and your boat. Funny, it's the only port in Mexico where this has ever been required. The best bet is to clear out of Mexico at Cabo — where the officials have long played it straight — and do everything you can to avoid the shenanigans in Ensenada.

⇓ BUON VIAGGIO!

Soon — just before Memorial Day — we'll be headed off to a Sunsail charter in Italy. We'll be sailing out of their new



LATITUDE / RICHARD

While you're in Italy, don't miss Ischia.

can give us?

We're going as early as we are because the boats are less expensive than during the summer high season. Last year we went to the Abacos in January — and froze! Anyway, there is a constant discussion among the women in our group about the possibility of finding dreamy Italian men. When our group sailed in Greece last year, two of the women received marriage proposals.

Erik Westgard
 Minnesota

Fun. Fast. Easy.

Versatile and fast, rig in 15 minutes,
only 220 lbs, easy to transport and store.



See us at
**STRICTLY SAIL
PACIFIC**
APRIL 15-18, 2010



www.wetawest.com

Phone Dave on 415-686-4583

weta

Quickline USA

The Best Marine
Products from the
World, for the USA

Featuring **ULTRA ANCHOR**

- Highly polished 316L stainless steel
- Self-aligning and self-burying
- Always lands in penetrating, attack position
- Sets quickly and holds tight in the most challenging conditions

- QUICKEST SETTING!
- HIGHEST HOLDING!

As strong as it is beautiful, Ultra Anchor is produced for the discerning yachtsman who wants *only the best!*

Don't settle for an ineffective, dull galvanized, anchor — set your vessel apart with Ultra Anchor!



See us at **STRICTLY SAIL PACIFIC** — Booth 828/830

- Flat Rope & Reel
- Swivels • Trip Hooks
- Chain Grabs, Snubbers & Bridles...and MORE!



8700 Warner Ave. #110
Fountain Valley, CA 92708
Phone: 714-843-6964, Fax: 714-843-6906
www.quickline.us or sales@quickline.us

The Seashine logo features a stylized green wave and the word "SEASHINE" in a green, sans-serif font. The background of the advertisement has a wavy, green and white pattern.

Service of the Month

POLISHING

A buffed boat not only looks great,
but will hold its shine and value for longer!
Call for a buff!

ADDITIONAL SERVICES
Bilge Cleaning • Detailing • Maintenance
Washdown • Carpet & Cushion Cleaning

Fully Insured & Marina Approved
Serving the Bay Area Since 1986
Call now for a Free Estimate

510 428-2522 or 415 457-6300
www.seashine.net

THE RELIABILITY'S BUILT IN!



All boats powered by Honda Marine engines.

HONDA
MARINE
PROVEN



We offer complete service on all Honda outboards and inflatable boats and take pride in providing the kind of customer satisfaction that you expect from Honda.



The Dinghy Doctor
1271 Scott Street
San Diego, CA 92106
Tues-Sat, 9am-5pm
(619) 804-6921
www.thedinghydoctor.com

2 blocks
off Shelter
Island

BF20

- Unsurpassed fuel economy
- Shallow water drive
- Largest displacement in its class (21.4 CI)
- Hi Output alternator (12 amps)

AB, Achilles, Zodiac, Walker Bay, repair kits, engine parts, and everything you will need in Mexico.

Always wear a personal flotation device while boating and read your owner's manual.

CDI
Cruising Design, Inc.

The best value and reliability

- Mainsail and Jib reefing
- The only U.S. patented furling system for Cruising Spinnakers
- Manage all your sails safely from the cockpit!

607.749.4599

www.sailcdi.com

sailcdi@verizon.net

LETTERS

Erik — Naples is a little rough 'n tumble, but the islands are fantastic. Our only caution is that the primary activity on Capri is dressing elegantly and seeing and being seen. If you show up in shorts, t-shirts and flip-flops, you run the risk of feeling a little out of place. Ischia is more casual. But no matter what, we predict that you're going to have a great time.

⚠️ FALLING OFF THE DOCK IS SERIOUS BUSINESS

In February *Sightings*, *Latitude's* Andy Turpin brought up the rather somber topic of how to get out of the water after falling in at a marina. It's a somber subject until it's you in the water attempting to keep your head above the 52° water while your water-soaked clothes inhibit your efforts.

There was just such an incident in Seattle last year, when neighbors of mine helped another neighbor who had fallen in. It was at night, and they were returning to their boat when they came across a gentleman clinging to a dockline, unable to pull himself out of the water. The ironic thing was that two people were literally 10 feet from him, but couldn't hear his cries for help because they were inside their boat watching television. Timing is everything, but if my neighbors hadn't been returning to their boat at that time, the man in the water might not have survived.

A few months ago, a former neighbor wasn't so lucky, and died in an East Coast marina after falling in and not being able to get out. So the problem is perhaps more common than most people think.

When Shilshole Marina updated their facilities a few years ago, they added ladders to the docks to address this safety issue. Unfortunately, not nearly enough of them have been installed at marinas the world over, so self-rescue could still depend on nearby swim platforms or sugar scoop sterns.

So much for marina issues. I would be interested in what other mariners think regarding getting back on their own boats. The strategy of trailing a line to grab sounds good, but in reality, it would be very hard to use. Years ago, a group of us trailed a line with the loop at the end behind a boat on a warm freshwater lake. Even though the boat was only moving along at two or three knots, we were surprised at how much drag there was. It brought doubts about the practicality of self-rescue by this method.

I've heard of boats using a trip line to drop the stern ladder down. That would work at anchor, but I have my doubts about it working while underway. There's also the strategy of tripping a trailing line attached to the wind vane, causing the boat to luff up. But that's not a solution for electronic autopilots.

Nothing beats talking with other mariners for ideas, so I'm asking if anybody else out there has any good ideas for self-rescue for boats at anchor — particularly non-sugar scoop boats with high freeboards.

P.S. Thanks to Andy Turpin, the Assistant Poobah, for giving a nice Ha-Ha presentation at the Seattle Boat Show.

Lani Schroeder
Balance, Endeavor 43
Seattle

Lani — If anyone has any advice, we're all ears.

But make no mistake, for folks who don't have terrific strength-to-body weight ratios — which includes most everyone over 30 — climbing out of the water at a marina, or climbing onto one's boat without a ladder at an anchorage, is very difficult if not impossible — particularly in cold water, where body strength usually declines rapidly. If the boat is underway, nobody is going to be able to rescue him or herself, even with

Welcome Cruisers...

To the three best Marinas in Southern California!

Whether you're heading north or south or simply want to find somewhere to stay for a while, our marinas...

Ventura West Marina, Dana West Marina and Harbor Island West Marina are the places to stay for convenience, comfort and friendliness.



Ventura West Marina
805.644.8266
1198 Navigator Drive
Ventura CA 92001
www.venturawestmarina.com

Dana West Marina
949.493.6222
24500 Dana Pt Harbor Dr
Dana Point CA 92629
www.danawestmarina.com

Harbor Island West Marina
619.291.6440
2040 Harbor Island Drive
San Diego CA 92101
www.harborislandwest.com

VOLVO PENTA

AUTHORIZED POWER CENTER GAS / DIESEL
N-CA, UT, NV, HI

**MAINTENANCE
OR REPOWER?**

Call us for
your nearest
Volvo Penta dealer
1-800-326-5135

See us at
Strictly Sail
PACIFIC
Jack London Square
April 15-18

HELMUT'S
MARINE SERVICE

MARINE SERVICE INC., San Rafael, CA

1-800-326-5135

Fax: (415) 453-8460 • www.helmutsmarine.com

SAILBOATS ONLY



www.hiddenharbormarina.com

Sail Monterey Bay

• Basic to offshore sailing courses
ASA Certification

Bareboat Charter Fleet

Reciprocal Charter Privileges with seasoned
ASA & US Sailing Bareboat Certified Sailors

Corporate Team Building Regattas

PACIFIC YACHTING



Santa Cruz Harbor
sail@cruzio.com

April-May Specials
with this ad-
20% off Basic
Sailing Course
10% off 8-Day
Liveaboard
Course



800-374-2626 • 831-423-SAIL
www.pacificsail.com

LETTERS

a line, because the forces are much stronger than might be imagined.

Many years ago, we had a discussion with Larry Pardey about crew going overboard. He said, "We tell all our guests to make sure they hang on, because if they go overboard, they should assume they will die shortly." And he was talking about people who go overboard off crewed boats. One can only wonder what hopes he might have for a singlehander who goes overboard.

↑↓THE BIG 'A'

To follow up on your 'Lectronic item of March 8, one requirement of design package for the big A — the colossal motoryacht you jokingly identified as a 'Transformer 391' motorsailer —



LATITUDE / RICHARD

'A' is an unusually hard boat to get on, if you're not wanted, or off, if the owner doesn't want you to leave.

was that she couldn't be easily boarded by pirates, bill collectors or the occasional yachting groupie. I'm not making this up.

I've not seen the yacht up close, but from all accounts, they certainly accomplished this goal. Congratulations are in order, for this must be one of the first yachts designed to not only keep unwanted passengers off the vessel, but also prevent the guests from leaving — at least without making a big splash!

Paul Kaplan
Keefe Kaplan Maritime, Inc.
Pt. Richmond

Paul — The A is rather shocking the first time you see her because she is so different. But she really grew on us. In fact, after we spent most of a month in the same anchorages as her, all other mega motoryachts looked surprisingly dated. For those interested in a similar vessel, keep in mind that A's fuel bill alone for an Atlantic crossing is believed to be about \$2 million.

We understand that the building and operation of such a yacht shoved technology forward and created and continues to create many jobs. Nonetheless, despite its cool and ultra-modern look, her size and carbon footprint are so over-the-top that she strikes us as being just a bit obscene.

↑↓AFTER A LONG REFIT, WE'VE FINALLY ESCAPED

We escaped Berkeley Marina on December 31 for our voyage south to La Paz and the Sea of Cortez. After seven years of slowly refitting the boat, it proved to be a good shakedown cruise. But in September, as we were preparing our Sea Wolf 38, it became obvious that we needed to replace the rig on our 41-year-old boat. All of it. Including every piece of stainless from the chainplates to the masthead. With some help from a friend and his machine shop, we rebuilt or replaced everything. Svendsen's rigging shop was particularly fantastic. Barrett, the rig shop manager, made sure that we upgraded everything when we replaced the rig, and got it done right the first time. I have to say that such professional service was truly refreshing. Our new rig was truly tested during the heavy storms that pounded the West Coast in mid-January, and I can now say with confidence that we have what appears to be as close to a bulletproof rig as can be.



OYSTER POINT Marina/Park



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

For information and pricing call

(650) 952-0808

www.smharbor.com/oysterpoint

Owl Harbor
MARINA

Join us under the BIG TENT for the 13th Annual Famous DELTA LOOP FEST May 22

**Swap Meet from 8-4
Tables still available**

Dinghy Races • Prizes
BBQ from 11-2 • Live Music from 12-4
Art and Craft Vendors – *space still available*
Guest Slips Available • 10-Mile Loop Event

*Rain or Shine –
we've got you covered!*

1550 W. Twitchell Island Road • Isleton, CA 95641
916.777.6055 • www.owlharbor.com

McGinnis Insurance
Since 1972

Knowledge Commitment
Reliability Service

Large and small, we do them all!

Call us at: 800-486-4008
mcginnsins@aol.com
License #0570469

**REPAIR
REPAIR
REPAIR**

**NOW AT
GRAND
MARINA**

**ROOSTER SAILS
A REPAIR LOFT**

**YOUR ROLLER
FURLER UV COVER
SPECIALIST**

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

NOW OFFERING NEW CRUISING SAILS!
SAIL REPAIR SPECIALISTS • COMPETITIVE RATES • RECUTS • CONVERSIONS

LETTERS

Our boat has been around — including having gone around the world with the Bercaw family aboard. She's also done several laps of the South Pacific, and several trips to Mexico, Central America, and South America. At 41, seven years is the longest time she's gone without roaming. I like to think that our boat is as happy as we are to finally be cruising once again.

It came as no surprise to us that we'd have a lot of work to do, and we've rebuilt or replaced everything — and I do mean everything! Engine, tanks, plumbing, wiring and so forth.



LATITUDE / RICHARD

After a years-long refit, 'Natasha' has finally left her slip and sailed south.

Even the original spruce masts have been rebuilt. The hull has been subjected to major work. But finally, after so many years of blood, sweat and tears, we were able to leave.

Since I'm a former teacher, we won't be cruising lavishly, and we will be required to work along the way. But it beats the heck out of staying in the Bay Area and trying to get by on a teacher's salary. Due to a contract signed between our union and West Contra Costa Schools, we teachers took a significant pay cut, and are now required to contribute \$1,000/month toward our health benefits. All this on top of funding the students' classroom supplies and some curriculum out of our own pockets.

I was a bit angry — well, ok, really, really angry — but then I realized I had finally been given the perfect reason to leave and go cruising. We were already amongst the most poorly compensated teachers in the Bay Area, and had gotten hit even worse. If I had stayed around, I would have made less than an assistant manager at McDonald's — and wouldn't have had as many health benefits. So I want to send a big 'thank you' to the West Contra Costa Schools for treating the teachers so poorly, and making it so easy for me to leave.

I really will miss my students, but how can I be upset when I now wake up surrounded by clear water, warm breezes and five-peso tacos? My wife and I are both working online from the boat on a part-time basis to keep us in supplies, boat parts and plenty of local cuisine. I have also invested in learning Spanish at Se Habla La Paz — the local immersion school. After just a week, I can have basic conversations with people. The course is a bit expensive considering our budget, but I think it's a wise investment that will pay off in major dividends. While my Spanish isn't always pretty, the locals appreciate that I'm trying to communicate in their language. It's just another testament to the warmth of the Mexican people.

We plan to stay in the Sea of Cortez for the foreseeable future, and continue breaking in the boat. We're looking forward to the heat of summer and the beautiful cruising grounds that lie ahead.

While newspapers have been crumbling right and left,

DAN AUGUSTINE



The Augustines are enjoying the sun, sailing and sea life in the Sea of Cortez.



Lowrie Yacht Harbor INC.

In central Marin, convenient to Delta & Golden Gate

Family owned & operated since 1948

- **\$6.50** per foot – Best Rates this side of the Bay
- 25' - 65' Berths Available
- Surge and Wind Protected – Out of the Fog
- Convenient Location – Warm and Sunny
- Whole Foods & Trader Joe's Nearby

(415) 454-7595

40 Pt. San Pedro Rd., San Rafael, CA 94901

New Harbor Office Hours: M-F 9:30-4:30

AquaLink™ View PLB NEW Digital Display

- Tells rescuers WHERE you are and WHO you are
- New digital display prompts for Testing and Deployment
- Confirms battery, position and transmitter are working
- LED strobe and separate homing signal

Can send a separate "I'm OK" message with position by text or email to friends and family. Small annual subscription fee applies.



**Call for
Your Low
Discount
Price**



Defender®

The BRANDS you WANT and TRUST in STOCK for LESS

www.defender.com

800-628-8225 • info@defender.com

**Most orders placed by
4pm ship the same day!**





RE-GRAND OPENING!

**Easom Racing and Rigging is on the move...
to a NEW LOCATION**

We're growing to help our many satisfied clients:

- More efficient shop layout
- Located beneath Quantum Sails
- Close to mast hoist
- Additional staff

*Improvements will make our
already outstanding value
even better!*



Easom Racing and Rigging
 1230 Brickyard Cove Rd., Ste. 102
 Point Richmond, CA 94801
(510) 232-SAIL (7245)
www.easomrigging.com

McDERMOTT COSTA

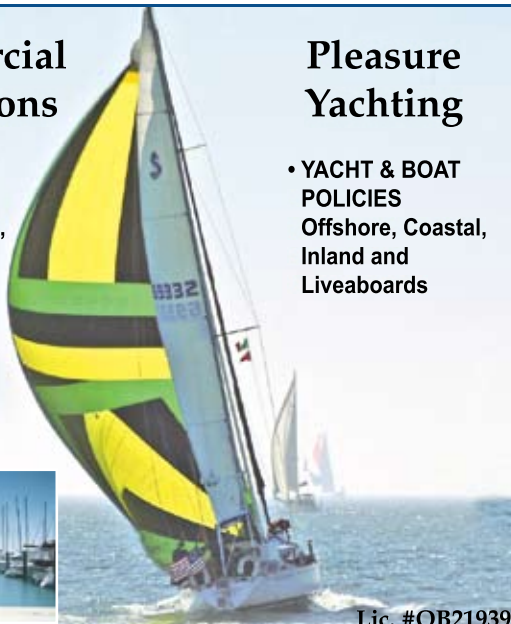
insurance brokers - est. 1938

Commercial Operations

- COMMERCIAL POLICIES
Marinas, Yards,
Yacht Clubs,
Brokers,
Shipwrights

Pleasure Yachting

- YACHT & BOAT POLICIES
Offshore, Coastal,
Inland and
Liveaboards



Lic. #OB21939

Bill Fowler
 McDERMOTT COSTA INSURANCE
 (925) 606-6606 Fax (510) 357-3230
bfowler@mcdermottcosta.com



DIMEN

Marine Financial Services

"A better way to get a boat loan."

Boat Loans



Loans Starting
at \$25,000

Fixed Rates

New and Used

Liveaboard

Northern California

Bill Kinstler
866-486-2628
dimenmarine@pacbell.net

KISSINGER CANVAS

Marine Canvas & Interiors
STEVEN KISSINGER
(925) 825-6734
Covering the Entire Bay Area



- Biminis
- Boat Covers
- Cushions
- Sail Covers
- Headliners
- Awnings

DODGERS

Side handrails and window covers included.

OPTIONS

Aft handrail, dodger cover, sailing bimini.

Free Estimates and Delivery

LETTERS

thanks for keeping *Latitude* alive and well — and most of all, free!

Dan Augustine
 Natasha, Hardin Sea Wolf 38
 La Paz

Dan — You're not alone. In mid-March, we attended a welcome party for the Banderas Bay Regatta at Paradise Marina in Nuevo Vallarta, and were shocked at the number of sailors from California — and we're talking about people who had skills, provided professional services, owned businesses, and had paid lots of money in taxes — who told us they'd simply had enough of what had once truly been the Golden State. 'With the quality of life so good down here, why the heck would I want to continue being abused up there?' was the general sentiment. As someone who was born and raised in California, and knows every inch of the coast to the Mexican border, it grieves us to see the state in such horrible shape — and continuing to thunder unchecked on the downward path toward ever greater dysfunction.

By the way, if you're looking for jobs while cruising your boat, among the best places to consider are the islands in the Pacific that have some kind of affiliation with the United States. For an example, check out the report from the McGeorge family of Gallivanter in this month's Cruise Notes. Plus, as an experienced teacher, you have a proven skill that's a valuable commodity in many parts of the world. So good luck to you and your wife. But "looking forward to the heat of summer" in the Sea of Cortez? Holy moly, be careful what you wish for.

↑↓ ANOTHER HORIZON, ANOTHER WORLD

Loads of folks told us about the January 27 'Lectronic item where you wrote about our being in the guest book for



LATITUDE / RICHARD

So close, yet so far. It wasn't Steve Salmon's 'Another Horizon' that signed the Raffles Marine guest book after all.

the Raffles Marina in Singapore. But if it had been our boat, it would have been *Another Horizon*, not *Another World*. But who's paying attention? We're just thrilled that you remember who we are after all these years. And it was fun to see the names — with or without all the other information — of the cruising friends from the time we spent in Singapore.

Tina Olton & Steve Salmon
 ex-*Another Horizon*, Valiant 40
 Circumnavigation, 1993-2001
 San Francisco Bay Area

Tina and Steve — Of course, we remember you. We also remember hanging out together at the marina in Ixtapa when it was brand new, as well as in other places.

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

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

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

Ventura Harbor Boatyard, Inc.

Located halfway between San Francisco and San Diego

Two Travelifts
 Haul-outs to
 160 Tons
 Painting
 Rigging
 Machining
 Welding
 Electrical
 Sandblasting
 Woodwork
 Chandlery
 Custom
 Stainless

**OPEN
 SATURDAYS**

1415 Spinnaker Drive, Ventura, CA 93001
(805) 654-1433 • www.vhby.com



Now on Your Boat

Hawaii, Santa Cruz, or just a good day on the bay – now you no longer have to get stuck in the galley when everyone else is up in the cockpit sampling the bubbly at sunset.

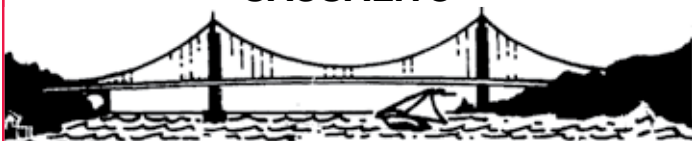
All you have to do is heat and serve the scrumptious food that was waiting for you at the dock this morning, and everyone will love you for it. It couldn't be simpler.

For more information on how to get your personal cuisine delivered to your berth, call 1.800.632.5869 or visit jessieetlaurent.com.

JESSIE LAURENTSM
Sustenance, Tailored and Delivered

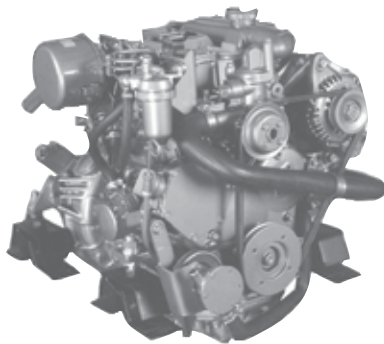


SAUSALITO



LIST MARINE INC.

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



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

415•332•5478
www.listmarine.com

METROPOLI

MARINE METAL FABRICATION

TITANIUM • STAINLESS STEEL • ALUMINUM • BRONZE

- PULPITS
- STANCHIONS
- RADAR ARCHES
- BOW ROLLERS
- HARDWARE



OUR STAFF HAS THE MOST EXPERIENCE IN THE BAY AREA.
EXPERIENCE, COMPUTERIZED DESIGN AND WATERJET
EQUIPMENT SAVE NOT ONLY TIME BUT MONEY!

METROPOLI
METAL WORKS INC

1924 WILLOW STREET
ALAMEDA, CA 94501

TEL: 510.523.0600 FAX: 510.523.0610

WWW.METROPOLISMETALWORKS.COM

HONDA
MARINE
IT'S ALL ABOUT POWER.

caribe
INFLATABLES

Aquapro
INFLATABLES



TOHATSU
outboards

Achilles

We've been THE Bay Area authority for
inflatables and outboards for more than 35 years.

Call us today for quotes.

Voyager Marine

1296 State St.
P.O. Box 246, Alviso, CA 95002-0246
(408) 263-7633 • (800) 700-7633
Open Tuesday thru Saturday



Ballenger Spar Systems, Inc.

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

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

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

www.ballengerspars.com

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

LOOSE LIPS

Eight Bells.

Gordy Miller, undeniably one of the most colorful characters in the Bay Area sailing scene, just missed making his April 3rd birthday. He would have been 102.

Longtime friend Bruce Nesbit reminds us that Gordy's sailing career began back in 1934 when he joined the fledgling Richmond YC. "He would have joined a year earlier as a charter member," says Bruce, "but he had to save up the \$5 initiation fee."

Gordy's love of racing spanned many decades. He's said to have won many races in his first boat, a home-built Snipe named *Cotton II*. In his younger days he also sailed El Toro and Zephyrs, before moving up to a Cal 25 and an Ericson 27, and often making it to the winner's circle.



BRUCE NESBIT

Gordy's infectious smile will be missed by many.

Another longtime friend, John Amen, laughs about the time, a few years back when Gordy took his El Toro (hull #4) around the RYC turning basin during the 60th anniversary of the El Toro class and National Championships. "Having been a long time out of his old woody," recalls Amen, "he capsized his 'sinker' in front of the crowd of championship sailors. The whole time he had a

smile on his face and was heard chuckling 'I wasn't ready for that!' as we hauled him out of the water." Hull # 4, is still in the hands of his son Jeff, reportedly in fully restored condition.

As Gordy's many friends bid him farewell, notes Amen, "His enthusiasm and continued support of our quirky little class will live on with all of us."

Wild night at Robinson Crusoe.

As we go to press, a widespread search is ongoing for the long-overdue sailboat *Columbia*, which was offshore en route from Ecuador to Chile with five people aboard when the Chilean earthquake and subsequent tsunami struck February 28.

Via cruiser radio nets, word of the search has spread from Easter Island to South Georgia Island and everywhere in between. The British yacht *Zephyrus* reported from remote Robinson Crusoe Island in the Juan Fernandez group, which lies 400 miles off the Chilean coast, that *Columbia* definitely had not been there, as *Zephyrus* was the lone yacht in Cumberland Bay when the huge tsunami waves struck the anchorage in the middle of the night.

There's an amazing footnote to their report, however: As the water receded, it brought with it all sorts of rubble, including trees, a Navy boat, and two houses — that almost struck *Zephyrus* — as well as the houses' inhabitants.

Despite the darkness, *Zephyrus'* crew, Andy Whittaker and Rhian Salmon, were able to rescue three boys and a young girl after hearing shouts from the water. The youngsters were later reunited with their families, but as a whole, the islands suffered terrible losses.

Learn to SAIL!

The best value in sailing lessons on San Francisco Bay

Just got BETTER!

**Our Cruising Skipper's Course was already a great deal...
Now it includes \$500 in yacht charter credits!**



Skipper's Package Includes:

- Basic Keelboat class - \$895
- Basic Cruising class - \$1095
- Bay Cruising Workshop - \$75
- Five \$100 Yacht Charter Credits - \$500

\$2565 Value!
ONLY \$1595!

Offer valid through May 1, 2010



www.clubnautique.net

Alameda
800-343-SAIL

Sausalito
800-559-CLUB

San Francisco Bay's Premier
Sailing School & Yacht Charters



Strictly Sail Pacific



Visit us at the Boat Show in Jack London Square
April 15 - 18 Free boat rides on Saturday & Sunday



\$95K Ready to Sail

LOA	LWL	Beam	Draft	Displ.	Spar
27' 10"	25' 0"	7' 6"	6' 0"	4,073	Carbon

Introducing the LS-30 performance daysailer from
The Landing School. Only two available annually.

landingschoolboats.com

207-985-7976

COAST MARINE

& INDUSTRIAL SUPPLY INC.

398 Jefferson St. San Francisco - On the Wharf.

Call **Bruce Becker** or **Clark Atkinson**
(415) 673-1923 (415) 516-4860

800-433-8050
Fax (415) 673-1927



LIFE RAFT Sales & Service



U.S.C.G. Approved Testing Facility

- ★ U.S.C.G. life raft facility for Solas commercial yacht and fisherman rafts
- ★ COMAR DEBARKATION LADDERS
- ★ COMAR PILOT LADDERS
- ★ COMAR WORK LADDERS
- ★ All U.S.C.G. approved

GUINNESS "World's longest tested ladder 320ft."
WORLD RECORD



Major Distributor for:



Pains Wessex
Safety Systems



STEARNS



IN SAN DIEGO CALL OCEANS WEST 619 544-1900

groupama smashes jules verne

Franck Cammas and his nine-man dream team became the first sailors to circumnavigate in under 50 days when they passed the Ushant lighthouse on March 20 after 48d, 7h, 44m, 52s at sea. Six days earlier, the question of whether Cammas' VLP-designed 105-ft trimaran *Groupama 3* would surpass the mark set in '05 by Bruno Peyron's *Orange 2* — 50d, 16h, 20m, 4s — was anything but decided.

With the Bay Area's Stan Honey at the nav station and Sylvain Mondon routing from ashore, *G3* passed the Ushant light heading the other direction on February 1. They barely squeaked by a big wind hole before hooking into some solid pressure and using it to set the second-fastest recorded time to the Equator.

Carrying a lead of just over a day into the upside-down part of the globe, Cammas' team — Honey, watch captains Fred Le Peutrec and Steve Ravussin, helmsmen/trimmers Loïc Le Mignon, Thomas Coville and Lionel Lemonchois, and bowmen Bruno Jeanjean, Ronan Le Goff and Jacques Caraës — got the inverse of the weather they'd had up to that point. A high-pressure system bumbling along off the coast of Brazil joined forces with the St. Helena High and created a weather scenario that Honey said reminded him of the '79 TransPac:

one massive, inescapable blanket of nothingness. In the meantime, *G3*'s roughly 600-mile lead turned into a 385-mile deficit by the 12th day of their trip, when they made only 274 miles down the track. If that doesn't seem too bad of a day's run, consider that *G3* sailed 719 miles the next day, after they escaped the vacuum!

It would take the team another week to get ahead of their virtual competitor's pace, just before crossing from the Indian Ocean to the Pacific. The hurry-up-and-wait trajectory around the globe didn't end there. Ultimately the giant tri spent nearly as many days behind *Orange 2*'s pace — 22 — as it did ahead.

The Pacific Ocean was key to the overall success of the mission. In '05, Peyron and his crew — which, incidentally, included Lemonchois, Le Goff and Caraës — absolutely demolished this section of the course. If they kept in touch with their 'competition', Cammas' boys — all of whom are older and have gone through more pairs of seaboots than their 38-year-old skipper — could have a fighting chance on their way back up the Atlantic. But the jet stream wasn't going to make it easy on them. After they'd passed New Zealand and were sailing fast toward Cape Horn, going as far as 55°S, the upper-level flow turned zonal and spit a big, fast-moving depression right at them — one they couldn't safely stay ahead of. This forced them north, as far as 47°S, and cost them nearly 300 miles over the reference time. But by the time they reached the Horn, the *G3* sailors had given back only one hour of their lead.

The South Atlantic once again proved challenging. Cammas said that *Groupama 3* would need to be within a day of Peyron's track by the time they reached the Equator. A narrow corridor of northerly breeze up the east coast of South America meant overtime work for the navigator as the team beat their way north and ultimately crossed the Equator 1d, 2h, 4m behind *Orange 2*'s time. Fortunately for Cammas, Honey and the rest of the crew, the North Atlantic would once again prove to be very charitable. When they found the trades, they were off to the races, finally catching their 'competition' on day 46, and racking up nearly 2,000 miles against the reference time in the last 4,000 miles of racetrack.

This was the first Jules Verne-winning effort since the first in '93

continued on outside column of next sightings page

TEAM GROUPAMA

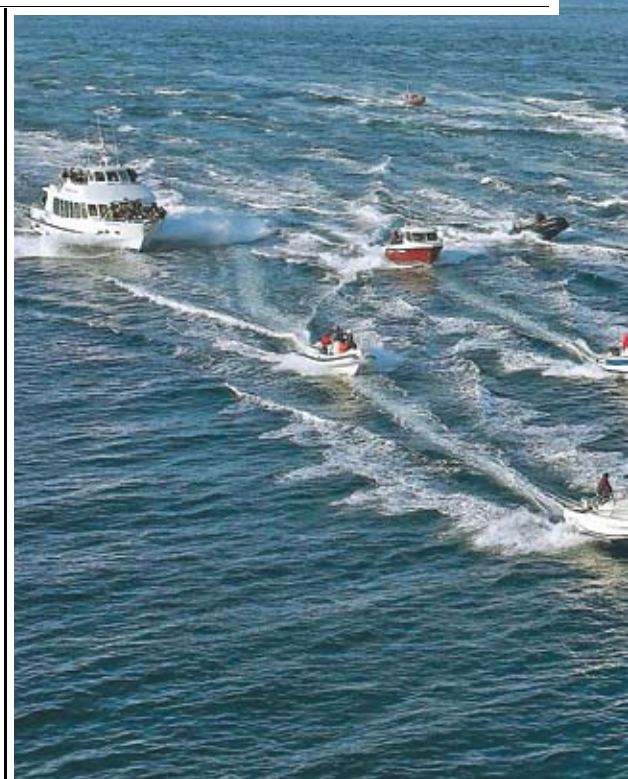


Papa don't take no mess — Stan Honey added the Jules Verne Trophy to his already impressive resume.

low

In the January '09 issue of *Latitude 38*, we featured the sailing resolutions of our editorial staff and challenged readers to set their own for the year. Sean and Jennifer Palmer, who sail their Catalina 34 *Allegro* with their two daughters, Abigail and Margaret, out of South Beach, met the challenge and, in the process, bested every single one of us.

"Thanks to *Latitude* for suggesting a sailing New Year's resolution last January — something we have never successfully done (sailing or otherwise). We considered a number of possible and improbable ideas, and settled on one with a really



resolution

low bar to see if we could follow through. We are proud to say that we managed to get out of the slip and set the sails at least once each calendar month of 2009. While a (very) modest accomplishment, on review of the past years' logs, we found that we sailed 32 days last year, exactly 12 days more than our average over the past five years — go figure.

"The highlight was a three-day cruise to Petaluma with the family. For anyone who hasn't done this trip, it's a must. The set-up for boaters at the turning basin is brilliant. This year we're expanding

continued in middle column of next sightings page

groupama — cont'd

— won, incidentally, by Peyron — to not have the overall lead from the International Dateline. And while Cammas and his crew ultimately covered the rated course distance of 21,760 miles at a staggering average speed of 18.76 knots, they actually sailed 28,523 miles at an average of 24.6 knots!

"I think we could do a lot better but I'll let someone else beat our record first as I don't really see the appeal of battling against myself," Cammas said. "It was a great relief to cross the finish line. We ended up with a great time, certainly better than we could have expected after crossing the equator with a day's deficit. Forty-eight days was an objective we set for ourselves before the start and this proved to be the case even though we didn't often have favorable conditions."

There are a number of things we find impressive about Cammas and this effort. In the process of shaving over two days off the old

continued on outside column of next sightings page

Spread, 'Groupama 3' glides into Brest having accomplished what she was conceived for — winning the Jules Verne Trophy and becoming the first boat to circumnavigate in less than 50 days. Inset, the jubilant crew includes the cream of France's sailing crop, and, sacre bleu . . . an American?!



SIGHTINGS

groupama — cont'd

record in generally unfavorable weather, he managed to sail the boat around the course with only some chafe issues and broken mainsheet blocks. Knowing when to push and when to let off is, according to Honey, imperative in these giant multis. But following through on one's instincts has to be tough for a skipper whose crew is a Who's Who of French multi sailors — almost all of whom have had or currently have their own sponsored big-budget programs, who all want to drive it like they're rentin' it, and light it off at every opportunity, which is pretty much the reason they're onboard. What kind of guy does it

continued on outside column of next sightings page

resolution

on this — Half Moon Bay and Monterey for four weeks, or better yet, taking the boat down the coast for some commuter-cruising for a couple of months this summer — but will probably decide on more low-bar stuff, just to make sure we don't get too ahead of ourselves."

The year may be a quarter over, but it's never too late to set your own sailing resolutions. Whether it's as "low bar" as

The family that sails together — Margaret shows her appreciation for sailing through The Slot as Abigail practices her grinding skills. Proud parents Jennifer and Sean are clearly raising two natural born sailors.



SEAN PALMER

— cont'd

shaking out the sails once a month or as ambitious as sailing to Hawaii in the Pacific Cup or Singlehanded TransPac this summer (the entry deadlines for both of which are fast approaching — see www.pacificcup.org and www.sfbaysss.org for details), set your goals and make it a priority to meet them. We guarantee you won't regret it.

— ladonna

**groupama — cont'd**

take to look beyond the submarine silos of Lorient, to not only pick an American, but convince Lemonchois, who skippered and navigated *Gitana XIII* on her record world tour that stopped in the Bay in April '08, and *Sodeb'O* skipper Coville — both accomplished navigators — to stand aside and let Honey do the navigating? Probably the kind of guy who says something like this:

"We trusted in our boat and in the concept of the trimaran. It was a dream team with a whole wealth of experiences and talents. Sometimes I had to put my feelings to one side and take onboard the ideas of everyone else. I learned a vast amount — it was superb."

For more, including photos, videos and replay feature on the team's super-slick mapping system, visit www.cammas-groupama.com

—rob

. . . and the land of the free

We don't know about you, but we think the guy in the accompanying photograph looks like somebody who might be fun to talk to. The look in his murky eyes tells us that he's seen a lot in his long life.

The thing is, you can't talk to this guy. Not if you're an American.

That's because the government of our "land of the free" has long believed it can tell us which countries we can travel to, and which we can't. Cuba, where the man in the photo lives, is off limits. Therefore, so is the old dude.

We know there are other countries — Burma, China, Iran, Vietnam, Cuba, North Korea, to name a few — that restrict where their citizens may travel. But to our knowledge, the United States is the only non-totalitarian state that thinks it has the right to tell its citizens where they can go.

There will, of course, always be Americans who are willing to defy their government and decide for themselves where they can travel. And some have boats. We, for example, took our Ocean 71 *Big O* to Cuba in '96. Although a lot of friends were shocked, it really wasn't a big deal. After all, President Clinton was in office, and his 'don't ask, don't tell' program extended to visiting Cuba as well as being gay in the military. As a result, there were all kinds of Americans on boats at Hemingway International Marina, the less moral of them doing things like getting laid every night in return for a bar of soap.

But for the two terms that President Bush was in office, he made it clear that the Treasury Department would vigorously prosecute those who violated the prohibition against 'trading with the enemy'. The maximum penalty is \$250,000 in fines and 10 years in jail. That effectively cleared American boats from Cuba.

While President Obama hasn't officially changed the Bush doctrine toward Americans visiting Cuba, the new administration's response to Americans taking their boats to Cuba is not really clear. One of the reasons is that, to our knowledge at least, no Americans had taken their boats to Cuba. We're pleased to report that this has changed. One California couple, veterans of the Ha-Ha no less, recently visited Cuba on their way to the Eastern Caribbean. It makes them subject

continued on outside column of next sightings page



FIDELITO CASTRO

For now, we'll just have to imagine this crusty, old Santiago saying "Bienvenidos a Cuba."

SIGHTINGS

cuba — cont'd

to prosecution, but we can't see President Obama being politically able to have the Treasury Department prosecute them.

Who are the folks who took their boat to Cuba? We're planning to run a two-part report on their visit — and very insightful observations — in the May and June issues, so up until the last minute we're going to let them decide how high of a profile they want to maintain. But we can reveal that they are the recipients of *Latitude's* Medal of Freedom Award. Congratulations!

— richard

corkscrewed!

When Saturday, March 13 dawned clear and sunny, sailors all over the Bay were thrilled, but one South Bay group was especially grateful that the previous day's torrential rains had dried up. The nine boats entered in Peninsula YC's Great Corkscrew Slough Race, which also served as a regatta for the West Wight Potter Rendezvous being held at the club, started the race after a leisurely skippers' meeting and a 'Le Mans'-style start.

"This was the fourth year PYC hosted the rendezvous, and things looked promising," said PYC's Lee Callister. "All the drivers ran — well, okay, walked briskly — to their waiting boats and set off down the creek. It was high tide. What could go wrong?"

Light breeze is what went wrong. "It took them longer than anticipated to tack their way up to the turning basin where the creek widens," Callister said. "And longer to work their way to the mouth of Corkscrew Slough. And longer to tack their way up the shallow slough."

As the saying goes, time and tide wait for no Potter Yachter . . . or

something to that effect. "First one boat ran aground, and then another," reports Callister. "Others who stopped to help then fell victim to the dropping tide. A few managed to power their way out but six were left immobilized. Fortunately, most were prepared, and all took it good-naturedly by enjoying the sun and chatting on the radio as they waited for the tide."

"At 2.5 feet, my Bull's Eye, *Lia*, was the deepest draft (yet shortest) vessel in the flotilla," said racer Jerry Higgins. "Since I was leading the race, *Lia* was the first to go aground. A couple boats tried to pull me free, but they dashed when it became obvious I was going to be there a while. As luck would have it, they also grounded a couple thousand yards farther down the slough."

Fellow racer Goose Gossman said he and crew Carl Sundholm pulled Dave Kautz's O'Day 192 *Trailer Trash* off the mud with his Potter 14, *Gale*, but then quickly and silently dug in themselves. "The mud was so soft that it just consumed the boats. I hadn't sailed in the South Bay before, and it never occurred to me that *all* the water would disappear!" After a quick confab on the VHF, the stranded racers settled in for a nine-hour wait. "It was chilly, so we were happy that we had extra clothing, food, water, and a couple beers aboard."

But it seems some landlubbers were worried about all those poor boats just sitting in the mud, so naturally they called . . . the cops. "The police yelled out their phone number so we could talk," reports Gossman. "We told them we were fine, and they left." Much to the

continued on outside column of next sightings page

JIM 'GOOSE' GOSSMAN



'Gale's crew Carl Sundholm shows the tracks of his tears.

doo dah fills

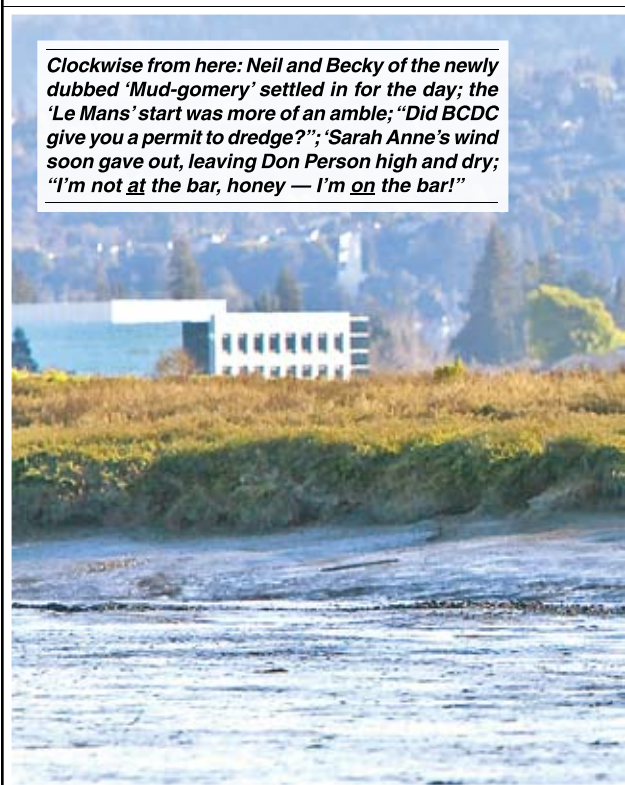
When the 30-boat roster for last summer's inaugural Delta Doo Dah filled in just three days, we were thrilled but not totally surprised. After all, most sailors can't take a month or more off to do long-distance cruises, so what could be better than a group event that takes them no farther than their own backyard and still gets them home in a week? And, boy, what a week it was!

So when the time came to open registration for the Delta Doo Dah Deux — July 31-August 6 — we had a feeling folks would be anxious to nab one of the 50 available spots. But when they filled up within 12 hours of March 15's

LEE CALLISTER



Clockwise from here: Neil and Becky of the newly dubbed 'Mud-gomery' settled in for the day; the 'Le Mans' start was more of an amble; 'Did BCDC give you a permit to dredge?'; 'Sarah Anne's wind soon gave out, leaving Don Person high and dry; "I'm not at the bar, honey — I'm on the bar!"



in 12 hours

announcement in *'Lectronic Latitude*, we were shocked!

Sadly, we've received a number of pleas from those who didn't sign up in time. Unfortunately, we can't accommodate more than 50 boats this year and, considering we already have more than a dozen names on the waiting list, it appears this year's roster is pretty close to written in stone. But don't let that stop you from taking a trip up-Delta — call some sailing buddies and create your own fun-run.

For more on the Delta Doo Dah — or simply cruising the Delta — check out www.deltadoodah.com.

— 'doodette' ladonna

corkscrewed — cont'd

chagrin of one unidentified muck-bound sailor who was reported to have cried out, "They didn't bring beer? What happened to protect and *serve*?!"

Back at the club, race organizers were concerned about their wayward charges, but there was little to do but wait . . . and enjoy the St. Paddy's Day feast of steaming corned beef and cabbage that every racer could only dream about. "The only bad part about sitting in the mud so long was thinking about the feast we were missing," admitted Higgins, a sentiment echoed by Gossman: "We thought, 'Damn, we'll miss the dinner.'"

As the tide finally started coming back in, a flotilla set out to rescue the stragglers. "Race Director Ed Stancil lashed a line from his Whaler through the sailboats," reported Callister. "When he hit the gas, the Whaler flipped right over in 24 inches of water. He lost his cell phone and camera, along with his dignity! But they managed to herd all the

continued on outside column of next sightings page



LEE CALLISTER



PHOTOS BY JERRY HIGGINS EXCEPT AS NOTED

SIGHTINGS

corkscrewed — cont'd

boats back to the starting point, where the sailors were pleased to find hot corned beef and cabbage, liquor and a roaring fire waiting for them." As Higgins noted, "You can only imagine how good it tasted as we flushed it down with beer after we arrived around midnight!"

In a time when many people take an 'All for one, and all for me' attitude about the world, it's refreshing to hear about the teamwork, generosity and selflessness it took to turn what could have been a disaster into an adventure everyone will remember. In fact, the overwhelming sentiment that the Potter Yachters walked away with was how terrific PYC's members are. "The PYC people are the warmest group of yachties I've ever encountered," said Higgins. "I was so taken by them, I've applied for membership!"

— *ladonna*

strictly sail pacific

Elsewhere in this issue you will find the Strictly Sail Pacific Boat Show Guide, which will help you plan your assault on the West Coast's largest all-sail extravaganza. The show, which will be held April 15-18 at Oakland's Jack London Square, has undergone a bit of a facelift this year. Not only is it once again sail-only, but the accessories booths — more than 150 of them — will be housed in the former Barnes & Noble store instead of tents, the seminars will be held in temperature-controlled seminar rooms in the Waterfront



Spread: 'Ocean Watch' blasts through the Roaring Forties during her 25,000-mile circuit. Inset above: Thanks to a rare easterly, she was able to carry her unmistakable kite around the Horn. Inset right: Expedition scribe Herb McCormick compares notes with Captain Mark Schrader.



ALL PHOTOS DAVID THORESON / AROUND THE AMERICAS

is better than ever

Hotel, and, for the first time in the show's history, used brokerage boats will be on display next to the new.

But the best parts of the show you've come to know and love aren't going anywhere. You'll still find more than 100 seminars, boats for every budget, and tons of special features. Some of the highlights for this year's show are:

- The Fun Zone — an interactive area to learn about fast-is-fun daysailers.
- Take a free 45-minute sail on a Cat-

continued in middle column of next sightings page



ocean watch headed for the bay

A very special vessel will arrive beneath the Golden Gate late next month, with a pedigree that probably no other can match. Since departing from Seattle on May 31, the 64-ft steel cutter *Ocean Watch* has now completed all but the final sprint to the finish of a remarkable 25,000-mile journey. No, not around the world, but around both North and South America via the fabled Northwest Passage and Cape Horn. Skipped by two-time solo circumnavigator Mark Schrader, the mission of the Around the Americas project is to educate local residents at each port stop about the fragile ecology of our oceans, and inspire them to become involved in making positive changes.

When we checked on the expedition's progress just prior to going to press, ship's scribe Herb McCormick had just been "slimed" by a flying squid while idling in the Galapagos Islands — a comic moment in a journey punctuated by both high points and lows. At the southernmost tip of the Americas, the crew was not only able to accomplish an uncommon east-to-west rounding, but they lucked into a rare easterly breeze that allowed them to fly their trademark map-of-the-Americas chute as they passed the Cape: "It's hard to describe the sensation of actually gazing at the Horn from seaward off the deck of a small boat," wrote McCormick. "As a sailor, as a seaman, you instinctively realize you're slipping through waters both hallowed and lethal."

Not long afterward, however, that unforgettable day was contrasted by a miserable crossing of the notorious Golfo de Penas. "On some passages we've compared the motion on board *Ocean Watch* to what being inside your home washing machine on the wash cycle might be like," Schrader penned in his log. "Only last night we were in the industrial variety, known for its long cycles and vigorous, turbulent action. If I were a pair of dirty coveralls, I'd be spotless now."

Read more about this epic trip at www.aroundtheamericas.org, and stay tuned for details of *Ocean Watch's* Bay visit, scheduled for May 26-June 5.

— andy

daysailing the gulf of the farallones

When Sausalito YC member George Rab tried to coordinate a multi-club cruise-out to the Farallon Islands a few years ago, he was disappointed in the lack of response. So when nearly 40 boats from various clubs around the Bay expressed interest in such a cruise this year, he was taken by surprise. "I think clubs weren't as electronically savvy then as they are now," Rab said.

As residents of Sacramento, George and his wife Wendy say that they're not attached to one yacht club over another. "We joined SYC because of their cruising program," George said, "but we like to hang out with people from other clubs, too." Noting a lack of inter-club cruises, he recently decided to try fanning the flames under his Farallones concept once more.

"I sent emails to the cruise directors of every club I could find in the Bay Area," he said. "Most of them were pretty good about forwarding it on to their members, and the response was tremendous."

The idea was simple: Pick a date and hope for good weather. No fees, no applications, no permits required. But as the date — Saturday, March 6 — approached, the forecast looked dicey. "We scratched the cruise on Thursday, but the low that was supposed to hit us dropped

continued on outside column of next sightings page



The entire fleet, including 'Pura Vida', made it home by 4 p.m. so they could enjoy a crab feed.

GEORGE RAB

SIGHTINGS

farallones — cont'd

south so we unscratched it on Friday," Rab laughed. Unfortunately, a number of boats had already made other plans.

As it was, 14 boats from a variety of clubs "poked their noses" out the Gate around 7 a.m. that morning and found sublime conditions. "We had to motor for about an hour before the wind picked up," said Rab, who, with Wendy, sailed his Island Packet 420 *Big Bird* to the rockpile and back without having to restart the engine.

"The conditions were perfect; sunny with a long-period swell," reported Berkeley YC members Melissa and Greg Davids, who did the trip on their Hylas 47 *Pura Vida*. "A 10-15 knot northerly gave us a close reach all the way out and a spinnaker reach all the way back."

The cruise also doubled as a whale watching expedition — thousands of grays, blues and humpbacks are currently migrating north along the coast — and the participants weren't disappointed. "The last time we went out, we didn't see any marine life at all," noted Rab. But, according to the Davids, *Big Bird* ended up being the unofficial wildlife commentator for the fleet: "The radio check-ins and *Big Bird's* pointing out wildlife really reminded us of the camaraderie we felt when we cruised Mexico."

Regardless of the premature cancellation, Rab believes that his little cruise was a huge success, and that similar cruises in the future will be just as well-received. "I strongly believe that a few trips like this each year can help build friendships between clubs as well as skippers," he said. "Some clubs don't have the advantage of a cruise program, so this kind of event provides an outlet. And some skippers might be hesitant about their first time out the Gate, so buddy boating is attractive."

Rab says he's planning another, similar cruise for the fall, possibly to Drakes Bay. Keep an eye out in *Latitude* and *Lectronic Latitude*, as he promises to fill us in on all the details so we can, um, cover the event — yeah, that's the ticket!

— ladonna

farewell *plastiki*, farewell

Plastiki — the 60-ft catamaran made entirely out of recyclable and recycled materials, including 12,500 soda bottles — sailed out the Gate the morning of March 20. The inspiration of environmentalist and adventurer David de Rothschild, the *Plastiki* project has also utilized the talents of many Bay Area marine professionals — from the boat's suit of Pineapple Sails to the Monitor windvane attached to the aft bridge deck to the army of artisans who lent a hand in the building of this unique vessel-with-a-mission.

Even though we encouraged *Lectronic Latitude* readers the day before departure to sail out the Gate with *Plastiki*, we were surprised by how many boats turned out that Saturday morning. There must have been 100 or more! Unfortunately, most weren't there to send off *Plastiki* in style; they were, of course, racing in any one of a number of events held that day. Thankfully, the *Plastiki* crew didn't realize that, and they think Bay sailors turned out in droves to wish them fair winds. Shhh . . . it's our little secret.

Many of the dozen or so boats that did come out to see them off followed *Plastiki* and her towboat out past Mile Rock before turning for home. Ironically, with light westerlies, the strictly downwind vessel required a petroleum-fueled RIB to pull them out past land. "What's

continued on outside column of next sightings page

strictly sail

alina, Hunter or Beneteau at the Discover Sailing Dock.

- Go for a sail on the *Derek M. Bayliss*, a 65-ft cat ketch designed by Tom Wylie and currently owned and operated by Sealife Conservation, a non-profit that works to inspire people to reduce pollution and support healthy fisheries.

- Get kids aged 10-18 sailing aboard *Seaward*, the 82-ft youth sail-training schooner. Sign up at the show.

- Tour Michael Reppy's Grainger tri *Dolphin Spirit* before she takes off on a San Francisco-Tokyo record attempt in '11.

- See what all the fuss is about at the



Feelin' it at the Farallones — clockwise from here, the long-period swell made for smashing photo ops at the rockpile; Greg Davids and Matey have crossed the Pacific together twice, so a little jaunt in the Gulf of the Farallones was a piece of cake; not a good place to lose power; 'Big Bird' acted as tour guide, pointing out the sealife; such as this big fella.



LATITUDE / LADONNA



'Plastiki' left the Bay with hordes of Bay sailors, some 'escorting' them as far as the Lightship.

— cont'd

new Multihull Lagoon.

- Go green at the Green Boating Zone, featuring the latest eco-friendly boating products and practices.

- Check out the new Jeanneau 57 or the Hunter 39.

- Find out more about Heart of Sailing's mission to introduce people with developmental disabilities to sailing.

- Catch some Mercury and Snipe racing off the docks on Saturday afternoon, then come back for some Opti action on Sunday.

- Attend one of the many outstanding

continued in middle column of next sightings page

plastiki — cont'd

the carbon footprint of that?" asked one poster on our Facebook page. Considering the 'green' nature of their mission — to educate the world on just how much plastic ends up in our oceans, as well as to find new and innovative ways to use the material — it's a fair question, but one that seems overshadowed by the measures the team has taken to make their voyage as sustainable as possible, from provisioning with locally grown and supplied food to installing a mini-greenhouse that will provide fresh produce.

As this issue goes to press, the *Plastiki* crew are five days out on their journey toward the Line Islands, and are about 200 miles off San Diego. Not bad for a boat built from soda bottles, but unfortunately they've been heading in a decidedly easterly direction for the past two days. You can follow the crew's blog posts and tweets, as well as track their voyage, at www.theplastiki.com.

— ladonna



ROD BAUER



PHOTOS MELISSA AND GREG DAVIDS UNLESS NOTED

SIGHTINGS

clipper cove gets the all-clear

Not so long ago, Clipper Cove — tucked between Yerba Buena and Treasure Island — resembled a scene out of the film *Waterworld*. Dilapidated junk-heaps were rafted together to make floating crack dens that would eventually break loose or sink, either causing damage to other boats or creating anchoring hazards. Most of these derelicts



Marina Manager Roger Ladwig shows off the virgin pumpout station.

— along with a handful of reasonably well-maintained liveboards — were moored close to shore, forcing weekenders farther from the lee of the treeline. Not only did that mean a longer trek to land but it also increased the odds of dragging anchor due to the winds that naturally funnel over the isthmus and into the center of the anchorage.

After the Navy pulled out of T.I. in '97, Clipper Cove was left in a state of limbo. Enforcement of marine rules was sporadic at best. No one knew if the cove fell under the City of San Francisco's Marine Patrol or the Coast Guard's jurisdiction — including the two agencies themselves. This confusion made it easy for folks to take advantage of the situation and dig in their hooks.

For 13 years, a deal between the City of San Francisco and the Navy was said to be "imminent," but never seemed to

come to fruition. In the meantime, the Navy dubbed the City "custodians" of Treasure Island. The City, in turn, created the Treasure Island Development Authority — naming Mirian Saez as Director of Island Operations — to begin planning big changes for T.I. once the deal was done.

Last December, Mayor Gavin Newsom announced that an agreement had been reached with the Navy for the City to purchase T.I. for \$105 million. Not long after, Saez announced that the new anchoring permit process TIDA had developed — with input from *Latitude* and its readers — to prevent boaters from anchoring permanently was now in effect, and would be enforced with the help of the City's Marine Unit.

We first reported on Saez's plan to clean up Clipper Cove, making it a welcoming outpost for what she called "responsible boaters," in last June's edition of *Latitude*. It seemed a daunting task considering that, on the day we met, there were no fewer than 24 boats semi-permanently anchored and another handful of sunken boats to contend with. So when we dropped by Clipper Cove last month to check on her progress, we were stunned: There were just three boats at anchor!

"Those over there," Saez said, pointing to two sailboats with erect masts, "just came in today. That one with the mast down? Well, we're working with that boat's owner to remove it." In all, 28 boats were removed from Clipper Cove — most by their owners, but a handful were seized, then auctioned off — as well as all of the sunken wrecks of which TIDA was aware. When we noted that one wreck marked with a yellow buoy still seemed to be in the cove, Saez was concerned. "Show me where it is so we can get it removed!"

According to Saez, the permit program has worked as planned, cleaning up the cove without being a burden to recreational boaters. "We listened to all of the really great comments we got while developing the plan," she said, "and, so far, we haven't heard from anyone that the new system is too onerous." For the entire list of rules, go to www.sftreasureisland.org, but the basics are as follows:

- If you're spending less than 24 hours, do nothing;
- If you want to spend the weekend, call (415) 274-0382 or send a

continued on outside column of next sightings page

strictly sail

free seminars from the likes of John and Amanda Neal, Lee Chesneau, George Day, Margo Wood, Pam Wall, Brion Toss, and of course the Bay's own Kame Richards.

- Be part of the solution by attending the Bringing Diversity to Sailing Round Table Discussion on April 18.

- Finally, anyone interested in joining this year's Baja Ha-Ha will want to attend Grand Poobah Richard Spindler's seminar at 2 p.m. on April 16 (repeats April 17 at 3:30 p.m.) on the enormously popular cruisers' rally — last year was a record-breaker at 193 boats — that



Mirian Saez has every reason to smile now that all the derelicts and wrecks have been cleared out of Clipper Cove.



— cont'd

starts in San Diego at the end of October and ends in Cabo a couple weeks later. Assistant Poobah 'Banjo' Andy Turpin will also be dishing on the Pacific Puddle Jump and cruising in Tahiti on April 17 at 4:45 p.m. And veterans of the Baja Ha-Ha and Puddle Jump, as well as their baby sister, the Delta Doo Dah, are invited to a reunion party at the *Latitude* booth on Friday night at 6 p.m.

For details on any of these or the many more events planned for Strictly Sail Pacific, visit www.strictlysailpacific.com.

— *ladonna*

clipper cove — cont'd

message through the website letting TIDA know your plans (include your name, cell number, boat name and registration numbers);

- If you need to stay longer than three days, you have to go into the office to fill out a permit application;

- Don't pump your crap overboard.

In an effort to help folks comply with the last — and most strictly enforced — rule, a free holding tank pumpout station has even been installed at Treasure Isle Marina, and is ready for use.

While the new rules undoubtedly have pissed off a small number of boaters who would like to keep the anchorage as their own private dumping ground, we think the new system — nearly identical to one *Latitude's* Publisher suggested to TIDA — has turned Clipper Cove from *Waterworld* to *Blue Lagoon*.

— *ladonna*



PHOTOS LATITUDE / LADONNA

RACING TO SAN FRANCISCO



Qingdao stopover departure ceremony

Following a hero's welcome and an unforgettable stopover in the Shandong provincial city of Qingdao, China, the crews competing in the Clipper 09-10 Round the World Yacht Race were treated to a spectacular send off for Race 7 of the 35,000-mile global challenge to San Francisco. As the brave sailors manned their boats and prepared to do battle with the largest ocean on the planet, thousands lined the breakwater of the Olympic Sailing Centre to send them on their way.

The internationally sponsored stripped down ocean racing yachts are now tackling some serious weather as they take on the 5,680 mile Pacific leg, the longest in the history of the Clipper Race. Speaking ahead of the start the skipper of *California*, Pete Rollason, shared his thoughts on how he and his team were going to handle the marathon crossing.

"This is the leg that I've always been looking forward to, even before we started. It's going to be one hell of a challenge and there is a certain amount of apprehension from the crew but they're all up for it and what an achievement when we get there.

"We hope to be top of the podium when we get to San Francisco. We want to break the home port curse and we're going to be going all out. We've really performed well over the last couple of races and looking at the other boat performances we certainly seem to be the most improving team. So we're going to give it 150 percent and hopefully make that podium and receive one heck of a reception in California."



One of *California*'s competitors, *Hull & Humber*

The race is the brainchild of legendary solo sailor, Sir Robin Knox-Johnston, the first man to sail solo and non stop around the world. He wanted others to be able to follow in his pioneering footsteps and established the Clipper Race which to date has turned more than 2,000 people from all walks of life into experienced ocean racers.

Sir Robin says, "The leg from Qingdao to San Francisco is a fascinating one. It is the longest leg in the history of the Clipper Race and to complete the Pacific in one long, five-week bite is a major challenge. When the crews arrive in San Francisco they will have sailed for a longer distance than 99.9 percent of all boat owners and it's a magnificent ocean for the amateur crews to have in their log books."



Charles Willson on board California

ON REFLECTION

Guaranteed to be on the pontoon to see his boat arrive is *California* crew member, Charles Willson. Having recently returned from his leg of the race, from Western Australia to China, Charles has been avidly following his team on the Race Viewer and willing them to victory.

Charles says, "I first learned about the Clipper Race in April 2008 when looking out my office window overlooking the entrance to the Santa Cruz Harbor. I saw a large racing yacht dropping its main and making preparations to enter the harbor. I punched the URL on the boom (www.clipperroundtheworld.com) into my web browser, and from that moment on, I was hooked.



Charles Willson and crew arrive in Qingdao

"Now exactly two years later I will be scanning the horizon waiting for my team to pass under the Golden Gate Bridge a little over five weeks after I said goodbye to them in China, having spent two months aboard as a crewmember for Leg 4.

"Leg 4 of Clipper consisted of two contrasting races. First we raced from Western Australia to Singapore.

Leaving Australia in the middle of their summer en route to the Equator meant scorching heat on deck and unbearable temperatures down below. I quickly learned to love helming at night. It was such a great feeling to be hundreds of miles from land concentrating on the faint silhouette of a tennis court sized spinnaker, lit only by the light of a star filled sky.

The Equator also introduced me to night time squalls where the wind would go from six to 60 knots in the blink of an eye accompanied by torrential rain. We laughed a lot on those nights as we worked our way through reefs and headsail changes with our life jackets going off from the volume of water on the foredeck.

"The race from Singapore to China began with the same searing heat but we all knew what awaited us once we reached the Luzon Straits at the bottom of Taiwan. Almost overnight the temperatures plummeted and the sea state picked up. Getting on and off deck now took 25 minutes to pull on and off endless layers of foul weather gear. Our seven person watches were reduced to a rotation of three as a result of the mercury heading well into negative territory. Then one bright, sunny morning as I came up on deck I was looking at the Olympic rings at the entrance to the Qingdao Olympic Sailing Center. The crew's tiredness was immediately replaced with elation. We had just sailed to China!

"I can't wait to greet my crew as they arrive from their Pacific crossing. I know they will have new stories to tell. I also know I will only have to say goodbye to them one more time before I rejoin them on board in Jamaica for the final leg back to Hull in the UK."

HOW TO GET ON BOARD

If you are excited by the prospect of getting on board and taking part in the only round the world yacht race that is available to everyone, regardless of previous sailing experience, then you are not alone.

Berths are now available on the Clipper 11-12 Round the World Yacht Race and are already filling up fast.

Anyone over the age of 18 is welcome to apply and for those wishing to find out more Clipper Crew Recruitment Manager, David Cusworth will be in California for the stopover in April and is holding a number of no obligation presentations across the San Francisco Bay area.

San Francisco Yacht Club,
 Belvedere - Wednesday 7 April at 7pm

South Beach Yacht Club,
 The Embarcadero - Thursday 8 April at 6pm

OCSC Sailing School,
 Berkeley – Monday 12 April at 7pm



California

OPEN DAY

The fleet will be berthed in San Francisco Marina, where the Golden Gate Yacht Club is situated, for the duration of the stopover. For those wishing to see the boats up close then a couple of the boats will be available for tours:

Monday 5 April
10am to noon and 2pm to 4pm

To find out more about the Clipper Race, the San Francisco stopover or to attend one of the presentations:

Email:
oceanracer@clipperroundtheworld.com
Call: +44 (0) 2392 526000
Visit: www.clipperroundthworld.com

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!



KEVIN WILKINSON / SBYC

After completing SBYC's Intermediate Program, these young grads raced their FJ all the way of 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

YOUTH ACCESS TO BAY SAILING



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

RICHARD GILLETTE

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



ROBERT VAN GOOL

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.



YOLANDA LOPEZ

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; bbgriff@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>
</div>
<div data-bbox=)

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 ZLOTICHA / EYC



ROBERT VAN GOOL / SEA



BILLY ZLOTICHA / 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**

NEW! 3DL 580

380

More for less

Introducing 3DL 580™, 3D thermo-molded sail performance that's more affordable, more durable and more versatile than ever. Now you can fly carbon-powered 3DL for the price of a 2D sail! To learn more about 3DL 580, call your nearest North Sails representative today.

FREE! ONE YEAR SAIL CARE & REPAIR
With purchase of a new North sail*

NORTH SAILS

Better by Design

- Sausalito 415-339-3000
- San Rafael - Sail Care 415-453-2142
- Channel Islands 805-984-8100
- Marina Del Rey 310-827-8888
- Long Beach 562-795-5488
- Costa Mesa - Sail Care 949-645-4660
- San Diego 619-224-2424

www.northsails.com

* Restrictions may apply. Contact your North Sails representative for details.

Our MARINE STORE
is now open on **Saturdays!**
YOU NEED IT – WE'LL FIND IT!

Monday-Friday 7:30 a.m. to 4:00 p.m.
Saturday 8:00 a.m. to 1:00 p.m.



SAN FRANCISCO BOAT WORKS

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

www.sfboatworks.com info@sfboatworks.net

Be our guest for lunch at the historic Ramp Restaurant*

*Some restrictions apply



We're so close,
you could swim over!

Order parts online!

**Request a haul-out
online!**

**Call us seven days
a week!**



**VALLEJO
MARINA**



Gateway to the Bay & Delta

VALLEJO RACE May 1-2, 2010

Race to Vallejo for dinner – and leave your boat for a week!

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



Afterguard Sailing Academy

the school with heart



Spinnaker - Estuary, Bay, Ocean



Couples/Families can learn together



HS and College sailing programs



Fun Practice sails - Day or Sunset

ASA Sailing School, Complete Learn to Sail packages plus great fill in classes, Challenges welcome - **Best rates on Bay for ASA**
Old salts learn new tricks - Docking & Crew Overboard, Ocean...

Take a look at www.afterguard.net or call (510) 535-1954
- Central Basin Marina - 1853 Embarcadero, 2B, Oakland CA 94606 -

(707) 648-4370 • Fax (707) 648-4660

42 Harbor Way • Vallejo, CA 94590

www.ci.vallejo.ca.us marina@ci.vallejo.ca.us

BIG DADDY



ALL PHOTOS ERIK SIMONSON@PHOTOS.COM

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



Keeping a close eye on the duck ahead.

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;

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 Wonner, 9; 3) **Preparation J**, J/30, Robert

Hrubes, 10. (7 boats)

PHRF F — 1) **Eight Ball**, Moore 24, Scott Eason, 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) **Salsa**, Matt Borough, 10. (8 boats)

WYLIE WABBIT — 1) **Mr. McGregor**, Kim Densenberg, 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) **Tiburon**, 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)

Complete results at: www.richmondyc.org



**STANDING
RIGGING
REPLACEMENT
SPECIALISTS**

**HANSEN
RIGGING**

2307 Blanding Ave.
Alameda

(510) 521-7027
hansenrig@sbcglobal.net

**Call us for superior standing rigging
on the Pacific or on the Bay.**

**Fair winds and smooth sailing to all 2010 Pacific Cup
and Singlehanded TransPac racers!**

www.hansenrigging.com

Z BLOK WON'T BURN YOUR EYES



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

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

"The UV protection is excellent. The entire team is true believers. We have put the sunscreen to a tough test that few others can. More importantly, we have experienced no eye stinging or irritation and we use it every day."

Z Blok is available at:

Coast Chandlery
Oxnard

Sailing Supply, Inc.
San Diego

The Ships Store
Marina Del Rey

Sailing Pro Shop
Long Beach

Svensen's Marine
Alameda

zbloksun.com



ON A ROLL.

Schaefer is known worldwide for premium quality jib furling systems that will stand the test of demanding ocean passages. Our drum-bearing unit is machined from a solid block of 6061-T6 aluminum, creating unparalleled strength. Torlon bearings assure smooth operation so you can keep rolling along in the most demanding conditions.

SCHAEFER
LEGENDARY STRENGTH

508.995.9511
SCHAEFERMARINE.COM

Vallejo Yacht Club

Founded in 1900



*Join one of the oldest,
friendliest and most
down-to-earth clubs on the Bay!*

2006, 2007, 2008 and 2009 PICYA Club of the Year

- Competitive racing program
- Close to the Bay, Delta, and Northern California lakes
- Newly dredged harbor (10' MLLW) with member berthing at \$6.50/ft.; includes 30A electrical and water
- Onsite crane, boat dry storage, free Wi-Fi Internet, and 24/7 access to the club, bar and other facilities
- Active and diverse membership with cruising and social events throughout the year
- Membership plans for everyone – come visit us!

The 11th Great Vallejo Race

May 1 & 2, 2010

Visit www.vyc.org



**40 MILES
OF DOWNWIND
FUN!**

**SEPT 11
SAN FRANCISCO TO
SPINNER ISLAND**

ENTER NOW!

GO TO:

www.spinnerislandrace.com

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



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

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

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.



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 white-caps, 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

MARINE PRODUCTS



NEW TruPlug®

- Essential Safety Item to Stop Incoming Water
- Conforms to Shape
- Just Insert, Push and Twist to Stop Flow



NOVA Davits

- Large 350 lbs. Lifting Load
- Arms Extend 40" From Transom
- Stainless Steel Construction
- Sail or Power



In-Boom LeisureFurl

- Safe & Simple Sail Handling
- Infinite Reefing Possibilities
- Fits Existing Mast
- 4000 In Use Worldwide

SEE THOUSANDS OF MARINE PRODUCT AT: www.forespar.com

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

THAT PERFORM



Lightning Master

- Lowers Exposure to Lightning
- Reduces Static Charge
- Used on Broadcast Towers
- Power or Sail



Downwind Poles

- Spinnaker or Whisker
- Carbon or Aluminum
- Custom Tapered



NOVA Lifts

- 220 lbs. Lift Capacity
- 2:1 or 4:1 Lifting Ratio
- Clears 30" Rail Height

949.858.8820



FORESPAR®

BAY AREA



ALL PHOTOS LATITUDE/LADONNA UNLESS NOTED



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 bins 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

All distances approximate from the Golden Gate Bridge



San Francisco's Cityfront: 3 miles

San Francisco

Alcatraz

Bay Bridge

Treasure Island

Oakland-Alameda Estuary



WESTPOINT HARBOR

South Bay's Redwood City: 25 miles

To South Bay



Oakland's Jack London Square: 10 miles

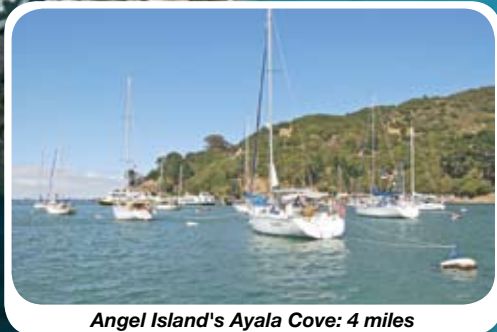
HOT SPOTS



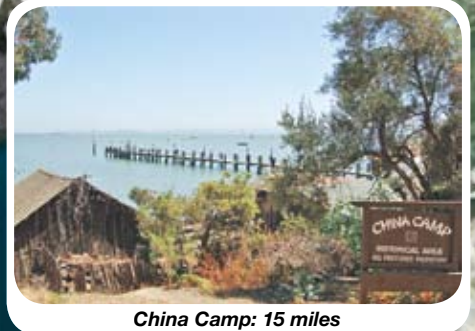
Drakes Bay: 25 miles

CYNORMAN.COM

Richardson Bay



Angel Island's Ayala Cove: 4 miles



China Camp: 15 miles

China Camp

Richmond Bridge

To Petaluma, Vallejo, Benicia & the Delta



Treasure Island's Clipper Cove: 7 miles



Petaluma: 25 miles

LATITUDE / ANDY



Sacramento-San Joaquin Delta: 40 miles

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*



RICHARDSON BAY MARINA

formerly Kappas Marina

MODERN FACILITIES IN A WELL-PROTECTED HARBOR

Concrete Dock System

Well Maintained Facilities

Beautiful Surroundings

- DEEP WATER BERTHS: BASIN AND CHANNEL DREDGED
- CARD KEY SECURITY SYSTEM
- DOCK CARTS
- PUMP OUT STATION
- AMPLE PARKING
- CLEAN SHOWER AND TOILET FACILITIES
- IN WALKING DISTANCE: MARKET/DELI, LAUNDROMAT, RESTAURANT
- AT EACH BERTH: LARGE STORAGE BOX, METERED ELECTRICITY, WATER, PHONE HOOKUPS

BERTH YOUR BOAT IN SAUSALITO

415 • 332 • 5510 www.richardsonbaymarina.com

100 Gate Six Road, Sausalito • Fax (415) 332-5812

Say "Thank You!" to our troops

The five branches of the U.S. Armed Forces will be competing on the water for bragging rights. Come root for your favorite branch!

Get a great view from the shore near our Alameda clubhouse or take your own boat and view it on the water!

For more information visit:
www.clubnautique.net/armedforcescup
 Phone: 800-343-SAIL



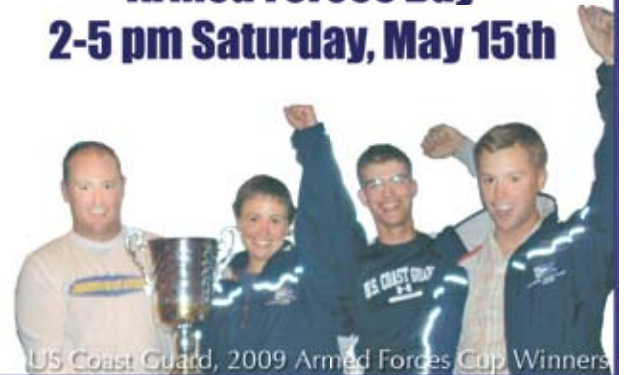
Thanks to our sponsors:



MARITIME INSTITUTE
INCORPORATED



**2nd Annual
 American Armed Forces Cup
 Armed Forces Day
 2-5 pm Saturday, May 15th**



US Coast Guard, 2009 Armed Forces Cup Winners

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

Sailing Magazine

Experience the high performance and simplicity of the Wyliecat design.

WYLIECAT 30
Sailing In The Right Direction

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

www.wyliecat.com • Tel: 916-743-7194

The Bay Area Multihull Association proudly presents 1st ANNUAL **MULTIHULL BOAT SHOW**

Saturday April 24
 12 noon to 6 p.m.

Join us at
 Coyote Point Yacht Club and Marina
 1820 Coyote Point Drive, San Mateo

- Boat rides on cruising catamarans and trimarans
- Visit with the owners of these fine wind toys
- Cruising and racing boats to suit every taste
- Hot dogs and soda will be served for lunch
- No host dinner by the yacht club
- No host bar at the yacht club

Free!



WWW.SFBAMA.ORG

MEXORC



— **W**hen 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 kites 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



ALL PHOTOS LATITUDE/ROB EXCEPT WHERE NOTED

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 OUT, ALL WEEK



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

JAY AILWORTH/WWW.STRANGEBIRDPHOTOS.COM

JAY AILWORTH/WWW.STRANGEBIRDPHOTOS.COM

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



LATITUDE/ROB

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 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



Ullman Sails
An Investment in Performance

Ensenada Race is April 23

Make sure your sails are ready and repairs are made — and if you need a new sail, we're here to help.

Congratulations to all the participants in the inaugural Islands Race!



One down, two to go...
May 29-30: Around Catalina
July 30-31: Santa Barbara to King Harbor



Save the dates for the 2010 Inshore Series...
April 17-18: Ahmanson Cup
June 5-6: Cal Race Week
June 25-27: Long Beach Race Week

ULLMAN SAILS LOFTS

Newport Beach

(714) 432-1860
2710 S. Croddy Way
Santa Ana, CA 92704
Dave Ullman
Bruce Cooper
Steve Beck
Erik Shampain

Long Beach

(562) 598-9441
6400 Marina Drive #9
Long Beach, CA
90803
Bryan Dair
Steve Beck
(562) 243-9710

Marina del Rey/ King Harbor

Mike George
(310) 645-0196
Steve Beck
(562) 243-9710
Arizona
Bruce Andress
(602) 499-30844

Santa Barbara

Ken Kieding
(805) 965-4538
Gary Swenson
(805) 644-9579
Santa Cruz
Brent Ruhne
Ruhne Racing
(831) 295-8290 mobile

Ventura

(805) 644-9579
3639 E. Harbor Blvd. #111
Ventura, CA 93001
Gary Swenson
Deke Klatt

San Francisco/ Sausalito

(Racing Sails Only)
Robin Sodaro
466 Coloma St.
Sausalito, CA 94965
(415) 332-4117

www.ullmansails.com



MORE THAN 340 VESSEL CAPACITY (30-400 Ft)

FUEL STATION - DRY DOCK - 150 TON TRAVELIFT - YACHT CLUB



MARINA RIVIERA NAYARIT
AT LA CRUZ

El sueño hecho marina...

✦ *Come and enjoy our beautiful marina
with first class services surrounded by spectacular views
of the Banderas Bay.*

✦ *"one of the best experiences, no hesitation in
letting others know what a great place you have -
thanks to all who made our stay so enjoyable"*

Andrew Linney, www.nokaoui2.info



LAT 20°45'N / LON. 105°24'W

Marina Riviera Nayarit, Marlin 39-A • La Cruz de Huanacastle, Nayarit, MX 63734 • harbormaster@marinarivieranayarit.com
Tel. (329) 295.5526 • Cel (322) 205.7467 • www.marinarivieranayarit.com

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



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

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.

— 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 singlehanders 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

Tame your main with **DUTCHMAN** Products



Full Batten Cars & Track System



Want your main up or down in a snap? Our UHMW TRACK SYSTEM dramatically cuts track friction, costs less and is stronger than comparable systems. Our FULL BATTEN CARS and TENSIONERS are ideal for reducing batten sideloads. Practical Sailor calls them "a sensible solution."



Boom Brake



Worry about accidental jibes? In addition to gear failure they can be deadly. The Dutchman BOOM BRAKE called "the best choice" by Practical Sailor, allows you to execute controlled jibes without leaving the cockpit. There's no need to set up or change a preventer. Now available in three sizes to accommodate yachts up to 65 feet in length.



Sail Flaking System



Our offshore proven SAIL FLAKING SYSTEM is ideal for shorthanded sailing. Reefing is much safer and easier. Unlike lazy jacks, it won't catch the sail as you raise and lower it or cause chafe, and it really flakes your main, instead of collecting it into a pile. Just drop the sail, couple of quick tugs, and you're done. "Heartily recommended" by Practical Sailor and more boatbuilders and sailmakers than any other system.

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

Our normal show discounts of 10%-20% off will apply for up to a week after the show.

Sorry to miss you!



DUTCHMAN/MVB INC.

54 Beach Road, Norwalk, CT 06855
(203) 838-0375 Fax (203) 838-0377

Email: dutchman_mvb@hotmail.com website: www.mvbinfo.com

Yacht at Rest, Mind at Ease



Photos by Onne van der Wal

UPCOMING VOYAGES:

PORT EVERGLADES → LA PAZ → ENSENADA → VANCOUVER, MAY - JUNE
 VANCOUVER → LA PAZ → PORT EVERGLADES → PALMA DE MALLORCA, JUNE - JULY



WORLD CLASS YACHT LOGISTICS

DYT USA: Tel. +1 954 525 8707 • E-mail: dyt.usa@dockwise-yt.com

WWW.YACHT-TRANSPORT.COM • 1-888-SHIP-DYT

SAVE
 on North Sails
 quality, durability
 & performance!

NORTH SAILS
direct

It's easy to measure your own boat
 and SAVE on the world's best
 cruising and racing sails. Log on to
northsailsdirect.net
 or call 888-424-7328.

Free tape
 measure
 with every
 order!

**VIKING
 LIFE
 RAFTS**

Visit us at
 Strictly Sail Pacific
 Booth #704-708

- Sales • Inflatables
- Service • EPIRBs
- Repairs • Flares
- Rentals • Survival Suits
- Liferrafts

**SAL'S
 INFLATABLE
 SERVICES, INC.**

PHONE (510) 522-1824
FAX (510) 522-1064
 1914 Stanford St., Alameda 94501
salsinflatables@sbcglobal.net
www.salsinflatableservices.com

**Four-Person
 VIKING
 RescYou**

**BOAT SHOW
 SPECIALS**

Your safety is
 our business!

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 passage-way 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



Think Of It As Roadside Assistance For Your Boat

Of course you have roadside assistance for your car, why wouldn't you have towing for your boat? Breakdowns on the water happen all the time and without BoatU.S. Towing service, it could cost you \$600 out of your own pocket, every time. Plus, with our towing service there's no claim made against your hull insurance so it won't affect your premiums.

**Get Unlimited towing from
BoatU.S. Towing services—Join today!**

- On-the-water towing, soft ungroundings, jump starts & fuel delivery
- 24/7 dispatch and assistance
- Applies to ALL recreational boats you own, borrow or charter
- Unlimited towing \$149 for saltwater/freshwater boaters and \$58 for freshwater only

VESSEL ASSIST®
Towing You Can Trust From BoatU.S.

800-888-4869
BoatUS.com

*Service provided during normal boating seasons. Details and exclusions can be found online at BoatUS.com/towing or by calling.

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**

We Still Offer More!



Making boating easier – and more fun! – is what a marina should be all about. That's why Oyster Cove Marina rates number one with many Bay Area boaters. It's an exclusive yet reasonable facility of 219 berths, accommodating pleasurecraft in slips up to 60-ft long. **Oyster Cove is the private Peninsula marina closest to bluewater boating.** Want to cruise to Sausalito, lunch at Tiburon, or sail to Angel Island? How about a day's fishing outside the Gate, or a weekend at the Delta? No other private Peninsula marina is better situated or offers nicer, fresher surroundings.

OYSTER COVE MARINA

385 OYSTER POINT BOULEVARD #8A,
SOUTH SAN FRANCISCO

(650) 952-5540

- Berths 30 feet to 60 feet
- Double Finger Concrete Slips
- Telephone Available
- Five Minutes from SFO
- Heated Dressing Rooms & Showers
- Laundry Room
- Nightly Security Patrol
- Complimentary Ice
- Cable TV/High Speed Internet
- End Ties Available at \$5.95/Ft!

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



LATTITUDE/ROB

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

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 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.



LATTITUDE/ROB

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



ARTIE MEANS

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



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



ALL PHOTOS/LATITUDE/ROB

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 'Tempress' 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, Kely 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 stumperier 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 introductory-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 cherished-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.LYONSIMAGING.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 Eason, 10; 3) **Inspired Environments**, Beneteau 40.7, Timothy Ballard, 13. (18 boats)

PHRF 3 (PHRF 100-129) — 1) **Uno-129**, Wyliecat 30, Steve Woner, 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 D (PHRF 181+) — 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 E (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 with 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-



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, 1t)

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, 1t)

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

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.

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, 1t)

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 Rasmusen'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

LOCH LOMOND MARINA

**Completely Rebuilt Marina • Gas & Diesel Fuel Dock • Free Pump Out Station
Modern Launch Ramp • Guest Slips Available • Marine Mechanical Boat Repair
Arena Marine Supply Store • Andy's Local Market • Bait Shop
Land or Sea Canvas • Windjammer Yacht Sales • Loch Lomond Yacht Club**

110 Loch Lomond Drive, San Rafael, CA 94901

Phone: (415) 454-7228 • Fax: (415) 454-6154

www.lochlomondmarina.com

Harbor Master – Pat Lopez • pat@lochlomondmarina.com



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 Bruzzone. (42 boats)

MULTIHULLS — 1) **Origami**, Corsair 24, Ross Stein; 2) **Tatiana**, F-9 RX, Urs Rothacker; 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

GREAT VALLEJO RACE 2010

A GREAT RACE TO A GREAT PARTY!

SPONSORED BY:

MOUNT GAY RUM
BARBADOS

OFFICIAL RACE GEAR BY:

PIRATES + LAIR

WWW.PIRATESLAIR.COM

CUSTOM GEAR FOR YOUR REGATTA OR TEAM

CALL: 888.SAIL.BUM

©2010 Mount Gay Distilleries Ltd., Mount Gay® Barbados Rum, 40% Alc/Vol., Imported by Rémy Cointreau USA, Inc., New York, N.Y. Eclipse Design® Be Confident. Drink Responsibly.

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, 3; 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 INVITATION (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 Etechells 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.

The Bay's Bill Barton, godfather of



MODERN SAILING SCHOOL & CLUB

Sausalito, CA

www.ModernSailing.com

(415) 331 - 8250

Get your Coast Guard Captain's License.

June 14 - 26
2 week intensive

OUPV LICENSE
\$995

100 TON LICENSE
\$1195

Our GUARANTEED, U.S. Coast Guard Approved course will prepare you for all elements of the exam, guide you through the application process, and conclude with on-site testing.



Are you happy with your sailing club?

Switch to Modern Sailing Club
*No initiation fee

- ▲ Discounts on a professionally maintained fleet of boats ranging from 30 - 42 feet, including a 38' Catamaran
- ▲ Discounts on ASA courses, clinics, specialty programs
- ▲ Frequent club sail, parties, BBQs, events and more...

COME SEE US AT THE BOAT SHOW - BOOTH # 736



Only \$35 a month!



with
John Connolly

Advanced Certifications in Spain & Morocco

LEG 1: October 30 - November 8, 2010 (Mallorca - Gibraltar, via Spanish Gold Coast)

LEG 2: November 11 - 24, 2010 (Gibraltar - Canary Islands, via Moroccan Coast)

Leg 1 \$2475 / berth
\$4450 / cabin

Leg 2 \$2900 / berth
\$5220 / cabin

ASA OUTSTANDING SCHOOL OF THE YEAR



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 dismantled March 21 evening some 1,800 miles from the Bay.

The dismantling 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>.

26th
Annual



Come to
the Party!

THE BAY VIEW BOAT CLUB AND THE ISLANDER BAHAMA FLEET
invite all

'60s & '70s Vintage Fiberglass Sailboats

to the
San Francisco

PLASTIC CLASSIC

REGATTA

and

Concours d'Elegance

Saturday, July 17

at the Bay View Boat Club and the waters of Pier 54.

For more information:

Visit our website: bvbc.org

Bay View Boat Club, 489 Terry Francois Blvd., San Francisco, CA 94107

TROPHIES TO PRETTIEST BOAT AND FASTEST OVERALL

10 a.m. UNTIL DARK • RACE STARTS AT 1 p.m. • TROPHY PRESENTATION AT 7 p.m.

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
Norseman 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



CLUB NAUTIQUE

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

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
Hunter 410

• OVER 40' •

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:

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*

WORLD

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-

Right Equipment! Lowest Cost!

**Price Guarantee
BEAT ANY OFFER
BY \$100!**
Call for Details

**Save 15% on your
next Footloose
getaway!**
Call for details
or visit us online

**Footloose
SAILING CHARTERS**

www.FootlooseCharters.com
888-852-4666

OF CHARTERING

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; 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-

</div>
<div data-bbox=)

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.

Real People. Real Sailing. Real Fun.



Sail Cats | Power Cats
Monohulls | Trawlers
Bareboat | Skippered

Real Choices.

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




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

CYOA
YACHT CHARTERS



Tortola BVI
Belize
The Grenadines

UNIQUELY
TMM



Marisa
TMM Belize

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

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

TMM
Yacht Charters
Since 1979

catamarans • monohulls
motor yachts
ownership programs

WORLD OF CHARTERING

- Carries up to 6 passengers.
- Based at Berkeley Marina.
- Available for private group charters, corporate charters, and special events including weddings by the captain, in addition to special youth sails. Passenger participation is welcomed.
- (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 Berman 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*

BRITISH VIRGIN ISLANDS

"BEST DEALS ON KEELS"



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

Conch Charters

Est. 1986

NEW YACHTS IN FLEET!

www.conchcharters.com

Email: sailing@conchcharters.com

Call our 'Sails' Office
(USA) (800) 521-8939

Tel (284) 494-4868 • Fax (284) 494-5793

Sail paradise with Conch Charters

CALIFORNIA'S CARIBBEAN CONNECTION

PRIVATE CHARTERS and SAILING TOURS



- All Day
- Two Hours
- 90 Minutes

Three boats to choose from!

(415) 378-4887
www.sailsf.com




SAIL THE BAY

SAILING CHARTERS

Bareboat or Crewed

Specializing in private, customized charters departing from all over the Bay.

ALSO: See our Web site for great deals on a variety of sailing products and equipment



Pescado, our 45-ft Catalina Morgan Deck Salon

www.sailthebay.com → (408) 891-1193

SAN JUAN ISLANDS



Bareboat Charter Sailing

Fly to Bellingham, WA and set sail to explore the beautiful San Juan Islands! Charter bareboat or with a skipper. Our fleet of 33 sailboats and a growing fleet of trawlers offer you the newest vessels available for charter. All are maintained to the highest standards of preventive maintenance in the charter industry worldwide! (Airfare SFO/OAK to BLI approx. \$250)

Ask for our "\$100 Off" Latitude 38 Special!

CHARTER

40 Exceptional Yachts
from 30 - 49 feet



SCHOOL



28 Years of Sailing Excellence

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

1-800-677-7245 • sanjuansailing.com

Vacation in the San Juans aboard *Hopscotch*, our 50' Beneteau



"Thanks Griff and Judy for a wonderful trip. Our time with you was awesome. We were amazed at the great food you served us. We have already recommended you to our friends and family!"
— Sandy and Helene

Relax... Take the helm... Learn more, or just enjoy the sail and scenery. Great food, fun crew, private cabins. 5 nights, 6 days, \$1400 p/p

www.sailnw.com • 707-245-7490

Sailnorthwest Charters, LLC, Bellingham WA

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

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

BOOK NOW & SAVE!

BOAT SHOW DISCOUNT
10% OFF Your Charter

charter@desolationssoundyachtcharters.com
www.desolationssoundyachtcharters.com

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

HAWAII

LONG TERM DRY STORAGE

Clear Customs at our dock

GENTRY'S
KONA MARINA

HONOKOHAU HARBOR

156°1'30" W
19°40'20" N

TOLL FREE **888-458-7896**

www.gentryskonamarina.com

The friendliest boatyard in Hawaii

**Race the Swiftsure...
on the 52' Wylie Persuasion**

One week all-inclusive charter:

- Skipper & Instruction
- Hotel & Meals

May 22-31, 2010
(877) 310-9471

Contact us today for more details

BELLHAVEN CHARTERS
Power & Sail Charters • ASA Sailing School
Bellingham, WA • www.bellhaven.net

© TERYL MONSON

weatherguy.com

Worldwide Marine Forecasts Cruising, Racing & Commercial

Packages Starting at \$65.00 USD

(866) 882-WXGY (9949) toll free
(808) 291-WXGY (Mobile)
(808) 254-2525 (Office)
(808) 443-0889 (Fax)



970 N Kalaheo Ave
Suite C-104
Kailua, Hawaii 96734
info@weatherguy.com

www.weatherguy.com

Discover, Explore &
Live Your Dream

Join SV *Simpatica* – Sail Polynesia, Experience the Puddle Jump

See the world from a different perspective www.247sailing.net

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. We 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

COURTESY WORLDWIND



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



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, re-glassing 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 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.



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

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.



PHOTOS COURTESY AITA PE'APE'A

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

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.

WESSON SMITH



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

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 checking 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

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

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.***



WESSON SMITH

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



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

LATTITUDE/RICHARD



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

LATTITUDE / RICHARD



IN LATITUDES



LATITUDE/RICHARD

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

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 discharge 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-

STUART HENDERSON



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

STUART HENDERSON



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,

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

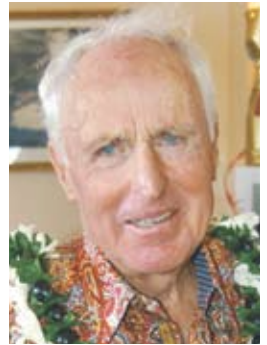
will be wet and it will be like sleeping in a washing machine. I offered to do the passage for the privilege of sailing with the maestro Commodore, and to prove to myself that I am still up to it at 65 years of age. The trip was successful on both counts. Having gone to sea for more than 75 years, Commodore 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



Combine Wind & Solar For Complete Power



Introducing The All New SB3024i/iL DUO-Option

Finally a charge controller that can serve as both a solar charging unit and wind/hydro diversion controller at the same time.

Blue Sky Energy, Inc. manufactures a wide range of solar charge controllers. Visit our website for more information.

- Shown with optional digital display
- DUO-Option supports 20 amp diversion with software upgrade
- 40 amp diversion upgrade available with high current adapter module
- Diverts excess solar power to a useful purpose

800-493-7877 or 760-597-1642
2598 Fortune Way, Suite K, Vista, CA 92081 USA

E-mail: sales@blueskyenergyinc.com
Web: blueskyenergyinc.com



Blue Sky Energy Inc. gets rave reviews in Practical Sailor read the article at blueskyenergyinc.com

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

Your Boatyard in the Heart of Paradise



Large, fenced, secure dry storage area

Tahiti Customs policy has changed!
Foreign Flag vessels can stay on dry storage in our yard for up to 12 months out of 24.

Our Services | HAULOUT

- Marine Travelift 25 tons
- Marine railway 120 tons
- Storage in adjustable steel cradles
- Fenced Yard

PAINTING

- Topsides, hull, bottom, varnish
- Brush, roller, spray

MECHANICAL WORK

- Inboard, outboard, diesel, gas
- All brands

REPAIRS

- Electrical repairs
- Refrigeration installation & repair
- Fiberglass & woodwork
- Welding, steel, stainless, aluminum

SAIL LOFT

- Sail repairs, biminis, dodgers, covers

STORE

- International, Pettit, Epiglass, Devoe
- Spares
- Fill U.S. gas cylinders

DO-IT-YOURSELFERS WELCOME!

BoatUS Cooperating Marina



Professional boatyard in the heart of Paradise

Raiatea Carenage will make sure paradise is everything you expected. Call, write, or sail in . . . we're here to serve you.

B.P. 1111 Uturoa Raiatea 98 735 Polynésie Française

Tel: (689) 600-545 ~ Fax: (689) 600-546 ~ VHF 68

Web site: <http://www.raiatea.com/carenage> ~ email: raiateacarenage@mail.pf



A Subsidiary of
The Moorings Yacht Charter, Ltd.

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



LATITUDE/RICHARD

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

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

SCHOONMAKER POINT MARINA

• IN SAUSALITO •



Call the Marina Office
for more information

415•331•5550

FAX 415•331•8523

or check our web site at
www.schoonmakermarina.com

85 LIBERTY SHIP WAY, #205
SAUSALITO, CA 94965



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

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

COURTESY SWELL

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



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

JOIN US FOR OUR PRESEASON BOATERS' EVENT

Saturday, May 22
9am to 3pm

- Is your boat ready for summer yet?
 - Need paint or plumbing?
- Need spring cleaning supplies?
 - Need more product info?

WE CAN HELP!

Super Deals at ALL THREE STORES
SPECIAL ONE-DAY PRICING

MEET MANUFACTURER REPS

Ready for the Summer Race Season?
Cruising... Or Coastal Fishing Action?



www.sandiegomarine.com
2636 Shelter Island Drive
San Diego
(619) 223-7159
(800) 336-SDMX
Mexico 001-800-336-7369



www.downwindmarine.com
2804 Cañon Street
San Diego, CA 92106
(619) 224-2733
(866) 289-0242



www.sailingsupply.com
2822 Cañon Street
San Diego, CA 92106
(619) 225-9411
(800) 532-3831

We are a great family of marine stores with even more service, web sites, and resources to meet all of your boating needs.

THREE STORES TO SERVE YOU



CHANGES

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

The only AGM L-16
400 AMP hour completely
manufactured in the USA

NEW! 150 AMP
hour group 30

Store Hours:
8:00 am to 4:30 pm
Monday thru Friday

1725 Monrovia Ave., Unit B3 • Costa Mesa, CA 92627
Phone 949-722-1027 • Fax 949-722-8406

- Serving all of Orange County
- Free Dockside Delivery
- Free Core Pickup
- Custom Battery Cables
- Fully Stocked Warehouse for Same Day Delivery
- Battery Service & Charging Available
- Will-Call Available

COMPLETE LINE OF WET CELL BATTERIES AVAILABLE.

Crafted for
quality in
the U.S.A.

distributor for

...the heart of your system®
PREMIUM AGM BATTERIES

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



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 Yeagan 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



We help make El Salvador worth the trip!

Visit our Web site www.barillasmarina.com to learn more about our many amenities including high speed Internet, on-site customs and 24-hour security.



Barillas Marina Club is the premier cruising destination in El Salvador. We are Located in Jiquilisco Bay, the largest Bay in El Salvador. Make Barillas Marina Club your headquarters in Central America and experience the difference that makes us a preferred destination.

www.barillasmarina.com
(503) 2675-1131 • info@barillasmarina.com

NEWPORT-ENSENADA RACE SPECIAL PACKAGE FOR RACERS AND TRAVELERS

\$179.00 INCLUDES SLIP AND SUITE!



COME TO THE BEST MARINA IN ENSENADA, MEXICO

Dock in a 45' slip, stay in a standard suite and enjoy all the hotel services: Outdoor and indoor pools, Jacuzzis, SPA, sushi bar, our award winner Antares Restaurant, free wireless internet, Mexican-Art Store and much more.

SPECIAL OFFER EXPIRES ON DECEMBER 31ST, 2010. CALL TOLL FREE TO RESERVE. NEWPORT-ENSENADA RACERS WELCOME.

Rates shown are in USD. Additional taxes/fees apply. Restrictions may also apply.



1 (866) 302-0066 | VHF 71 | fito.espinoza@hotelcoral.com | www.hotelcoral.com

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 Oliviedo 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."

We agree with that sentiment completely!

Simply Great Sleep



Transform your mattress with our box-spring system and enjoy many relaxing nights aboard.

Froli

phone 888.463.7654
Nickie Atlantic, LLC
www.FroliSleepSystems.com

See us at
Strictly Sail
PACIFIC
Jack London Square
April 15-18

starboard!



See us at
STRICTLY SAIL
PACIFIC
BOOTH #701


Duck that Barge! *Trim that Sail!*

Did/does the person you've tried to learn to sail with have a Square Mouth?

Learn with Afterguard – the 'no yelling' Sailing Academy

Great Prices • Great Instruction • ASA Certifications
(510) 535-1954 office • www.afterguard.net

RPARTS
REFRIGERATION PARTS SOLUTION
WE MAKE YOU THE EXPERT



"Do-It-Yourself" with RParts at unbeatable prices. We can help you fix a system or build it new.

Assembled Water-Cooled DIY Kit shown

www.rparts.com

Power your stuff!



10 Amps, 12 Volts @ 15kts

Kit includes D400, regulator, diversion load and brake switch.

\$1995

www.semarine.com
800 487 0610

Save \$ on Sails!



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

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

Discount Prices On Over 1,000 Sails

Sample Prices

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

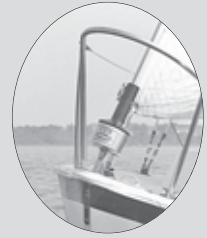
**High Quality
Discount Sails**

Discount Custom Sails Too!

Discount Roller Furlers

Sample Prices

CDI FF2	\$445
CDI FF4	\$553
CDI FF6	\$667
CDI FF7	\$950
CDI FF9	\$1269
CDI Mainsail Furler	\$1362
CDI Spinnaker furler	\$822
Harken #00 Unit	\$ (Price too low to advertise)
Harken Cruise #1	\$ (Price too low to advertise)
Harken Cruise #2	\$ (Price too low to advertise)
Harken MKIV #0	\$ (Price too low to advertise)
Harken MKIV #1	\$ (Price too low to advertise)
Harken MKIV #2	\$ (Price too low to advertise)
Profurl C-290	\$1060



The Sail Warehouse

www.thesailwarehouse.com

(831) 646-5346

Your secret paradise...



in
Nicaragua

Located in a beautiful sheltered lagoon on the north Pacific coast of Nicaragua, Marina Puesta del Sol is your premier cruising destination in Central America.



Aserradores, Nicaragua ♦ 011 (from US and Canada) 505-880-0019
mpuestadelsol@yahoo.com ♦ www.marinapuestadelsol.com ♦ USA 408-588-0017

Welcome to Mazatlan...



Marina El Cid style!

A CRUISER'S PARADISE IN THE HEART OF MEXICO'S LUSH TROPICAL COASTLINE AND BEAUTIFUL ISLANDS

**Complete, Modern Amenities, Including
Marina-Wide High Speed Wireless Internet Connections!**



www.elcid.com

011-52 (669) 916-3468

gcevallos@elcid.com.mx

The Cruiser's Home in Mexico

Please read before submitting ad

Classy CLASSIFIEDS

Here's What To Do:

Write your ad. Indicate category. Remember price and contact info. We make final placement determination.

Count the words. Anything with a space before and after counts as one word. We will spell-check, abbreviate, edit, as necessary.

Mail your ad with check or money order, deliver to our office; **OR, for the best – and most exposure – of your classified ad...**

Submit your ad safely online with Visa, MasterCard or AmEx at: www.latitude38.com

Ad will be posted online within two business days, appear in the next issue of the magazine, and remain online until the following issue is released.

PERSONAL ADS

1-40 Words \$40
41-80 Words \$65
81-120 Words \$90
Photo \$30

• Personal Advertising Only •
No business or promo ads except Non-Profit, Job Op, Business Op

'Trying to Locate' Ads are for those searching for lost boats/people – not shopping – and cost **\$10** for 20 words max

FREE Online Ads are for a private party selling a boat for less than \$1,000 – or gear totalling under \$1,000. (One per person; must list prices in ad.)

All ads will be set to fit *Latitude 38* standard • Re-Run Ads: Same price, same deadline

BUSINESS ADS

\$70 for 40 Words Max

• All promotional advertising •
1 boat per broker per issue
Logo OK, but no photos/reversals
No extra bold type • Max: 12 pt font
Artwork subject to editor approval.
Biz ads will not appear on website.

DEADLINE

is **ALWAYS** the **18th at 5 pm**

for ad to appear in the next issue.

Due to our short lead time, deadlines are very strict and include weekends & holidays.

Sorry, but...

- No ads accepted by phone
- No ads without payments
- No billing arrangements
- No verification of receipt
- We reserve the right to refuse poor quality photos or illegible ads.

Latitude 38 15 Locust Ave, Mill Valley, CA 94941 Questions? (415) 383-8200, ext 104 • class@latitude38.com

WHAT'S IN A DEADLINE? Our Classified Deadline has always been the 18th of the month, and it's still pretty much a brick wall if you want to get your ad into the magazine. But it's not so important anymore when it comes to getting exposure for your ad. With our new system, your ad gets posted to our website within a day or so of submission. Then it appears in the next issue of the magazine. So you're much better off if you submit or renew your ad early in the month. That way your ad begins to work for you immediately. There's no reason to wait for the last minute.

DINGHIES, LIFERAFTS AND ROWBOATS

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>. eww@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.



Yacht Repair
Design / Consulting

Custom Interiors
Exterior Joinery



STEVE'S MARINE WOODWORK

60 C Libertyship Way, Sausalito
jonessail@aol.com • (415) 332-2500

N.E. MARINE TITLE

Coast Guard documentation • Title/lien searches • Transfers • Mortgage filing • Escrow services
Local closing facility for brokers or private transactions
30 years experience of doing it right the first time

1150 Ballena Blvd, Alameda, CA • (510) 521-4925



NOR-CAL COMPASS ADJUSTING

Magneuto™ System Exclusively

Boat Remains in Berth • Eliminates Deviation
Authorized Compass Repair • All Major Brands
Hal McCormack • Phone/Fax: (415) 892-7177

BOAT • LETTERING

alphaboatsue@aol.com • (510) 599-1197 • www.alphaboatgraphics.com

Creative and durable lettering and artwork for your boat

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) 357-8549 or (707) 363-3196 or dklaton@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, MORAN, 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 sivelfarms@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. Excellent condition. 2 jibs, roller furling, much more. New speakers. **SOLD**



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.



WOODRUM MARINE

Specializing in custom interior cabinetry, tables, cabinets, countertops, cabinsoles. For power or sail.

CARPENTRY
Mobile cabinet shop
Contact Lon Woodrum at:
415-420-5970
www.woodrummarine.com

Jack D. Scullion
Yacht Services
jsdyachts@att.net
(510) 919-0001

Rigging
Electronics
Troubleshooting
Electrical Installations
We Gladly Install Gear You Provide

NEILPRYDE

SAILS

All-MARINE Electronics & Electrical

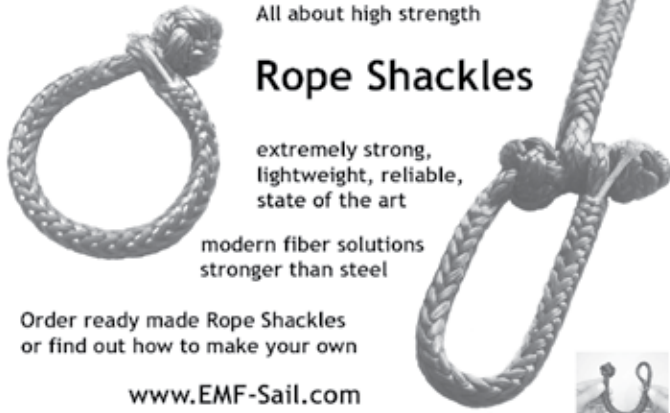
◆ System Design ◆ Troubleshooting / Repair ◆ AC & DC ◆ Quality Installation ◆ Licensed & Insured ◆
◆ Radio & RADAR ◆ Antennas & Mastwork ◆ Integrated Navigation Systems ◆ Auto Pilots ◆
◆ Battery Monitoring Systems ◆ Alternators, Regulators ◆ Solar ◆

Alameda, CA ◆ (510) 326-7821

MARINE SURVEYS by Captain Alan Hugenot

Naval Architect • Yacht Delivery Skipper
Accredited Marine Surveyor (SAMS)
Bay or Delta • No Travel Charges • MC / VISA / AmEx
alan@captainhugenot.com • (415) 531-6172





All about high strength

Rope Shackles

extremely strong, lightweight, reliable, state of the art

modern fiber solutions stronger than steel

Order ready made Rope Shackles or find out how to make your own

www.EMF-Sail.com

QUALITY CRUISING SAILS FOR LESS!

See us at



Strictly Sail
PACIFIC
Jack London Square
April 15-18

**MAINSAILS
MIZZENS
STAYSAILS
HEADSAILS
SPINNAKERS
SAILCOVERS
STRONGTRACK**

10% SHOW DISCOUNT

(510) 521-2353 • leesailsnc@yahoo.com

2021 Alaska Packer Pl. • Grand Marina • Alameda, CA 94501

SAILMAKER TO THE WORLD

Mathiesen Marine

For all of your electronics and electrical needs

Sales & Installation of all major brands of marine electronics

Electrical system Troubleshooting & Repair to ABYC Standards

Corrosion issues, Inverters, Battery banks

PC & Mac based navigation systems



3300 Powell Street, Emeryville
(510) 350-6622 www.MathiesenMarine.com

Save Your Aft!

Using one of our 1400+ patterns or your own pattern, let our craftsmen create a comfortable, durable, and stylish set of all-weather cushions for your cockpit. Find your custom, closed cell foam cushions at www.bottomsiders.com!



BottomSiders
2305 Bay Avenue
Hoquiam, WA 98550

See us at Strictly Sail Pacific

Call Toll Free: (800) 438-0633
cushions@bottomsiders.com
Fax: 360-533-4474

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@litol.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.pbert.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.




Repair, Restoration & New Construction
(510) 522-2705

Fred Andersen Boat & Woodworks

STARBOARD YACHT DELIVERIES

Over 50,000 sea miles • Pacific, Caribbean, Atlantic
USCG Master 100 GT STCW • Power & Sail

Rick Whiting • (415) 740-2924 • captain_rick@sbcglobal.net

ERICSON 35-3, 1984. South Beach. \$50,000. A proven short handed racer and cruiser, wins in SSS, did Baja Ha-Ha. Excellent condition. Roller furling, tape drive main and 125% jib, Dacron main and 90% jib, spinnaker, pole, rigging and jennaker, ATN sock, whisker pole, all good. Manual windlass, 4 gel batteries, 105 amp alternator and smart regulator. Chart plotter, wind, depth, speed, below deck Autohelm, radar, backstay and plate for ssb. Dodger, cockpit cover, table. Cold machine, stereo, reupholstered. (650) 619-7214 or adcster@gmail.com.



35-Ft J/109, 2004. Sausalito. \$160,000/obo. Fast, fun, mint condition racer/cruiser singlehand or with crew. 1st 2008 J/109 Division, 1st 2009 J-Fest Division, 3rd PHRF (72 rating). Quantum Kevlar racing and Dacron cruising sails (2 mains, 2 jibs), 2 asymmetric spinnakers, new rigging, Spectra lines. B&G instruments, VHF radio, GPS, Yanmar diesel, 29 hp, excellent condition. Doubles as performance cruiser with roller furling, all rigging led aft, sleeps 6+ with full galley, head, shower, hot/cold water, fridge. Ready to race one-design, Pac Cup, PHRF or cruise oceans SF Bay and Delta in comfort, style and performance. Must sell. (415) 717-3664 or ahoys@earthlink.net.

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.

33-Ft ALAJUELA, 1979. Ventura, CA. \$35,000. Very good condition. Bigger than many 35's. Full sail inventory. Ready for coastal cruising! Engine in good condition. Hull in excellent condition. Ray Richards design which optimizes performance vs stability. (714) 732-9882 or Jablonce@bp.com.

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.



superwind.com



WHILE YOU'RE AWAY YOUR ANIMALS CAN PLAY

And you can know they are warm, safe, and being looked after.

KITTY COTTAGE Insured through PSA, LLC. DOGGIEVENTURE
Cageless cat boarding C-and-S-California.com A doggie daycare on the go!

MikeMaurice @ YachtsDelivered.com

Power - 45 Years Experience - Sail
Expert- No. Pacific/4Seasons & Bar Crossings
China-Alaska + 1-503-310-7590 - Caribbean

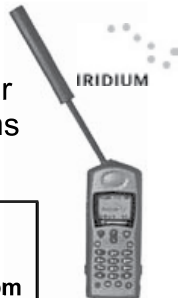
Need Crew? Latitude 38 Crew List A Boat to Crew on?

Visit our website and sign up as Skipper or Crew • It's Free

Find out about our next Crew Party: Wed., March 10, at Golden Gate Yacht Club
More info: www.latitude38.com/crewlist/Crew.html or call (415) 383-8200

COMPUTER ABOARD?

CAPN & Digital Charts
 AIS • WiFi • Cellular Amps
 SatPhones: Iridium & Globalstar
 HF SSB Radio & Pactor Modems
Wireless E-mail



SEATECH SYSTEMS™

800.444.2581 • 281.334.1174
 info@sea-tech.com • www.sea-tech.com
 Call for Info on SeaTech Packages and CAPN Demo Disk

SEE US AT STRICTLY SAIL PACIFIC APRIL 15-18

Ryan's Marine

*Specializing in Marine Electrical Services
 for Your Boat*

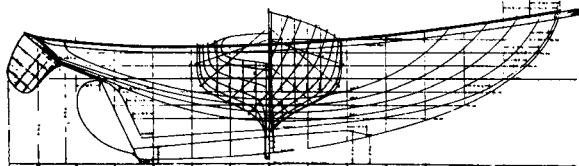
- Electrical system installations from inverters to electronics packages
- Troubleshooting of existing systems
- Dealer for the complete Balmar product line
- Head and holding tank installations



(510) 385-3842

Ryan Schofield
 Owner since 1997

email:
 rssailor@yahoo.com



MAKELA BOATWORKS

Family owned since 1948

Wooden Boat Building • Repair and Restoration

19280 South Harbor Drive • Fort Bragg, CA 95437

(707) 964-3963

email: howard@makelaboatworks.com • www.Makelaboatworks.com

ATLANTIC 57 CATAMARAN™



THE ORIGINAL PILOTHOUSE CATAMARAN
 o Designed for easy shorthanded cruising
 o Spectacular windward performance
 o Cored epoxy/glass/carbon construction

CHRIS WHITE DESIGNS
 TEL: 508-636-6111
 www.chriswhitedesigns.com

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@paradimpilgrim.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 pbpme@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 Lafelle 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.

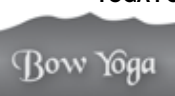
36-FT HUNTER 356, 2003. Alameda. \$92,900. Great boat with a very spacious interior. Priced to sell quickly. See all the details and photos at my web site. http://web.mac.com/laynegalloway. (801) 419-4100.

Captain Chris Connors: Yacht Deliveries

Instructional Passage Making, Hired Crew, New Boat Owner Instruction.
 150 Ton Masters License, Power & Sail
 Mexico/Pacific Coast, Dive Guide, Lucky Fisherman, Good Cook
crc6@vom.com • (707) 799-7496

YOGA FOR SAILORS ON THE SAN RAFAEL WATERFRONT

Small group classes Wednesdays 9:00-9:45 a.m.;
 Wednesdays & Thursdays 6:30-8:00 p.m. First class free
 when you mention this ad! See www.bowyoga.com.
 yogaforu2009@gmail.com, (415) 785-4530, (510) 333-8846





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.

40-FT BENETEAU OCEANIS 400, 1994. Alameda. \$98,000. Very functional two cabin/head configuration. Sleeps six. New canvas, stainless steel arch, davits 150kg capacity. Roller furling sails, two sets of sails, spinnaker. Well equipped, diesel heater, radar, autopilot, more... (925) 323-8692 or mantzouni@gmail.com.



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.

44-FT KELLY-PETERSON, 1977. \$100,000. Extraordinary. Purpose built for life in the tropics. Green power keeps systems running while others are running their motors. Refit 2008: solar, LED lights, big alternator, big batteries. Most beautiful boat in any anchorage: new canvas and new paint in Herreshoff-style palette. New rig, new electronics, new electrical system, new plumbing, custom features. Full set of sails, spinnaker and gear. Just hauled. Baja Ha-Ha '08, Puddle Jump '09. Details at www.thinwolfadventures.com. Contact Mike. (509) 860-9614 or wardski@thinwolfadventures.com.

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 fordeck 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 staterooms, 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 solar, 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.



SMALL AD, SMALL PRICES • RIGGING ONLY

Standing and running rigging, life lines, furling gear, winches, line, windlasses, travelers, wire and terminals, blocks, vangs, and much more.

~ ~ ~ Problem solving and discount mail order are our specialties ~ ~ ~
www.riggingonly.com • (508) 992-0434 • sail@riggingonly.com

Take the
Latitude 38
Reader
Survey

Have an extra 10 minutes? Hop on over to our **Reader Survey** at <http://latitude38.questionpro.com>. It's a rather in-depth look at several aspects of the print magazine, our website and *Latitude*. Your answers will help us shape our content to fit what our readers want.



PROFESSIONAL DELIVERY CAPTAINS

San Diego based, USCG Master 100 GT. Sail and power. ASA-certified instructional deliveries. Pacific Mexico and Baja Bash specialists.
davidbrotherton@yahoo.com • www.boatdeliverycaptain.org
• (619) 913-7834 •

COMPLETE MARINE WOODWORK

Design / Restoration • Expert European Craftsmanship • Interior / Exterior Repairs / Maintenance • Marine Windows & Frame Replacement
Wood & Dry Rot Repairs • Varnish Work • Marine Painting
References Available • Reasonable Rates • Call (415) 331-6718

We are always
looking out for you!

American Yacht Insurance for boats over
26 feet. We provide cover for any flag
registration or
navigation.



PANTAENIUS
American Yacht Insurance

Germany • Great Britain • Monaco
Denmark • Austria • Spain • Croatia
Sweden • USA*

500 Mamaroneck Avenue Suite 318
Harrison, NY 10528
Phone (914) 381-2066

Newport Shipyard
One Washington Street
Newport, RI 02840
Phone (401) 619-1499

www.pantaenius.com

*Pantaenius America Ltd. is a licensed insurance agent licensed
in all 50 states. It is an independent corporation incorporated
under the laws of New York and is a separate and distinct entity
from any entity of the Pantaenius Group.

USA09037 www.bqhh.de

WEDLOCK, RAMSAY & WHITING

Marine Surveyors

Vessel surveys,
consulting, deliveries.

Serving the
Bay Area
since 1980



www.norcalmarinesurveyors.com
(415) 505-3494

1,000 Used Sails
Listed at
minneysachtsurplus.com

**We Buy Good Used Sails
and Marine Equipment**



MINNEY'S YACHT SURPLUS
1500 Newport Bl., Costa Mesa, CA
949-548-4192 • minneys@aol.com

"We keep boating affordable!"

**"YOUR DESTINATION FOR A
FULL SERVICE MARINA"**

Clipper Yacht Harbor

800 SLIPS 20-60 FT

- Salty's Bait & Tackle
- Sport Fishing
- Restaurant
- Dry Storage Available
- Fuel Dock
- Private Restrooms and Showers
- West Marine
- KKMI Boat Yard coming soon
- Guest Slips Available
- Launch Ramp
- Pump Out
- Laundry Facility

310 Harbor Drive, Sausalito, CA 94965
(415) 332-3500 ▪ www.clipperyacht.com

CLASSIC BOATS



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 stanstrebigs@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 liveaboard slip. 7 minutes to downtown Sacto. Possible trades? Health forces sale. (916) 208-4141 or seahawk2mexico@gmail.com.

50-FT CUSTOM STEEL KETCH, 1987. Berkeley. \$119,000. Unique, sturdy, well-maintained custom steel ketch, William Garden design, 15' beam, 60' LOA. Great character and liveaboard comfort, pleasure to sail and handles well. See photos, full specs, open house dates on website: www.chloemarie.org. info@chloemarie.org.



FRENCH CANAL BARGE. Canal Du Midi, France. \$290,000/asking... a fraction of her value. All reasonable offers considered. A wonderful turn of the century iron vessel, 100-ft built 1895. Converted to hotel barge in the 1970's. Refurbished in 1999 and 2000, and operated as a high end luxury charter vessel in southern France for over 10 years. Now ready for your adventure or use as apartment, etc. In excellent condition. British flag corporation. Divorce forces sale. Please call or email for further info, photos, etc. (415) 336-3367 or nizzaneoz@aol.com.

25-FT CHEOY LEE VERTUE, 1956. Alameda. \$12,500. #138, Laurent Giles' masterpiece, 9000lbs of solid craftsmanship. Copper riveted teak planking. Newer epoxy/plywood deck. Low hour 12hp Westerbeke diesel. Vertue info at <http://vertueowners.org.uk>. Ready2sail! casejames@fastmail.fm or (707) 832-6223.

MULTIHULLS



ST FRANCIS 44, 1994. Rio Dulce, Guatemala. \$235,000. 4 cabins/heads, galley down, Yanmars/Saildrives, MaxProps, Raymarine Pilot, Raymarine ST60 pack, Garmin Plotter, 375 watts BP solar, Aerogen-6, Heart 220volt 2000w, Heart 110volt 1000w, Icom SSB, LED tricolor, Interior LEDs, Trojan T-105, Lofrans Tiger, 230-ft 5/16 hi-test, Fortress FX37, 60lb CQR, 45lb CQR, 12 Gebo hatches & covers, SS dinghy davits with 2 speed winches, 12' AB hard bottom, 9.9hp Mercury, Force-10 water heater, Force-10 3 burner, Furuno radar, Icom M125 VHF, EPIRB, Tank tender, triple spreader rig, New standing rigging, A-frame bowsprit, 700-ft North screecher, 6 batten mainsail, Quantum genoa, spinnakers, 6 ST40 2 speed Anderson, 2 ST52 2 speed Anderson, Whitlock, fridge/freezer, double bow rollers. (831) 763-3848 or vincentpastore@gmail.com.

MULTIHULL YACHT DESIGNER • MARINE SURVEYOR

John R. Marples, CMS • Certified, National Association of Marine Surveyors
Multihull Design Specialist • Pleasure and Commercial
Design office for Jim Brown Searunner, Seaclipper & Constant Camber Multihulls
www.searunner.com • (707) 343-1378 • marplesmarine@comcast.net

Captain Jack's Sport Fishing and Diving
Local - Bay • Lake • River - Fishing & Diving
Diving Instruction 415-898-6947 • 800-475-8643
www.captainjacks.net





WILDCAT 350, 2000. Isleton. \$159,000. *Out of Africa* 35' x 21' beam, Doyle sails, spinnaker, radar, 20-hp Volvo sail drives, folding props, Spectra watermaker. Boat loves Mexico, 4 staterooms, 2 heads, galley up. (916) 716-0669 or rich.cavanagh@yahoo.com.



40-FT SEARUNNER, 1978. Blaine, WA. \$80,000. Among best in class. Well designed, constructed, maintained, equipped. Veteran of five-year cruise 2001-2006. Refit and survey 2007. Sleeps six, 15 sails, 30hp diesel, radar, autopilot, windvane, watermaker, SSB radio, solar panels, wind gen, life raft, new paint. Awesome cruising boat. See more at <http://searunner40seafire.wordpress.com>. (360) 756-5004 or svseafire@yahoo.com.



55-FT CATANA 531, NEWPORT BEACH. \$549,000. Cruise the world in comfort, speed and safety. Excellent condition, many spares, sprit, 2004 Yanmars with sd40s, 8.5kw, 55-gph watermaker, stall shower, 5 electric winches, good sail inventory, many upgrades. 3 autopilots, SSB, radar, Inmarsat mini-M, Micro-Commander controls, 12' Caribe with 25hp, solar array, Profurl electric jib furler, computer with world charts, new Sealand electric heads, inverter, much, much more. High quality. Prime Newport Beach mooring available. (949) 295-4116 or (949) 675-0617 or jerrywoods37@hotmail.com.



POWER & HOUSEBOATS



46-FT GRAND BANKS, 1991. Alameda. \$299,999. 46 Classic, galley down, 2 staterooms, stabilized, diesel heat, 3 zone AC, green Awlgrip hull, full canvas, dinghy, current electronics. Ready for West Coast cruising and Mexico dreams. (661) 332-8998 or mvworknot@gmail.com.

30-FT TROJAN, 1970. \$4,000. Cabin cruiser, fiberglass hull. Two Chrysler 318 V8's, both run. Rough outside, good inside. Hummingbird 200DX depth/fish-finder, new fuel tank and lines and props. 14" towing post. (925) 497-0815.



60-FT FLOATING HOME. Poulsbo, Washington. \$415,000. 2,000 SF. 2 BR, 1.5 BA, 2 story. Concrete float. Full kitchen, Jacuzzi, pellet stove, jet boat. End tie. Attached moorage for boat to 35-ft. Will accept boat in part trade (up to \$175K). (206) 755-0137 or kandmc@earthlink.net.

28-FT PROTECTOR, 2001. Lake Tahoe. Beautiful center console Protector, 99% fresh water use. Two 225-hp Yamahas, under 400 hours. Teak sole. Rear seat, GPS/chart plotter, VHF. Excellent condition and very fast. (530) 583-4000 or (530) 518-8500 or GD@DorlandProperties.com.



65-FT WOOD CLASSIC, 1939. Heavy built ex-trawler. GMC 12V-71, 21-kw generator. Full electronics. Lots of equipment. Ready to go. Would make great conversion. Will consider any reasonable offer. More pics/details: (707) 964-5423 or ancona@mcn.org.

48-FT TUGBOAT, \$18,000/OBO. Classic 48-ft steel, fantail stern, linehandling tug. Strong 871 Detroit. Work or play. Would make a great Bay and Delta cruiser. \$18,000/obo or trade for '40s Jeep/Model T. (805) 234-6000.

54-FT SAGAR 16 METER BARGE, 2002. Central France. \$290,000. Custom built for all navigable waterways. 2 Brms, 2 bath. Complete inventory for comfortable cruising. See website for photos and complete inventory. Sagar has a two year waiting list for new build. <http://web.me.com/cbroussard/Acadia/Welcome.html> or pat1083@sbcglobal.net.

43.5-FT LABELLE TRAWLER. Sausalito outstanding view berth. Volvo diesels, 500 hours, 7.5 Onan. Roomy glass-enclosed sundeck. Full canvas. Large custom galley. Master with walkaround queen, tub + comfortable guest stateroom with large bed, head. Excellent workmanship/condition. Will sacrifice. May finance, rent or trade. (415) 999-5626.

PARTNERSHIPS

CATALINA 30 SHARE. Sausalito. \$285/month. Slip w/parking, min. to Bay, 30 to Angel Island. Walk to bars/restaurants. Extensively upgraded and renewed: Diesel, wheel, furling, MaxProp, new cushions, pressure water. Great performance sailer. Share \$285. 6 days max/month. (415) 332-5442 or Leeloves2sail@hotmail.com.

1/3 WESTSAIL 32 PARTNERSHIP. Berkeley. \$12,000. Replace aging partner in existing partnership. New Beta Marine diesel, windvane, SSB, liferaft, dinghy, Berkeley marina dock-end slip. \$12,000 equity and \$200/month for slip and upkeep. joe@xenotropic.net.



HUNTER 36 USE PARTNERSHIP. South Beach, San Francisco. \$600. 2004 model. Dark blue hull, furling jib and main, dodger, nice interior, well maintained. Qtr usage non-equity for \$600/mo. Typical charter costs is \$470+ per day. South Beach Harbor. (408) 375-4120 or snw56x@yahoo.com.

BENETEAU 393 PARTNERSHIP. Sausalito. \$500. Clean, well maintained fast cruiser. Upgraded interior, winches, prop, diesel, full electronics, classic main, fully equipped. Qtr usage non-equity; may consider 1/8 or equity arrangement or sale. <http://marigotgroup.com/strider>. (415) 332-4401 or (415) 331-4900 or 393@marigotgroup.com.



ISLANDER 36, 1977 PARTNERSHIP. Oakland Yacht Club Marina, Alameda. 1/4 or 1/2 share, easy to handle Bay sailer and cruiser, active class association, \$300 per month for 1/4 share plus buy-in. (510) 654-3903.



SOUTH OF THE BORDER



PLAN YOUR MEXICAN GETAWAY NOW. at the brand-new, gorgeous Cielo Y Mar condos. Located in Punta Mita, 35 minutes from Puerto Vallarta, available to rent from private owner. On the beach, 10 feet from the water, they offer spectacular views of ocean and mountains, the biggest infinity pool in the area, an endless beach, great surf breaks, great fishing, tremendous views of whales, bird life and the islands. While uncrowded and tranquil, just a five-minute walk to several waterfront restaurants. Choose from a spacious, beautifully furnished one or three-bedroom unit, or an amazing two-story penthouse with lovely shade trellis on the top floor. See details: www.puntamitabeachfrontcondos.com. To reserve, call: Dona de Mallorca (415) 599-5012.



CHARTER DIRECT & SAVE \$\$\$\$. Owner's time available for discount charter. Beautiful Moorings 4600 cat, *Hope*, featured in *Latitude 38*. Based in beautiful Belize. Book direct and save big bucks. pattyd@comcast.net.

Yacht Delivery

Professional and Reliable - USCG Masters, 100-ton Power & Sail Worldwide Experience and Availability - Pacific & Mexico Specialists
Get a flat-rate quote = No surprises, Reasonable prices
CaptainDKC@gmail.com • (925) 787-6893

Going Somewhere?

Mexico • Caribbean • South Pacific

Stop by our office and take a bundle of *Latitude 38* along with you.
We promise you'll be a hero for sharing them with other cruisers!

Latitude 38 • 15 Locust Ave • Mill Valley, CA • (415) 383-8200 • Open M-F 9-5



Get the Reliable, Powerful Wheel Pilot

Quiet & Dependable • Affordable • Built for Immersion
Easy Owner Installation • Low Power Consumption

831-687-0541

www.cptautopilot.com

OFFSHORE PASSAGEMAKING INSTRUCTION IN THE SOUTH PACIFIC

John & Amanda Neal are dedicated to providing hands-on, documented instruction aboard their Hallberg-Rassy 46 *Mahina Tiare III*, drawing on their combined 502,000 miles and 66 years of experience.

www.mahina.com • (360) 378-6131



*A Sailor's
Consignment
Chandlery*

510-769-4858

Located at Grand Marina
www.bluepelicanmarine.com



MORE ENERGY!

KEEP BATTERIES CHARGED!

- KISS wind generators
- Solar panels and MORE

USE BATTERIES EFFICIENTLY!

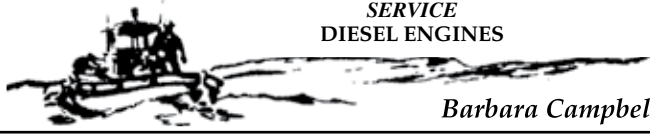
- LED lights
- Engel fridge/freezers
- Wonder Wash and more



www.svhotwire.com **727.943.0424**

GOLDEN STATE DIESEL MARINE

PARTS
YANMAR • UNIVERSAL • WESTERBEKE
PERKINS • ISUZU • PATHFINDER • ATOMIC 4
SERVICE
DIESEL ENGINES



Barbara Campbell

351 EMBARCADERO
OAKLAND, CA 94606

(510) 465-1093

NISSAN MARINE

OUTBOARD SALES, SERVICE, REPAIR, PARTS
(415) 332-8020

Nissan
Tohatsu
Johnson
Evinrude



Honda
Mariner
Mercury
Yamaha

Complete Boat • Trailer • Elec. Repair
Certified Technicians • Factory Authorized Warranty Facility
Save **20%** on every new engine and install thru 5/15/2010
35 Libertyship Way • Sausalito, CA 94965

ADVENTURE SAILS - SEA OF CORTEZ.

Looking for something more than a bareboat charter, something different and more challenging? Try this 11 day cruise from La Paz to Loreto. There are two legs: one north, one south, three berths each. \$2400pp. www.charter-baja.com. charterbaja@yahoo.com.mx.

SKIPPERED CHARTERS. La Paz, Mexico. Sail with me on my CT41. 6D/7N or try my new mini vacations. Experienced skipper and instructor. Visit desert islands, snorkel or swim with sea lions. This is a vacation you will remember. www.charter-baja.com. Email charterbaja@yahoo.com.mx.



WINCHES FOR SALE SAN RAFAEL. \$1,800/pair. Lewmar 55 three-speed winches in very good condition, powerful and smooth. (415) 847-7270 or shill@sailcoyote.com.

MISCELLANEOUS

SJ 28 MAINSAIL WANTED. Flathead Lake, Montana. San Juan 28 in Montana needs mainsail. Could have friends pick sail up in either the Puget Sound or S.F. Bay areas. Please call to talk about pricing. (406) 471-2473 or lyman@montana.com.



THE AMERICA'S CUP - AUSTRALIA. \$8,950. Serigraph by LeRoy Neiman. Signed and numbered. AP33/80. Certificate of Authenticity included. Last appraisal Feb. 2006. Need funds for boat repairs, make me an offer I can't refuse. (303) 674-2197 or (510) 427-0393.

TRADE



25-FT CHEOY LEE FOR CABIN CRUISER. South Beach - San Francisco. I would like to trade my 1962 Cheoy Lee Frisco Flyer (teak hull) for a cabin cruiser in the 28 to 31 ft range. (415) 734-0929 or mmejstrik@yahoo.com.

WANTED

WALKER BAY 8-FT DINGHY DAVITS. For sailboat. \$400 each. mail2sark@yahoo.com.

TRAILER FOR RHODES 19. Looking for a trailer for an R19 or similar capability (19-20-ft, 2000 #GVW, 39" draft). Please leave voicemail message or email with a pic of the trailer. Thanks! (916) 455-7650 or skip.baker@att.net.

GEAR

ATOMIC 4 ENGINE STOCKTON. \$1,300. Reconditioned A4 engine from Catalina 30. Runs great. Valve job, new thermostat, rebuilt water pump and carb, new points and plugs. Spare parts and accessories. (209) 481-0448.

74-FT MAST DESIGNED for catamaran. Best offer. (415) 269-5165.

CRUISING GEAR \$BEST OFFER. Katadyn Survivor '06 manual desalinator, new; \$390. Shadetree awnings, models 130 and 230, new; \$750. Lewmar 60# CQR, one season; \$490. Furuno Model 1622, 24 mile radar, less than 10 years old; \$100. (510) 333-8021 or jrbarbee@comcast.net.

CLUBS & MEMBERSHIPS

BERKELEY YACHT CLUB. Annual Swap Meet and Open House. Sunday, April 11, 6:00 AM at Berkeley Marina. It's a sea-going flea market with bargains galore - bring your shopping list! Tour the club and enjoy the views - special initiation discount for new members. Space is available for sellers. Contact BYC's manager or visit our website for more info. www.berkeleyyc.org. (510) 843-9292 or manager@berkeleyyc.org.

SINGLE SKIPPER AND CREW. of all abilities are invited to join the Single Sailors Association. Membership includes daysailing, raft-ups, invaluable onboard training, social events. Meetings held 2nd Thursday, Ballena Bay Yacht Club, www.bbysc.org. Social 6:30 pm. Meeting 7:30 pm. Guests welcome. More at www.singlesailors.org. (510) 233-1064.



MARINE ENGINE CO.

Complete Engine Services • Gas & Diesel
30 Years Experience • Reasonable Rates
Tune-Ups • Oil Changes • Engine Rebuilding, etc.
(415) 332-0455

STRICTLY SAIL PACIFIC • APRIL 15-18

See www.strictlysailpacific.com for events & schedules

Jack London Square • Oakland

NAUTICAL FLEA MARKET. May 16, Sunday, Elkhorn Yacht Club's World Famous Nautical Flea Market. 2370 Highway 1, Moss Landing. Booths are \$25 for 50% or more Nautical Gear, \$30 for all others. Come early. Breakfast Burritos-BBQ-Music-Beer-FUN. (831) 724-3875 or eyc@elkhornyc.com.

NON-PROFIT

MARIN POWER & SAIL SQUADRON. 50 years offering tuition-free safe boating classes, USCG approved. Call to find out when the next America's Boating Classes will be held. Classes and final exam meet at 7-9 pm, at the same location, the Cal Education Center, 789 North Hamilton Parkway, Novato. Textbook \$40. For registration and information, call (415) 924-2712.

PROPERTY SALE/RENT



AFFORDABLE LIVING IN TONGA. Private island ocean-view lots. US \$3,850, each in South Pacific. See more at: www.tongaislandproperties.com. (619) 347-2294 or jg@golfandresortrealty.com.

BERTHS & SLIPS

40-FT SLIP AVAILABLE FOR RENT. Pier 39, San Francisco. Middle of D dock with great views of Coit Tower and the Bay! Great marina facilities including laundry, showers, security and friendly staff. Reduced parking rates. \$350/month. Call: (425) 643-0614.

50-FT PRIME SLIP PIER 39, SF. \$46,000. F-Dock, Slip 11, east side. Protected from wind. Close to gangway, showers and marina office. Covered parking across street with special rates for owners. scorch@tempest-edge.com or (559) 355-6572.

40 FOOT SLIP AT PIER 39. San Francisco. \$6,995. Lower price! This berth will sell fast. It is E-46, 40x14 and has a terrific view of the City. 24-year sublease. (602) 999-0016 or sally.woelfel@asu.edu.

40-FT PRIME MOORING. Newport Beach, CA. \$45,000. 40-ft prime mooring with convenient dinghy storage. Great location by the Pavilion. renataricci2@aol.com.

MOORING LEASEHOLD FOR SALE. Pier 39, B-Dock, San Francisco. \$10,000. Good location. (415) 392-8003 or johnburgess@dharmalaw.com.

CREW

EXPERIENCED CIRCUMNAVIGATOR. - Schooner - seeks select crew from Mediterranean to So. Africa. Legs: (1) Turkey-Greece-Italy-Sardinia-Corsica (2) Corsica-France-Spain-Morocco-Gibraltar (3) Gibraltar-Canaries-Brazil (4) Brazil-Tristan da Cunha-So. Africa. Legs are 4-6 weeks, Sept. 2010 to Feb. 2011. Must participate fully and share expenses. Call Mike Johnson (505) 466-6326 or email Claire at clairehorn@comcast.net.

J/105 WHISPER LOOKING FOR CREW. San Francisco Marina. J/105 *Whisper* is about to start racing season. Doing all class events and Friday Night Beer Can races. Have several rotating spots available. Racing experience only please. Marc Vayn. (650) 534-6742 or marcvayn@gmail.com.

SEEK BERTH CREWING TO BAJA. Very flexible schedule. Can start from Northern or Southern California. ASA 101, 103, 104 certified. Solid sailing skills. Extensive planning experience. Will share expenses. Marcus Libkind. (925) 455-5816 or milibkind@bsweet.net.

TRYING TO LOCATE

LOOKING FOR SEAGOER YAWL. *Calypto*. Last info from NZ, Tom Kapetanovic '04. I would like to find this boat. I sailed her to Australia in '83. Deidriell@svskylan.net.

JOB OPPORTUNITIES

SAILBOAT RIGGER WANTED. Must have prior experience. Excellent salary for the right person. Email resume or call. (415) 331-3400 or southbeachriggers@sbcglobal.net.

OFFICE MANAGER NEEDED. South Beach Riggers in Sausalito is seeking a pleasant, friendly office manager to join our team. We're looking for someone who will make our customers feel welcome, perform bookkeeping tasks such as paying bills, preparing bank deposits, creating invoices, and calculating payroll. Besides a familiarity with Word, Excel, and email, the candidate should be proficient in Quickbooks (one year of experience preferred). Other duties include updating daily and weekly schedules, ordering office supplies, and maintaining customer and vendor files. The job requires the ability to juggle multiple tasks and happily shift from the task at hand to answering the phone or greeting customers. An interest in sailing is a must. If interested, please call Tom. (415) 331-3400.



WANT TO MAKE SOME EXTRA CASH - \$25/hr plus gratuities/medical — while you aren't cruising? Do you love to be in front of an audience? Do your friends think you are funny? If you answered YES! to all these questions, come be a Duck Captain! Ride the Ducks is looking for drivers/tour guides to safely entertain tourists and locals this summer on the Ducks! Full-time and part-time seasonal positions available. Candidates must have a minimum 25 Ton USCG Masters License (or enough sea time to obtain) and will be required to obtain a CDL (Commercial Drivers License) with a P (Passenger) endorsement. We're looking for an excellent safety record and a fun & positive attitude. www.ridetheducks.com/jobs/application.aspx or employment@sanfranciscoducks.com.

BOAT MAINTENANCE. Sausalito \$TBD. We are hiring for a part-time boat maintenance position. This position could become FULL time in the future. Applicant should have basic boat knowledge and be willing to clean boats inside and out. Applicant needs to be flexible with work hours which will include weekends. Hourly wage TBD. Please stop by our office to fill out an application. Ask for Jack or Lance. <http://modernsailing.com>. (415) 331-8250. Modern Sailing School & Club, 2310 Marinship Way, Sausalito CA.

SAILING INSTRUCTOR. Sausalito \$TBD. We are looking for energetic high quality sailing instructors to join a team that has received many awards. Must have a USCG license, be a good communicator and like working with new sailors. Join a team that values experience and pays for it. <http://modernsailing.com>. (415) 331-8250 or jack@modernsailing.com. Modern Sailing School & Club, 2310 Marinship Way, Sausalito CA.

OCSC SAILING INSTRUCTORS WANTED. OCSC Sailing, in the Berkeley Marina, has openings for instructors for its award winning school. OCSC's curriculum is famous for turning out the best new sailors in the country. You'll enjoy a thorough training and coaching process to help you develop as an instructor and help acquiring USCG license and US SAILING instructor certifications. P/T or F/T. Read what being an instructor at OCSC is like at our website: www.ocscsailing.com/about/people/sailing_instructor.php. Email resume and cover letter to jepsen@ocsc.com.

SAILING INSTRUCTORS & 6-PAK Captains. Spinnaker Sailing in SF, is hiring F/T or P/T aboard our fleet of 22- to 44-ft sailing yachts. Mid-week and weekend work available, flexible schedule. Fax resume to (415) 543-7405, or call. (415) 543-7333 or email resume to spinnaker.sailing@yahoo.com.

TRADE PRIVATE LIVING on Sausalito yacht for part-time help with business, organization for upgrading boats. Additional paid work possible. Could become a career position for the right person, or just trade living space for work. Call for more info. (415) 999-5626.

AT *Latitude*,
WE ARE OFTEN
ASKED:

DO YOUR
CLASSIFIEDS
REALLY WORK?

We'll let the following
speak for itself...

"Here we are again. *Latitude 38* has been such a big part of our 'sailing' and 'saleing' life!!! We sold our first boat, *Viking*, through the Classy Classifieds, sold our house in Vallejo in the Classy Classifieds, and I believe we bought our current boat, *Perpetua*, from the Classy Classifieds a few years ago. We now have her for sale — and again we correspond with you. Thank you, *Latitude*, for being there all these years, and being such a huge part of our 'information highway' to the waterways."

— The O'Bannons, Kailua-Kona, HI

The O'Bannons' MARPLES TRIMARAN sold via the Multihull section of the Classifieds.



A smiling Jay and Paulla. With a rainbow and Diamond Head in the background, and the Classics working so well for them. We can see why!

For more information
on placing an ad,
go to
www.latitude38.com
and click on
Classifieds,
or see the
first page of the
classifieds in
this issue.

JUST YOU AND THE SEA...

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

Punta Mita Beachfront Condos

Call now for winter reservations!

1.415.599.5012

www.puntamitabeachfrontcondos.com

ADVERTISERS' INDEX

247Sailing.net/SV 'Simpatica'	151	Blue Sky Energy.....	162	CYOA Yacht Charters	149	Gentry's Kona Marina	151	KKMI - Full Service	
AB Marine.....	4	Blue Water Yacht Insurance	54	Defender Industries	78	Gianola Canvas Products.....	62	Boatyard	188
Afterguard Sailing Association.....	103,168	183	Desolation Sound Yacht Charters.....	151	Golden State Diesel Marine	178	Landing School, The	83
Almar Marinas	65	Bluewater Network.....	183	DeWitt Studio.....	182	Gotzinc.com.....	181	Lee Sails	172
Alpenglow Marine Lights ...	183	Boat US	130	Diesel Fuel Filtering.....	182	Grand Marina	2	Lewmar Marine	44
American Battery.....	181	Boat Yard at Grand Marina, The	29	Dimen Marine Financing	79	Hanse North America/Moody North America	21	Lifeline Batteries.....	166
Bacon Sails & Marine Supplies	71	Boomkicker	72	Dockwise Yacht Transport ..	127	Hanse North America/Moody North America	21	List Marine Enterprises.....	81
Bair Island Marina.....	67	Bottom Siders.....	172	Downwind Marine.....	165	Hansen Rigging.....	106	Loch Lomond Marina.....	138
Ballenger Spars.....	82	Brisbane Marina.....	31	Doyle Sails	33	Harbor Island West Marina ..	75	Lowrie Yacht Harbor.....	78
Barillas Marina.....	167	California Professional Divers Association	58	Dragonfly Sailboats	68	Harken	22	Makela Boatworks.....	174
Bay Area Multihull Assn.....	117	CDI/Cruising Design	74	Dutchman	126	Helms Yacht & Ship Brokers/ West Coast Multihulls	183	Marina Bay Yacht Harbor	45,60
Bay Island Yachts.....	6	City Yachts	15	Easom Rigging	79	Helmut's Marine Service.....	75	Marina de la Paz	182
Bay Marine Boatworks.....	23,37	Clipper Ventures	96,97	Emery Cove Yacht Harbor....	71	Hidden Harbor Marina	75	Marina El Cid	169
Bay Marine Diesel	183	Clipper Yacht Harbor.....	176	EMF Marine.....	172	Hogin Sails	42	Marina Mazatlan	49
Bay View Boat Club	141	Club Nautique	83,117	Equipment Parts Sales	181	Hood Sails	55	Marina Puesta Del Sol	169
Bellhaven Yacht Sales & Charters.....	151	Coast Marine	83	Essex Credit Corp.....	20	Hotel Coral & Marina	167	Marina Riviera Nayarit	123
Berkeley Marina	53	Conch Charters.....	150	Farallone Yacht Sales	7	Hotwire Enterprises	178	Marina Village	8.9
Berkeley Marine Center.....	63	Corinthian Yacht Club	70	Flying Cloud Yachts	184	Islander 36 Fleet	64	Marine Boat Solutions	181
Blue Pelican	178	Cover Craft	70	Footloose Yacht Charters... 148		Jessie et Laurent.....	81	Marine Outboard Co.....	178
		Coyote Point Marina.....	35	Forespar	110,111	Kissinger Canvas.....	80	Mariner's General Insurance	34
		Cruising Yachts.....	11	Fortman Marina	56	KKMI - Brokerage.....	185	Marotta Yachts	186
				Garhauer Marine	51				

boat bottom scrubbing & more...

415.331.7215 william@gotzinc.com
www.gotzinc.com

KATADYN SURVIVOR 35 WATERMAKER

The Survivor is a must for all sea-going vessels and is the most widely used emergency desalinator. It is used by the U.S. and international forces. It is able to produce 4.5 liters of drinkable water per hour. These are unused U.S. government surplus.

Reconditioned by Katadyn **\$950.**
Compare to factory new price: \$1,995.

For more information or to place an order, please call one of our sales reps.

Equipment Parts Sales
In the U.S.: (800) 417-2279
Outside the U.S.: (717) 896-9110



The Ultimate Boat Organization Software

See us at the Strictly Sail Pacific Boat show * April 15-18

Preventive Maintenance Can Save \$

- * Digitally organize all your boat's documents & specifications
- * Store manuals, diagrams, pictures, renewals & registrations
- * Keep track of maintenance items required & completed
- * Save for quick access all your favorite service providers



Categories:
Specifications
Safety Equipment
Electronics
Plumbing
Mechanical



www.BoatServiceLog.com

AMERICAN BATTERY

MARINE BATTERIES

LIFELINE

...the heart of your system®

Available at the following local marine chandleries and service distributors:

ALAMEDA

- Alameda Prop & Machine
- Fortman Marina Store
- The Boatyard at Grand Marina
- Star Marine
- Svendsen's Chandlery

BENICIA

- Cruising Seas Services

MARTINEZ

- Diablo Marine

OAKLAND

- Golden State Diesel
- Outboard Motor Shop

OAKLEY

- Big Break Marina

RICHMOND

- Swedish Marine
- Bay Marine

SAUSALITO

- Sausalito Marine

AMERICAN BATTERY • Hayward, CA • (510) 259-1150

Mathiesen Marine 172	Opequimar Marine Ctr. 62	Richardson Bay Marina 116	Society of Accredited Marine	Voyager Marine..... 82
Mazatlan Marine Center/ La Paz Yachts..... 12	Orange Coast College 57	Rooster Sails 77	Surveyors/SAMS 12	Weatherguy.com 151
McDermot Costa Insurance .79	Outboard Motor Shop 64	Ryan's Marine 174	South Beach Harbor 46	Wedlock, Ramsay & Whiting Marine Surveyors 176
McGinnis Insurance..... 77	Owl Harbor..... 77	Sail California 16,17	South Beach Riggers..... 47	West Marine..... 26,28,30,32
Metropolis Metal Works 81	Oyster Cove Marina 131	Sail NW 151	Southeast Marine Services . 168	West Marine - Rigging 50
Mettec, Inc. 68	Oyster Point Marina 76	Sail the Bay 150	Spinner Island Race 107	Westpoint Harbor..... 43
Milltech Marine Inc..... 48	Pacific Crest Canvas 67	Sail Warehouse, The..... 169	Sta-Lok Terminals 66	Westwind Precision Details .. 47
Minney's Yacht Surplus..... 176	Pacific Yacht Imports 10	Sailrite Kits..... 14	Starbuck Canvas 12	Weta Marine 73
Modern Sailing School & Club..... 140	Pacific Yachting & Sailing 76	Sal's Inflatable Services 127	Swedish Marine..... 24	Whale Point Marine Supply.. 52
Napa Valley Marina 38	Pantaenius America, Inc. ... 176	San Francisco Boat Works.. 103	Tacktick..... 69	White, Chris Designs 174
Nickle Atlantic/Froli Sleep Systems..... 168	Paradise Village 61	San Francisco Sailing Co. .. 150	The Dinghy Doctor 74	Wyliecat..... 117
Norpac Yachts 187	Passage Yachts 5	San Juan Sailing..... 151	TMM/Tortola Marine Management..... 149	Yachtfinders/Windseakers.... 10
Norstar Boats/Norstar 40 27	Peter Crane Yacht Sales..... 184	Sausalito Yacht Club..... 40	Tradewinds Sailing 25	
North Beach Marine Canvas..... 47	Pier 39 Marina 69	Scanmar International..... 39	Trident Funding 13	
North Direct Sails 127	Pineapple Sails..... 3	Schaefer Marine..... 107	Twin Rivers Marine Ins. 18	
North Sails - San Francisco 102	Pirate's Lair 139	Schooners North: Spike Africa 36	UK-Halsey Sails 72	
NCMA Pacific Powerboat Expo..... 59	Point Loma Outfitting 41	Schoonmaker Point Marina 164	Ullman Sails..... 122	
Oceanic Yacht Sales 184	Punta Mita Beachfront Condos 180	Sea Frost..... 71	Vallejo Marina..... 103	
	Quantum Pacific..... 19	Seashine 73	Vallejo Yacht Club 107	
	Quickline 73	Seatech..... 174	Variprop USA 66	
	R-Parts 168	Seaworthy Goods..... 182	Ventura Harbor Boatyard..... 80	
	Raiatea Carenage Svc. 163		Vessel Electric..... 182	

– cont'd

See us at

Strictly Sail

PACIFIC

Jack London Square
April 15-18



jim *dewitt*

Jim DeWitt is not about to sit still and let the world pass him by. He is always painting, drawing and making art. He wants to share the fun with you by offering a series of one-week-long art workshops in his studio next to the gallery here in downtown Point Richmond. The first, 'Drawing Intensive', will be April 19-23, Monday-Friday, 9:00 a.m. – 5:00 p.m., followed by 'Watercolor Intensive', May 17-21. Call (510) 610-0644 to sign up.

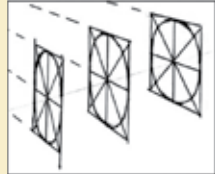
DeWitt Art Gallery & Framing
121 Park Place, Point Richmond, CA 94801
(510) 236-1401
(800) 758-4291

www.jimdewitt.com
www.dewittgalleryandframing.com

Tuesday-Saturday 11:00-7:00
Sunday 9:30-5:30

DRAWING INTENSIVE WORKSHOP

April 19-23 *Mon-Fri* 9:00-5:00



121 Park Place, Pt. Richmond, CA
(510) 610-0644

Next Workshop: *Watercolor Intensive*, May 17-21

DF DIESEL FUEL FILTERING



Purify Diesel Fuel & Flush Tanks

Process scrubs, polishes, removes algae, dirt, sludge, rust, water, and foreign particles from diesel fuel. Includes internal tank washdown. Save your injectors, costly engine repair and down time.

Since 1989. Fully insured. Your berth or boat yard.

(510) 521-6797 Fax: **(510) 521-3309**

www.dieselfuelfilterings.com

Vessel Electric

Mobile marine navigation installations and marine electrical work

- Class A, Class B AIS systems and digital TVs
- Raymarine® warranty dealer and certified installer
- NMEA-certified Marine Electronics Installer • Insured

Raymarine Milltech Marine AIS **NAVPOD**

Brian Theobald • (415) 424-2204

vesselelectric@yahoo.com

PortVisor™

Keep ports open in the rain

- Air out cabin and head
- Maintain visibility
- Install easily, without tools
- Enjoy life aboard more often



CHECK OUT OUR NEW SIZES AND PRODUCTS!
Made from clear UV-resistant Lexan with bronze tint.

www.seaworthygoods.com
Smart Stuff. Smart Boats.

(941) 448-9173

MARINA DE LA PAZ FULL SERVICE MARINA

Friendly, helpful, fully bilingual staff

All new hardwood docks • Wireless Internet
Dinghy landing with potable water
New protective piling & sheetpile breakwaters • And more!

TEL: 01152 612 122 1646
email: marinalapaz@prodigy.net.mx
www.marinelapaz.com

Apdo. Postal 290, La Paz, 23000, Baja California Sur, Mexico

Donate your Boat

Cars, Trucks, RVs, & Real Estate

We handle all DMV & Smog

Running or Not (restrictions apply)

Tax Deduction

BLUEWATER NETWORK | **800-324-7432**

"Proceeds help **Bluewater Network** reduce greenhouse gases, clean up our air and water, and protect marine mammals and wildlife."

Marine Diesel Specialists

AT YOUR SLIP!



30 years experience • Universal/Westerbeke dealers
Repairs/Tune-ups all models • Engine Surveys, Instruction

BAY MARINE DIESEL **510-435-8870**

baymarinediesel@comcast.net

How to Read
Latitude 38
in the Azores:

Download our eBooks
FREE!

www.latitude38.com

ALPENGLOW
LIGHTS

406.889.3586

Hand Crafted, High-Efficiency Area Light
LED Swivel Reading Light in Chrome or Titanium Finish

Alpenglow Lights use the latest compact fluorescent and LED technology for unmatched efficiency and light quality. The attractive wood fixture is available in different wood choices. Dual power allows choice of bright light or gentle glow, and two levels of red. Prismatic lens designed for wide-angle illumination. Website provides helpful information on selecting cabin lighting.



Alpenglow Lights, LLC, P. O. Box 415, Eureka, MT 59917
alpenglowlights@gmail.com · www.alpenglowlights.com

M U L T I H U L L S

AT THE SHOW



SEAWIND 1160



PDQ 32 ALTAIR

Large cruising space in a compact size. Two boats for sale.



NEW LISTING

PROUT 33CS CATAMARAN

Call for details.

GEMINI 105M

Loaded with all of the extras.

Ultra clean.

Ready to be enjoyed.

\$129,000



36' SEAWIND 1000XL, 2001

Only brokerage Seawind on the West Coast! Well rigged, excellent comfort and performance. Two from \$179,000



CORSAIR SPRINT 750

2 starting at \$52,500.
Corsair F-27s from \$39,900.



31' CORSAIR, 2003

\$119,000.
Also new Dash 750 \$59,000



YACHT SALES INC.

Dealer for Seawind Catamarans
and Corsair Trimarans

www.helmsyacht.com
(510) 865-2511

See us at



PACIFIC

Jack London Square
April 15-18



Flying Cloud Yachts



Hans Christian **GEMINI**

6400 Marina Drive
Long Beach, CA 90803

Sail • BROKERS • Power

www.yachtworld.com/fcyachts
flyingcloud@verizon.net

Phone (562) 594-9716
Fax (562) 594-0710



31' & 36' MARINERS Inquire



47' GILS CATAMARAN, '02 \$395,000



32' ERICSON, '90 \$54,900



44' HARDIN KETCH Nice/Offers



36' HUNTER, '05 \$124,900



36' ISLANDER, '78 \$42,500



48' MARINER, '81 \$125,000



38' HANS CHRISTIAN, '86 \$149,500



IRWIN 42, '77 \$69,500



57' BOWMAN, '78 \$179,000



GEMINI 105Mc, 3 from \$110,000



42' CATALINA, '93 \$118,000

APPROX. 100 LISTINGS ON OUR WEB SITE: www.flyingcloudyachts.com

Peter Crane Yacht Sales

Brokerage without walls

In Santa Barbara - experienced, interested, friendly, low pressure



Kelly Peterson 46

1985 glass decks 125 hp Yanmar 215K



Freedom 45

1991 carbon fiber rig easy and fast 194K



Block Island 42 ketch

1945 a bristol classic rich interior 75K



Schock design 44 ketch

1974 strong cruiser new Yanmar 119K



Schock New York 36

1982 fast, fun, comfortable \$27.5K



Hunter 310

1999 modern and well equipped 52.5K

details at www.petercraneyachts.com
pc@petercraneyachts.com

(805) 963-8000

Santa Barbara Slips Available



SYDNEY 36CR, 2006

Encore is arguably the best set up and most competitive Sydney 36CR ever built; high-tech construction and performance yet with a fully functional cruising interior. Custom rigging by Scott Easom. Extensive sail inventory: high performance Doyle cruising and North 3DL racing sails, all lightly used. Raced sparingly in 2007, stored in '08 and '09; competitive at IRC, IMS, or PHRF events. Fractional rig, asymmetrical spinnaker and removable carbon fiber bowsprit ensure competitive racing at all levels with a small crew and minimal effort. Wins include Big Boat Series and Corinthian Midwinters. **\$249,000/offers**



www.oceanicyachts.com

308 Harbor Drive, Sausalito

John Baier

office (415) 331-0533

cell (415) 377-0866



Maritime

Yacht Brokerage

☎(510) 236-6633 • fax: (510) 231-2355

yachtsales@kkmi.com • www.kkmi.com

530 W. Cutting Blvd., Pt. Richmond, CA 94804



Hinckley Bermuda 40 MkII Yawl CB (1968)
Bill Tripp design B-40 is highly regarded for her classic beauty, superb workmanship and many quality details. New sails, dodger, intelligently updated. Excellent condition.
Asking **\$160,000**

... LIST WITH US! ...
Ask us about our
Maritime Protection Program
to find out what a warranty can
do for the sale of your yacht!



Nelson Marek Custom
A 92-ft aluminum world cruiser.
Recently repowered. Immaculate
throughout and in perfect condition.
\$1,500,000



Little Harbor 51 (1996)
Very comfortable Ted Hood designed pilothouse with full stand-up headroom and 360° visibility. Set up for shorthanded sailing and superbly maintained by an experienced owner. Asking **\$669,000**



Sutton Steel Pilothouse LRC 63 (1976)
Ready-to-go global cruiser just completed \$100,000 maintenance/upgrade service. Twin 185hp Perkins for economy and dual gensets. Three cabins + crew's quarters. Asking **\$400,000**



DeVries 86' Motor Vessel (1949/1999)
'Elegant', 'Exceptional', 'Exquisite' are just a few words that easily characterize this vessel. *MV Far Niente* clearly defines the term 'Classic Motor Yacht'.
Asking **\$1,950,000**



Swan 45 (2003)
Race or cruise. *Rancho Deluxe* won her class in the TransPac and was second twice in the Big Boat Series. This boat has all the gear to go cruising and is in perfect condition.
\$625,000



Jarvis Newman 36 (1978)
Classic flybridge "lobster boat" of Maine build quality. Single engine (160 hrs), queen V-berth with enclosed head. Excellent condition, well maintained and lightly used.
Asking **\$139,000.**



Swan 371 (1981)
A Ron Holland design which is very well equipped with newer electronics, sails and has been well maintained.
Asking **\$95,000**



Swan 40 (1996)
Frers design, exceptionally well maintained, 2-cabin performance cruiser. Awlgrip Flag Blue hull, comprehensive sail inventory, and full in-slip cover. Asking **\$299,000**



Santa Cruz 52 (1993)
Beautiful, fast cruiser, set up for shorthanded sailing. Maintained to very high standards, the hull has been repainted in stunning red with new bottom paint. Asking **\$490,000**



Marotta Yachts of Sausalito

Brokers of Fine Sail and Motor Yachts

415-331-6200 • info@marottayachts.com • www.marottayachts.com

See at: www.marottayachts.com



41' SCEPTRE RAISED CABINTOP CUTTER, 1985

Professionally maintained local boat shows VERY nicely inside and out. Leisure Furl in-boom system w/Hood main, Harken roller furler and 105% Hood jib, updated electronics, more. **\$195,000**

See at: www.marottayachts.com



40' BENETEAU FIRST 40.7, 2003 The First 40.7 combines the excitement of a sleek racer with all the comforts of a luxurious cruiser. This one is a well-equipped beauty that shows new inside and out. She's the deep version (preferable for the Bay). **\$179,000**

See at: www.marottayachts.com



43' HANS CHRISTIAN, 1978

Classic offered for sale by original owner. New teak decks (this was a \$40,000 job alone!), Awlgrippped hull, updated interior, optional larger diesel and Telstar performance keel. **\$169,000**

See at: www.marottayachts.com



38' HANS CHRISTIAN, 1984

Great shape and extensively updated, epoxy barrier coated bottom, stunning professionally maintained brightwork, low time on Yanmar diesel, heavy duty offshore dodger, much more. **\$124,000**

See at: www.marottayachts.com



46' SEA STAR CUTTER, 1981 Vessel refit after circumnavigation and ready to go again! Replaced teak decks and rigging including chainplates, extensively refurbished interior. Sturdy cruiser ready to take you any place you want to go. **\$115,000**

See at: www.marottayachts.com



35' J/BOATS J/105, 2000 Lightly used and very clean, includes the factory Comfort, Systems and Custom Wheel options, plus dodger, roller furler, and 2009 mainsail, 2008 jib, three spinnakers, more. Transferable Sausalito YH slip. **\$109,000**

See at: www.marottayachts.com



37' HUNTER 376, 1999

Very spacious, light and airy, this vessel shows as new; must see to appreciate. Out-of-country owners motivated; offers encouraged. Sausalito Yacht Harbor slip can be arranged. **\$97,000**

See at: www.marottayachts.com



38' HANS CHRISTIAN, 1979

Shows well inside and out with the Burmese teak interior in particular showing beautifully. Hull recently buffed and waxed. Teak decks in fine shape as well. **\$94,000**

See at: www.marottayachts.com



32' CATALINA 320, 1998 Very clean (down below shows as new) and well fit out (charplotter, AP, heat/AC, dodger, bimini, etc.) deep draft model that's competitively priced and lying in a transferable Sausalito slip — a nice turn key package! **\$79,000**

See at: www.marottayachts.com



34' JEANNEAU SUN ODYSSEY 34.2, 1999

Professionally maintained, extensively updated. New sails, Harken roller furler, canvas and isinglass, electronics, batteries. Yanmar diesel serviced annually, bottom just painted, much more. **\$77,000**

See at: www.marottayachts.com



41' MORGAN OUT ISLAND, 1979

Center cockpit ketch. Never cruised and fresh water kept, she shows much newer than actual age. Note all new stainless steel ports. **\$64,000**

See at: www.marottayachts.com



38' INGRID, 1984

Clean, never cruised one owner example with low time on diesel engine (only 155 hours), custom finished interior, much more. **\$59,000**

See at: www.marottayachts.com



38' MORGAN, 1981 Morgans are well known for quality construction and seaworthiness; high D/L ratio of 265 and long fin keel provide a comfortable ride in the Bay's boisterous conditions. Very clean in and out, with recent, dark blue Awlgrip. **\$55,900**

See at: www.marottayachts.com



30' NONSUCH ULTRA, 1987

Professionally maintained, the interior is flawless and the exterior comes close. Note the transferable Sausalito Yacht Harbor slip with great view. **\$54,000**

See at: www.marottayachts.com



40' CHALLENGER KETCH, 1973

Recently Awlgrippped in beautiful Flag Blue, incredibly spacious below with 6'5" headroom. **\$52,500**

at 100 BAY STREET • SAUSALITO • CALIFORNIA 94965 since 1946

NORPAC YACHTS

1150 Brickyard Cove Rd., B9, Pt. Richmond, CA 94801

(510) 232-7200 • FAX (510) 232-7202

email: info@norpacyachts.com

WE HAVE BUYERS FOR YOUR BOAT!
NOW is the time to list with NORPAC

FOR MORE
SEE OUR
norpacyachts.com
WEBSITE



NORSEMAN 447 Cutter design by Perry. 44'7" + center cockpit, dsl, watermaker, genset, solar, radar, wheel, aft S/R w/double, 2 heads, AP, furling, self-tending, dodger, bimini & MORE! Asking **\$229,950**



41' CT-41. Exquisite example of this revered Garden design w/many custom features. Fiberglass, big dsl, teak deck, cabin heat & fireplace, tiled shower & head, gorgeous interior, alum. spars, full galley, refrigeration & much MORE! MUST SEE...**\$78,950/Ask**



38' MORGAN Slp. Yanmar dsl, roller furling, 2 spinnakers & big inventory. Self-tailers, radar, GPS/plot ++. Solar, invert, full galley. Cruise ready. Dink and outboard. Lots of gear and VERY Nice. Asking **\$48,950**



58' ALDEN BOOTHBAY MOTORSAILER center cockpit ketch. Dsl, genset, air/heat, new upholstery, much recent refitting & refinishing. Loaded w/cruise gear, AP, radar ++. Great comfortable bluewater cruising w/excellent layout & more! Ask **\$268,950**



57' BOWMAN Ketch. An AWESOME vessel completely equipped for world cruising. TOO MUCH TO LIST; must be seen. Has circumnavigated and also completed the Northwest Passage east to west. Seaworthy, comfortable and roomy, this is your ultimate blue water cruising yacht. Asking **\$219,950**



49' CUSTOM Cold-Molded Ketch by Reliant. Beautiful Hankerson design. Powerful and seaworthy blue water cruiser in great shape. Built '91. Yanmar diesel, furling, self-tailers, aux. genset, full galley, full electronics and MORE! MUST BE SEEN. Asking **\$124,750**



30' TRIMARAN by AUGNAUGHT. With 2-axle trailer. Dick Newick design. new standing and running rigging, wired for cell, autopilot, GPS, solar panels. Good condition. Alaska veteran. Very fast 'pocket cruiser' with outboard. Folds to street legal trailerboard. Asking **\$34,950**



40' X-YACHTS X-119 SLOOP. Famous Danish builder, Racer-Cruiser one design by Neils Jeppesen. Loaded with gear, radar, New Volvo Penta diesel in 2000 and MORE! Proven ocean winner in Melbourne-Osaka Race. Asking **\$109,000**



45' C&L SEA RANGER SUNDECK. Outstanding condition & equipment, 3 strms, incl. queen, twin dsl, 2 enclosed heads w/showers, fridge/freezer, full galley, genset, radar, GPS, AP & more. Tastefully decorated & ready for Alaska or Mexico. Asking **\$169,450**



43' EGG HARBOR FLYBRIDGE SPORT FISHER. Twin Cummins diesels. An outstanding vessel and more! 'Eggs' are from the finest yacht-building traditions of the USA East Coast. A RARE FIND and an OUTSTANDING VALUE! Asking **\$64,950**



33' CLASSIC LAKE UNION Dreamboat by Blanchard. Yanmar 75 hp turbo diesel. Graceful and lovely with artistry throughout. Classic yachting and a great deal of pleasure awaits you. Asking **\$24,950**



37' HUNTER CHERUBINI with cutter rig. Yanmar diesel, autopilot, cruise equipped, dodger. Mexico veteran and MORE! Very popular and well thought of design. Asking **\$34,900**



32' WESTSAIL. Double-ended bluewater cruiser. Cruise/live ready. Diesel, vane, great sail inventory. Mexico veteran. Self-tailing winches, dodger. Exceptional boat. Strong, seaworthy and FUN! BAJA HA-HA anyone? Asking **\$48,500**



48' DUTCH CANAL BARGE by DeVries. STEEL. Unique cruising liveboard for Bay and Delta. Comfort and character. Diesel, tub, galley, fireplace, salon, convertible aft enclosure, beautiful decor, plus MORE! Make offers. Asking **\$219,000**

Visit us at BEAUTIFUL & FRIENDLY Brickyard Cove Marina

SAIL

100' MEGA SLOOP Custom Offshore Performance Cruiser. Comfort & luxury, spacious, sleeps 17, loaded and near new. GREAT CHARTER POTENTIAL!!!..... Asking 975,000
39' FREYA Double-Ended Cruiser. STEEL, dsl. Make offers Asking 44,950
38' INGRID Ketch by Atkins. Great extra STOUT BLUE WATER CRUISER. Glass double-ender, refit & upgraded, vane, diesel, furling, RADAR & MORE!..... Asking 51,950
38' CLASSIC English Ketch by Reg Freeman. Breathtaking beauty. **Reduced by 25,000!**..... Asking 99,950
36' COLUMBIA. Clean and nice. Yanmar diesel, shower, wheel, dodger and more! Very reliable and FUN!..... Asking 18,500
35' COLUMBIA "Hughes 10.7" design. Dsl, Radar, dodger, cruise ready Asking 29,950
33+ 'ROYAL HUISMAN ALUMINUM Cutter by Alan Gurney; World class builder and designer. Yanmar diesel, new standing rig, nav station, liferaft & MORE! Asking 38,500
32' GULF P/H by Wm. Garden. Diesel, F/G and MORE Asking 14,000
31' CHINESE Junk. Classic lug rig. Charming and beautiful with possible Monterey mooring Asking 23,950
30' STEEL SPRAY Replica by Bruce Roberts. This is a NEW BOAT, never launched. Joshua Slocum's famous Spray design w/ diesel, mast & more! Exterior looks ready to launch. Interior started, but not finished. AHoy BARGAIN HUNTERS!!! This looks like a good one..... Asking only 14,900
29' PEARSON TRITON. Diesel, much refitting recently done, some left to do, very nice pocket cruiser..... 15,950/offers
28' BRISTOL CHANNEL CUTTER. F/G, famous Lyle Hess design. NEW, NEVER LAUNCHED! Dsl, teak decks, Rig un-stepped, full galley, blue water cruiser. Some final commissioning remaining. Major bargain at... Asking 52,000

62' TRUMPY Classic 1946 Ocean Cruising Yacht. Gorgeous interior and super comfortable layout. Exterior refinish/restore due. Economical twin 4-71s ++. OFFERS ENCOURAGED..... Asking 149,500
56' HOLIDAY MANSION Cruising Catamaran HOUSEBOAT. High-end custom interior, twins & MORE! **Seller Motivated**... 49,950/offers
50' TRUMPY TRAWLER, Long range, great layout, 671 N-Series diesel. Needs TLC. A great boat!..... 44,950/offers
49' CLASSIC 1928 STEPHENS Raised Deck Express Cruiser. Twin 671 dsls, much recent prof. upgrading, fire damaged aft cockpit. Great opportunity... 24,950/offers
47' CRUISING HOUSEBOAT by Suwanee. Totally rehab'd and sparkling. Great liveboard..... 29,950/offers
45' STEPHENS 1929 classic. Beautiful Gatsby-era motor yacht waiting to transport you back to the days of yachting in the grand style..... Try 75,000

POWER

130' CAMCRAFT Passenger Ship. Certified for 33 passengers overnight. Booked for the season. Virtual turnkey; Money and opportunity, working PNW..... 2,200,000
100' Steel HIGH ENDURANCE ADVENTURE/CHARTER SHIP in Panama. Turnkey operation. A great opportunity! MOTIVATED! Asking 1,500,000
62' ELCO 1926 CLASSIC MOTOR YACHT. Twin dsl, gorgeous, elegant, comfortable. GREAT LIVEBOARD CRUISER. Must see! Offer encouraged! 148,950

43' CLASSIC CALLIS 1923 Custom Express Cruiser. PRICE SLASHED by more than 2/3rds! An incredible BARGAIN! Asking 199,000
43' MATTHEWS, '65, diesel. A gem! Loaded and beautiful..... Asking 69,450
42' GRAND BANKS Tvl. Aft cabin, F/B, Onan, twin dsls, radar. Excellent..... 121,000
41' CHRIS CRAFT Const. Twins, aft S/R, bridge up and more. A good cruiser or liveboard..... Reduced to 9,750/offers
34' CLASSIC LAKE UNION DREAMBOAT, 1928. Dsl, full aft canopy, enclosure and much more!..... A BARGAIN @ 17,500 Asking
28' BAYLINER 2850 FLYBRIDGE SEDAN. New VOLVO/GM 300 hp V8, economical & 30+MPH reported. Just completely refurbished & refitted to exceptional condition..... Asking 19,950
27' FARALLON Pilothouse, '86. F/G, twin 5L V8s, fast and seaworthy. Just detailed and very nice Asking 51,950
22' ALUMINUM PLEASURE TUG. Bufflehead live/cruise. Loaded Asking 108,250



GENTLEMEN'S CLUB A/L/OAT
Established and unique SF Bay charter business featuring exotic dancers (girls and/or guys for ladies and/or gentlemen), liquor service, comfortable and spacious charter yacht w/tasteful traditional styling/decor. COI for 49 passengers. Turnkey operation; owner retiring. **\$295,000** Ask/pos. seller financing.



42' LOD SCHOONER by H. Chapelle. 48' sparred, dsl, 1979. Excellent gaff-rigged traditional beauty in wonderful condition. THIS IS THE SCHOONER you've been looking for. Rare, exquisite and ready to go. Very few schooners of this quality ever become available. Great opportunity! Asking **\$49,500**

CALL (510) 232-7200 OR FREE (877) 444-5087

OR CALL GLENN DIRECT AT (415) 637-1181

FOR INFORMATION & INSPECTION APPOINTMENTS



*Your Complete Maritime
Service Centers*

**NAME OUR NEW TRAVELIFT
& WIN A \$1,000 GIFT CERTIFICATE!**



1st
Green & 'Green'
Marine Travelift

A bit about me:

- *The naming tradition started with my cousin 'William Randolph Hoist' who lives at KKMI Point Richmond*
- *My lifting capacity is 110,000 lbs, 80' LOA x 20' beam*
- *I feed off of biodiesel and when breaking wind I pass Tier III emissions*
- *I have a hospital grade muffler that makes me very quiet*
- *My hydraulic systems are non-petroleum and biodegradable*
- *I'm the first in Northern California to have wireless remote operation.*
- *& I need a name by the end of the month!*

Please enter your suggestions to win at www.kkmi.com/greentlift

KKMI Pt. Richmond, 530 W. Cutting Blvd. Pt., Richmond, CA 94804 (510) 235-KKMI (5564)
Spring 2010 KKMI Sausalito, 420 Harbor Drive, Sausalito, CA 94965 (415) 332-KKMI (5564)
www.KKMI.com for yard info, rates and updates about progress at the Sausalito location.