

Latitude 38

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VOLUME 395 May 2010

WE GO WHERE THE WIND BLOWS



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CLIPPER 'ROUND



THE WORLD RACE

—We'd been trying to wrap our heads around the Clipper 'Round the World Race phenomenon — it's really in its own category among sailing events — since we started profiling local erstwhile Clipper sailors in *Latitude* a year ago. But it wasn't until the Leg 5 prize giving at Golden Gate YC on April 6 that it really started to make sense. The 10-month, 35,000-mile odyssey had always seemed to us to be in a sort of existential limbo. Sure, it's more than a rally. But with the sailors, skippers and nine boats up at the discretion of the organizers, is it really a race?

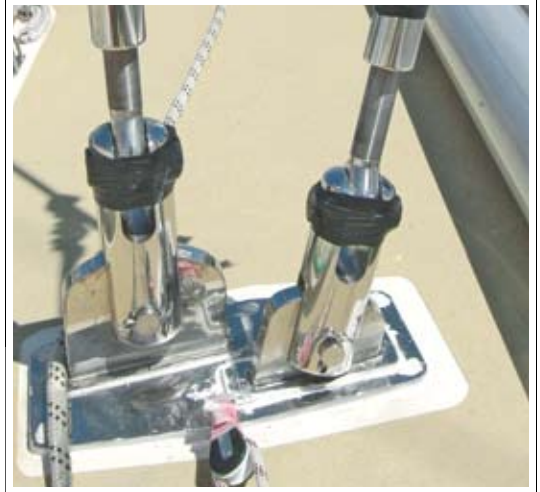
The boats departed Qingdao on May 2 for the start of the trans-Pacific leg. Storm after storm pounded the fleet as they crossed the North Pacific, buffeted by breeze of up to 70 knots. It was a full-on surfing fest out there, with some teams sending their identical 68-ft, 66,000-lb battlewagons at speeds of 20 knots.

"It was absolutely bonkers," said Qingdao sailor Andrew "Heston" Jones. "The first two times in my life I've ever been proper-scared were on this leg. You're on the foredeck, levitating as the boat's pounding up and down, you think, 'The world is ending. . .' We had a knockdown and the best way to describe it is like a train crash; time slows down and you stop dead," he added. "I was going into one of the cabins beneath the companionway at the time and all of a sudden the door slammed shut and smashed my hip. The hatch had been torn off, and we were at an angle of over 100°. The water that came down the hatch floated the floorboards, which jammed the cabin door shut around me, and all of a sudden, I'm thinking, 'I'm proper fucked!' The boat made a noise like a groyne and suddenly righted. We had 40 bottles of chili sauce onboard and all of them went flying. The whole interior was like Vesuvius; when the boat righted, everyone down below was covered in chili sauce, thinking, 'I'm bleeding . . .' — it was like being pepper-sprayed!"

While the crew enjoyed one of its best positions in a leg to date, *California* was dismasted the night of March 21, some 1,800 miles from the Bay. Sailing under only a storm jib in 60-knot winds, the boat was rolled to 120° and came back up without its rig. The knockdown flooded the boat's nav station and knocked its antennae, so skipper Pete Rollason's only option was to activate the boat's EPIRB while they could attempt repairs to their comms equipment. The Coast Guard scrambled a C-130 from Kodiak Island, Alaska, which dropped a radio in a bright-orange, steel canister that landed six feet from the stricken boat. Three of the other race boats rendezvoused with *California* and began a laborious process of transferring fuel while the crew set

The Clipper 68 'California' rumbles out the Gate on her journey around the world.

CLIPPER 'ROUND



Clockwise from top left — The Clipper 68s are big boats; so are their fittings; 'Cape Breton Island' crew member Adrian Healy chows down on a victory slice; 'Uniquely Singapore' and the rest of the fleet got a fireboat send-off; 'Qingdao's Andrew "Heston" Jones; Kathrine Simpson and Elaine Walker enjoy a rest before cleaning up 'CBI'; 'Uniquely Singapore's Nicole Ho gets curious about what's under 'Edinburgh Inspiring Capital' sailor Alan Campbell's kilt; overall race leader 'Spirit of Australia' just after the start of Leg 6; the galley aboard 'California'; Shana Bagley shows us the shower head each crew member gets to use every nine days, plus one of her contributions to her team: "Lady Anti-Monkey-Butt Powder"; Donna Womble, who hails from Monterey, joined 'California' for the leg to Panama; 'California' skipper Pete Rollason; Rhode Island-based 'California' sailor Chris Sheldon gets his gear stowed before heading for lower latitudes.

up a jury rig to mitigate *Cal*'s need for diesel.

Among the teams still racing, *Cape Breton Island* put on a show, finishing on March 30 — two days ahead of the next boat! In fact, the crew moved the boat along so well that they received plaintive emails from race organizer Clipper Ventures asking that they slow down. After that much time at sea, we couldn't blame the *CBI* sailors for just wanting to git 'er done. There weren't many people out to welcome them to

the Bay, in part because *CBI* beat the race office personnel — scheduled to set up shop at the Golden Gate YC a day later — to the Bay. While they may have beaten the organizers by a day, they only beat the pizza guy by a few minutes; not long after they were tied up in the San Francisco Marina, the 17-member crew was devouring the stack of pies they'd ordered upon finishing.

At the prize giving, the orange canister that had conveyed the all-important radio to *California* was passed around

to the couple hundred people in attendance, quickly filled with money for the Coast Guard Foundation. A CG officer in attendance conveyed the impression of the *C-130* crew, who were amazed at how calm *California's* crew had been.

Local Clipper racers like Charles Willson and Shana Bagley had commented to us in the past that the camaraderie between the sailors on every boat is strong. The feeling that the entire 400-strong participant pool is like one big family is prevalent. Because of the structure of

ALL PHOTOS LATITUDE/ROB

THE WORLD RACE



the Clipper Training, everyone from the "Leggers" — those who sail only selected legs — to the "Rounders," has pretty much sailed with everyone else before they're ever assigned to a particular boat. Many of them have experienced horrific weather, seasickness and exhaustion together, which means when they congregate, the atmosphere is kind of like a school reunion, but a lot more convivial.

A remarkable aspect of the race is the variety of backgrounds its participants come from and the diversity of nationalities, ethnicities, and genders they represent. Outside of a women's regatta, this was hands-down the highest percentage of female sailors we'd ever seen together in one place. Some racers we talked to

were scratching their way through the race, raising money as they went from leg to leg. Others had quit their jobs or taken temporary leave, spending their 'cushion' on the race. Frankly, we wanted to know why things like bashing around the world and transiting the North Pacific in the springtime were so appealing.

One of the more interesting folks we met was Jones. Sporting an asymmetrically-sculpted beard and sounding like anything but, he's the former managing director of UK-based \$500 million-a-year produce and flower importer Flamingo. After working his way up from the shop floor to the job he just left, Jones had enough. He'd broken up with his long-time girlfriend early last year; when he heard about the race, Jones no previous

sailing experience but nevertheless sold his apartment and most of his stuff, stashed some essentials in his folks' garage and bid farewell to urban and corporate life to sail around the world.

"For the first time in my life, I have a key to nothing," he said. "It's wicked!"

Uniquely Singapore rounder Nicole Ho came to the race from a different background. The 33-year-old native of her boat's namesake country, had already decided to take two years off from her IT job when she first became aware of the event during the '07-'08 race.

"Sailing is still a luxury sport in Asia, especially in Singapore," she said. "I had done a lot of canoeing and diving, but I'd never sailed until the training started.

"I'm really happy I signed on," she

CLIPPER 'ROUND THE WORLD

said. "I think in general we really try to calculate too much, and sometimes in life we just have to let it flow."

The only people who get paid to do the race are the skippers, so we asked *California* skipper Pete Rollason — an Englishman residing in South Africa — what *their* motivations are.

"Some have solo-racing aspirations," he said. "But others like me just want to do it for the sake of doing the race."

What was like to get 17 essentially green offshore sailors to sail a boat around the world, and is there another element to the diversity of the crews?

"Any of us can get the amateurs to do the work, but dealing with the interpersonal relationships can be a challenge," Rollason said, laughing. "We have a running joke that when we're done, we're going to start a kindergarten!"

Another question we had, was how competitive is the race?

"The point is to enjoy it," Jones said.

So is it a race? Hell yeah, it's a race. One month to cross the North Pacific in the spring is damn fast! If you disagree, ask yourself why do you go racing? Is it for glory and fame? That's for the pros.

You'd probably be sorely disappointed if those were your goals. Chances are you do it for the same reasons that Clipper sailors do: self-exploration, camaraderie,

"The one thing to take away from it, is that anyone can do it."

the challenges, and the recreation — in the most basic sense of the word.

The stopover left us with a newfound appreciation for creator Sir Robin Knox Johnston's efforts with this event. For all the well-intentioned rhetoric, research and initiatives that pop up aimed at getting new blood involved into the sport, something is lost. The most effective way to get new people sailing is to . . . take them sailing! And that's what RKJ is doing. He's taking 400 people sailing each

time he puts this circus on the road. He and Clipper Ventures have essentially democratized ocean racing. If we understand correctly, it takes about \$40,000 to do the race; we challenge you to find any amateur who's circumnavigated for less in ten months' time.

"The one thing to take away from it, is that anyone can do it," Ho said.

Will the race ever come back to the Bay? We hope so. The organizers were extremely grateful for the efforts of the Port of San Francisco and Harbormaster Larry White, who went to great lengths to accommodate the race on the Cityfront. There wasn't a whole lot of interest from the general public, but because the stopover was unsponsored, Clipper Ventures didn't have the marketing budget and partnerships they normally have in place to set up a race village and advertise in mainstream media. For what it's worth, for the first time we felt that it's something we'd want to do. Clipper Ventures, *please* come back to the Bay!

The fleet departed April 20 bound for Panama; you can track its progress at www.clipperroundtheworld.com.

— **latitude** /rob



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'SUPERMEN' TO THE RESCUE —

Imagine that a life-threatening medical emergency has occurred aboard your boat while you're sailing across the South Pacific, 1,400 miles from the nearest land. Suddenly, four highly-trained medics drop out of the sky above you with all the supplies and expertise nec-

his tongue that was bleeding profusely.

For the previous five days, the crew had been communicating with the Maritime Mobile Net, which would be on the air with their daily roll call in a few hours.

But, rather than wait, they decided that the seriousness of the situation necessitated an immediate call for help.

Dave Taylor got on the boat's HF radio and put out a pan-pan over the Maritime Mobile Net frequency. This is where the first near-miracle of

this story occurred. For reasons that experienced HF radio aficionados still don't fully understand, a Floridian Ham operator named Bill Sturridge — who was roughly 3,500 miles away from *Wind Child* — heard a faint "pan-pan" just as he was taking over net control duties. But the only other word he could make out initially was "medical."

During the next half hour, Sturridge pieced together the basic facts of the emergency through a series of faint transmissions, and reported them to the Eleventh Coast Guard District Rescue Coordination Center in Alameda via his land line. Among those who took on the case was Flight Surgeon Dr. R. Nolte, who was eventually patched through to *Wind Child*. After Hendricks fully explained his wounded shipmate's condition and described the medical resources aboard, Nolte made the call for an immediate medevac. In addition to lacerations on Kalahar's tongue and head, Nolte's biggest concern was that the wounded sailor would become severely dehydrated and could possibly die, as damage to his throat had left him unable to swallow. At the time, *Wind Child* was a minimum of 10 days from the nearest shore facility.

As the evacuation game plan took shape, an hourly communications schedule was established to give updates on Kalahar's condition, as well as *Wind Child's* position and the local weather conditions. During the process of patching through and relaying calls, Hams from Texas, Minnesota and Hawaii played key roles.

Through the AMVER network (Automated Mutual Assistance Vessel Rescue

System), the Liberian-flagged, 610-ft container ship *Cap Palmerston* was diverted toward the sloop's position. She was 16 hours away, and had been en route to Ensenada, Mexico. In addition, Nolte and his associates considered the situation serious enough to warrant sending out an elite team of pararescuemen (PJs) from the 129th Rescue Wing of the California Air National Guard. They would parachute onto the scene out of the cargo bay of a Coast Guard C-130 Hercules aircraft. Remember those guys who jumped out of the sky in *The Perfect Storm*? Yeah, those guys.

Talk about calling out the cavalry,



US COAST GUARD

C-130s are the primary workhorses of many long-range rescue ops. When you're in trouble, seeing one overhead is a godsend.

essary to save the life of your severely injured crewman. You might think you'd just witnessed a miracle.

No doubt that's how skipper Rudy Heessels felt last month when four pararescuemen arrived aboard his Washington-based Beneteau First 36s7 *Wind Child*, which was en route from Mexico to the Marquesas.

About an hour before sunrise on April 1, crewman Kevin Hendricks was at the helm, hand-steering over sloppy 8-foot swells in gusty, unsettled conditions. His watch partner, Michael Kalahar, was seated at the forward end of the cockpit, portside. Suddenly, a swell twisted the hull and a strong gust got behind the mainsail, breaking the preventer and sending the boom flying across the cabintop. In the process, the vertical lines of the mainsheet assembly caught Kalahar, who is 56, across his throat, pinning him against the cockpit bulkhead and bashing his head against the portside sheet winch. Moments later, when Hendricks freed his watchmate from the lines, he saw that Kalahar was unconscious and not breathing.

Hendricks, who fortunately had been trained as an EMT, yelled for all hands on deck as he proceeded to clear Kalahar's airway and administer CPR. After getting his injured friend breathing again and into the main cabin, Hendricks did a systematic evaluation of him, and the crew discussed their options. Initially, the worst of his injuries appeared to be a deep laceration across the full width of



Spread: 'Wind Child's signature chute made her easy to spot as she cruised Mexico this winter. Right: Pararescuemen silently psych up for their imminent jump.

LATITUDE / ANDY

WIND CHILD'S MID-OCEAN MIRACLE

these selfless heroes are said to be the most highly trained of any of the U.S. military's special operatives. Their

Damage to his throat had left him unable to swallow. At the time, Wind Child was a minimum of 10 days from the nearest shore facility.

specialized skill set — which includes advanced medical training — was originally developed to rescue downed pilots behind enemy lines. The two-year train-

ing regimen they endure is so tough it's been dubbed 'Superman school'. As you might imagine, it is rare for PJs to be activated to aid sailboaters in distress. But in an extreme — life-or-death — situation such as this, they go willingly.

Wind Child's location, however, was at the outer limits of a C-130's range — and more than 1,000 miles beyond helicopter range — so Heessels was asked to reverse course and head back toward Mexico.

Wind Child was sailing near the northern edge of the Intertropical Convergence Zone (ITCZ), where lots of tropical rain cells linger, so cloud cover was a big concern. The PJs would need a mini-

mum of 3,000 feet of clear air to descend through. An estimated jump time was established, prior to which the boat's EPIRB was to be activated. The plan was for the four PJs to stay aboard *Wind Child* until the *Cap Palmerston* arrived. Then, after transferring to the ship, they would stay aboard with Kalahar until they could all be airlifted off near the coast.

While the crew awaited the rendezvous that afternoon, Kalahar was relatively stable, in part thanks to the pain meds he'd been given, but he was still unable to swallow.

Late in the afternoon Heessels made the wise decision to alter course to get away from approaching black rain clouds. With *Wind Child's* EPIRB activated, she was easy enough for the C-130 pilots to find, but by the time they arrived, it was getting dark. The earlier course change had brought the sloop into an area with a substantially higher cloud ceiling. Sea conditions were rough,



USCG / PO 3CL HENRY G. DUNPHY



however, with winds around 25 knots. After the plane made a few trial passes, *Wind Child's* crew saw a large parachute open — which they soon learned was harnessed to a fully-equipped inflatable — followed by four smaller chutes carrying the PJs. On the next pass several supply packages were dropped, which the crew was instructed to chase down and retrieve.

But corraling them proved to be no easy task. With their parachutes still inflated, the strong breeze dragged them rapidly across the surface, away from *Wind Child*. Motoring at top engine speed — about 7 knots — the crew finally caught up to one of the bright orange crates in the fading light. They were still

'SUPERMEN' TO THE RESCUE —

pondering how to get it aboard — it was very heavy and seemed to be nearly as big as the cockpit — when the inflatable arrived full of PJs and their gear.

Once aboard the sloop, the jumpers pulled oxygen tanks and other supplies from the crate, and the lead medic took over Kalahar's care, soon setting up an

After a couple of tries, one of the PJs grabbed the raft and began reeling in its tow line.

IV to begin rehydration.

During the ordeal of jumping, swimming to the dinghy in high winds, then bouncing over the wavetops aboard it to reach *Wind Child*, all four PJs had become seasick, but they bore it stoically as they carried on with their duties. They were also a bit surprised at the size of *Wind Child*, as someone had told them she was a 51-footer! In all the excitement, the dinghy worked loose and drifted away into the night.

By this time, Heessel's crew had spoken directly with the *Cap Palmerston*, which was expected to arrive before dawn. Her captain would decide on a transfer plan after sunrise. With Kalahar now stabilized, there was undoubtedly

ered their launch for a rendezvous. But the combination of sea conditions and damage to one of the launch's hulls made that plan a nonstarter. As options for Plan B were being discussed, *Wind Child* was maneuvering under engine power when the tail of a genoa sheet became badly fouled in the prop. It had apparently gone overboard earlier during the shuffling of men and equipment in the cockpit. Although one of the PJs dove under and was able to clear part of the sheet, it was obvious that the job could not be completed until the seas calmed down.

This unfortunate mishap added substantially to the complexity of the transfer, but Heessels and his crew, all of whom are experienced offshore racers, were up to it.



CAL ANG / CAP PALMERSTON

Because 'Wind Child's engine was out of commission, getting the injured sailor and the PJs into the raft was no easy feat.

some sense of relief among the passage-makers. But their challenges were far from over.

After positioning the *Cap Palmerston* to create a lee, the ship's crew low-

Anyone who knows Heessels knows that aboard *Wind Child* he and his cruising cronies — some of whom race with him back home, and some against him — almost

WIND CHILD'S MID-OCEAN MIRACLE

What sort of man would jump out an airplane at night in the middle of the ocean to save a complete stranger's life? One with a heart of gold and super-sized cojones.



USCG / PO 3CL HENRY G. DUNPHY

never use the engine or autopilot. So it's bitterly ironic that the one time they really needed the iron jib, it was unavailable to them.

The idea of sailing right alongside the ship was discussed but abandoned due to the rough sea conditions, as was the idea of having *Wind Child* sail close enough to the ship to retrieve tow lines, so Kalahar and the PJs could be transferred via a liferaft.

Plan D, however, proved to be a winner: the *Cap Palmerston* cut her power and drifted, trailing her 6-person inflatable liferaft on a long tether behind her, which the *Wind Child* crew was meant to snag. Having raced for years in Puget Sound, competed in several Hawaii races, and cruised in Mexico, Heessels is an expert helmsman in all conditions. So, despite the increasing wind and rain, he was able to zig-zag back and forth behind the ship while Hendricks and Taylor trimmed. After a couple of tries, one of the PJs



CALANG / CAP PALMERSTON

Rescue jumpers coach the cargo ship's crew, as the wounded sailor is slowly hoisted aboard the 'Cap Palmerston'.

grabbed the raft and began reeling in its towline.

On the boat's blog, Taylor later explained, "In an outstanding, and heroic demonstration of sailboat handling, Rudy was able to keep our boat in position, and far enough away from the ship to allow the transfer of patient, jumpers

WHO WERE THOSE GUYS?

You need guts, brawn and brains to become a pararescueman, plus an inordinate sense of compassion for others, as symbolized by their chilling motto: "That others may live."

In addition to their primary mission during wartime — treating and recovering downed pilots behind enemy lines — they occasionally assist in civilian rescues in remote locations (such as this one), and have been used to recover NASA astronauts after water landings.

Their training, as part of the Air Force Special Tactics community, is incredibly intense. They have to be tough enough to endure Navy SEAL training and sharp enough to become proficient in advanced medical training. (Sorry, but this specialty is not currently open to women.)

The PJs' two-year instructional program is known as "the Pipeline" or, perhaps more appropriately, "Superman School," as only the fittest of the fit survive it. In fact, the dropout, or washout, rate is said to be the highest of any U.S. military Special Ops program.

Think you've got the stones and the stamina to make the cut? If so, see if you can pass the PAST (the Physical Abilities and Stamina Test). It's sort of a Special Ops SAT test — only a tad more physical. The following are the *bare minimum* physical requirements for acceptance into the program:

- Swim 25 meters underwater on one breath
- Swim 1,000 meters sidestroke or freestyle in 26 minutes or less
- Run 1.5 miles in under 10 minutes and 30 seconds
- Do eight chin-ups in a minute or less
- Do 50 sit-ups in 2 minutes or less
- Do 50 push-ups in 2 minutes or less
- Complete 50 flutter kicks in 2 minutes or less

Piece of cake, right? And that's just to get your toe in the door.

Those who do pass the rigorous training wear distinctive maroon berets. If you see one, give a salute and say thanks.

'SUPERMEN' TO THE RESCUE

and baggage."

Once aboard the liferaft, Kalahar and his caregivers were pulled alongside the massive, red-hulled ship, and the patient was hauled aboard on a stretcher.

"With very mixed feelings, we said farewell to our injured crewman," wrote Taylor, "... We will miss his good humor and sailing skills as we resume our lonely ocean passage to French Polynesia."

Thankfully, Kalahar remained stable during the ride toward the Mexican coast. On April 4, when the ship was roughly 650 miles off the Baja coast, she was met by an aerial entourage of two HH-60F Pave Hawk helicopters, accompanied by two Marine Corps planes: a 130P Combat Shadow, and a KC-130J Super Hercules tanker used to refuel the helos en route.

By late that evening, Kalahar was safely transferred to a San Diego hospital, where specialists attended to his injuries, and family members, who'd driven down from Washington, comforted him. At this writing, he is home convalescing, and, in his words, "on a steady path to



Look very closely and you'll see a small dark shape directly beneath the helo. That's a PJ making his exit — all in a day's work!

recovery.

"Each day," he says, "I am thankful for all of the goodwill, support, and

sacrifices made both by my friends and by those involved in my rescue." With any luck he'll soon be back out on the waters of Puget Sound again, racing his trophy-winning Jespersion 30 *Myrrh*.

Wind Child, by the way, continued on to the Marquesas and completed her 21-day crossing by making landfall at Hiva Oa's Atuona Bay.

All in all, this multi-phase rescue was an astonishing effort by a highly efficient network of dedicated professionals. As Heessels' wife Jean put it, "The Ham Radio Operators, Coast Guard, California Air National Guard, and AMVER *Cap Palmerston* accomplished something many of us never understood was possible. The three and a half days it took to get Michael to the hospital have been ones during which we've learned so much — about resources, skills and experience acquired by individuals, and human spirit and willingness to help. We are so grateful to all the angels!"

— **latitude/andy**

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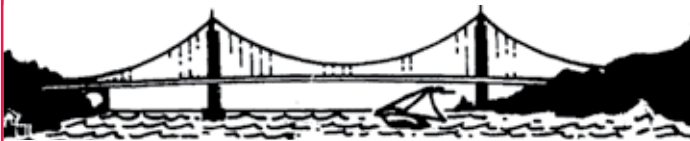
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ASA OUTSTANDING SCHOOL OF THE YEAR

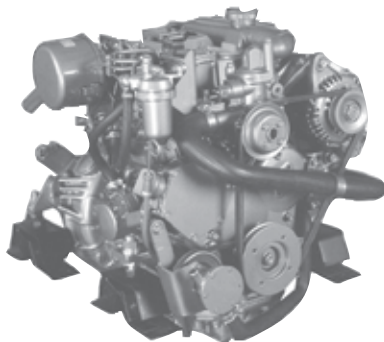


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CALIFORNIA

In the past, Lina and I have made long distance passages to the Marquesas, Mexico and Hawaii. And I did the '98 Singlehanded TransPac. But we actually prefer California Cruising because it better conforms with our cruising rules:

- 1) Always turn left after sailing out past the Golden Gate Bridge.
- 2) Don't sail at night unless it's absolutely necessary.



LATTITUDE / LADONNA

Lina and Bruce Nesbit have cruised the California coast aboard 'Razzberries' for 12 years.

and when staying at yacht clubs, participate in as many of the club activities as possible.

- 3) Harbor hop like a couple of bunnies instead of making longer passages.
- 4) Take the time to enjoy each stop.
- 5) Stay at yacht clubs where space is available,

- 6) When transiting the coast of California, always stay in water that's more than 200 feet deep in order to avoid kelp and crab pots.
- 7) Don't cruise where you can't drink the water or speak the language.

We bought our boat, *Razzberries*, an Ericson Yachts-built Olson 34, from Stan Womsley of the King Harbor YC in '93. She rates 99 in San Francisco and 108 in Southern California. She still has the number '99' on her bow from the '98 Singlehanded TransPac.

I retired from a management position at PG&E in '93 shortly after purchasing *Razzberries*. Since then, Lina and I have generally spent winters in the Bay sailing out of the Richmond YC, and summers cruising the California coast as far south as San Diego. So far, we've made 12 cruises to Southern California, and as a result of our 'rules', have made good friends in every port.

While California Cruising, we get

around by foot, buses, the occasional rental car, and dinghy. Such cruising can be quite economical, as yacht club members who keep on the move rarely have to pay for berthing. Of course, it

helps a lot if your boat is less than 35 feet. Lots of yacht clubs have trouble accommodating larger boats.

To give you an idea of what kind of places you can visit and fun you can have California Cruising, here's our schedule and comments from last year:

4/21 — We spent the first night at Half Moon Bay. It's only about 25 miles down the coast from the Bay, but as we mentioned, we like to harbor-hop rather than make long passages.

4/22-28 — We could have stopped at Santa Cruz, but continued on to Monterey, where we got two nights of free berthing at the Monterey Peninsula YC. Then, because there is so much to see and do around Monterey, we took a slip at the Municipal Marina. While in Monterey, Bruce raced on the Sydney 38 *Bustin' Loose*.

4/29 — We then did a 80-mile hop down to San Simeon, where we spent the night. It's a very scenic anchorage and Hearst Castle is nearby.

4/30 — Instead of stopping at Morro Bay, we continued on to Port San Luis. We got a mooring for \$10, which included a shuttle service, so we didn't have to inflate our dinghy.

5/1 — Normally we would have stopped at Cojo anchorage, 50 miles southeast of Port San Luis, but the wind was so good that we continued on to Santa Barbara, arriving about midnight, which is late for us. It had been a 90-mile passage. As it was, we'd had strong northwest winds from Davenport, which is just north of Santa Cruz, al-

most to Santa Barbara, so we never needed to motor. In fact, we always sailed with the #4 jib and one or two reefs in the main.

It was our fastest time ever from San Francisco to Santa Barbara.

While in Monterey, we met a Canadian family — Peter, Krishna and their two boys — on *Outrider* a C&C 40,

Spread, Cat Harbor on Catalina Island is a favorite stop for Bruce and Lina. In fact, their stop at Catalina last summer inspired this article. Below, pulling her weight — Lina isn't just along for the ride.



ALL PHOTOS COURTESY RAZZBERRIES UNLESS NOTED



and buddyboat-ed with them as far south as Santa Barbara. While we passed through the part of the Santa Barbara Channel where there is tremendous natural oil seepage to the surface, the folks on *Outrider* got such big whiffs of petro-

leum odors they became worried that our boat was on fire.

5/2-8 — While you can anchor out on either side of the Stearn's Wharf in Santa Barbara, it's not very convenient and can be roly. So we took a berth in the marina. Santa Barbara is a beautiful city, and much of it can be enjoyed by walking or using the bus system. We were going to do the Wednesday Beer Can Race out of the Santa Barbara YC on

You don't have to leave the country to enjoy your boat.



the same Beneteau we'd raced on before, but the race was cancelled due to the big Jesusita fire. We watched the fire from our boat as the ashes drifted down onto us and our boat.

5/10-14 — After sailing 20 miles to Ventura, we got free berthing at the Ventura YC. Bruce raced on a Santana 35 and attended a BBQ for liveboards.

5/14-31 — We often stop at the Channel Islands, which are as close as 15 miles from Ventura, but this time made a 50-mile passage all the way to Marina del Rey. This is a great place to stay, as it's close to shopping, movies and stores, close to LAX — which made it convenient for family members to fly in and visit us — and close to the California YC, home of the Cal Cup Regatta. Bruce raced in that event on the 65-ft sled *Cheetah*. Our daughter, son-in-law and 2-year-old grandchild visited from Chicago. We even got invited to a wedding at Greystone Manor in Beverly Hills, after which the bride rode a mechanical bull in a local bar. Yee-haw!

While in Marina del Rey, it was also

possible for us to get two free nights at the Cal YC, the Santa Monica Windjammers YC and the Del Rey YC. There is also relatively inexpensive berthing at the Burton Chace Park, in the heart of Marina del Rey. While staying at Marina del Rey, Bruce raced on the Davidson 52 *Pendragon IV* in a beer can race, did Cal Race Week on the Schock 35 *Voodoo Doll*, and went down to Long Beach to race on the Farr 40 *Temptress*.

6/2 — We overnighted at King Harbor YC in Redondo Beach, which is just 10 miles from Marina del Rey, and did the Women on the Water — WOW — race on the Farr 40 *White Knight*.

6/3 — We overnighted at Cabrillo YC in San Pedro, which is 20

miles from Redondo. We were scheduled to race on *White Knight* again, but the race was cancelled due to heavy weather.

6/4-17 — We bypassed Shoreline and Alamitos Bay Marinas in Long Beach, and made the 20-mile hop down to Newport Beach. During our nearly two weeks in Newport Harbor, we got free berthing at the Balboa YC, Bahia Corinthian YC, and the American Legion YC, and got a low-cost berth and mooring from the Orange County Sheriff's Office. There is lots to see around Newport Harbor — including Lina's favorite, shopping at Fashion Island! — and a dinghy is often the best way to get around.

While in Newport, Bruce raced on the Schock 35 *Whistler*, and did a Taco Tuesday Race on the Tartan 35 *Élan*.

6/18-22 — We sailed 25 miles across the Catalina Channel to Avalon to meet the Coastal Cup boats as they finished their race from San Francisco. We stayed on a mooring, although they aren't cheap. You can anchor, but it's best to anchor for free near White's Landing and dinghy to Avalon. After the Coastal Cup, we partied with fellow Richmond YC member Mark Howe and his crew from the Beneteau 40 *White Fang*. Bruce was slated to do the Santa Barbara to King Harbor Race on *White Fang*, but plans changed, so he didn't get to do that.

6/23-28 — We sailed back across the Channel to Alamitos Bay, where Bruce crewed on the One-Design 48 *Emirage II* for Long Beach Race Week.

6/30-7/5 — We sailed back to Catalina and around the back side to Cat Harbor, where we took a mooring. It's also possible to anchor for free in Cat Harbor, which is a good anchorage in almost all weather conditions.

The 'Razzberries' crew doesn't worry too much about provisioning because supplies are readily available at nearly every stop down the coast.



CALIFORNIA

7/6-20 — We sailed 80 miles south to San Diego Bay, where over the next two weeks we'd get free short stays at the San Diego YC, Southwestern YC, Coronado Cays YC, the Coronado YC and the Silvergate YC. The Police Dock also has inexpensive berthing.

The sailing in San Diego Bay is done in light air, but it's tons of fun. There is a lot of ship and military traffic, so only one beer can race a week is permitted. Bruce did it aboard the R/P *Staghound*. In our attempt to beat Dennis Conner, we got too close to shore and experienced a violent grounding. I went flying, and still had bruises two months later.

There is also good sightseeing in San Diego, including the *U.S.S. Midway*. We did a Cortez Beer Can Race aboard our sistership *Paladin*, and yet another on the Flying Tiger *R Nasty*. We sailed with our old friend Dale Parshall, and reviewed the book he is writing on his experiences out of the Richmond YC — including a cruise to the Marquesas and a Singlehanded TransPac— both of which we had roles in.

7/21-23 — We overnighted at both



Part of the charm of harbor hopping is meeting new friends at yacht club dock parties .

Oceanside and Dana Point.

7/24-26 — We found ourselves in Newport Harbor on 'big wave day'. The surfing at the world famous Wedge, which is on the west side of the west

entrance breakwater, was awesome, with waves 15 to 20 feet. As we entered the channel, we could see surfers who were higher than our heads when riding waves on the other side of the breakwater. Tragically, one surfer lost his life. The surge was so bad inside the harbor that there were no berths available. We had no luck getting a berth from the Orange County Sheriff's office as there was too much surge to dock and because the lifeguards were using the docks for CPR. So we left and went 20 miles north to the Long Beach YC and took a berth there.

7/27-28 — We spent the night at King Harbor YC in Redondo Beach. It's also possible to get a permit for four free days of anchoring behind the breakwater.

7/29-31 — Marina del Rey. This time we stayed at the municipal marina next to Burton Chace Park, where they have lots of activities such as free movies and music. In fact, we watched *Grease* from our lawn chairs.

8/1-31 — We took a berth for a month at the California YC. Bruce was slated to race in the PHRF championships at

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Cabrillo Beach YC, but they were cancelled for lack of entries. PHRF seems to be fading down south, while one-design racing is strong. At the Cal YC, the Farr 40, Farr 30, Martin 242, J/105, Star and Open 5.70 fleets are strong.

We entered *Razzberries* in the Santa Monica Windjammers YC double-handed cruise race, and took first place! While still berthed at

the Cal YC, Bruce did a beer can race on the 1D-48 *Emirage II*, did the eight-race Schock 35 Nationals on *Voodoo Doll*, had dinner with fellow Richmond YC members who were cruising Southern California that summer, visited the nearby

Getty Villa, and had a dock party at the Cal YC to celebrate Bruce's birthday.

9/1-8 — We sailed back to Catalina's Isthmus for Labor Day Weekend to enjoy lots of activities, including the Buffalo Chip Toss. We got to visit with friends

to ours at the Richmond YC, we never met them until both our boats were at Catalina! Bruce Manchester, who races with us on *Razzberries*, joined us in Catalina, and later sailed with us to Santa Barbara.

We also met the publisher of *Latitude*, who

was enjoying life, living and working aboard *Prof-ligate* on the hook at Harbor Reef. He suggested we write this article.

So as you can see,

there are plenty of people to meet and places to see, and countless races and cruises to enjoy when doing a California Cruise. You don't have to leave the country to enjoy your boat.

— bruce & lina nesbit

MORE CALIFORNIA CRUISING OPTIONS

For those more inclined to cruising than racing in Southern California, there are lots of other places that weren't mentioned, for example, San Miguel, Santa Rosa, Santa Cruz and Anacapa Islands. You can anchor around the corner off Pt. Dume, and if the weather is mild, right off Malibu. Paddle in with your board and you're sure to get a warm — cough, cough — welcome from the other surfers. With a permit you get four free days on the hook behind the Redondo Breakwater. Except for Cat Harbor, most free Catalina Harbor anchorage is in deep water, so don't skimp on the ground tackle. There is one anchorage in Newport Harbor where you can stay for 72 hours without a permit — but only once a month. If you don't live in San Diego County, you can also get a three-month permit to live aboard near the Coast Guard Station.

The Golden State has many problems, but from your anchored boat at places like Santa Cruz Island, Cojo or Cat Harbor, they seem so very far away. Enjoy!

who cruised in from yacht clubs that we'd stayed at. And we finally met George Balmer and Carolyn Jones of *Kestrel*. Even though they keep their boat close

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BEER CAN RACING



— NEED A REASON?



Beer Can racing is one of the most time-honored traditions at almost every yacht club and sailing center in the country. Here in Northern California, it's practiced at nearly every club with any kind of racing program. Because there are so many clubs within such a small area, there are one or two races every night of the week. That means unless you work night shifts, you ought to be able to find one that works for you. There's no

Spread — check out the variety in the fleet at Santa Cruz YC's extemporaneous Wednesday night race. Insets, clockwise from top-left — Jack Gordon puts the helm down on 'Roller Coaster,' Beer Can races make for smiles; it's so intense you can even do it with a beverage in one hand.

better way to get some weekday sailing therapy than to take advantage of one of the most relaxed no-fuss manifestations of sailboat racing.

Have you been thinking about going racing, but feel intimidated by a hyper-competitive atmosphere? Beer can races are the best no-pressure, entry-level

races, hands-down. There's rarely a protest, yelling is scarce — it's usually met with the disapproval of everyone else. And, there's a bunch of like-minded people to socialize with afterwards. The races range from the "serious" — which in the case of beer can racing means a race committee and scoring — to infor-

BEER CAN RACING



Clockwise from top left — Morgan Larson helms the Santa Cruz Wednesday night race 'rabbit', the Sydney 38 'Animal'; Jon Stewart and Angie Rowland catch up after a Corinthian YC Friday night race; A-Cat sailor Andy Kolb heads for the barn after a Wednesday night race in Santa Cruz; Jay Crum tries, and fails, to look serious while calling tactics aboard 'Roller Coaster'; almost every YC has a neighborhood watering hole where the masses congregate when the Club bar shuts down at a reasonable hour, in Santa Cruz it's Brady's Yacht Club; Logan Dini and Jaden Ribera out for a 'Roller Coaster', both of their dads were aboard; the attitude might be mellow, but the racing's still close in most Beer Can series; 'Outrageous' is showing up for a Beer Can race with a longboarded bottom; we decided to withhold the names of these 'Tiburon' grommets, along with the details of their caffeine-fueled hijinks . . . hey, where did all the mixer go?

mal — where there's no real organization per se.

The Santa Cruz YC Wednesday night races fall into the latter category. They're unofficial: no scores are taken, and the "race committee" is actually racing too,

broadcasting the course to the fleet on a megaphone before the start. Instead of a starting line, there's a "rabbit" start, where a designated boat, the "rabbit" — in this case belonging to the same family that's done the honors for 40 years —

sails across the fleet on port tack while all the other boats take its transom; there aren't any guns, nor is there a chance of being called OCS, or a need for a stop-watch. It's about as simple as it gets.

While inclusive and informal, beer



can racing is definitely worthwhile for even the most accomplished sailors. We witnessed a perfect example of this phenomenon when we went down to Santa Cruz to, er, research this article.

When we got out on the water, we weren't at all surprised to find someone like former 505 World Champion, pro sailor and Louis Vuitton Cup veteran Morgan Larson at the helm of the "rabbit," enjoying the racing like everyone else. Veteran pro Jay Crum was calling

tactics just for giggles aboard our ride for the night: Santa Cruz YC-sailor Jack Gordon's SC 50 *Roller Coaster*.

A Corinthian YC Friday night race is a little different, but by not much. While it enjoys the same type of friendly atmosphere and post-race revelry, the races are started from the club's race deck and scores are kept. Our ride for the Corinthian Friday nights — when

Latitude 38 Associate Publisher John Arndt's Ranger 33 *Summer Sailstice* has a packed cockpit — is Steve Stroub's SC 37 *Tiburon*.

The tactician during our most recent Friday night aboard *Tiburon* was 1996 Soling Bronze Medallist Jim Barton, while our main trimmer was former Etchells Fleet 12 Season Champion Ben Wells, both of whom brought their kids along with them.

Even the most serious racers enjoy

BEER CAN RACING

the lighter side of the sport that beer can racing represents. For example, Philippe Kahn, he of the gigantic *Pegasus Racing* program, sailed in both events — a mere five days apart. He's not a pro, but he sails as much, if not more, than many pros. Despite all that sailing, he still makes time for week-night racing.

Have you been looking for a way to get your spouse or kids to go racing with you? There's no better way than a beer can race. In addition to being less intense, the races are shorter than most weekend races. The lure of a post-race BBQ and a Shirley Temple is usually more than enough to get the kids to come out, and before long they'll start getting mighty P-O'd if you don't bring them.

The only things you really need to know about Beer Can racing are covered by a time-honored tome:

The 10 Commandments of Beer Can Racing:

- 1) *Thou shalt not take anything other than safety too seriously.*
- 2) *Thou shalt honor the racing rules if thou knowest them.*



LATITUDE/ROB

As long as there's enough light and enough breeze, there's no reason why you can't spend at least one night a week Beer Can racing.

- 3) *Thou shalt not run out of beer.*
- 4) *Thou shalt not covet thy competitor's boat, sails, equipment, crew or rating.*
- 5) *Thou shalt not amp out.*
- 6) *Thou shalt not protest thy neighbor.*
- 7) *Thou shalt not mess up thy boat.*

- 8) *Thou shalt always go to the yacht club afterwards.*
- 9) *Thou shalt bring thy spouse, kids, friends and whoever else wants to go.*
- 10) *Thou shalt not worry; thou shalt be happy.*

The long version makes a great read and is available at our website in the "wisdom" section, while the best resource for finding a Beer Can race near you is the *2010 Northern California Racing Calendar and YRA Master Schedule* — available in print at our World Headquarters in beautiful Mill Valley and many of the places you pick up your copy of *Latitude 38*, or online at www.latitude38.com. Once you get the beer can racing bug, you'll probably be tempted to start going more than once a week. If you do, don't forget *Latitude's* Beer Can Challenge — sail a beer can race every night of the week, send your story and photographic proof to rob@latitude38.com, and we'll send you some *Latitude* swag.

What are you waiting for? We'll see you out there!

— **latitude** /rg



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CUBA THROUGH THE BACK DOOR —

Cuba: "A place where the communist ideology continues side by side with the encroaching and inevitable capitalism," wrote author Andrei Codrescu.

Why visit Cuba? Probably a combination of '60's-era romanticism and plain old curiosity, coupled with the excitement of the forbidden fruit. Also, the promise of unspoiled cays and stunning



With a cigar firmly wedged between his lips and a Panama hat on his head, this friendly fellow cuts a classic image of a Cuban gentleman.

turquoise-blue waters as promised by an American cruiser in Puerta Vallarta who extolled the beauties of Cuba's southern coast.

Many Americans, including us, are first attracted to the idea of going to Havana in the footsteps of Hemingway, quaffing *mojitos* and listening to the strains of the Buena Vista Social Club. I made a feeble attempt to visit the north shore when returning one May from Antigua. Charts in hand, with some trepidation I headed north and west after Sailing Week. After hearing from the cruising community that the only place to check in was Havana, we were forced to bypass 400 miles of the Cuban coast, which was just the excuse I needed to put my fears to rest and change course for the Bahamas. Arriving later in Miami to the full American homecoming, complete with drug-sniffing dogs and unduly officious customs officers, I knew I was back in the States.

This time, however, we decided that the south coast of Cuba would do us well, as it is an easy jump from Isla Mujeres, Mexico, across the Yucatan Channel to the western tip of Cuba. The southern coast of Cuba makes a northwest to southeast arc, some 240 miles long, which we hoped would offer protection from the prevailing easterlies as we worked our way to the eastern Caribbean. Placing our trust in Nigel Calder's decades old *Cuba, A Cruising Guide* we continued on to Isla de Juventud rather

than stopping at the more western port of entry of La Coloma. This was the first rule we broke in Cuba. It's important to remember that Cuba is neither a "can country" such as Mexico, nor a "cannot country" such as *Los Estados Unidos*. Rather, it is a totalitarian country firmly held together with an unbelievable number of rules, which are not just avidly enforced on us *Norte Americanos*, we were told repeatedly, but on everyone.

With 40 to 45 knots forecast the following day, we were looking for a good place to hide. At Punte del Este on Isla Juventud there is a beautiful anchorage that we visited later, but for the approaching major cold front we were hoping for more protection. Most insurance coverage does not insure American-flagged vessels in Cuban waters unless they have U.S. paperwork in order for an official visit. We originally had planned to use commie Cuba as cover for our trip east, but now everything changed. We were going to the land of Che and Fidel, somewhat retracing the original dozen freedom fighters' voyage from Mexico to Cuba in the *Granma*. (Somewhat ironically, Fidel had purchased the *Granma* from an American in Mexico who had named it in honor of his grandmother, but misspelled it.)

Arriving in the small but well-protected (5-foot draft) harbor of Marina Siguaneya, we passed the *Guarda* post complete with camouflaged guard tower (and a guard inside), barbed wire fences and a huge mural of Che. Really, not knowing what to expect with the stars and stripes flying, we crept into the harbor. A man appeared and motioned us to

the quay. Once we were well-secured, there were smiles all around and Eduardo stepped forth speaking American-accented English, introducing himself as

Officials were called from the main town . . . and the drug- and arms-sniffing dog was brought onboard.

the marina manager and employee of the nearby Colony Hotel. He asked where we were coming from and when I cheerily replied "Isla Mujeres, Mexico" his face dropped. Turns out the info in Calder's book was out of date, as it is no longer



AN UNPLANNED VISITA

possible to do an international check-in at Marina Siguanea.

Guards were immediately dispatched to the quay to ensure that we remained onboard. Officials were called from the main town of Nueva Gerona and the drug- and arms-sniffing dog was brought onboard. No fewer than 12 Cubans were required to check us over and tell us that we could not check in except at an official international port of entry. This was a *national* port of entry. Each was very polite and smiling, curious to talk to us, friendly, yet firm in their rules. A few hours later, word came down from the higher ups that we were to be allowed to move about the marina, but could not leave the fenced area, not even to go to the hotel for a drink.

My wife, Debra, and I are antsy and inquisitive by nature. Two days whiling our time in this gloomy marina were enough. The forecast had the wind down to 20 to 25 knots from the north, which would make for a comfortable ride, reaching along the lee of Isla de Juventud in our heavy catamaran. The officials let us go on with promises to do a proper international check-in the following day in Cayo Largo. We knew from the outset that we would not

We met all sorts of Cuban officials, and most of them were cheerful and friendly.

There was one habitable structure and a giant white geodesic dome ashore at Punta del Este, but the weather was cold (we were in a cold front, after all), so we were content to cozy up on the boat and watch a movie, *The Motorcycle Diaries* — no kidding! We had each read Jon Lee Anderson's definitive, 750-page, solidly documented biography of Che while cruising Mexico the year before.

By now our curiosity was overcoming our desire to hang out in the beautiful cays, and the weather was gloomy. The next day we pushed on to Cayo Largo. While we had recently spent a month in the fabulously beautiful San Blas Islands, nothing prepared us for the sheer beauty of Cayo Largo and the azure blues of the waters there. The sand was blindingly white and waterways meandered to the interior of the Cay. We spotted a couple of boats anchored out and a handful of others in the impeccably kept marina. After being waved to a berth, we were then greeted by Piero, the self-described PR man who called the officials to complete our international



'Escapade' was lookin' good as she led the fleet out of Bahia Santa Maria during the '08 Ha-Ha rally.

check-in. They had been expecting us as they had received a call from Marina Siguanea. Obviously, Big Brother was watching.

Once again, the dozen officials were extremely friendly, even sharing a beer onboard, and almost apologetic about the number of papers to be filled out. Piero, self-appointed party apparatus, not spying really, but keeping an eye on the tourists?

Cayo Largo is a foreign exchange machine, and foreign exchange is what the Cuban government needs most. Facing economic disaster in the 90's, Castro allowed a rudimentary market economy to take hold to service the tourists who were then, due to the collapse of sugar and the loss of Soviet handouts, the main source of 'real' money. You're not going to buy food or fuel on the world market with Cuban pesos. Enter the CUC — convertible pesos. At this writing, one yanqui dollar is worth *mas o menos* 80% of one "kook." What a slap in the face! You can't even get one to one exchange for the worthless CUC's. Their only use is in the parallel Cuban tourist economy.

The tourist hotels and the handful of marinas are largely joint ventures with Latin American, Canadian and European countries. Everyone is in business here except for the United States of America. We have a crushing 50-year-old embargo against the kind people of this island. I'm just a simple cruiser, not a foreign policy scholar, but what is there that Cuba cannot purchase, if it had the money, from a country other than the United States? Mexico has joint-ventured the many huge concrete plants and Hugo Chavez keeps pumping oil.

I think the Cuban government gets more mileage out of the embargo than the U.S. government. If you're an American politician in favor of the embargo, you get to carry southern Dade County, which probably puts the whole state of Florida's electoral votes into your column. However, if you are the "bearded one" as the Cubans refer to Fidel, you get



make it to Cayo Largo in one day.

Our first and continuing impression of this part of Cuba was that it was all but deserted.

as our new best friend, answered our many questions, arranged credit at the bar as we had no Cuban local money, and drank mojitos with us. Piero has had this cush job for 21 years. I wondered how he got it? Was he really part of the

CUBA THROUGH THE BACK DOOR —

an all-around enemy that you can scapegoat to whip your people into a frenzy. Or at least to keep them focused on the fact that the glorious revolution has not been able to produce a functioning economy despite the beneficial institutions it has created for the mass of Cuban people, namely its often-touted health care system and universal education.

In Cayo Largo we made the acquaintance of Isabel and Michel, Ivy League-educated Parisians who cruise for about four to six months a year. They had become fast friends with Louis and Sophia — who are bona fide characters from the Dominican Republic — over the VHF, as each was crossing the Yucatan Channel. Louis had worked in many countries for Shell Oil and was enjoying two years of his retirement circumnavigating the Caribbean with his significant other, Sophia. Until recently, she managed the National Symphony of the D.R., which had been founded by her grandfather. What were people of this caliber doing in commie Cuba? As they said goodbye to sail east, we did not know that we would find out the answer to that question and share many experiences with them later on.

Enjoying some of the very scarce nice weather since we'd left Cartagena nearly a month before, we decided to explore



You've gotta love a country where government officials will lighten up and share a beer with you after the paperwork's completed.

no exception as we rode from one end of Cayo Largo to the other. We stopped by several of the all-inclusive tourist hotels and found an interesting old stone tower that now serves as part of a landscape nursery. Passing the international airport, Debra commented, "Have you ever seen an airport with only one car in the parking lot?" It was all very surreal. No towns. No Cubans other than the small village of dormitories for the workers. A tourist ghetto. Prices at the bar in the marina were the same as back home.

The concept of leaving the marina to anchor out overnight and continue on the next morning or the day after was not happening here in Cuba. You have to show up back at the marina for re-inspection and a national *despacho* to move your boat to the next town. By now I had reached my admittedly rather short limit of patience with officialdom and demanded to leave immediately. Paperwork was completed immediately after lunch and we were on our way to Cienfuegos on the mainland. Nigel Calder wrote that this was a very large bay entered through a narrow but well-lit channel, and that it was easy to enter at night. Fortunately we had a full moon.

Sailing from the cays to Cienfuegos on a direct course takes you through a "prohibited" zone. The moon was out, the wind 15-22 on the beam so we weren't going to be denied by sailing way out of

our way. Then our imaginations got the best of us in the darkness. We saw what we assumed were Cuban gunboats shadowing our course two miles to port. The next day we found out the 'gunboats' were our friends from France and the D.R. I asked Michel what he thought about cutting through the prohibited zone, he replied "I'm French, I thought nothing of it!" I'm from California and I felt the same way. We became fast friends!

As we arrived in Cienfuegos, my nerves were a little shot because our insurance wasn't invalid, we had no legal rights, we had no embassy in the country, and for all the romanticism surrounding Che and the revolution, we were operating in a totalitarian state. Facist or communist, totalitarian states are always bad news. We didn't have good charts, as we'd originally only planned to use Cuba as a buffer from the easterly trade winds. And the Calder guidebook we had was seriously out of date.

We did know, however, that the marina was located adjacent to a multistory hotel near the readily identifiable Punta Gorda, and we had the moonlight. Bahia

Then our imaginations got the best of us in the darkness. We saw what we assumed were Cuban gunboats shadowing our course two miles to port.

de Cienfuegos is far larger than it had appeared to me in the photographs I had seen on the Internet. It was 5 miles from the entrance of the bay to Punta Gorda. We couldn't ID the marina in the darkness. With yet another cold front bringing the north wind, it appeared that where the marina should be we would have a downwind entrance in 15 knots of wind. Not something we wanted to try at midnight. We headed around Punta Gorda and found a nice calm spot to anchor, complete with loud Cuban music, in the lee of the point. The second time we countervailed the *rules*!

While rounding the point looking for the marina the next morning, we spotted two sloops coming up the channel. Louis and Michel had elected to anchor out behind an island — seriously against the rules. For our own indiscretion, we had to sign a confession, then another docu-



There may not be much tread on these tires, but they still get the job done. For generations, Cubans have been making do.

the island by bicycle. We haven't used our bikes as much as we'd anticipated since leaving California, but when we have taken them out for a ride it has always been wonderful. This day was

AN UNPLANNED VISITA

ment promising never to do an infraction on any subsequent trips to Cuba! Yeah, right, I'm going to risk my boat on a lee shore rather than anchor a half mile away in the lee of the point? But guess what? It's their ball game and you play by their rules. I will say I had two of the marina officials tell me *sotto voce* that there were too many rules and this was a stupid thing for the officials to enforce. The *Guarda* official even blamed it on his superior when it was time to leave and I was passing out *propinas*.

Michael, our friend from Mill Valley, had flown into Cancun and then on to Havana, spending a couple of days carousing around the big city before taking the four-hour bus ride to join us at Cienfuegos. Judging by his photos, we missed a lot of the Cuban experience, but truth be told, we are so comfortable living on our big cat that enduring so many Cuban restaurant meals and nights in shoddy hotels would have best been left

to our backpacking youth.

The food in Cuba is horrendous by California standards. There's not a Whole Foods in sight. (Just kidding!) Cienfuegos was city enough for us, and we could escape the crushing poverty of the majority of the population by returning to the boat. It's heart wrenching to see a people literally starving to death. There appears to be little incentive to do too much. Many of the older generation are reportedly still believers in the revolution, but the younger people have already been seduced by hip western wear and try to hustle a few 'kooks' from the tourists. The beautiful colonial



You won't find American-style supermarkets in Cuba, but some types of fruits and veggies are readily available from street-side vendors.

architecture is crumbling. There is one shopping street where you can buy food and goods not available to the average Cuban, *if* you have the CUC's. It's a two-tiered economy.

Yacht at Rest, Mind at Ease



Photos by Onne van der Wal

PORT EVERGLADES → LA PAZ → ENSENADA → VANCOUVER, MAY / JUNE & NOVEMBER / DECEMBER
VANCOUVER → LA PAZ → PORT EVERGLADES → PALMA DE MALLORCA, JUNE / JULY
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CUBA THROUGH THE BACK DOOR —

Nonetheless, there is no begging as is common in Mexico and San Francisco. The people have a certain dignity, a grace in the way they carry themselves. Music is abundant. The regime has figured out that Cuban music is a valuable export. Returning to the marina one night I was surprised and pleased to see our immigration officer singing and playing his guitar at a pot luck party organized by the French cruisers. Once he retires in a few years, he plans to devote his time to his music. We bought vegetables at an organic farm on the side of the road for a pittance with the real Cuban pesos which are next to worthless. The rumor is that surplus produce is funneled to private markets. Some Cubans are allowed to open small two- or three-room hotels and the best place to find a meal is at one of these *casa particulars*.

Flawed as it is, economic self-interest is the way to make people productive. That's why so many people want to see



What Cuba lacks in industry and modern technology, it makes up for with a universal passion for its rich musical traditions.

Cuba as it is now, before the creeping capitalism changes it for good. These are the thoughts of my French friends, Michel and Isabel. They said they could see that many changes have occurred during the nine years since they were

last here. A decade ago, the dollar stores didn't exist and the tourist facilities were just taking hold. They think the people look a little better fed now. Turns out, their reasons for visiting Cuba were the same as ours: two parts curiosity plus a desire to cruise the offshore islands.

The irony of the revolution has to be that Che Guevara is the most commercialized freedom fighter in history! Even the Cubans — especially the Cubans — are cashing in on Che. You can buy postcards, posters and books full of pictures of Che doing everything but killing

people. He's smoking cigars (in defiance of his emphysema), laughing, frowning and leading his men. Fidel is not the commercial face of the revolution, but he was always in charge, using Che for his charisma and ideological zeal. Fidel was the master politician.

Santa Clara, located in the mountains behind Cienfuegos, houses the museum

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AN UNPLANNED VISITA

and final resting place of Che Guevara. His remains were repatriated from Bolivia in the '90's. Both Santa Clara and the beautiful colonial town of Trinidad have been cleaned up and repainted to provide a backdrop for tourists seeking the Cuban experience. One of our more interesting, but sad, experiences occurred on the way to Trinidad when our taxi driver took a wrong turn and we drove through the unvarnished Cuban countryside. Here is how the people were really living: dilapidated houses with

The irony of the revolution has to be that Che Guevara is the most commercialized freedom fighter in history!

openings for windows, people walking miles to the nearest main road to try to hitch a ride, no cars at all, with only a fortunate few having a horse to ride; subsistence agriculture, but at a lower level than we had seen since Nicaragua.

In Cienfuegos there is a chain-link gate on the dock and offices for the officials just outside. Debra was stopped leaving the compound with a portable VHF in her hand. The female *Ad-uana* agent explained that communication radios and GPS units are not allowed in Cuba. I can't second guess the bearded one to know if he is still living in the '50s of his revolution and thinks we might vector in the *contras* with our handheld, or if it is just another ploy to remind the population of the dangers posed to their system by foreigners. Perhaps the leaders are all just paranoid.

Once out of the compound, life was pretty decent for the cruisers. We would go to the former yacht club, a grand structure rivaling any yacht club in the U.S. for watching the sunset, while



A friendly face and a light-hearted attitude. Despite the many hardships of life in Cuba today, its people tend to look on the bright side.

drinking mojitos on the terrace. This huge terrace had about three groups of people, when there was seating for 40 to 50. A local *jinataro* convinced us of the superior food at his friend's *casa particular* and hustled the seven of us into a horse-drawn cart. The cart driver had to use the back roads to avoid the

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CUBA THROUGH THE BACK DOOR

policia because *caballos* are not officially allowed to carry foreigners. Tourists were supposed to use the small fleet of state-owned Cuba Taxis which charge ten times as much. Dining at this particular *casa* was very pleasant. Certainly due to the fact that it was a private enterprise, the owners had decorated their open-air bar and restaurant in a very comfortable setting. The food was reasonably good. Just don't order steak, because there is no beef in Cuba. A very pleasant evening was had by all in a setting not even available to the average Cuban.

For us, visiting Cuba was a fascinating way to experience the reality of the totalitarian state and the strange contradictions of its people. Those who still believe in the Revolution wonder why their lives are as hard as they are now,



"There's no problem without a solution," says the ever-philosophical Fidel, "so try to look for alternatives."

in contrast to the younger generation, who were not part of the struggle against the fascist Batista rulers and already dress in knock-off designer outfits while waiting for a better life. The question on everyone's minds seems to be: What happens after 'the bearded one' passes?

We sailed out of Cuba too soon to

quench our curiosity. But the impending arrival of a major cold front gave us the opportunity to work our way east on the north wind rather than pounding it out against the easterlies. The other departing cruisers were waiting for the cold front to pass for a nice pleasant sail east. We had way too far to go, so elected to go with the forecast 30-knot winds. A great choice as it turned out, as we made a quick 400

miles to the east before we had to turn the engine on to get us into Boca Chica in the D.R., a scant three and a half days later.

We'll have to return to Cuba one day to fully enjoy the beautiful waters and beaches of the cays of the southern coast. But that's okay. It was very enlightening to see communist Cuba before unrelenting capitalism takes over.

— greg dorland

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MAX EBB

My fancy low-stretch spinnaker sheets are about the worst possible choice for dock lines. Dock lines should be stretchy. And I really hate using boat cushions for fenders. But the boat had been stripped bare for the first big race of the season, and we were buried deep in the interior of a massive raft-up. The only motion we would be likely to feel all night would be caused by drunken sailors stumbling across our foredeck searching for their boats. It was the usual Season Opener routine, and the party had begun.

"No pupus until the sails are folded," I commanded my crew as the last of the makeshift lines and fenders were set. This was not something they took lightly. We had used almost every sail in the inventory, and it would mean an unwelcome delay to our trip to the bar.

"Fold-a-thon!" said Lee Helm as she pulled on a handful of mainsail leech, gesturing for one of the larger crew to start flaking from the luff end.

The rest of the crew jumped to it, getting the main out of the way first and then draping jibs over the boom to fold them since we had no dock to stand on for our usual sail-flaking routine. To speed things up I allowed them to fold the big jibs lengthwise first — with a vertical fold so that they were narrower than the boom — and then fold them in half on a horizontal fold line, after which they could be rolled from the fold to the corners.

"There's something about this whole sail-folding exercise that, like, reminds me of large crews hoisting square yards or heavy gaffs up their wooden rigs," complained Lee.

"You like gaff rigs?" replied my mainsail trimmer. "They look cool, but what a lot of extra work they are to set. And they never trim right, what with all that twist, and they don't work nearly as efficiently as modern rigs. You do realize they went out of style over 100 years ago? For good reason."

"That's what I mean," said Lee. "I totally get the feeling that we're on the wrong side of that same kind of transition."

"What could be easier to work with than these super-light high-tech sails?" he asked. "Unless you think we should all be racing catboats or fractional rigs with those tiny one-size-for-all-wind-speeds working jibs."

"Gaff to Bermudian was a great leap forward."



"Think farther outside the box," Lee prompted.

"You mean propeller boats? Like that land yacht contraption on YouTube that goes dead downwind faster than the true wind speed?"

"Not that far outside of the box," said Lee as she walked toward him with the zipper pull to close the bag on a rolled-up genoa. "What were we all staying up late to watch on TV just a couple of months ago?"

"Now I get it. The A-cup. What a disaster that was."

"No way," insisted Lee. "It was

the best America's Cup ever. Even better than the Deed of Challenge race from the giant New Zealand monohull in '88, from what I've read about it."

"Mileage varies," I said. "But Lee, are you saying that all this is going to be made obsolete by big trimarans that fly

their center hulls in six knots of wind?"

"It's the rig, Max. Wings. I mean, if we had a wing instead of soft sails, we'd be up at the bar by now. And we wouldn't have sore joints from grinding winches all day, and the cabin wouldn't be all damp and clammy from the wet sails we dragged through it. And you wouldn't be worried about using your high-tech sheets for dock lines because we wouldn't be using sheets at all."

"Get real, Lee," sighed the foredeck crew, emerging from the hatch behind a big bag containing a stuffed spinnaker that had to be pulled out and repacked. "Think how much hassle it would be to unstep a wing after each sail. Those things don't fold up, you know."

"No, think this through," she argued. "Boats that go two or three times the speed of the wind have rigs designed for really high loads. Take, for example, a wing optimized for 12 knots of true wind speed on a boat that goes twice wind speed. The apparent wind will be close to

ON A WING AND A KITE

The evolution from the gaff rig (left) to the Bermuda rig (right) meant more efficiency at the cost of less downwind sail area, requiring the addition of a spinnaker. Where will the transition to wing sails lead?



"It would take a gust of 46 knots to equal the sailing loads on the rig in just twelve knots of true wind. And the wing doesn't flog, so more wind than that isn't likely to hurt it. As long as you can hold the boat's corners down, which you can do with water ballast if there's no dock on all sides to tie it to. You could leave the wing up all summer and it would be perfectly happy. And it's so not just theoretical. Last I heard, the *Stars and Stripes* cat was owned by a hotel near Mexico City, and moored on a lake with the wing left up."

"Didn't *Oracle* leave their rig up at night?" asked the mainsail trimmer.

"Oh, sure," said the foredeck crew as he ran the spinnaker tapes. "But they had people on board for anchor watch. Although, in all fairness I'm not sure what they would have done if the wind had really come up."

"Well I, for one, expected to see some form of consumer wing sail spin-off on the market by now," added another crew. "What's taking them so long?"

"Takes time," Lee suggested. "The AC is advance warning of the next big transition in sailing. It's really a lot like the transition a hundred years ago when the

ally refers to the method of staying, not the absence of a gaff. But sure, gaff to Bermudian was a great leap forward in efficiency and a big reduction in labor."

"Interesting analogy," I said, contemplating the disappearance of soft sails except during the Master Mariners Regatta. "I hope you're wrong."

"Why? No more hoisting and lowering, no more high tension leeches to control twist, no more grinding winches. Even without powered winches, it takes a heck of a lot less power to trim a balanced wing than a soft sail. And, like, no more cabin full of damp sails after a race."

"I still want a rig that I can fold up," I said. "Or change the area to match changes in wind speed. And by the way, let's leave all these sails on deck for the night, so we have some room in the forward cabin."

"No flogging, no luffing with a wing," she reminded me. "You can feather. You can change the size of the gaps between the elements. Airliner wings change shape for a wide range of different speeds. And you can even fold it in thirds, if it's a three-element wing with enough travel in the hinges."

"Mechanical nightmare," said the foredeck crew.

"No worse than a three-speed winch," countered Lee.

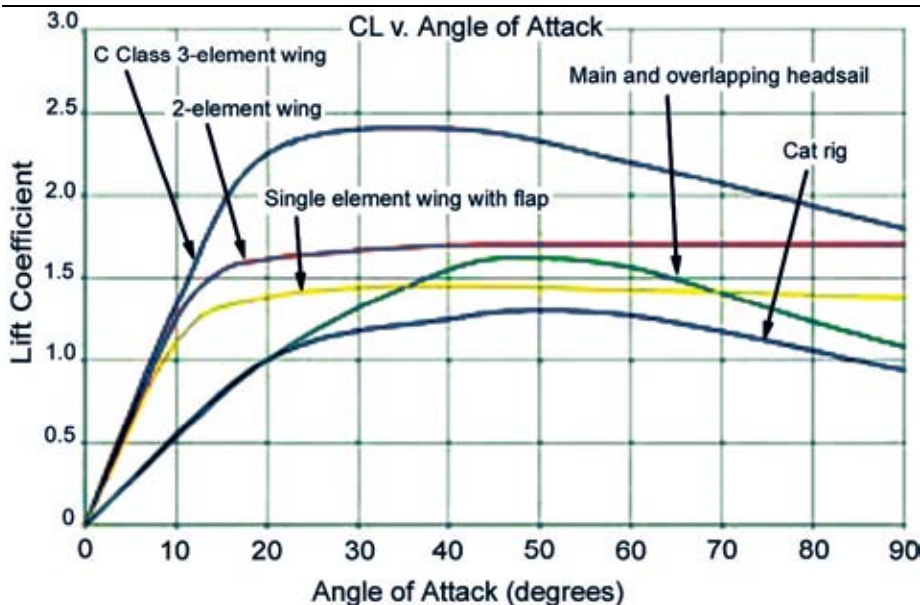
I tried to imagine a wing folded in a vertical triangular tube. Lee drew a sketch to help, but I wasn't convinced.

"I think I'd rather go unstayed and let the wing feather 360°," said the foredeck crew. "I can't think of how else to do a downwind docking, if the wing doesn't come down."

"You could trim it leech-to-windward for a downwind docking situation," suggested the trimmer. "And for mooring, it's probably more important to wrap some sort of spoiler around it, so high lift is suppressed even in strong turbulence. But Lee, that means there will still be a little work to do putting it away. Some people might even want to hoist a combination cover and spoiler over their wing at night."

We discussed the brave new world of future sailing as we re-packed another spinnaker. But I noticed that the boat next to us had a different post-race drill. They were reviewing their race on a laptop computer, evidently showing video of their tacks and jibes as captured by their backstay-mounted camera.

"Some day," Lee predicted, "we will look at old video clips of people grinding winches and wonder why we put up with



Lift coefficients for various kinds of rigs as a function of angle of attack. It's easy to see why the three-element wing is so attractive, especially where sail area is limited.

30 knots, and the lift coefficient will top out at, like, 2.4. At anchor, with a spoiler wrapped around the wing, it would be hard to get a lift coefficient more than around 1.0, so even in a gust of, uh . . ."

She paused for a second to hit some buttons on her calculator watch.

gaff rig was phased out of recreational sailing."

"You really think going from soft sails to hard wings is like going from gaff to Marconi?" I asked.

"Gaff to jib-headed or Bermudian, to be technically correct. Marconi re-

MAX EBB

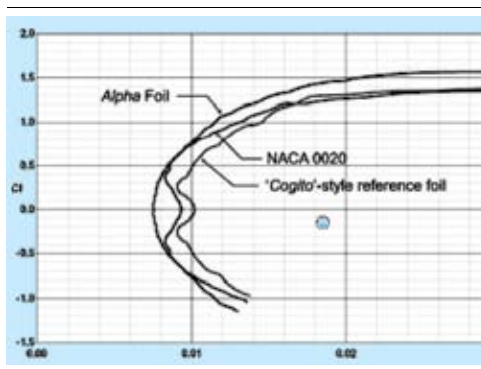
all that work for such low efficiency."

"I still don't think the wings will ever be versatile enough to cover the whole range of sailing conditions," said the foredeck crew. "Look, even the *Oracle* AC boat had to use a jib in light air. And those C-Class cats, they use wings because their class rules limit sail area. Otherwise, they'd fly soft sails in light air, too."

"You could be partly right," Lee conceded. "A boat with a conservative wing sail may need to supplement sail area in light air, especially downwind. But there's a totally better way to do that than with sails stretched between spars sticking up from the boat."

She turned to look toward the river. We couldn't see any water through all the masts and rigging, but we did see what Lee had in mind. There was a large kite circling and dipping up and down in the breeze, evidently pulling an unseen kiteboarder back and forth across the river. Doubtless, he or she was showing off for the race boats still finishing.

"So the boat of the future will fly a kite in light air?" I asked.



Lift and drag plotted together for a 3-element C-Class catamaran wing sail section. At a lift coefficient of 1.5, lift/drag ratio is 75:1. Three dimensional effects will reduce this significantly for real foils, but it's still far better than what can be achieved with soft sails.

"How else are you going to get a lot of sail area on a light monohull without pulling it over?" she asked in return. "A kite can be truly humongous without adding any heeling moment."

"Who says anyone will still be sailing a monohull?" asked the trimmer.

"Marinas have just so many end ties," noted the foredeck crew.

"So let me see if I have all this straight," I said. "The multi-purpose

racer-cruiser of the future is a long, light monohull with just enough ballast to be self-righting. It has a wing big enough to sail well in light air upwind, but can handle a summer afternoon seabreeze by simply feathering the wing a little. And for reaching and running, if the race crew is on board, they set a giant kiteboard kite?"

"Maps pretty well with the transition from gaff to jib-headed Bermudian with spinnakers for downwind," explained Lee. "The gaff was inefficient but big enough to go downwind pretty well. The modern rig is more efficient, easier to handle, less work to set and trim, but also smaller so it needs more area downwind, so the spinnaker became part of the inventory"

I snapped the lid over the last spinnaker bag and lowered it down the hatch.

"Now we go to wings and kites," Lee continued. "Same deal: higher efficiency, less sail area, less work, more speed. And for powering up downwind we'll still have to do something crazy."

— max ebb

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THE RACING

It didn't matter whether you wanted to race inshore or offshore, shorthanded or fully-crewed, keelboat or dinghy, or all of the above, there were plenty of opportunities to race last month. We start our coverage with a look at a Bay Area institution, the **Bullship**, before getting a quick look at the **Cabo Race**. Next up is the **Duxship**, followed by the **Doublehanded Farallones** race. We come back inside the Bay for the SSS's **Corinthian Race**, before checking out the **Lasert Midwinters**. After that there's a whole pile of **Race Notes!**

57th Bullship Regatta

Bullship Grand Admiral John Amen had a tough call to make — start, or postpone for a week or two — as boat after boat arrived at the Sausalito YC the morning of April 10. A building south-westerly preceding a front arrived earlier

than forecasted and the Bay was capping by 6 a.m. Although he made the right call by any metric, Amen girded himself for any criticism and postponed for two weeks to allow for new the start/finish arrangements and a new Coast



Max Fraser, Bullship winner.

Guard racing permit.

Amen and the rest of the El Toro faithful were rewarded for their pragmatism when, just minutes before the 9 a.m. start on April 24, the 24 sailors in the 57th Bullship got a 6-knot breeze that carried them across the Bay from Sausalito to San Francisco Marina in a little over an hour. Aptos' Max Fraser won the race for the first time, sailing the boat he grew up in, but had since sold and borrowed back for the event.

"I started at the pin and headed straight across the Bay," Fraser said. "I took one short covering hitch that was maybe 100 feet. I found the relief first and sailed right out in front of them."

Twenty-four sailors showed up for this year's Bullship race, despite a two-week postponement.

Gordie Nash just pipped Amen — one of the class's busiest sailmakers — for second at the post, while last year's winner, Skip Shapiro, was the top 'Clydesdale' (skipper over 200 lbs). The top maiden voyager was Butch Michel, and Vickie Gilmour was the top woman. Frank Zimmerman won the trophy for the "farthest away" after traveling 456 miles for the race.

The postponement worked out great for Fraser — he wasn't able to sail on the originally scheduled weekend. For us, though, it meant missing out on something we'd been looking forward to since our maiden voyage last year! You can find complete results at www.eltoroyra.org.

Newport to Cabo

The 800-mile '10 Corona Del Mar to Cabo San Lucas race was a little-boat contest this year. Dr. Laura Schlessinger's J/125 *Warrior* won the race overall when scored on PHRF, ORR and IRC. Second overall came from the same division — Tim Fuller's J/125 *Resolute* — while Jim Gregory's Pt. Richmond-based Schumacher 50 *Morpheus* came in at third overall and first in ORR D.

Gregory's crew of Richmond YC and Fleet 12 Etchells sailors including brother Bob, North Sails' Pete McCormick, Tim Parsons, Andy Hamilton, Andrew Whittome, Bob Branstad and Chris Smith were leading the race overall, according to the penultimate sked, but the J/125s just snuck by at the end.

As the smallest boat in her division, Chip Megeath's Tiburon-based R/P 45 *Criminal Mischief* won ORR A, two spots ahead of Canadian Ashley Wolfe's Bay

Area-based TP 52 *Mayhem*. The Criminals, with Quantum Sails SF's Jeff Thorpe navigating and Robin Jeffers, Joe Penrod, Campbell Rivers, Dan Malpas, Patrick Whitmarsh and Kevin Richards, won their division and their day, which they pretty much seem to do every time they sail a West Coast distance race.

As if she weren't powerful enough already, *Criminal Mischief* received a square-top main over the winter, and the



ERIK SIMONSON/WWW.H2OSHOTS.COM

effect was pretty dramatic — the crew was fully hiked upwind in about 4.5-knots of breeze. Rivers told us that for more than 1.5 days, they sailed the boat hard, pumping on every wave in what was generally a pretty light and uneventful race. You can find complete results at www.balboayachtclub.com.

Duxship

The OYRA's Duxship race had breeze in the 20-plus range with seas in the 10-ft range on April 24. The 25-mile Cityfront-Duxbury Reef-Lightship-home jaunt outside the Bay brought out a quality 41-boat fleet.

The elapsed-time winner, *Criminal Mischief*, finished in 4h, 5m, 28s, but fell to third in PHRO 1A behind Kevin Flanigan and Greg Nelsen's Fox 44 *Ocelot*, which itself corrected out just 22 seconds ahead of Andy Costello and Peter Krueger's J/125 *Double Trouble*. Overall honors went to the Shorthanded division winner, John Kernot's Moore 24



JOHN DUKAT/RICHMOND YC



The J/120s rumble downwind in big breeze at the St. Francis YC's J/Fest April 10-11; you'll find the results in the 'Box Scores' on pages 130-131.

Banditos. PHRO 1 went to Mark Howe's Farr 36 *War Pony*. David Britt's Beneteau 10R *Split Water* won PHRO 2, while Jim Quanci's Cal 40 *Green Buffalo* went away with the honors in PHRO 3.

OYRA DUXSHIP (4/24)

PHRO 1A — 1) **Ocelot**, Fox 44, Kevin Flanigan/Greg Nelsen; 2) **Double Trouble**, J/125, Andy Costello/Peter Kreuger; 3) **Criminal Mischief**, R/P 45, Chip Megeath. (6 boats)

PHRO 1 — 1) **War Pony**, Farr 36 OD, Mark Howe; 2) **Head Rush**, Antrim 27, Charlie Watt; 3) **Bloom County**, Mancebo 31, Charles James/John Stewart. (8 boats)

PHRO 2 — 1) **Split Water**, Beneteau 10R, David Britt; 2) **TNT**, Tripp 43, Brad Copper; 3) **Rhum Boogie**, Quest 33, Wayne Lamprey. (10 boats)

PHRO 3 — 1) **Green Buffalo**, Cal 40, Jim Quanci; 2) **Red Sky**, Olson 34, Brian Boschma; 3) **Ay Caliente!**, Beneteau 36.7, Aaron Kennedy. (8 boats)

SHORTHANDED — 1) **Banditos**, Moore 24, John Kernot; 2) **Moonshine**, Dogpatch 26, Dy-

lan Benjamin; 3) **Zsa-Zsa**, 1D35, Stan Glaros. (9 boats)

Complete results at: www.yra.org

Doublehanded Farallones

David Hodges' history with the Bay Area Multihull Association's classic Doublehanded Farallones Race involves a lot of wins, and this year was no different. Hodges and co-skipper Scott Parker sailed the former's Farr 38 *Timber Wolf* to the overall, corrected-time monohull win in this year's edition on April 3.

The duo snuck in just five minutes ahead on corrected time, of Will Paxton and Bryan Moore on Paxton's Express 27 *Motorcycle Irene* after a little over 8 hours on the water. According to Hodges, there was one particular key to their win.

"I couldn't have done it without Scott," he said.

Once outside the Gate, the fleet of about 65 boats in nine divisions was treated to a lumpy sea state with swells in the 10- to 14-ft range but never more than 12-15 knots of breeze until they got back into the Bay.

Urs Rothacer and Pieter Versavel's F-9RX *Tatiana* was the top multihull in the four-boat division, as well as the overall winner, finishing with an elapsed time of 6h, 35m, and 40s. A favorable rating — they rated even with a Farr 36 OD — put them 35 minutes ahead of *Timber Wolf*.

Elapsed time honors went to Patrick Whitmarsh and Mo Gutenkunst aboard Andy Costello's J/125 *Double Trouble*. Costello agreed to let the boys sail the boat when he thought he'd be out of town. His plans changed, but he let them take it anyway — well most of it. You'll note that Costello took the spread photo on the following pages from his RIB, and that Whitmarsh and Gutenkunst look just a little up-range for the 2A kite they're flying.

"We definitely pushed that kite to the max," Whitmarsh said. "We set on starboard at the top of the island and then gybed, rolled *Rancho Deluxe* and hung on for the next 25 miles. We had no choice because Andy understandably wouldn't let us take his new 3A."

Paxton and Moore did a horizon job on the rest of the Express 27s — at eight boats, the largest one design class in the race. The duo finished more than a half-hour sooner than the next Express.

"We were working the kite in the waves the whole way in," Irene's Moore said. "I don't think anyone else was pushing that hard."

Attendance for this year's race was down by 30%. While there's really no way to establish a link between the Coast Guard's EPIRB or PLB requirement for an ocean race permit, we have to wonder if it had something to do with the drop in

Mark Howe's Farr 36 OD 'War Pony' lightin' it up on the way in from the Lightship during the OYRA's 25-mile Duxship race April 24.



THE RACING



ALL PHOTOS/ERIK SIMONSON/WWW.H2OSHOTS.COM EXCEPT WHERE NOTED

ANDY COSTELLO

Clockwise from spread — Pat Whitmarsh and Mo Gutenkunst blast home aboard 'Double Trouble' from the Farallones in BAMA's DH Farallones race; 'Motorcycle Irene' slides under the Gate; 'Timber Wolf' beat all other monohulls on corrected time; 'Tatiana' was the top multihull and the overall winner; The Prince of Wales qualifier at Sausalito YC drew eight teams in what's becoming the Bay's match racing boat of choice, the J/22; The skiffies got out on the Bay for the Richmond YC's Big Dinghy regatta and sailed with the multihulls, claiming the pursuit race title; it was breeze-on at the SSS' Corinthian Race and just about everyone was reefed; BONK!; Rick Wallace's cherried-out Columbia 36 'Bosporous II' rumbles along during the Corinthian Race, no reef required.

attendance.

BAMA DOUBLEHANDED FARALLONES (4/3)

OVERALL — 1) **Tatiana**, F-9RX, Urs Rothacker/Pieter Versavel; 2) **Timber Wolf**, Farr 38, David Hodges/Scott Parker; 3) **Motorcycle Irene**, Express 27, Will Paxton/Bryan Moore; 4) **Double Trouble**, J/125, Pat Whitmarsh/Mo Gutenkunst; 5) **Papillon**, F-27, Andrew Scott/Bruce Tomlinson; 6) **Humdinger**, Acapella Class mod., Larry Olsen/

Kurt Helmgren; 7) **Moonshine**, Dogpatch 26, Dylan Benjamin/Rufus Sjoberg; 8) **Uno**, Wyliecat 30, Steve Wanner/Peter Jones; 9) **Banditos**, Moore 24, John Kernot/Scott Sorensen; 10) **Jamani**, J/120, Sean Mulvihill/Jeff Mulvihill. (57 boats)

MULTIHULLS — 1) **Tatiana**; 2) **Papillon**; 3) **Humdinger**. (4 boats)

ULDB 1 (PHRF < 60) — 1) **Double Trouble**; 2) **Jamani**; 3) **Recidivist**, Schumacher 39, Ken Olcott/Larry Ho. (10 boats)

PHRF 1 (PHRF < 80) — 1) **Rancho Deluxe**, Swan 45, Michael Diepenbrock/Seadon Wijsen; 2) **Tivoli**, Beneteau Frist 42s7, Judy Bentsen/Torben Bentsen; 3) **Ohana**, Beneteau 45f5, Steve Hocking/Marika Edler. (8 boats)

ULDB 2 (PHRF ≥ 60) — 1) **Moonshine**; 2) **Dragonsong**, Olson 30, Sam McFadden/Mike Kaminskas; 3) **Daisy Cutter**, Mini Transat Zero, Sean McGinn/Joe Wells. (7 boats)

PHRF 2 (80-123) — 1) **Timber Wolf**; 2) **Tesa**,



Catalina 42, Steve Haas/Jeff Walter; 3) **Metridium**, Catalina 42, John Graves/Rick Gilmore. (6 boats)
PHRF 3 (124-148) — 1) **Uno**; 2) **Nancy**, Wyliecat 30, Pat Broderick/Michael Andrews; 3) **Plus Sixteen**, Olson 911S, Paul Disario/Tony Porche. (6 boats)

EXPRESS 27 — 1) **Motorcycle Irene**; 2) **El Raton**, Ray Lotto/Steve Carroll; 3) **Wetsu**, Phil Krasner/Steve McCarthy. (7 boats)

MOORE 24 — 1) **Banditos**; 2) **Mooretician**, Roe Patterson/Peter Schoen; 3) **Fatuity**, Michael Schaumburg/Brian Green. (5 boats)

PHRF 4 (PHRF ≥ 149) — 1) **Eyrie**, Hawkfarm, Synthia Petroka/Bruce Ladd; 2) **Bosporous II**, Columbia 36, Rick Wallace/Todd Regenold. (4 boats,

2 finishers)

Complete results at: www.sfbama.org

Corinthian Race

The same weather that caused the Bullship to be cancelled on April 10 also wrought havoc on the Singlehanded Sailing Society's Corinthian Race. About 40% of the fleet either didn't show up or didn't make it all the way around the 18-mile course. What's more impressive is that 65 boats still managed to make it around the course! It's just another

example of how popular the SSS races have become

SINGLEHANDED SAILING SOCIETY CORINTHIAN RACE (4/10)

SINGLEHANDED 2 (PHRF<104) — 1) **Gavilan**, Wylie 39, Brian Lewis; 2) **Lightspeed**, Custom Wylie 39, Rick Elkins. (2 boats)

SINGLEHANDED 3 (PHRF 104-155) — 1) **Bandicoot**, Wyliecat 30, Al Germain; 2) **Friday Harbor**, Beneteau 323, Ryle Radke; 3) **Redsky**, Olson 34, Brian Boschma. (4 boats)

SINGLEHANDED 4 (PHRF>155) — 1) **Emerald**, Yankee 30, Peter Jones; 2) **Tchoupitoulas**,

THE RACING

Santana 22, Stephen Buckingham; 3) **Tinker**, Wil-
derness 21, Matthew Beall. (3 boats)

SINGLEHANDED 5 NON-SPINNAKER — 1) **Tivoli**, Beneteau 42s7, Judy Bentsen; 2) **Libations Too**, Pearson 323, Richard Rollins; 3) **Horizon**, Is-
lander 28, Bill Whilte. (5 boats)

SINGLEHANDED SPORTBOAT — 1) **Mirage**,
Black Soo, Ben Mewes; 2) **Taz!!**, Express 27,
George Lythcott; 3) **Wetsu**, Express 27, Phil Kras-
ner. (3 boats)

DOUBLEHANDED 1 MULTIHULL — 1) **Origa-
mi**, Corsair 24, Ross Stein; 2) **Humdinger**, modi-
fied Acapella 35, Larry Olsen. (2 boats)

DOUBLEHANDED 2 (PHRF<104) — 1) **Tim-
ber Wolf**, Farr 38, David Hodges; 2) **Carmelita**,
Catalina 42, Christian Lewis; 3) **Lightwave**, J/105,
Richard Craig. (9 boats)

DOUBLEHANDED 3 (PHRF 104-155) — 1) **Pa-
radigm**, J/32, Luther Izmirian; 2) **Blue Pearl**,
Hunter 41, John Dahle; 3) **Harp**, Catalina 38, Mike
Mannix. (9 boats)

DOUBLEHANDED 4 (PHRF>155) — 1) **Can
O'Whoopass**, Cal 20, Richard VonEhrenkrook; 2) **Bosporus II**, Columbia 36, Rick Wallace; 3) **Top
Cat**, Nonsuch 30 Ultra, Sal Balistreri. (7 boats)

DOUBLEHANDED NON-SPINNAKER — 1) **Basic
Instinct**, Elliott 1050, Jan Borjeson; 2) **Q**,
Schumacher 40, Glenn Isaacson; 3) **Robin**, C&C
35 Mk3, George Mann. (8 boats)

DOUBLEHANDED SPORTBOAT — 1) **Jet
Stream**, JS9000, Daniel Alvarez; 2) **Flight Risk**,
T650, Ben Landon; 3) **Outsider**, Azzura 310, Greg
Nelsen. (7 boats)

DOUBLEHANDED EXPRESS 27 — 1) **Des-
perado**, Mike Bruzzone; 2) **Dianne**, Steve Katz-
man; 3) **Great White**, Rachel Fogel. (5 boats)

DOUBLEHANDED WYLIEMAT — 1) **Lottat-
ude**, Johnathan Bloom. (1 boat)

Complete results at: www.sfbayss.com

Laser Midwinters West

Getting around Richmond YC the weekend of March 26-28 was a little more challenging than usual, what with the 104 Lasers — both standard rig and radial — that descended on the club



JOHN DUKAT/RICHMOND YC

Cal Maritime senior Sean Kelley had a banner month, winning the open Laser Midwinters West at Richmond YC, and leading the Keelhaulers to a win at college sailing's St. Francis Intersectional — the latter due to his runaway A division win.

for the class's Midwinters West regatta. After seven races over the three-day regatta, Cal Maritime Keelhauler Sean Kelly took the 54-boat full-rig division after he recovered from 26th in race five — his throwout — to finish with a 1-4 for a 16-point total, four points clear of Long Beach sailor Kevin Taugher. Newport Harbor YC sailor Kieran Chung took the radial division with no score lower than a seventh, finishing one-point clear of Mitchell Kiss. The top Bay Area sailor in the Radials was Domenic Bove in fourth.

Twelve black flag penalties were 'awarded' throughout the weekend, the recipients of which received special cer-

tificates from the club. Among the other special awards that went out over the weekend included one for sailors who arrived back at the dock with the "stain of shame" high atop their rigs. It read: "The Benthic Community of San Francisco Bay has examined the masthead of (insert sailor's name here) and has found the masthead to be perfectly acceptable in all respects for continued extraordinary service in the interests of mud plowing, sampling and redistribution in accordance with the generally accepted standards appropriate for this one design. The result of the core sample found traceable amounts of bottom paint, no silver, no lead whatsoever and three Canadian nickels. Based on these core samples it has been determined by competent local authorities that this dredging was legal and it is probable that more dredging will be done."

LASER MIDWINTERS WEST (3/26-28, 7r/1t)

FULL RIG — 1) **Sean Kelly**; 2) **Kevin Taugher**; 3) **Steve Bourdow**; 4) **John Bertrand**; 5) **Alexander Heinzemann**. (54 boats)

RADIAL — 1) **Kieran Chung**; 2) **Mitchell Kiss**; 3) **Olin Paine**; 4) **Domenic Bove**; 5) **EJ O'Mara**. (50 boats)

Complete results at: www.sfbayss.com

Race Notes

Golden Bears Shine Again — the WBRA convened for two races on their season-opening weekend hosted by Richmond YC April 24. The resurgent Bear boat division, which turned out six boats in its recent-memory-WBRA debut. The Folkboats brought out 11 teams and the Knarrs 18.

THE BOX SCORES

34, Laurence Baskin; 3) **Luna Sea**, Islander 36, Dan Knox. (4 boats)

NON-SPINNAKER (PHRF ≥130) — 1) **Carmelita**, Catalina 42, Christian Lewis; 2) **Fancy**, Cal 40, Ericson 33, Chips Conlon. (2 boats)

NON-SPINNAKER (PHRF 131+) — 1) **Star Ranger**, Ranger 26, Simon James/Tim Walsh; 2) **Synergizer**, Ericson 28, Larry Weinhoff; 3) **Ruth E**, Catalina 27, Bill Davidson. (5 boats)

CATALINA 30 — 1) **Friday's Eagle**, Mark Hecht; 2) **Huge**, Bill Woodruff/Tanya Keen/Peter Birch/Russell Houlston; 3) **Grinnin' Bear**, Roger & John Tennyson. (7 boats)

Complete results at: www.southbeachyc.com

WHEELER REGATTA BERKELEY YC (3r, 0t)

PHRF ≤59 — 1) **Jazzy**, 1D35 10, Bob Turnbull, 5 points; 2) **Wicked**, Farr 36 Richard Courcier, 6; 3) **Alpha Puppy**, 1D35 Alex Farrell, 9. (5 boats)

PHRF 60-96 — 1) **Tupelo Honey**, Elan 40, Gerry Sheridan, 4 points; 2) **Mintaka 4**, Farr 38 M,

Gerry Brown, 8; 3) **Jeannette**, Frers 40 1T, 11. (8 boats)

Complete results at: www.berkeleyyc.org

RESIN REGATTA SFYC (4/10, 2r, 0t)

ALERION EXPRESS 28 — 1) **Ditzzy**, Ralf Morgan/Deborah Clark, 2 points; 2) **Dream**, Kirk Smith, 5; 3) **Flying Machine**, PJ Campfield, 7. (7 boats)

ETCHELLS — 1) **Mr. Natural**, Ben Wells, 2 points; 2) **JR**, Bill Melbostad, 4; 3) **House Money**, Jeff Moseley, 7. (6 boats)

EXPRESS 27 — 1) **El Raton**, Ray Lotto, 3 points; 2) **Witchy Woman**, Tom Jenkins, 5; 3) **Mag-ic**, Mike Reed, 5. (8 boats)

MELGES 24 — 1) **Bones**, Robert Harf, 4 points; 2) **Smokin'**, Kevin Clark, 4; 3) **Wilco**, Daniel Wilhelm, 4. (7 boats)

MOORE 24 — 1) **Ruby**, Steve McCarthy, 4 points; 2) **Wetspot**, John Verdoia, 8; 3) **Topper II**, Conrad Holbrook, 8. (14 boats)

Complete results at: www.sfycc.org

Beer Cans haven't quite gotten into full-swing yet, so this month's Box Scores has both weekend and Beer Can 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*.

SOUTH BEACH YC FRIDAY NIGHT SERIES (PRACTICE RACE) (4/23)

SPINNAKER (PHRF ≤ 119) — 1) **pHat Jack**, Express 37, Bob Lugliani; 2) **007**, J/105, Bruce Blackie; 3) **Kuai**, Sabre 386, Daniel Thielman. (5 boats)

SPINNAKER (PHRF 120+) — 1) **Volador**, Ranger 33, Michael Finn; 2) **Sea Spirit**, Catalina

TP 52s Heat Up Southern California — Mark Jones and charterer Mick Shlens sailed Jones' Bay Area-based TP 52 *Flash* at the Newport Harbor YC's Ahmanson Cup April 17-18. It wasn't particularly breezy, as expected, so the heavier *Flash* with its larger, IRC-optimized keel had trouble hanging with the other boats and finished at the back of the five-boat fleet. Jim Madden's *Stark Raving Mad V* won the event. While the "SoCal 52s" sail under IRC, word has it that none of boats will be coming up for the Rolex Big Boat Series in September. We wonder if their handlers think they can't be competitive on the Bay. If so, it points out an inherent problem in a single-number rating system — if your horse is optimized to your home course, and your home course is different from everyone else's, then you don't stand much chance. The 52s will be at Long Beach Race Week at the end of June, and it'll be interesting to see — provided the typical 12-18 knot seabreeze shows up — if the finishing order changes.

Cal Maritime Dominates — The Cal Maritime Keelhaulers dominated the **St. Francis Intersectional** with a 14-point victory against some of the best from the PCCSC and elsewhere, on the Cityfront April 3-4. The win was in no small part thanks to a dominant 28-point performance in A Division by senior skipper Sean Kelly, who sailed with senior crew Andrew Freeman and sophomore crew Jessica Schember. The trio finished some 18 points clear of the UCSB Gauchos runner-up A Division crews. In B Division, senior Charles Davis teamed up

with senior Sebastian Laleau, sophomore Nevin Garcia, and freshman Matt Van Rensselaer to finish comfortably in fourth. Stanford was fourth overall, and the Stanford women were seventh, while Cal finished in 15th.

One Age Bracket Down — St. Francis YC hosted the **High School PCCs** April 17-18 to determine who gets to go to the Mallory Trophy for fleet racing at the High School Nationals. Five nationals berths were up for grabs in the 21-boat fleet, with Marin's **Branson School** finishing comfortably in the money. They were in third after losing a tiebreaker with Point Loma HS. Branson's Antoine Screve and Natalie Urban were second in A division, four points out of first, while James Moody and Kate Gaumond came out ahead on a tiebreaker for fourth place in B division. Coronado HS was first, while Newport Harbor HS and Cathedral Catholic rounded out the top five.

Volvo Route Announced — The route, format and dates have all been announced for the '11-12 **Volvo Ocean Race**. The event will start with in-port racing — a feature of every stop — in the port of Alicante, Spain, on October 29, 2011, before the fleet departs for Cape Town. From Cape Town, they head



'Twist' crewmember Matt Borasi spent a brief period of time on the wrong side of the lifelines at J/Fest.

around an exclusion zone off the East Coast of the African continent up to Abu Dhabi, UAE. The fleet will then head east to Sanya, China, before making a welcome return to Auckland, New Zealand, which was left out of the race last time. From there, it's a whopper of a leg to Itajai, Brazil. Next up will be Miami, followed by Lisbon. From there they'll sail out around the Azores to Lorient before finishing in Galway, Ireland. There will be no scoring gates in this 39,270-mile long race around the globe.

Along with Franck Cammas' *Groupama* team, and Giovanni Soldini's *Italia 70* team, Ken Read will be back to try to better his second place finish in the '08-09 race, once again sponsored by *Puma* and now with *Berg Propulsion* on board. Abu Dhabi will be fielding a team, and Team New Zealand will be flying the *Camper*

J/FEST REGATTA (4/11)

J/105 — 1) **Arbitrage**, Bruce Stone, 11 points; 2) **Blackhawk**, Scooter Simmons, 15; 3) **Racer X**, Phillip Laby/Rich Pipkin, 17. (22 boats)

J/120 — 1) **Mr. Magoo**, Steve Madeira, 6 points; 2) **Chance**, Barry Lewis, 8; 3) **Dayenu**, Donald Payan, 14. (8 boats)

J/24 — 1) **TMC Racing**, Michael Whitfield, 5 points; 2) **Downtown Uproar**, Darren Cumming, 10; 3) **On Belay**, Don Taylor, 11. (7 boats)

J HANDICAP — 1) **Cheeseburger**, Peter Lane, 5 points; 2) **Ragtime**, Trig Liljestrand, 5; 3) **Trinity**, Cam Lewis, 16. (6 boats)

Complete results at: www.stfyc.org

BALLENA BAY YC FRIDAY NITE GRILLERS SERIES (4/16)

1) **Tortfeasor**, Olson 34, Jeff Rude; 2) **Legendary**, Jeanneau 41, Dave Edwards; 3) **Ke Kemu**, Colgate 26, Dave Hayward. (7 boats)

Complete results at: www.bbvc.org

TYC DON WAN REGATTA (4/10)

DIVISION 1 (PHRF≤150) — 1) **Frenzy**, Moore

24, Lon Woodrum, 2 points; 2) **US101**, Moore 24, Rudy Salazar, 4; 3) **Uhoo**, Ultimate 20, Michael Josselyn, 6. (3 boats)

DIVISION 2 (PHRF>150) — 1) **Red Hawk**, Hawkfarm, Gerry Gunn, 2 points; 2) **Siento el Viento**, C&C 29, Ian Matthew, 4; 3) **Wind Dance**, Cal 2-27, Ann Watson, 7; 3) **Shenandoah**, Catalina 27, Jerry Brooks, 7. (4 boats)

Complete results at: www.tyc.org

CORINTHIAN YC FRIDAY NIGHT SPRING SERIES (4/9)

NON-SPINNAKER 1 — 1) **Min Flicka**, Hanse 370, Julie LeVicki; 2) **Fast Friends**, Santana 35, William Smith; 3) **Perseverance**, Beneteau First 47.7, Daniel Chador. (6 boats)

NON-SPINNAKER 3 — 1) **Aquila**, Santana 22; 2) **Fjording**, Cal 20, Tina Lundh. (2 boats)

SPINNAKER 2 — 1) **Good & Plenty**, Soverel 33, Justis Fennell; 2) **Yucca**, 8-Meter, Hank Easom; 3) **Youngster**, IOD, Ron Young. (4 boats)

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

J/105 — 1) **Yikes!**, Peter Stoneberg; 2) **Alchemy**, Walter Sanford; 3) **Donkey Jack**, Shannon Bonds. (3 boats)

Complete results at: www.cyc.org

ST. FRANCIS YC CABRINHA RACE SERIES (4/15, 3r/0t)

OVERALL — 1) **Chip Wasson**; 2) **Geoff Headington**; 3) **Stefaans Viljoen**. (18 kites)

MASTER — 1) **Chip Wasson**; 2) **Marcello Segura**; 3) **Eric Geleynse**. (8 kites)

GRAND MASTER — 1) **Frank Whitke**. (1 kite)

ST. FRANCIS YC FRIDAY NIGHT WINDSURFING SERIES (4/16, 2r, 0t)

OVERALL — 1) **Steve Bodner**; 2) **Eric Christanson**; 3) **Soheil Zahedi**. (13 boards)

Complete results at: www.stfyc.org

SVENDSEN'S THURSDAY NIGHTS (4/15 5r, 0t)

OVERALL — 1) **Matthew Sessions/Avery Patton**; 2) **Steve Kleha/na**; 3) **Adam Spiegel/Amey Guarneri**. (11 boats)

Complete results at: www.vanguard15.org

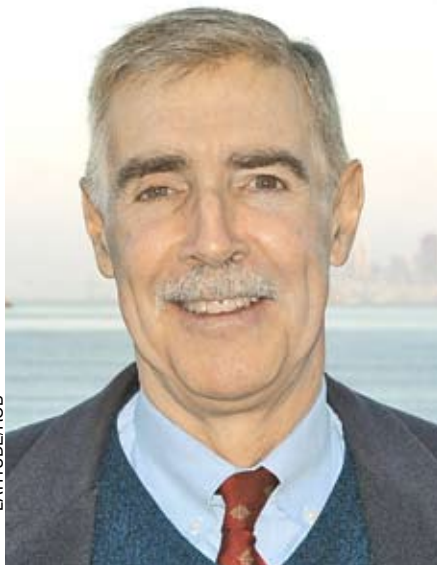
THE RACING

banner under skipper Chris Nicholson. More details and info are at www.volvooceanrace.com.

Mea Culpa — In our recap of the Islands Race in last month's issue, we made the mother of all errors when we gave Bay Area sailor and *Wasabi* crewmember **Garett Greenhalgh** a completely new surname. Sorry Garett, and thanks, we have enough of your business cards. . .

Leukemia Cup — The Leukemia Cup's Robin Reynolds gave us a heads-up that the winningest America's Cup skipper of all time, **Russell Coutts**, will be the featured speaker at this year's event at San Francisco YC October 2-3.

Off the Water — Vendée Globe veteran **Rich Wilson** visited the Corinthian YC on April 8. The 59-year-old resident of Marblehead put on a well-paced multimedia presentation that visibly moved not only himself — he became choked up when relating tales of the support he received from the rest of the fleet and the French public — but also the enrapt 70-person audience, which honored him with a standing ovation. Hit-



LATITUDE/ROB

Rich Wilson ably told his Vendée Globe tale.

ting topics like his educational program sitesALIVE!, a rib-breaking, cross-cabin fall on Day 2 of his 121-day tour around the world, and the support of both the French public and his fellow sailors, Wil-

son's engaging, humorous talk painted a vivid picture of what it was like to prepare for the Vendée Globe.

What was perhaps most interesting after hearing about the trials and tribulations of a trip that saw him finish ninth out of the 11 boats that finished the 30-boat race, was the fact that he said he'd do it again! There were contingencies though, namely that the effort would be worthwhile only if it could support asthma awareness — he's a severe asthmatic who has to take multiple medications daily just to survive and twice ran the Boston marathon in spite of it — as well as encourage seniors to lead active lives and further his educational programs. To that end, he said it would take the support of a pharmaceutical company and/or an organization like the AARP. He pointed out that a campaign like the one he envisions — spanning three years and with a newer boat than his '08-'09 ride *Great American III*, but not a brand new boat — on a shoestring, would cost about what a utility infielder gets in annual pay. If you get the chance to see

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Here I am with my dear friend Albert. He loves all kinds of boats, has owned quite a few, and we've worked on the rigs of all of them. The list includes a sweet little Albin Vega, a gaff-rigged Pinky schooner, a classic double-ended cutter, a fairly tweaky, 42' French-built multi-spreader aluminum ocean cruiser, and — maybe finally — his current boat, a new 34' fractional rig racer/cruiser.

I mention Albert because (if you add large square-riggers) his boats just about describe the arc of our expertise. So no matter what kind of boat you have, give us a call when you are in need of some proper rigging. Any kind of rigging.

Fair leads, Brion Toss

Wilson in action, make sure you take it — it's a worthwhile 90 minutes.

Westpoint Marina Regatta Redux — West Point Harbor and Sequoia Yacht Club are hosting the second annual **Westpoint Marina Regatta** on June 12.

Like last year, the predominantly downwind race will start off the north-east corner of Treasure Island, round Alcatraz to port, and then finish at the Redwood Creek entry buoys for a total distance of 25 miles.

The South Bay has a number of very shallow shoals, so check your updated charts and make sure your depthsounder works well. There will be free berthing at the new Westpoint Marina, where once you're tied up, you'll find free transportation to Sequoia Yacht Club for a tri-tip steak dinner at \$20 a head. The club will provide breakfast the following morning also. To enter the race, please fill out the skipper's entry form on the Sequoia YC's website at www.sequoiayc.org.

It's Settled — The Bay Area Multi-hull Association has finalized the **BAMA Racetrack**. It's been pared down to a

scenic 10-mile Central Bay course that's open to all Bay Area boats, and to our minds is probably one of the freshest racing/performance sailing ideas to be put into action in awhile. Race Chairman Ross Stein elaborates:

"You can do it any time you want, as many times as you want," he said. "Just turn on your GPS receiver, choose any buoy but Alcatraz to start and finish, and take a lap — or several. Upload your GPX file to BAMA, and you will be scored. You can replay your race against others or yourself, if you do it more than once in GPS Active Replay. The Racetrack is



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THE RACING

Alcatraz to starboard, Big Harding to port, Blackaller to port, Blossom Rock to port, and back to R4. We are looking forward to the fast cats — *Shadow*, *Tuki*, *Adrenaline*, and *Beowulf* — establishing, and then eating away at the course record.

"The goal of the Racetrack is two-fold," he added. "First, we want to encourage people who haven't raced, or do so rarely, to give racing a try. There is no start-line crush of boats to worry about and you don't need to be a rules maven, so you can focus on boat handling, sail trim and mark roundings. If you blow a tack or a spinnaker drop, just sail to the closest mark and 'restart;' there are no consequences. And everyone enjoys sailing past the islands, grazing the Gate and along the City Front. If you want a mellow ride, do it in the morning or mid-day. After building some confidence, try an afternoon lap in more breeze. Second, we want to give experienced racers an exciting course to hone their skills and train crew. There will be singlehanded, doublehanded, and crewed 'divisions.' The real challenge will be to choose the



ERIK SIMONSON/WWW.H2OSHOTS.COM

The Cal Maritime Keelhaulers won the St. Francis Intersectional going away last month.

winds and currents that maximize the speed for your vessel, and that will take some thought and planning."

There will be no entry fee in '10. To download the notice of race/sailing in-

structions/race chart, visit: www.sfbama.org/racetrack.

South of the Border — Dick Compton, Jim Yabsley and Tom Parker's Santa Barbara-based R/P 68 *Taxi Dancer* won overall honors and \$6,500 Lamborghini watch (we hope it's not always fast) in the Newport Ocean Sailing Association's 125-mile **Newport to Ensenada** Race April 23.

The bright-yellow sled was the second monohull to finish in the 226-boat fleet, correcting out over Lorenzo Berho's Kernan 68 *Peligroso* by 70 minutes. Tim Murison's Pt. Richmond-based Island Clipper 44 *Bolero* won PHRF-F and was overall runner-up with a local crew that included Kim Desenberg, Jerry Keefe and Kers Clausen. Full results are available at www.nosa.org.

Aloha — The two even-year Hawaii Races are shaping up well. The **Single-handed TransPac** has a solid fleet of 21 entries for the 2,150-mile run to Hanalei Bay, Kauai. The **Pacific Cup** has 70 entries — in a down, if not depressed, economy — which is pretty amazing.

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Although the final entry deadlines happened after we went to press, we're pretty sure the final number should be close to that. We'll have previews on both races in upcoming editions of *Latitude 38*; in the meantime, you can look up the races at www.sfbaysss.org, and www.pacific-cup.org, respectively.

Out of Mothballs — Speedboat. Alex Jackson's Juan K-designed 100-footer has been brought back on-line and will be sailing the Bermuda Race and making a Trans-Atlantic record attempt this summer, navigated by the Bay Area's Stan Honey.

Making the Rounds — Drawing a standing-room-only crowd, a 1.5-hour-long presentation by our hometown America's Cup team touched on some interesting topics at a special showing of the Cup at Strictly Sail Pacific on April 15. Emceed by Tom Ehman and featuring design coordinator Ian Burns, tactician John Kostecky and Bowman Brad Webb — the rap session had some interesting tidbits for those who'd like to see **BMW Oracle Racing** and Mascalzone

Latino bring the match for the 34th Cup to the Bay. If, like us, you're in that camp, you'll be heartened to hear that Burns is now a Dogpatch resident, while Webb and wife Karen — a Bay Area native and executive producer for the team's victory tour presentations — are San Jose residents. Another plus was that this is the only boat show the team will do. Yet another was that Ehman reiterated that the Bay is team owner Larry Ellison's first choice. We hope all of these are signs that the event will be coming here. As for a timeframe on when that'll be decided, Eh-



LATTITUDE/JOHN ARNDT

Bowman Brad Webb has the floor while John Kostecky and Ian Burns look on. For those who want to see the Cup come to the Bay, their appearance at SSP produced some very encouraging tidbits.

man said that the team hopes to have everything — venue, boat, format and date — figured out before the end of the year.

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With reports this month on **Summer Charter Options and Strategies for Making Them Affordable**, a former Californian's explanation of why he loves **Exploring Panama Under Sail**, and thoughts on the 'Schmutzwasser' Conundrum.

Is A Summer Sailing Vacation In the Cards For You?

Although it feels as though we're just beginning to dry out from that exceptionally wet winter, we're happy to remind you that summertime is just around the corner. And that means it's time to get serious about making summer travel plans — which we hope will include a sailing vacation.

We'd bet that nearly everyone reading this would love to do a charter cruise this summer, but we suspect that many of you are holding off on making a commitment due to the uncertain state of the economy. So let's discuss money matters a bit, and strategies for making that dream trip happen.

Even though most financial pundits tell us that the !@#%\$^& recession is finally ending, most consumers are just beginning to loosen the white-knuckled grip they have on their hard-earned greenbacks. Rather than following that 'herd-like' thinking, consider this: With fewer people allowing themselves to spend money on vacations these days, prime travel destinations everywhere — including prime *sailing* venues — will be much less crowded this summer than in future years, when we'll (hopefully) be

Down in the sunny Caribbean, the trade winds are blowing, the beers are cold and the turquoise water's delightful.

back in a boom cycle again.

Whether we're talking about sailing grounds in the Med, the South Pacific, the Caribbean or North America, hotels, restaurants, shops and yes, anchorages, won't be nearly as busy now as they were a few years ago, or will be a year or two from now. And with fewer potential customers around, we'd bet you'll find that shopkeepers, restaurateurs, and service staff will give you better and more cheerful service everywhere you go.

If you've tried to book a boat in the past with only a few months lead time before your travel date, you probably found a limited selection of boats. But these days, you're likely to have a wider range of boats to choose from, even on relatively short notice.

You say you just don't have the cash this year? Well before you completely give up on the idea, allow us to share a little creative thinking. If you've splurged in the past and rented a boat on your own — say, just you and your spouse, lover or kids — you may not realize how affordable chartering can be when you split the cost of a four-cabin bareboat between four couples. If money is tight, remember also that monohulls are generally much cheaper than multihulls, yet the accommodations are almost as nice. Many longtime sailors would agree that the thrill of sailing is actually much

greater aboard a monohull — you know, responsiveness of the wheel, the adrenal thrill of burying the rail, and the ability to charge upwind on a tight beat.

If you and your boatmates agree to cook most meals aboard, you're total outlay will obviously be substantially less — and hey, you spend money to eat at home anyway, right?

While we're on



MAINE WINDJAMMER ASSOC. / JEFF GREENBERG



LATITUDE / ANDY

the subject of frugal chartering, we should mention our good buddy's 'coffin bag' approach to provisioning. Back when our kids were young and we were even more broke than we are today, we and some similarly budget-conscious parents were dying to get away to the warm Caribbean sun. So we took a deep breath and rented a big boat. Because our budget was very tight, we made trips to Costco and Trader Joe's a few days before flying out and loaded the 'coffin bag' to the max — it got that name because this huge nylon duffel bag was literally as big as a coffin. Inside it we stuffed all sorts of non-perishable staples, plus the kids' favorite snacks and cereals. Although we ended up with some broken crackers and squashed cookies, that unwieldy cargo conveyance served us well, and probably saved us a couple hundred dollars in on-site provisions.

Besides luxury crewed chartering and bareboating, there are other means of chartering you may not have considered before that can be quite affordable. For example, in popular sailing destinations

OF CHARTERING



MAINE WINDJAMMER ASSOC. / FRED LeBLANC

Looking for something different this summer — that won't break the bank — consider a coastal cruise aboard a Maine windjammer.

like Greece, Turkey and the British Virgin Islands, many charter operators offer scheduled 'flotilla' charters, where a group of boats travels on more or less the same route and schedule. If you like to make new friends — especially those from other nations — flotillas can be great fun. Europeans seem to love them, so you'll probably find yourself in the company of Scandinavians, Germans, Brits and/or Frenchmen. There is always a lead boat with a group leader aboard who's intimately familiar with the area. The lead boat (and sometimes others also) is generally booked by the berth.

A related alternative is to book a cabin or berth aboard an instructional cruise. Most Bay Area sailing schools (or 'clubs') offer a variety of instructional flotilla trips throughout the year, as do schools in the Caribbean, San Juan Islands, Florida and elsewhere.

There are also all sorts of booked-by-the-berth options aboard tall ships

and traditional schooners. For example, during the summer months, the Maine coast is a veritable celebration of sail, as a picturesque fleet of both replicas and restored historic schooners ply the protected waters of the Penobscot Bay region. All aboard are encouraged to

pitch in with the sailing chores, such as hauling lines, trimming sails and taking a turn at the helm. And every cruise includes a traditional New England lobster bake which, in itself, is worth making the trek across the country. To our way of thinking the best of these cruises are timed with one of a wide variety of schooner races and festivals that take place throughout the summer, where dozens of schooners rendezvous. As you can imagine, such gatherings are a snapshot's dream.

Okay, so you can economize on provisions, and you can share boat expenses or find by-the-berth sailing options, but how do you find affordable airfares? That issue, we realize, can be a deal-breaker, especially for families on a tight budget. These days there seems to be more variation with flight pricing than with any other commodity we can think of — on any given flight similar seats will have sold for wildly different amounts.

Generally, booking way in advance will get you the best deal, but not always. If you're super-flexible you can sometimes pick up a last-minute midweek fare for a song. That said, it may have a horrendous schedule with multiple stops, but it will get you there. Combine that with a last-minute boat or berth reservation and you're in!

Frequent flyer miles are best used far in advance also, but here again, you can sometimes get lucky late in the game on mid-week flight with wacky itineraries. For this sort of bargain-hunting, though, we strongly advise you to enlist the help of a real live reservation agent, even if

Tahiti is certainly not what you'd call a bargain destination. But bareboat prices and provisioning are similar to many other venues.



LATITUDE / ANDY

WORLD

doing so costs you a small service fee. A life agent can often find creative itineraries that a simple computer search might miss.

If you don't have a heap of frequent flyer miles yourself, be aware that lots of people do — especially business travelers. With most airlines travel awards (free air tickets) can be given away without a fee. So why not ask your globe-trotting friends if you can buy an award from them for, say, half the value of a normal ticket to the same destination.

It's in the interest of bareboat marketers to keep tabs on special offers from airlines that service their charter destinations. So check their websites often for limited-time deals. Just last month both Air Tahiti Nui and American Airlines were offering attractive discounts, but for fixed time periods only.

Even if your budget is tight this year, we suggest you do your travel homework diligently and think creatively so those summer charter dreams can become reality. Because where there's a will, there's a way!

— latitude/andy



ALL PHOTOS FRANK NITTE

The skyscrapers of downtown Panama City stand in stark contrast to surrounding jungles and a wealth of nearby islands.

Chartering in Panama: The Next Place?

Until we visited Panama recently, we hadn't heard much about the charter

possibilities in this tiny Central American country, although we knew from many cruisers that there are enticing places to explore on both the Caribbean and Pacific coasts of Panama.

But in March, while spending time with former San Diegans Frank Nitte and Shirley Duffield, we got quite an education. After years of cruising aboard their Islander Freeport 36 Windsong, they fell in love with Panama and now call it home. And since Frank is one of the very few local sailors offering overnight charters, we invited him to tell us about the cruising grounds and the charters he offers aboard Windsong. It all sounds so enticing, we might join him on a cruise ourselves next year.

— Ed.

Very few people think of Panama as a chartering destination. It's just not on most people's radar, unless they've visited on their own sailboat, or been a passenger on a cruise ship through the Canal. In fact, Panama chartering is pretty much in its infancy. There are

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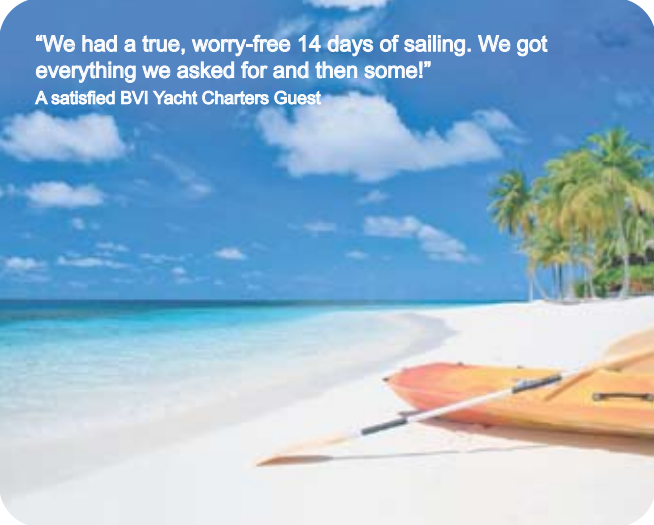
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no bareboat fleets here, but there are many worthwhile attractions you can visit aboard a crewed yacht. Before I introduce them to you, though, let me give you a bit of background.

Panama is a Spanish-speaking tropical paradise in Central America, located between Costa Rica and Colombia. The country sits between latitudes 7° and 9° degrees N, which translates to hot and humid weather year round. Temperatures are normally in the 90's during the day, and in the 70's at night.

The Panama Canal bisects the country from north to south (not east to west, as you might think). The country has 477 miles of Caribbean coastline and 767 miles on the Pacific. Offshore, there are hundreds and hundreds of islands, most of which are uninhabited.

The currency is the U.S. dollar, which the Panamanians call the Balboa.

Since Panama is below the hurricane belt, it is an all-year-round vacation destination. There are two distinct seasons: the dry season, or summer, is from December through April. The wet season,

or winter, is from May through November. The rainiest months are May, October and November, when the Inter-tropical Convergence Zone (ITCZ) moves over Panama. During the wet season, there may be rain showers, but most of each day is typically sunny.

It's easy to get to Panama from anywhere in the USA, since three U.S. airlines fly there: American Airlines through DFW and Miami, Delta through Atlanta, and Continental through Newark and Houston. Mexicana Airlines also flies to Panama through Mexico City; and Copa Airlines, the Panamanian national airline, flies in from Los Angeles, Washington Dulles, Orlando and Miami.



Having thoroughly explore Panamanian waters as a cruiser, Cap'n Frank loves sharing his expertise with visiting sailors.

There are four distinct cruising areas in Panama that are possibilities for charter vacations: Bocas del Toro and the San Blas Islands on the Caribbean side, and the Las Perlas Islands and the islands of Western Panama on the Pacific side.

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City, there are more than 100 islands clustered together in the Bay of Panama. You will usually spend seven days in this island group, called the Las Perlas (The Pearls). Some of the main isles here are Isla del Rey, Contadora, Mogo Mogo, Chapera, and Isla San Jose.

On the first day of a typical charter, you will marvel at the skyline of Panama City, as you sail through the fleet of anchored ships waiting to cross the Panama Canal. Upon arrival in the islands, you will have ample time to snorkel before a happy-hour toddy while watching the sunset. All of the islands are within sight — reminiscent of the BVI, but without the crowds.

Contadora Island is famous. Back in the 1500's, this island was used by the Spanish kings' accountant. There, he 'counted' all the loot stolen from Peru. Afterwards, the loot was brought to Panama City, then hauled via mules across the isthmus to the Caribbean side, and placed on galleons for Spain. Nowadays, the island is populated with small hotels, houses, an airstrip with flights to the mainland, and has beautiful reefs



ALL PHOTOS FRANK NITTE

Anchorage are both uncrowded and tranquil in Las Perlas, and in these tropical latitudes both sunrises and sunsets are often dramatic.

offshore. This is the most populated of the Las Perlas Islands.

Mogo Mogo Island is also famous as the site of the *Survivor - Pearl Islands*

TV show. The sets are still there, but the island is totally deserted, so you can spend the day playing *Survivor* to your heart's content.

Most of the islands are deserted, so you can while away your day getting a tan, collecting shells on the beaches, kayaking, swimming, or just lazing away, pouring through that book you've been wanting to read.

If you can extend your visit to 14 days, other islands within the Bay of Panama, such as Isla Taborcillo and Taboga, can be added to the Las Perlas itinerary.

Called the Island of Flowers, Taboga, is only 7 miles from Panama City. The small village on the island has been in existence since the 1500's. You can walk the same streets where conquistador Francisco Pizarro walked before sailing off to conquer Peru. The French painter Paul Gauguin convalesced from yellow fever on Taboga before heading across the Pacific to Tahiti. You can swim in the ocean, lie on the beach, or hike up to the top of the island to take in the panoramic view.

Isla Taborcillo, or John Wayne Island

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OF CHARTERING

— the actor once owned it — has a complete old Wild West town built on it.

Aboard *Windsong*, 7- and 14-day adventures in the Bay of Panama are great for those who have little or no sailing experience, or who would like to build on their sailing experience. Trips can be tailored to specific needs. For those wanting to gain experience in overnight sailing and navigation, both can be accommodated during a charter.

And if you want more adventure, an alternate 14-day itinerary can take you to the less-traveled regions of Western Panama. This 200-mile one way journey will require overnight passages and interaction with large shipping from the Panama Canal. You will travel around Punta Mala (Bad Point) in both directions, and visit remote islands and bays.

Cebaco Island and Bahia Honda are two of the many places to be visited. There is spectacular snorkeling at Coiba Island, Panama's largest island, which is also a National Park. Pelagic and reef fish teem around the island, and you are bound to see sharks and other large

species of aquatic life.

People who have some sailing experience who are up for the challenge, will love this unusual adventure. With the experience you'll have gained by the end of your charter, you'll feel confident in taking the next step: cruising such waters aboard your own yacht.

Our company, Sail Windsong Adventures, provides captained charters only. If you're used to bareboating, we like to point out that having a captain aboard frees you up to totally enjoy yourself without taking responsibility for the vessel. You can do as much or as little as you want. You can learn new skills, or have that romantic getaway you've talked about. The choice



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Canal, in Panama City.

— frank nitte

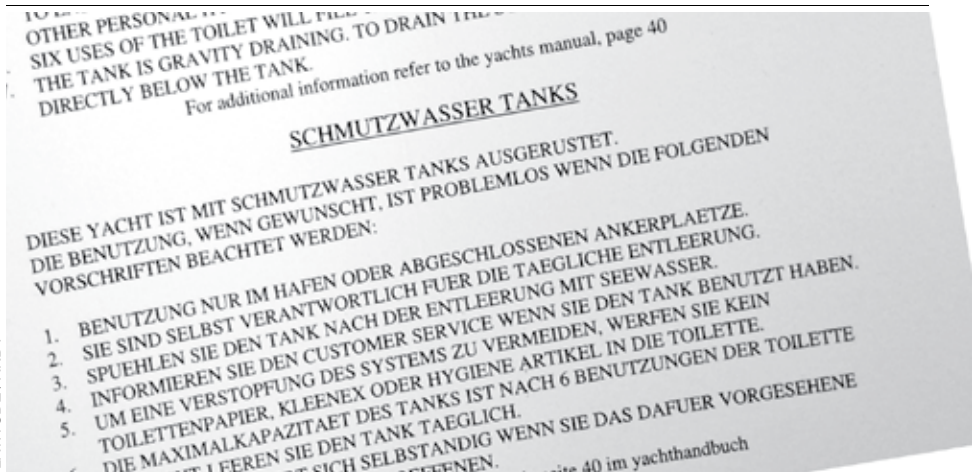
Readers — Frank holds a USCG 100-ton Master's License, and we can verify that he's both knowledgeable and a genuinely nice guy! For more info, see: www.sailwindsong.com; email sailwindsong36@aol.com or call his toll-free Skype number, 1-858-348-4554, from anywhere in the USA or Canada.

So Many Sailboats, So Much Schmutz

Before you read on, we warn you that we're about to broach a, well, shitty subject.

While bareboating in the Caribbean recently, we found ourselves in an awkward conversation with some first-time charterers. They were practically giddy about the stunning beauty of both the islands and their surrounding waters. But at the same time they were completely shocked to learn that every day hundreds of Caribbean charter boats either pump their heads directly overboard in the anchorages, or pump their holding

LATITUDE / ANDY



"Diese yacht is mit schmutzwasser tanks ausgerustet." This yacht is equipped with a holding tank — so use it!

tanks out in near-shore channels.

It is a little tough to believe, but throughout the seemingly pristine Eastern Caribbean, you could probably count the total number of pumpout stations on one hand. But don't blame the charter companies. While they could, and probably will eventually add more, the fact is that waste from city sewer systems and shoreside treatment plants in the

Eastern Caribbean are all pumped into surrounding waters also. The good news, however, is that the constant flushing of anchorages apparently minimizes any impact on the marine environment. But the whole issue is still a bit unsettling, so to speak.

For now, the best thing you can do to be an environmentally conscious boater in such places is use your boat's holding tank — or "schmutzwasser" tank, as the German's would say — and pump it out as far offshore as is practical.

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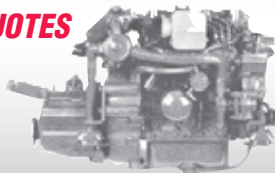
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CHANGES

With reports this month from **Curare** on the cruising good life in El Salvador; from **Fleetwood** on starting a cruise penniless and now having money in the bank; from **Swell** on nearing the end of the nearly interminable battle with a leaky shaft log; from **Latitude** on the attractions of San Blas, Mexico; from **Sea Bear** on Puerto Rico and the DR, and a generous helping of **Cruise Notes**.

Curare — Bowman 36 Geoff and Linda Goodall Barillas Marina, El Salvador (Vancouver, B.C.)

While marvelling at the efforts of Marina Manager Heriberto Pineda and the staff at Barillas Marina in El Salvador to get us a rental car at the lowest price,



Geoff and the couple's dog Jessie at the entrance to Barillas Marina.

we noticed a stack of crisp new *Latitudes* on the office desk. So while they dialed, we leafed through the February and March *Latitudes*. Reading the articles by other cruisers prompted us to write about the exceptional reception and services we've enjoyed here at Barillas Marina. We've been treated royally from the moment we received their reply to our email. After a great five-day crossing of the Gulf of Tehuantepec — half of it under spinnaker — we hailed the marina on VHF, and they arranged for the pilot to guide us across the bar. He met us at the designated spot at exactly the designated time. With a two-metre swell running, we were glad to follow the pilot in even though we had accurate waypoints. Seeing whitewater churning on all sides of us was a little disconcerting, but we crossed the bar into the shelter of Jiquilisco Bay without incident.

When we arrived at the mooring field 12 miles up the estuary, Heriberto had the Customs and Immigration officials

After a five-day crossing of the Gulf of Tehuantepec, Linda naturally enjoyed the luxury of a freshwater swim at Barillas Marina.



on hand and ready to welcome us into El Salvador. After the formalities were over, Heriberto offered us a free drink at the *palapa* restaurant bar. After three enjoyable years in Mexico, we've been surprised to discover that the cruising life can get even better!

We think the costs at Barillas are reasonable. We paid \$45 for our first night on a mooring ball, but that included the pilot's coming eight miles down the estuary to guide us in, bringing the officials from Customs, the Port Captain's office, and Immigration out to our boat, and help checking in. It also includes the guide boat's helping us out across the bar when we leave. The next 13 days are charged at \$16.95 a night, after which the rate drops to \$11.30 per day. Included in that fee is full use of the facilities — meaning the three pools, *palapas*, quite good wi-fi, even out the mooring field when you use an antenna; the dinghy dock; and the freedom to walk around the secure compound, which is an old cocoa plantation.

The menu at the marina restaurant is somewhat limited and probably 20% more expensive than at a restaurant in town, but the food is good. *Papas* are three for \$3, and that's all you need. A hamburger is \$5, and beers are \$2 each. A few cruisers on bigger budgets said the steaks are delicious. We would typically get our boat chores done by midday, then head to the *palapa* by the pool for the remainder of the day to enjoy lunch, do research on the internet, and lounge in a hammock. A tough life!

Twice a week there is a shuttle van that takes crews into the local town of Usulután, 45 minutes away. There is excellent provisioning there from either the local market or at two American-style supermarkets. The marina also has an airstrip if you need to fly out. Our car rental came to \$337 for 5 days, plus a \$50 delivery fee — standard Budget Rental Car pricing. We shared the car with the crew of another boat, which was a lot of fun and halved the cost. We had a great trip inland, and got a much better appreciation for the country and the turmoil its citizens have been through recently.

Why did we choose Barillas over Bahía del Sol, the other popular



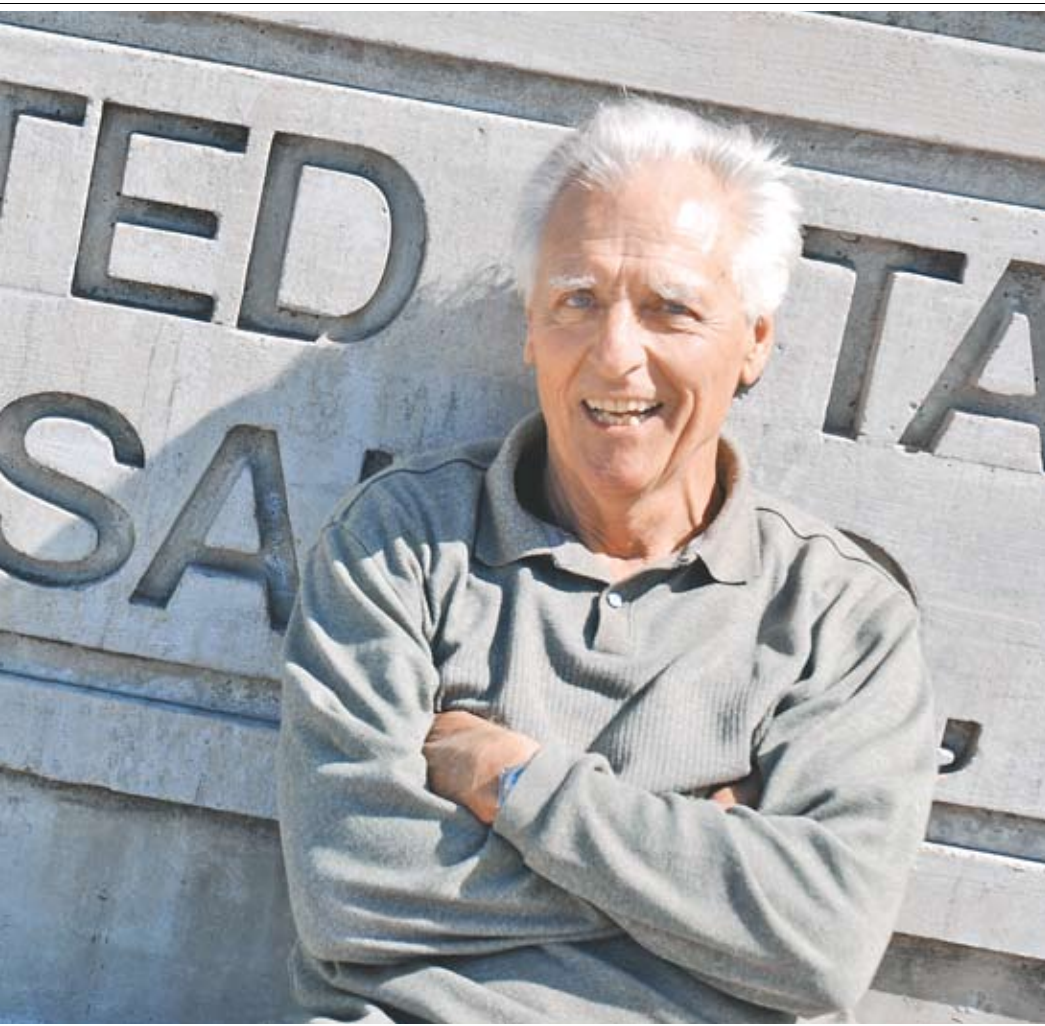
stop in El Salvador? It was basically the result of a coin toss. But thanks to the first class staff and facilities at Barillas, we've been very happy with our decision. We are fairly low budget cruisers, and our full keel, sloop-rigged Bowman 36 is very comfortable, although a little slow in light wind. We're currently in Nicaragua, and we're putting together information on the mooring options here for publication in the next *Latitude*.

— geoff and linda 03/16/10

Fleetwood — Naja 30 Jack van Ommen You Don't Know Jack! (Gig Harbor, Wash. / The World)

We've all heard the joke about how you make a small fortune. You start with a big fortune, then you buy a boat. But Jack van Ommen has enjoyed an entirely different experience. When he took off cruising in March '05 aboard *Fleetwood*, he'd spent his last pennies on food for his long passage across the Pacific to the Marquesas. Although he's been cruising

IN LATITUDES



LATTITUDE/RICHARD

Jack van Ommen, in front of the Sausalito Post Office, on his way from Vietnam back to his boat in Amsterdam. Since all of Jack's trip photos were on his crashed hard drive, we've illustrated this interview with other photos from Vietnam, a country for which he feels tremendous affection.

ever since, and hasn't worked, he now has money in the bank and is able to afford things like flying from Amsterdam to Vietnam — first class for several of the segments — for a three-month vacation from cruising. How has he done it? Read on. (Although you'll have to wait for Part II in the June issue to get the full story.)

Having published a number of van Ommen's *Changes* since '05, we were eager to meet the vet of the '82 Single-handed TransPac and a half decade of cruising a small boat most of the way around the world. So when he was passing through on his way from Vietnam to Amsterdam, we were thrilled that he took the ferry from San Francisco to meet us for lunch in Sausalito. Slim, calm and soft-spoken, van Ommen appeared to be the picture of health and vitality. What follows is the first of our two-part interview with him.

38: You're looking lean and relaxed. Do you mind if we ask your age?

Jack: I'm 73. But you know what they say, you get a year younger for every year you spend at sea. When I asked for the senior discount on the ferry, they didn't card me, but they thought I was under 65. (Laughter.)

38: Give us a rough idea of where you have cruised so far.

Jack: I've done 35,000 miles and visited 30 countries — but I should probably begin with my inauspicious start. After trailering my boat from Gig Harbor to Alameda in March of '05, I set sail for Santa Barbara, but got hit by a really big southerly halfway down the Central California coast. I was driven back to Big Sur by big, angry waves on the nose. My Navik wind-vane broke, then I had power problems. After many hours,

I became so exhausted that I called the Coast Guard in Monterey. They came out with a 47-footer to tow me in. The waves were so big that they had a difficult time finding me, and it was so rough that 11 of their 13 crew got seasick.

38: Were those first days of your cruise the worst conditions you've seen in your 35,000 miles?

Jack: I'd seen bigger seas in '82 when sailing home from the Single-handed TransPac. As tall as they were, those were gentle rollers from a distant hurricane. The ones off the Central California coast weren't as big, but they were much worse. It had me wondering if I should be making such a trip at all.

38: How many times have you seen more than 40 knots at sea?

Jack: Hardly ever. The worst was just outside of Cape Town, South Africa, when I misunderstood the weather guy. He told me to hide somewhere along the coast, but I thought he told me to continue on. It blew about 40 knots for 36 hours, and was really bad. I was scared. I set the windvane to heave the boat to, closed the boat up the best I could, and went below. The worst part was the noise, with all the wind and vibration in the rigging.

38: Let's put it this way: how many times have you been really scared in 35,000 miles?

Jack: Only three or four times. But I've had a few unpleasant passages. My

Pho, pho, pho! A typical restaurant on a sidewalk — and into the street — in Hanoi. The food is healthful, inexpensive and delicious.



A Vietnamese woman about to start a long day in the paddies.

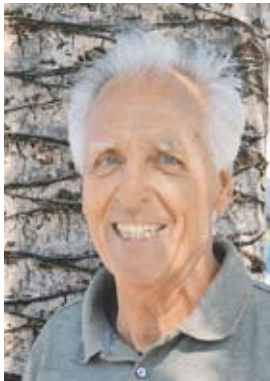
LATTITUDE/LAUREN



LATTITUDE/LAUREN

CHANGES

sail from Virginia to Bermuda last summer was pretty bad, as was the passage I did against the trades a year ago January from Florida to the Virgin Islands. I can also remember getting hit by 25 to 30 knots on the nose on my way to Bali. The problem then was that I couldn't stop my



At age 73, Jack figures he still has lots of sailing to do.

boat from falling off waves, which resulted in the hull's continually slamming. But the majority of the time it's wonderful out there. There are many different kinds of cruisers, of course. Sailing between islands and harbor-hopping are both fun, but I really prefer the long passages. After a couple of days, you and your body get into a routine, and you just do your thing. When I'm sailing offshore, I hardly ever have time to read because there is much to do. Even though the vane is doing the steering, I'm still busy listening to the SSB, writing emails on my laptop, navigating, fixing little things, and so forth. In addition to my 28-day passage to the Marquesas, I had 20-day passages from South Africa to St. Helena and St. Helena to Brazil. Last year's crossing from Bermuda to the Azores took 18 days.

38: Sailing upwind in anything much over 15 knots and three-foot seas isn't that pleasant for more than an afternoon. What percentage of the time have you been able to sail with the wind aft of the beam?

Jack: At least 80% of the time.

38: Has your 30-ft boat been big enough for sailing around the world?

Jack: It would be nicer if I had a 33

Who can explain the mysteries of the East? A Vietnamese woman burns copies of U.S. \$100 bills for her ancestors — a common practice.



LATITUDE/RICHARD

-or 34-footer. Maybe even a 36-footer. I'd also prefer a ketch rig, because when I'm in the middle of the ocean I always wonder what I'd do if I got dismasted. With a ketch rig, I'd be able to jury rig something. And with a ketch rig, you can always just drop the main to quickly reduce sail when the wind comes up.

38: We sure got you off course, so to speak. Take us back to your start from California.

Jack: I decided I needed a more robust windvane, so Hans of Scanmar in Richmond, a really nice guy, set me up with a Monitor. It's been great. Once I got that mounted, I set out again and didn't have any more problems with steering. I eventually made it down to Santa Barbara, spent my last few dollars on food, then set off on the long passage to the Marquesas. Of all the all the places I've been, the Marquesas remains my favorite. I used to think it might have been because it was my first real landfall, but now I know I just love it for the beauty and wonderful people. They are so kind and joyful, there is no poverty, and there are no giant houses hanging off the cliffs. There is great sailing in the Marquesas, too. I'd love to return sometime.

From the Marquesas, I continued across the Pacific, making all kinds of stops. I then broke away from the 'Milk Run' and headed to Vietnam, where I'd been stationed in the early '60s. I love Vietnam, and while I know there are problems with the bureaucracy and corruption, I believe it might open up as a great cruising ground in as little as five years. Friends of friends know a man who is about to start a marina near the mouth of the Mekong River, so I really believe there is reason for optimism.

Anyway, I sailed around Southeast Asia, then across the Indian Ocean, up to Brazil and French and Dutch Guiana, then to Trinidad. From Trinidad I sailed straight to the Chesapeake Bay. I thought I was going to sail to the Caribbean in the winter of '07-'08, then across the Atlantic to Europe that summer. But I fell behind schedule, so I came back to the Chesapeake in the summer of '08, sailed back to the Caribbean in the winter of '08-'09, and last summer sailed from North Carolina to Northern Europe via Bermuda, the Azores and France.

38: When you were in Trinidad, you weren't that far from completing a



circumnavigation.

Jack: Well, I want to sail around Europe. Besides, I'm never going back to the Pacific Northwest because it rains too much. What's more, I don't like the idea of the Panama Canal, as I heard it would cost me about \$1,700 to do a transit.

38: No, no, it would be way less than \$1,700.

Jack: Maybe you're right, as I've heard conflicting reports.

38: Correct us if we're wrong, but didn't you once tell us that you only use about 15 gallons of fuel per year?

Jack: I probably use a little more than that, but not too much more. My boat only has a 20-gallon fuel tank, and I hardly ever fill it. Normally, I just top it off with five gallons from a jerry jug. But I'm frugal with fuel. For example, lots of cruisers motor across the doldrums. Not me. I can't afford to spend that kind of money on fuel. Besides, I've never had much trouble sailing across the doldrums. The only time I've used a



SPREAD: ARJAN BOK. INSET: LATITUDE/RICHARD

Kiss me! Spread; In Letters, you read about swimming with whale sharks outside of La Paz. Arjan Bok of the San Francisco-based Lidgard 43 'RotKat' (inset), and other members of last month's Sea of Cortez Sailing Week also went swimming with 300-lb sea lions at Los Islotes, north of La Paz.

lot of fuel was motoring along the East Coast's Intracoastal Waterway.

38: What kind of an engine does Fleetwood have?

Jack: She's got her original 16-hp Renault diesel. It's one of the few left, so parts are hard to come by. One day I'm going to have to replace her. But I never power unless I have to. The engine is so noisy that I can't hear the radio, and it's stinky and it costs money. So I don't motor unless I'm sailing less than about 2.5 knots. Besides, I'm in no hurry, and I really enjoy being out on the ocean.

38: What do you have for a dinghy?

Jack: I started out with a Metzler, which had an unusual design that featured air tubes on the bottom. It rowed really well, which was good, because I didn't have an outboard, and because I always anchor out. But after two years the Metzler was toast. I bought a used

inflatable as a replacement when I was in Virginia, but I don't even know what kind it is.

38: Let's talk about safety and electronic gear. Do you have a liferaft, EPIRB, SSB and satphone?

Jack: I have all of those except for a satphone. I use my SSB and Sailmail to talk to people, send emails and get weather.

38: Are you in contact with someone every day when you make a long passage?

Jack: Oh yes. It's very seldom that there isn't somebody I talk to like Herb Hilgenberg of *Southbound* in Toronto, who provides weather for the Atlantic and Caribbean. He's fantastic. When I left Bermuda for the Azores, I

stopped at the fuel dock for a little fuel, and had a very mild run-in with a guy on a big ketch who wanted fuel first. He

fueled up and left, and once he got his big gennaker up in the windy conditions, really left me behind. I figured I'd never see him again. But it turned out that I tied up at the Customs Dock in the Azores almost 12 hours ahead of him. He was impressed. We talked, and I was surprised to hear that he'd had a couple of days of no wind, and because their engine



LATITUDE/LAUREN

was down, they'd only made about 30 miles each of those days. It turns out that the guy in Florida he paid for weather routing hadn't given him as good advice as I'd gotten for free from Herb. Before I went across, I told Herb I was planning on crossing at 32°N or even a little higher based on Jimmy Cornell's book. Herb told me I'd been reading the wrong stuff, and kept me at about 31°N. He did a great job for me.

[To be continued next month.]

— latitude/rs 04/10/10

Swell — Cal 40

Liz Clark

The Shaft Tube, My White Whale (Santa Barbara)

So there I was, near the end of February, having labored for months in the boatyard and having spent tons of money getting *Swell* ready for more adventures. But my dreams had been thwarted by a

Having been stuck in the boatyard for so long with so many frustrations, Liz might have lost it were it not for the surfing outlet.



LATITUDE/RICHARD

CHANGES

leaking prop shaft tube that had to be removed from the boat. Fellow Cal 40 owner Fin Bevin of Southern California had told me that it was not uncommon for shaft tubes on Cal 40s to eventually develop holes and leak water into the bilge. But, he said, with the help of Doug Grant, another Californian, I could get the shaft log out using something called a 'slide hammer'. In my case, it was explained to me, it would be a custom tool made of a six-foot length of stain-

less rod threaded on both ends. The rod would be inserted into the old tube, and a cap just smaller than the outside diameter of the shaft tube would be screwed onto the inside end. Then, on the back end of the tube on the outside of the boat, a heavy 'slide' would be put on the stainless rod, followed by another cap put on the aft end of the rod. By hammering the slide against the aft cap, it would — in theory — indirectly 'hammer' on the cap on the inboard end of the shaft tube, and the tube would come right out.

Since my helper Laurent wouldn't be around for awhile, I decided to make the slide hammer myself. I began by making

The 'slide hammer' turned out to be neither pretty nor effective.

precise measurements and drawing a diagram. But where was I going to find six-foot stainless rod threaded on both ends? When in doubt around here at the yard in Raiatea, you ask Cesar. I found him leaning against a shaded post, talking with Benois, the metal worker. "Do you know where I can find a six-foot steel rod or pipe threaded at both ends?" Cesar told me that the plumbing store sold 18-ft lengths of 1/4-inch steel pipe threaded at both ends. Great. I asked Ben if he could make me a steel washer of the dimensions I needed.

"What are you making?" Cesar and Benois asked at once, looking at the diagram.

"A slide hammer," I replied, "Or as you French would say, an extract-euuuuuuuur. I'm going to use it to get my shaft log out." They nodded as if it made sense to them.

It took a few days to gather all the pieces, but soon enough Jacques had cut down my 18-ft pipe to six feet, and had welded a plate, rather than a cap, on what would be the outside end where I would hit it with the sliding 'hammer'. Benois made a washer to my dimensions, but out of aluminum instead of steel. I figured I had better give it a try before I complained.

I got the awkward device set up, borrowed a massive sledge hammer from the yard, and went for it. I was shocked at how hard the head of the hammer slammed into the plate at the end of the rod. But after 30 hits, I'd broken through the weld on the plate and the tube still hadn't budged. So I went inside my boat to see what was happening, and found that the aluminum — not steel — washer had bent completely out of shape.

I had to carry all the broken parts of my slide hammer back across the yard in order to return to the drawing board. Everyone gave me a curious look — like they'd never seen a young woman carrying anything like across a boatyard before. "Extracteuuuuuuur!!!!!!!!!" I yelled in frustration. They just wrinkled their foreheads and went back to whatever they were doing.

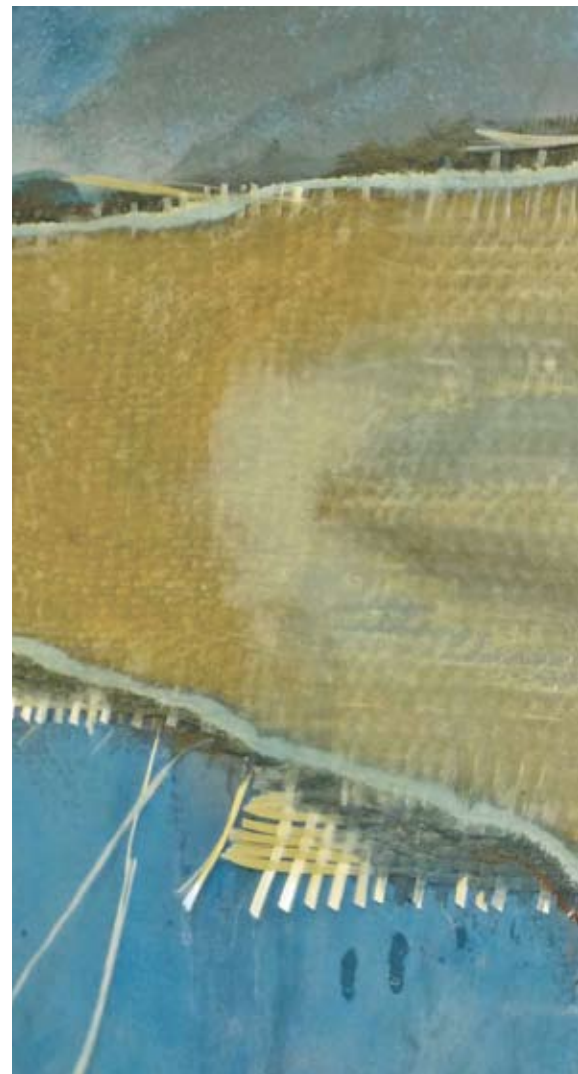
It took two days to get a new washer made out of thick piece of steel and to get the end plate reinforced, but I was ready to try the hammer again.

"It's not going to work," taunted Thierry the mechanic in French.

"Extracteuuuuuuur!" I yelled back at him.

After getting it set up, Taputu came over to help me. I held the new steel washer perfectly in the middle of the shaft log from inside *Swell*, while he slammed on the newly welded piece. Every time he hit the welded plate, the washer got sucked down into the tube — because the tube hadn't been cut at an exact right angle. So my slide hammer failed again.

That got me to thinking about the epoxy job we'd recently done on the shaft tube from the outside, hoping it would stop the leak. Surely that had firmly bonded the shaft to the hull so that no amount of pounding was going to break the adhesion. So while the oth-

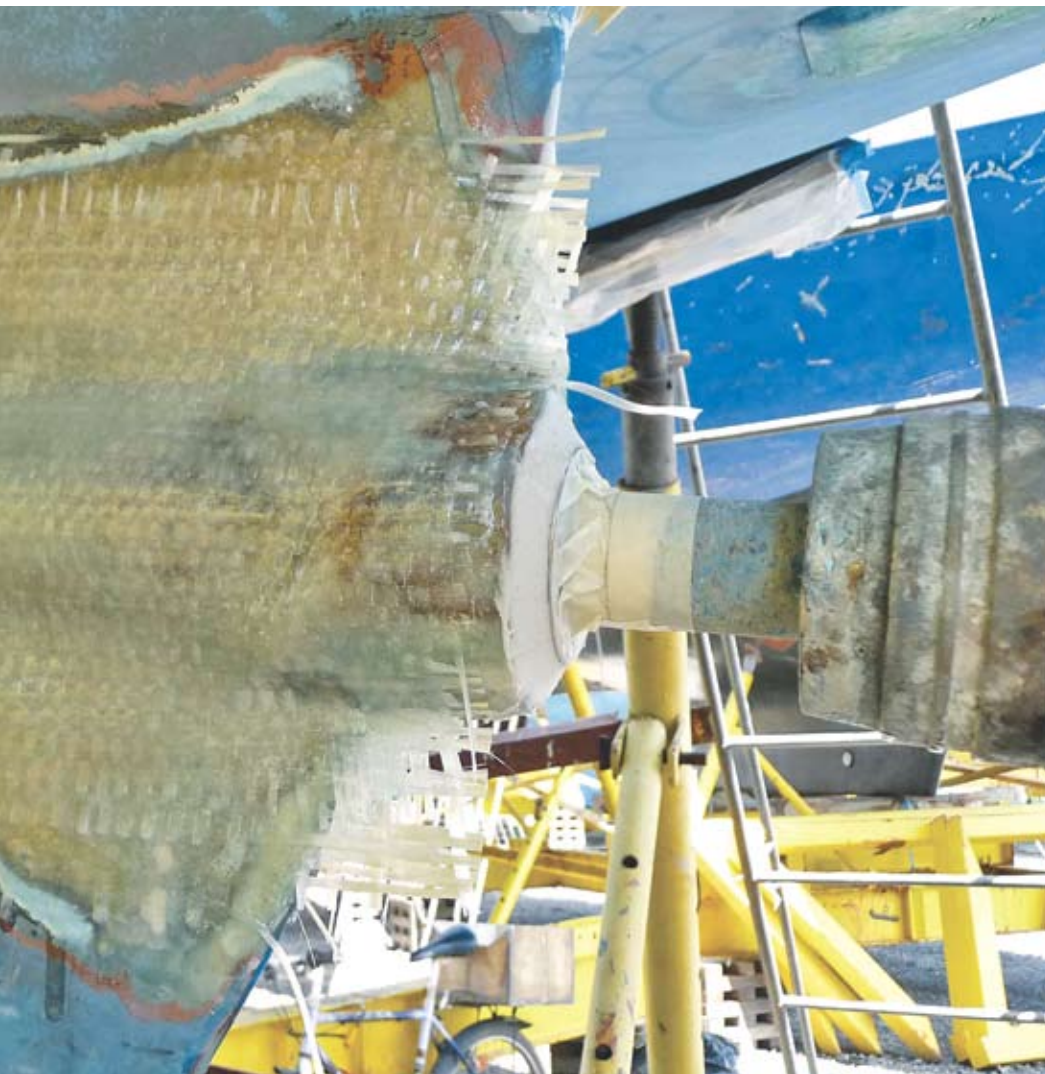


ers in the yard spent Friday afternoon drinking beer and toasting the weekend, I borrowed Taputu's grinder. After all, my leaky shaft log was still stuck in the hull, and poor little Poe, the baby tern I had rescued, was so sick he couldn't eat or stand up straight. What did I have to celebrate?

Poe got so sick that weekend that I put her in my bike basket and pedaled off in search of a vet. When I found one, the gentle man took Poe in his hands and said the obvious, that she was very weak and skinny. I bought Poe some nutrient supplements meant for cats. An hour after giving it to her, she could hardly lift her head. She took her last breath from this world as I held her cupped in my hands. To witness the fragility of life — one moment there, the moment gone — hit me very hard. I cried and stroked her still-warm feathers.

For a week after Poe died, it was strange returning to *Swell*. There was no chirping, no more fishy stink, and no

IN LATITUDES



COURTESY SWELL

The shaft log on 'Swell' doesn't look like a mammal, but it's been Liz's 'white whale'. Glassing over the tube failed to stop the leaking.

more fuzzy head popping up. Instead, I found only piles of progress-less projects staring at me. Despite grinding off the recent epoxy job on the shaft log, and making an even more precisely-fitting steel washer, my slide hammer still failed to get the shaft log out. In fact, a mighty swing by my friend Josh Humbert broke my slide hammer for the third and final time, slicing it in half at the upper threads, and sending it flying across the yard!

So the shaft tube remained stuck in the hull, and the behavior of Laurent, the yard glasser who was supposed to help me, was troubling. He'd walk past me stone-faced and cold, dead-set on ignoring me. It was obviously time to seek out other help, but who? Rain poured down and I wandered in circles around the yard in a cloud of despair. It seemed useless to try any more. I was defeated,

broken, sinking on land, doomed to boatyard purgatory.

But then Mike, whose boat *Apple* was hauled out in the yard, yelled down at me from his boat. "Hey Liz! We got my rudder shaft out today using a hydraulic jack."

"Fantastic," I replied, struggling to sound happy for him.

"You don't understand, the jack could be the answer to your problem!" he shouted. "Take it over to *Swell* and see if it might work by pushing instead of hammering against the shaft log."

You've never seen a girl sprint faster with a 15-lb hydraulic jack in hand. I hauled it up the ladder, eager to see if it would fit. "It does!" I cheered, doing a little shuffle-step-wiggle. Sure, I'd have to remove the v-drive and make some wood and steel supports,

and I'd need some more hydraulic fluid, but at least there was new hope. Plus, Mike said he'd give me two hours of his time the next day.

I didn't sleep much that night, but it wasn't because of shaft log anxieties. No, at 3 a.m. there was a pounding on *Swell's* hull. I wondered. I peered over the side and saw Taputu standing below with a flashlight. "Sorry to wake you," he said in French, "but there is a tsunami coming. It's supposed to arrive at 6 a.m. 'Tsunami,'" he repeated. "Go to Simona's house and ride up the mountain with her."



COURTESY SWELL

Fifty years after it was put in, the prop shaft on 'Swell' was almost out.

I couldn't believe it, but it was true, a severe tsunami warning had been issued for the entire Pacific. For the second time in less than two months, I had to pack up my survival bag with my passport and a few precious items, secure *Swell* as best I could, then head down the road to Simona's house. By 8 a.m., the local radio station declared that the wave had passed through the Marquesas at less than 30 centimeters,

Tsunami warning or not, an hour later Mike, the successful Hollywood director, began directing what I hoped would be his greatest hit — the removal of *Swell's* shaft tube. I spent two hours running around the yard in the glaring sun, looking for pieces of wood and steel to wedge things in. I thought I was going to puke. By the time the clock struck

The boatyard cover-up, an unfortunate necessity when working in the yard, is not the best look for Liz.



COURTESY SWELL

CHANGES

noon, we'd only just finished fitting out the mishmash of metal and wood scraps to support the jack against the fiberglass bulkhead behind the v-drive. But just as Mike left, his two hours up, a cheery 6'2" Canadian named Adrian appeared on the scene. He was low on cash, but full of spirit.

Sleep-deprived, we decided to go at it the next morning. At that time I had another weapon. Kyber, my buddy on *Natty M*, had run me through a quick certification in the use of his pyromaniac's delight — a hefty, flame-spitting, butane torch. The idea was to repeatedly heat and cool the bronze tube from outside —

hopefully without setting *Swell* on fire — with the goal of breaking the tube's bonds with the surrounding fiberglass. Adrian stood by with a bucket of water in the event that I lost control of the torch. The tube turned rainbow colors under the heat, and boiled the water that was soaked in the surrounding fiberglass. Fantastic! When we both agreed that any more heating might cause *Swell* to semi-spontaneously combust, Adrian threw on some water to induce quick contraction of the metal.

It was time for the final showdown. Inside the cabin, a few pumps on the hydraulic jack put 20 tons of pressure against that stubborn shaft tube. At first it didn't budge at all. I couldn't bear to watch, for if this failed, I would have to concede to 'open-fiberglass surgical tube removal'. Being rather nervous around pressurized jacks after my accident last year, I decided it was better for me to go down and survey what was happening on the other end.

"Hit it with the sledgehammer!"

By the time Adrian got all the wedging set up, the sole of 'Swell' was in disarray. But it was worth it, as the jack did the job.

Adrian called from above.

"Okay!!" I hollered back, slinging the beastly tool over my shoulder, and unloading on the exposed part of the tube.

"It moved!!" He yelled.

"It moooooooooooooooooooooooved!" I shrieked back in delight. The tube had officially been broken from the fiberglass, and had moved 1 mm in the right direction. We carried on in a similar fashion for the better part of the day — Adrian loading up pressure with the jack from the top, while I occasionally hammered from below. When the jack reached its maximum length, we'd pull it out and shove some other piece of steel inside, re-assemble the support, and continue to push. Millimeter by sweeeeeet millimeter, we pushed that tube out of the hull. That afternoon the final six inches of the tube slid out to expose a series of corroded holes, meaning it was certain that the corroded tube had been the source of all the leaking into the bilge.

I felt as though I finally had gotten my white whale!

With the tube removed, it might seem as though the problem was all but solved. But no. I needed to get some glass work done, and since Laurent wouldn't talk to me, and the only other fiberglass guy worked at a competing boatyard next door, and the two yards don't like each other, it was going to be a nightmare. Then there was the issue of getting the right tube and cutlass bearing. But that same day I got an email from Fin:

"My friend, Doug Grant of Marine Products Engineering Co, sells the exact tube you need with a cutlass bearing to go with it. I already spoke with him, and he said he would sell it to you for half price. Send me your address and I'll get it in the mail by Monday — and cover the shipping."

After a month of agonizing, everything had suddenly turned around! Shiny beams of hope were making the world twinkle again! Fin and Doug, neither of whom I had ever met, were like angels who had descended to carry me out of boatyard purgatory. God bless them both, and everyone else who has helped me.

— liz 4/1/10

San Blas, Mexico History And a New Marina

We hadn't had a chance to see how the Singlar Marina had turned out in San Blas, the northernmost town along the 100-mile long Nayarit Rivi-



era that starts just north of the Puerto Vallarta Airport, so in late March we hopped aboard our trusty Honda 250 dual sport bike for the 2.5-hour drive up from Punta Mita. While the first 45 minutes to Las Verras was on dangerous Highway 1, the last 1 hour and 45 minutes featured a spectacular ride through the Mexican countryside — think of a tropical Sonoma County — then miles of sparsely-populated jungle-lined beaches. As for the lightly travelled two-lane road, it was better than much of what passes for pavement in California these days. If you love rides through the jungle and along tropical beaches, it might even be worth renting a car for a Sunday drive from Puerto Vallarta or La Cruz, particularly if there's a swell running and you have a couple of surf sticks.

San Blas, a municipality of 37,000 that includes the infamous prison colony at Isla Marias, has four claims to fame. First, this being the base for Spanish naval operations in the Pacific from as early as 1531, it was from Las Islitas Beach at

COURTESY SWELL



The flame of a borrowed butane torch became an important tool.

LIZ CLARK



IN LATITUDES

and Sharon Drechsler's Catalina 470 *Last Resort* into a big broach after being overtaken by a breaking wave at the bar to the San Blas Estuary.

Despite some tourism, San Blas remains an authentic Mexican town that has changed very slowly over the last few decades. It's not yet gone upscale nor does it have any of the glitz that can be found at some of the other towns on the Nayarit Riviera. That will come soon enough. Nonetheless, the San Blas Estuary, as no-see-um infested as it can be, was chosen as the site for one of the cookie-cutter Singlar Marinas.

Built based on a 'if we build a marina and boatyard, the boats will come' business plan, it hasn't exactly panned out yet. When we visited the boatyard and marina, it was quiet despite its being the high season, with about a quarter of the 30 or so well-built marina slips occupied, and the beautifully built and spacious boatyard and facilities having only four boats on the hard. The swimming pool and hot tub were empty, and the big outdoor bar and the meeting room facilities looked as though they hadn't been used in a long time. In other words, market forces didn't demand that this marina be built. But the basic facility seems to have been well designed and constructed, so who knows? If the yard and marina are properly run, they might eventually make economic sense.

As for the town of San Blas, the plaza, about a half mile from the marina, is still the center of activity day and night. There's always something to watch, and that something is usually the people. The San Blas Social Club, across the street

Cruisers who visit San Blas have the choice of taking a slip in the Singlar Marina or anchoring in the estuary. Both can be buggy at dusk.



The steeple on the old church in the plaza.

LATITUDE/RICHARD

LATITUDE/RICHARD



Clockwise from above; Matanchen Bay, with a tiny example of the peeling waves. The empty pool at the Singlar Marina in San Blas. One of the boats in the marina's well-built slips. The new Travelift. Three boats on the hard at Singlar. Inset; A catamaran on the hook in the San Blas Estuary.

nearby Mantanchen Bay that Junipero Serra boarded the locally built barque *Purissima Concepcion* in 1768 for the trip to California to found the string of missions. As such, San Blas has some great history and ruins. Second, the same Las Islitas Beach is internationally famous for being home to some of the longest rideable waves in the world of surfing. Indeed, at one time the Guinness folks claimed you could ride the same wave for a mile, although changes in the jetty mean that's no longer possible. Third, San Blas — but particularly Mantanchen Bay — is internationally notorious for no-see-ums at dawn and dusk. Pour some pepper on your hand and you'll get an idea what it will look like about sundown. Lastly, San Blas has been famous for decades of clashes between former Brooklyn resident Norm Goldie and some cruisers who, thank you very much, don't want his help. At Goldie's

age and with his heart condition, you might expect he'd be less garrulous, but apparently that's not the case.

There was an air of anticipation as we pulled into Mantanchen Bay, for it was only a couple of days until Semana Santa, when the beaches would be invaded by countless thousands of families on holiday. All the basic *palapa* restaurants on the beach were being spruced up, toilets were being dug, and festive ribbons were being strung. And looking out to the popular Matanchen Bay anchorage, we watched four northbound cruising boats pull in, on their way from Punta Mita to Mazatlan. Alas, there was no surf or surfers, but there had been great waves just a few days before. In fact, the waves were big enough to send Richard



LATITUDE/RICHARD

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from one corner of the plaza, seems to be a *gringo* center of sorts, though when we were there in the mid afternoon, it was dominated by some noisy, chain-smoking RV wackadoos from the Southwest. For those short of cash, two ATMs were working in San Blas the day we were there.

For some reason, a lot of cruisers seem to skip a visit to the fort, overlooking the town, that was built in 1770 to defend the town's extensive sea trade with the Philippines, of all places, which wanted the hardwoods from the San Blas area. On the hill behind the fort are the ruins of the Church of Our Lady of the Rosary, built in 1769. The ruins once contained the bronze bells that are said to have inspired Henry Wadsworth Longfellow's poem, *The Bells of San Blas*. At the very least, it's worth a short visit.

About 30% of the way between Punta Mita and Mazatlan, San Blas makes a good intermediate stop. But it or Mantanchen Bay are also worth visiting on their own — particularly if there's a surfing swell out of the southwest. Check it out.

— latitude 03/25/10

Sea Bear — Whittholz 37 Peter and Marina Passano Puerto Rico and the DR (Ex-Marin / Woolwich, Maine)

In late January, we left *Sea Bear* on the east coast of Puerto Rico and travelled to San Juan to pick up Bob and Jean Dale, Marina's parents. The Dales are used to roughing it, so they arrived with only a couple of small backpacks.

When you talk about marinas in the Caribbean, none is bigger than Puerto Rico's Puerto del Rey Marina, home to 1,000 boats.

and enjoyed sleeping under the stars in the cockpit. Once they were aboard, we sailed 20 miles east, against the trades, to the beautiful Spanish Virgin Island of Culebra. While the Dales were with us, we enjoyed great weather.

After they flew home, Marina and I spent a couple of nights at the Puerto Del Rey Marina. It has 1,000 slips, making it the largest in the Caribbean. It's also very well managed — primarily by women. Perhaps we should consider having women run more things — such as our government.

We then set off west, behind schedule again. The problem is that Marina and I have so much fun seeing new places and meeting so many nice people, that it's hard to keep up. Our next stop was Salinas. We arrived after dark, and carefully entered through the reef at Rat Cay. Once inside, we decided to anchor and wait for daylight before working our way up the shallow channel into the main anchorage. As we slowly motored into shoal water, a boat appeared ahead of us with no lights. Although apprehensive, we carried on. It turned out to be a police boat. Fortunately, one of the crew spoke English, and they gave their blessing to our anchoring where we were for the rest of the night.

From Salinas, we sailed to Isla Caja de Muertos (Coffin Island) off Ponce, and from there we sailed across the Mona Passage to the Dominican Republic. The crossing was unusually pleasant, with clear skies and moderate fair winds. One container ship passed within a quarter of a mile, but we were confident that he saw us. Our destination was Boca Chica, which we had been advised not to enter at night. Since we weren't going to make it before dark, we decided to divert to Isla Catalina, which was 30 miles closer and near the industrial town of La Romana. We didn't want to anchor at La Romana, because a gang of thugs had robbed a German boat there a few weeks before.

We sailed around to the lee side of Isla Catalina and, lo and behold, found a beautiful sandy beach in front of quite a large resort. There were a number of day-charter catamarans there, and lots of tourists and music. At 3:30 p.m., everyone packed up and left, leaving the anchorage all to us. There wasn't even a light on the island that night.

The wind was light the

LATITUDE/RICHARD



Bikes, beaches and palms line Mantanchen Bay.



next day, so we set our largest headsail and motorsailed the last 30 miles to Boca Chica. The Zar Par Marina, a modern and well-managed facility, was completed there three years ago by American entrepreneur Frank Virgintino in partnership with a Dominican. Born on Long Island and educated in the U.S., Virgintino came to the DR 20 years ago and fell in love with the country. He and his wife have had homes in the DR and New York ever since. Virgintino recently wrote a cruising guide to the Dominican Republic that is available on line. It's the only such guide I know of, and it's very useful.

Boca Chica was originally settled by Italians, and it still has a high percentage of residents of Italian heritage. It's also a very popular winter holiday destination for Italians. As such, it has a wonderful delicatessen where every conceivable Italian delicacy and wine can be purchased. As you might expect, there's also an Italian restaurant serving delicious food.

The DR supplies an inordinately

SFRDERICK PRINCE



IN LATITUDES



ALL PHOTO LATITUDE/RICHARD



Sea of Cortez Sailing Week, clockwise from top: The the ridge route at Isla San Francisco. The lovely anchorage at Isla San Francisco. Upwind to Caleta Partida. Downwind to La Paz. The sunset cruise on 'Profligate'. Real sea salt. Denis and Holly of 'Tango', about to head to the South Pacific.

high percentage of baseball players to the United States, and the people are true baseball 'nuts', so I wanted to see a baseball game. Unfortunately, we arrived just after the winter season had ended. However, Virgintino told me that Pedro Martinez, the famous pitcher for the Red Sox and later the Mets, keeps a boat next to *Raffles Light*. Martinez apparently loves to come down to the marina and sit on the float in a lawn chair next to his boat. We were told that he's generally accompanied by at least two beautiful lady friends. The first night we stayed at the marina, Virgintino invited Marina and me, and a nice Canadian couple, aboard *Raffles Light* for drinks. Sure enough, when we arrived, Martinez was next door enjoying the evening air with his friends. He was quite approachable, and I got the thrill of shaking the hand of the baseball great.

James and Chantel, the Canadian couple, had just arrived on their hand-

some aluminum sloop from Bonaire. They were very interesting and charming. James is a very knowledgeable techie, so their boat has every conceivable, state-of-the-art marine electronic installed. Their boat makes *Sea Bear* seem like something out of the Dark Ages.

While in the DR, we've been keeping our eye out for other boats that might be heading for Cuba. So far we've come across a couple of possibilities. One is an English/Irish couple aboard the Freya 39 *Foxglove* that Roy and Tee Jennings of Tomales Bay once sailed around the world.

As I write this, our plan is to stop at one or more of the five nice stops between here and the Haitian border. We've also been told Ile de Vache is a beautiful and safe island off the south coast of Haiti. Although the island has no electricity or cars — they get around by horseback — there are 10,000 residents. Yet

there is no official presence there, so we won't have to check in. It's our understanding that the island wasn't directly affected by the terrible earthquake, but there is still horrible poverty. As such, Marina is preparing a token CARE package. After that, we'll be off to never-never land.

— peter 03/01/10



BABE RUTH

Peter was delighted to get to shake the hand of Pedro.

Readers — For those who may have forgotten, in '07 Pasano was awarded the Cruising Club of America's Bluewater Medal for his extensive cruising achievements, thereby joining the ranks of Bernard Moitessier, Sir Francis Chichester and Eric Tabarly.

Cruise Notes:

Gotta have your **internet off Caleta Partida** in the Sea of Cortez? While doing the recent Sea of Cortez Sailing Week, we had some participants tell us where they got internet access closest to the popular Caleta Partida anchorage. Allan and Rina Alexopoulos of the Redwood City-based Hunter 466 **Follow You Follow Me** — who had just had their boat shipped from New Zealand to Ensenada at a cost of \$1,000/ft — reported they got Edge connectivity at 24°31'7"N - 110°24'2"W, although it was very slow. They got their first GSM connectivity at 24°29'8"N - 110°25'1"W, which was all right, but still not very fast. They finally got swift and solid GSM connectivity at 24°29'5"N - 110°25'3"W. Bill Lily of the Newport Beach-based Lagoon 470 **Moontide** reports that he had 236 kbs Edge service at 24°30.99'N - 110°25.111'W and much better 3.6 mbs

Desperate people do desperate things. Bob Smith, Patsy Verhoeven and Bill Lily feed their internet addiction outside Caleta Partida.



LATITUDE/RICHARD

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service at 24°32.448'N - 110°24.568'W and 24°32.582'N - 119°24.970'W "When I was getting a good signal, Arjan Bok was also getting good service on his San Francisco-based Lidgard 43 **Rotkat** to the north of me," writes Lily. "I kind of figured out that our two boats were creating a range that went between Isla Ballena and Isla Partida and the area by Pichilingue. I had better signals when closer to the entrance to Partida than farther out, which is consistent with a couple of years ago when I could get cell phone service in my dinghy right outside the entrance." On **Profligate**, we had 3G speed at 24°31'65"N - 110°25'07"W, and even faster speed at 24°26'00"N - 110°24'00"W. While coming up from Puerto Vallarta to La Paz, we had our Telcel modem connected sometimes as far as 15 miles offshore, but it was often pretty slow. However, close to La Paz and in the marinas, we had sizzling connectivity — much faster than what we get at the *Latitude* office in Mill Valley on our ISDN connection.

"On July 11, there will be a four-minute-plus **total eclipse of the sun**



LATTITUDE/RICHARD

When former Bay Area resident Josh Humbert isn't chasing solar eclipses, he takes photos of surfers near his home at Teahupo'o.

at 8:30 a.m. at Kikueru Atoll in the Tuamotus," reports Josh Humbert. The photographer and pearl farmer got to know *Latitude* when he went to school in the Bay Area, but for the last 18 years has

lived at Teahupo'o in French Polynesia, one of the most famous — and feared — surf spots in the world. "A group of us are planning to travel to Kikueru Atoll for the eclipse, then stay for a couple of more days at a nearby atoll that usually has good surf in July."

And now for some bad news. **Katty-wompus**, the Port Townsend, Washington-based Golden Wave 42 owned by Brad Nelson and Linda Attaway, sank almost instantly in early April after she struck a reef off the North Island of New Zealand. The boat was entering Doubtless Bay, across from the town of Mangonui, when she hit. "The water poured in so fast that they didn't even have time to grab their ditch bag," reports Bob Bechler of the Seattle-based Gulfstar 44 **Sisiutl**, "but they were able to deploy their liferaft. Apparently, local observers helped the couple ashore just as a rescue helicopter arrived in response to their having set off their EPIRB. My understanding is that the couple made it to shore with almost nothing, but the Kiwi locals have been doing a good job



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of looking after them." Our condolences to both Brad and Linda.

Randy Repass, founder of West Marine, and his wife, Sally-Christine Rogers, have entered their Wylie 65 **Convergence** in the Sail Indonesia's Darwin to Kupang or Darwin to Banda/Ambon Rally, which starts on July 24. Randy and Sally-Christine's boat is just one of 15 U.S. boats in the 88-boat fleet as of April 20, many of them being vets of the Ha-Ha and/or the Pacific Puddle Jump. The other U.S. boats are Bill Wickman's Wauquiez 42 **Airstream**, Chris Zingler's Brewer 44 **Amulet**, David Pryde's Slocum 43 **Baraka**, Jim Wallace's S&S 47 **Contrails**, Don Myers Amerl Super Maramu 53 **Harmonie**, Roger Hayward's Catalina/Morgan 440 **La Palapa**, Steve Maggart's Bounty II **Linda**, Walter Page's Mason 62 **Marnie**, Kathy McGraw's Peterson 44 **Po'oino Roa**, Tom Foley's Taswell 49 **Priscilla**, Tom Alexander's Nordic 44 **Rasa Manis**, John Prentice's Peterson 43 **Scarlett O'Hara**, Bill Heumann's C&C Landfall 48 **Second Wind**, and the above-mentioned Bob Bechler's

Gulfstar 44 **Sisiutl**. We apologize for not being able to provide hailing ports for the boats. We're tickled by the fact Steve Maggart will be doing the rally aboard his Bounty II, which was built in '57. *Latitude* was started aboard the sistership **Flying Scud**.

Sail Indonesia is an annual yacht rally that leaves Darwin in July of each year and is followed by a three-month program of linked events across Indonesia. Uniquely, participants — there were about 130 last year — sail from Darwin to either Kupang or Ambon, then follow a series of events on one of two paths all the way west to Nongsa, Indonesia, which is just across from Singapore. The entry fee is a very reasonable \$500 Australian, and



Bali, an almost entirely Hindu island in Muslim Indonesia, is one of the stops on one of the two Sail Indonesia routes.

includes the cost of an Indonesian Cruising Permit. Happy sailing to all!

Almost as much fun as watching a bunch of **Spring Break girls in wet t-shirts!** On March 11, a group of seven College of Charleston students and one alum were checking out the channel at Alice Town, Bimini, for a midnight depar-

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ture back to Coconut Grove, Florida, at the end of a Spring Break cruise aboard the sailboat **Tardis**. As they were getting GPS coordinates, they saw a Jeanneau 50, name unknown, slam into a coral reef and go badly aground on the windward side of the island. The skipper of the big boat, who was aboard with his parents, wife and small dog, issued maydays without giving a position. The college kids asked what they could do to help. But before they could do much of anything, the skipper and his group got into the liferaft. Being not far from the marina, they were quickly rescued. The college kids, being young, smart and adventurous, decided to bust their butts — and risk injury — trying to save the boat. After four hours of hard work, they, with the help of a couple of boats, managed to get the big Jeanneau off the coral reef and into a marina slip. Given the situation the boat had been in, it was a remarkable recovery.

According to Charleston's *LiveNews*, *Tardis* skipper Conor Smith, 20, said the skipper of the grounded boat broke a cardinal rule. "You're supposed to stay with the vessel until she's under-



LATITUDE/RICHARD

Contrary to popular belief, boats such as this, even if they have been abandoned, are not free to be ransacked and/or claimed.

water and sinking." John Chapelle, one of the *Tardis* crew, added, "If someone has already declared *mayday*, they've already abandoned ship to basically let the elements take the ship and do

whatever they want with it. If another party comes and saves the boat, technically, it's their boat." We're hoping that the kids were misquoted, because if they weren't, they — like a lot of people — don't know anything about salvage law. In order for a salvage claim to be valid, three requirements must be met: The boat must be in peril, the rescue service must be rendered voluntarily, and the salvage must be successful. In this case, we think all the requirements were met. Further, there are both high-order and low-order salvages. Since the salvors exposed themselves to considerable danger, we think it might be deemed a high-order risk. But before anybody expects a huge payday, they should know that the courts generally only award salvors 10 to 25% of what was actually salvaged.

"When we did the Ha-Ha in '08, the Grand Poobah said it was optional getting a Temporary Import Permit for our boat if we were going to stay in Mexico for less than six months," write Trevor, Karissa and Kiera MacLachlan of the Seattle-based *Taswell 43 Lea Scotia*. "Since we're poor cruisers, we opted not

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to spend \$50 for the permit. But now that we're at Isla Mujeres on the Caribbean side of Mexico, we're hearing that every boat arriving in Mexico must get a TIP — even folks such as ourselves who will only be in Mexico for a week. Any thoughts on the subject? In other news, it appears as though our nearly two-year long adventure is coming to a close. It's been great."

Our thoughts on the subject are that different **officials in Mexico** interpret the rules and regulations differently. To our knowledge, almost nobody has been forced to get a TIP unless they stay in Mexico for six months. However, we've heard one or two secondhand reports that some port captains and marinas have required it. We say you should try to check out without getting a TIP, because what do you have to lose? And as they always say in Mexico, it's much easier to ask forgiveness than for permission. But we'd like to hear what kind of TIP experiences others have had.

"We have officially checked out of French Polynesia, though we will be here for the rest of the month and into

mid-May visiting the islands of Moorea, Huahine, Raiatea-Tahaa, Bora Bora, and hopefully Maupiti and Mopellia Atolls, en route to our first stop in the Cook Islands," report Scott and Cindy Stolnitz of the Marina del Rey-based Switch 51 cat **Beach House**. So what are the couple doing with all these shots of moai on their website? As best we can figure, they took a vacation from cruising and flew to Easter Island.

"I threw off the docklines in San Francisco in March of '08, and since then I have enjoyed the cruising lifestyle more than one can imagine," writes Dennis Gade of the San Francisco-based Islander Freeport 36 **Dolce Vita**. "I've met many wonderful cruisers along the way, and the locals have always been friendly,



Easter Island, more correctly known as Rapa Nui, is remote — as well as home to 887 moai, the largest of which weighs 80 tons.

helpful, and grateful for my business. Having cruised Mexico, I'm now sailing south with plans to transit the Canal and spend some time in the Caribbean. I'm currently in at Bahia del Sol in El Salvador, where the service has been wonderful, and where everybody seems to go out of their way to make sure you

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CHANGES

enjoy yourself. I want to encourage other cruisers not to miss Bahia del Sol."

Greg and Debbie Dorland of the Lake Tahoe-based Catana 52 **Escapade** have made it all the way to the Eastern Caribbean since doing last fall's Ha-Ha. In fact, they not only made it to St. Barth, they did so in time for the island's big new event, **Les Voiles de St. Barth**. "We completely dominated our class," writes Greg, "thereby winning a beautiful trophy, a magnum of Taittinger, a bottle of Mount Gay — and a week in a villa in St. Barth! It was somewhat embarrassing, however, as we were the only boat in our class. The regatta was windy as hell, with 25 knots of wind and nearly 10-foot seas. In addition, the courses were long and had lots of roundings. We were short-handed, so we only put the kite up once. I'd love to do the event again next year — but on somebody's race boat. The one thing we did learn is that owners of cruising cats who think their boats can point as high as monohulls are clueless. The Voiles race committee and event organizers pulled out all the stops, and spent some big money on the production.



This photo by famed photographer Tim Wright proves that it really did blow like stink during the four race of Les Voiles de St. Barth.

I wish the emphasis had been a little bit more on fun — like the Banderas Bay Blast and Sea of Cortez Sailing Weeks — rather than an homage to money, but everyone was very friendly and I got to

meet Luc Poupon. Le Select Bar is still a great place, although I don't think the cheeseburgers are as good as they used to be. As for the Bar de O'ubli across the street from Le Select, we paid 12 euros for two ice creams. Wow! In late May we'll head down to Trinidad, where we'll leave our cat for hurricane season."

With the cost of Alaska Airlines flights between Mexico and California spiking from time to time, lots of cruisers are opting to fly **Volaris**, the Mexican discount airline. While the airline does fly into Oakland and Los Angeles, it doesn't do so from coastal cities. So many cruisers are using flights from La Paz, Cabo, Mazatlan and Puerto Vallarta to Tijuana, then crossing the border and continuing on with Southwest. They're doing so because they've been getting P.V. to Tijuana tickets for as low as \$39. John and Gilly Foy of the Alameda- and Punta Mita-based Catalina 42 **Destiny** flew Volaris from La Paz to Guadalajara. "Our plane was a new-looking Airbus 319 staffed by a very attractive and professional cabin crew, and our flight departed and

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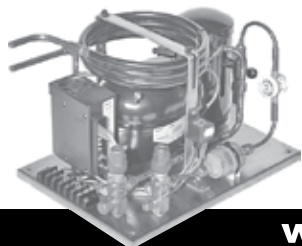
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arrived on time. It was a much better flying experience than we've had in the States recently. And since the fare was lower than for an overnight ferry from La Paz to Mazatlan, it was a no-brainer. After being a delivery crew on a Bash, I'll be flying Volaris from Tijuana back to Puerto Vallarta."

A lot of Americans who haven't been to Mexico assume that all the facilities and services south of the border are inferior. That's as big a load of poop as the U.S. government's idiotic warning against traveling to Mexico. The truth is that the United States has fallen behind a number of Third World countries when it comes to all kinds of things, from flex fuel vehicles to reasonably-priced medical care. Speaking of the latter, a friend of ours recently had an emergency appendectomy in Puerto Vallarta. The total cost at an excellent facility with excellent care was \$5,000 U.S. Want to take a stab at what it would have cost in the States?

That's not to suggest that everything is perfect in Mexico. While dinghy thefts

south of the border are usually rare, Harry Hazard of the San Diego-based Beneteau Idylle 51 **Distant Drum** reports that that wasn't the case at Barra de Navidad on Mexico's Gold Coast this season. "Barra has always been known as a cruiser-friendly town, with a low-key atmosphere, a vast array of pubs, great restaurants, numerous little shops, and natural beauty. However, all of these good qualities were tarnished by the theft of nine outboards over the course of the season. Most of the dinghies stolen had been unlocked in the water behind boats. A quick search of the lagoon usually resulted in the dinghy being recovered but the valuable outboard gone. The thefts continued despite warnings being broadcast daily on the local cruisers' net. The good news



An unlocked dinghy is an unnecessary temptation. Lock 'em or you won't be laughing the next time you want to visit neighboring boats.

is that after the influential owner of a hotel learned about it, a meeting was called that included the participation of the police, army, navy, hotel association, restaurant owners and others. They say that measures will be taken so there won't be similar thefts next season."

What do you call a cruiser who, despite being repeatedly warned about

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CHANGES

dinghy thefts in an given area, continues to leave his/her unlocked dinghy and outboard in the water overnight? "Foolish," is a word that comes to mind.

Singlehander Jim Brown was slated to do this year's Pacific Puddle Jump, but that trip will have to be delayed, as in early April his 35-ft wooden Chris Craft motorsailer **Little Fawn** was badly holed and on the bottom at the beach at Agua Verde in the Sea of Cortez. We're not sure how she ended up like that, but Mark and Vicki Reed of the Portland-based Ericson 38 **Southern Cross**, who arrived after Brown had been sleeping on the beach for a few days, report that he got lots of help from the cruising community. Thanks to the likes of Terry Kennedy of the Horstmann 45 trimaran **Manta**, Bill and Les of **Optical Illusion**, Jean-Guy of **Gosling**, and Martin and Robin Hardy of the San Pedro-based 52-ft trawler **Cat's Meow**, a combination of Splash Zone underwater epoxy and plywood sealed up the big hole so *Little Fawn* could be towed to Puerto Escondido, where she was hauled out. The repairs needed will be substantial, as her sampson post was



SOUTHERN CROSS

Nothing is for certain in cruising. Jim Brown hoped to take 'Little Fawn' to the South Pacific, but she ended up on a beach in the Sea.

ripped out and her mast pulled over by the first attempt to pull her off the beach. If Brown needs inspiration, he need look no farther than *Cat's Meow*, which towed his boat to Puerto Escondido. After a

navigation error put the wooden trawler on the beach and she was declared beyond repair, owners Martin and Robin Hardy had her back together in just five months. It wasn't easy, but they did it.

We first cruised the **Sea of Cortez** in the late '70s, and have returned countless times. In fact, we've sailed there so many times we became jaded. But for whatever reason, it was as though we saw the Sea with new eyes this year. It made us realize once again what a unique and beautiful place it is — and one that can't be appreciated without a boat. One of the best things about it is that islands like Espiritu Santo, Partida, San Francisco, and all the rest haven't changed in thousands of years — to say nothing of the last 30+ years.

As for **La Paz**, like most of coastal Mexico, it's looking more tidy and more upscale than ever — while still being friendly and funky. We met a guy who plans — when the real estate market comes back — to build a 200- to 400-boat marina in the lagoon to the northeast of Pichilingue. It won't be long before that many berths will be needed.

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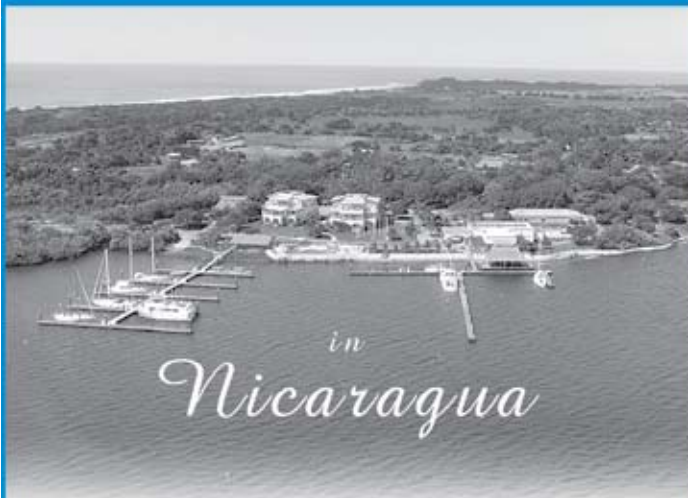


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14-FT MEGABYTE, 2006. El Dorado Hills, CA. \$5,500. Regatta-winning boat. Garaged. Super condition. Complete MKII and standard rigs and sails. Custom cam cleat. Like-new trailer. Sail No. 343. Photo on request. (916) 933-8860 or john@poiniroo.com.

24 FEET & UNDER



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24-FT ISLANDER BAHAMA, 1968. Pittsburg Marina. \$2,000/obo. Great Bay, Delta cruiser. Lots of gear. 2 mains, 2 jibs, & genoa, 2 anchors, 4hp Suzuki OB, sleeps 4. VHF, stereo/tape depthfinder compass plus more. (707) 964-1898 or knxtime@comcast.net.



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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.



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24-FT FLICKA, 1976. Ventura, CA. \$15,000. Built by Nor-Star Marine 1976. Motu has Tohatsu 6.0hp extra long shaft, GPS, C.A.R.D, Horizon Intrepid VHF, Pro-Furl furling, gimbale 2-burner stove. Jib furling w/130 jib in perfect condition. (805) 216-0350 or emelinn@yahoo.com.

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25 TO 28 FEET

27-FT CATALINA, 1971. Pt. Richmond. \$3,000. 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/nby>. (510) 685-7571 or califboy2010@yahoo.com.

28-FT ISLANDER, 1977. San Rafael. \$9,800. Comfortable Bay cruiser/racer. One year old bottom and Ullman main. Five jibs (including self-tending), spinnaker. Volvo diesel, wheel steering, lines aft, teak and holly sole. Pictures available. Good condition. (707) 478-7296 or (707) 829-7744 or brii07@comcast.net.



27-FT O'DAY, 1978. San Rafael, CA. \$14,900. 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.

26-FT ERICSON, 1985. Marina Bay. \$14,000. Excellent condition, loved and used. Bottom painted spring 2009, sails good, Yanmar diesel runs great, wheel steering, depth, speed and trip instruments, new maststep. Set your standards high and check this one out. (530) 401-4091 or mailloj@netzero.net.

26-FT IRWIN, 1971. Oyster Point South, SF. \$2,000. Priced to sell, I'm moving. Solid boat, great liveaboard. Many extras, outstanding Honda 8hp motor. Ready to go. See craigslist ad for complete info/pics. Mention *Latitude 38* for discount. (707) 832-2152 or takeahike@email.com.



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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, plus... 2005 mainsail. Bottom job 2009. Pictures online. www.firstamnapa.com/IBEX. (415) 205-0687 or (707) 363-3196.

27-FT CAPITAL/NEWPORT SAILBOAT, 1971. Union Point Marina, Oakland. \$3,500. An excellent boat for San Francisco Bay and coastal areas. Runs and sails beautifully. Very well equipped. Call for details. Selling due to health problems. (209) 887-3469 or (209) 986-6004 or sivellfarms@msn.com.



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27-FT HUNTER, 1984. South Lake Tahoe. \$7,000. Sail Tahoe, this boat has 5 sails and a Westerbeke 10 2B 10hp Wheel steering and custom Harken traveler and Lewmar 30 two speeds. Lots of teak and a built-in head, no Porta-Potti. (775) 721-5920 or windsong27@gmail.com.

27-FT CATALINA, 1981. Coyote Point, San Mateo. \$5,100. Greatly reduced. Sails (main with reef points, 90% jib 140% genoa), Atomic 4 engine (30hp), Aft Traveler. New dual batteries, fuel pump, starter, bilge, oil pressure switch. www.sailboatlistings.com/view/14583. (650) 269-1583 or tannerphoto@hotmail.com.

28-FT ISLANDER, 1984. Homewood, Lake Tahoe. \$12,000. Fresh water boat since new. Professionally maintained. Yanmar diesel. New standing rigging. New roller furling and headsail. Raytheon auto tiller. Autohelm depth and knot meters. Regency Polaris Ship to Shore radio. Prestige glass compass. GPS Magma bbque. Sleeps 5. Safe, sensible and reasonable alternative to owning a Tahoe cabin. Great boat for Emerald Bay weekends. Nada Guides April 2010 average retail \$17,000. Priced to sell \$12,000. (415) 336-2168.



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27-FT CATALINA, 1978. Coyote Point Marina. \$9,500. Traditional layout, Atomic 4, extensive restoration: topside paint, new standing/running rigging, new full batten main, 110% and 150% headsails, new Harken furler, self tailing winches, electric anchor windlass with bow roller, new DC electrical system, battery combiner, remote controlled 1200 watt inverter, pressure water, butane stove, BBQ, crank stereo, Tiller Pilot, Garmin GPS interconnected with DSC VHF via NMEA with output for laptop navigation. Lots more! (650) 678-0402 or (650) 558-1549 or rjgreenawald@hotmail.com.

29 TO 31 FEET

30-FT ISLANDER, 1971. Moss Landing Harbor District. \$9,780. Mk II. 4-cyl gas inboard (Palmer P60). Fiberglass hull w/teak trim. 3-burner alcohol stove/oven, BBQ. Depth/fishfinder, CB and VHF radio. Recent work: Sept '09 hauled out, tuned up, oil change, new head, replaced through hulls and zincs. Sails include spinnaker, 2 storm jibs, 100% & 130% genoa. Mahogany interior. 5 lifejackets, lots of extras. Sleeps 4 comfortably. Good solid boat. Ready to sail. Take over slip. (831) 915-6783 or (831) 659-1921 or drbradcase@sbcglobal.net.



30-FT CATALINA, 1976. Fortman Marina, Alameda, CA. \$14,100. Universal 25 diesel, pressurized water, stove w/oven, refrig, new batts, dripless cutlass bearing, 2 AC/DC panels, cust stern seats, adj backstay, roller furling/jib, cust capt seat, 2 solar vents, asymmetrical spinnaker, xtra jib, offshore running lts, dodger w/stainless, 20 amp charger, 50ft shore cord, AM/FM/VHF. Teak holly flooring avail for install. (408) 219-4920 or susoz@hoganlaw.com.

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 at website. <http://cd-30.blogspot.com>. (click to enlarge). (510) 910-2099 or mbritt@eyedocs.com.

30-FT CATALINA, 1981. South Beach, San Francisco. \$19,500. 27hp 3GM30F Yanmar diesel with new transmission; new main, good 110 jib, wheel, recent beige leather interior, fresh bottom paint. TV/VCR, VHF. Exceptional condition, roomy day sailer. (415) 731-4956 or law-cbrose@sbcglobal.net.



30-FT PEARSON, 1976. Brisbane Marina. \$15,000. In great condition. Atomic 4 engine (gas). Autopilot, VHF, gennaker, boat covers, depth meter. Contact Michael or Lili to set up an appointment for viewing. (650) 396-7181 or (650) 520-5230 or mizoll@aol.com.

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30-FT CATALINA, 1978. Marina Village, Alameda. \$14,500/obo. Very clean dry boat. Roller furling jib, dodger, wheel steering, Harken traveler, Anderson winches, Atomic 4, GPS, interior cushions, runs great. Must see to appreciate. (925) 838-4375 or jdamele@comcast.net.

30-FT SEIDELMANN 299, 1979. Pelican Harbor, Sausalito. \$9,500/obo. Great cruising sloop. Speed, full keel, comfortable accommodations. Yanmar diesel, radio, depthfinder, knotmeter, extra jib, well maintained. Motivated seller. Sausalito slip available to qualified buyer. (707) 972-1524 or (707) 462-1851 or mike@pacific.net.



30-FT RAWSON PILOTHOUSE, 1977. Berkeley. \$15,000/obo. Price reduced. 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 at jason@thefinerpoints.net or (510) 206-5456.



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.

30-FT NEWPORT, 1974. Sausalito. Price negotiable. By Capital Yacht. Good Atomic 4 and transmission. Very nice varnish and exterior. Roomy interior. Possible liveaboard (with permission). Needs some TLC. Sacrifice to first semi-reasonable offer. Some trades may be considered. rogercperry@gmail.com or (415) 999-5626.



29-FT WINGA 862, 1984. Long Beach. \$14,000. Quality Swedish sailboat. Excellent condition. 2nd owner. Functional aft cabin. Volvo single cylinder diesel, sail drive, folding prop. Selden spars, Furlex, several good sails, spinnaker gear, refrigeration. Great performer. PHRF 186. (909) 792-1108 or steffen7@Verizon.net.



31-FT HUNTER, 1984. Ballena Isle Marina, Alameda, CA \$22,000. Very good condition. Full dodger, roller furler, Quest 150 custom genoa, spinnaker pole, Raymarine radar/chartplotter and autopilot, cockpit table, Yanmar diesel, VHF radio, CD with 6 speakers, low wattage inverters, (2) new batteries, 2009 bottom paint, H/C pressurized water, (2) burner stove with oven, BBQ, inflatable mini-dinghy, self climbing Top Climber. All Coast Guard required safety equipment, charts and books, (2) anchors and rode, buoy hook. Too much more to list. pcscarli@aol.com or (775) 626-2679 or (775) 722-1600.

29-FT COLUMBIA, 1966. East Bay. \$5,000. Atomic 4, new mainsail, jib, staysail, full headroom, perfect liveaboard for one, light, airy, good storage, large galley, digital TV and VCR, refrigerator. Slip; \$330 month. Liveaboard; \$5,000 (includes all items). Sailing; \$4,500 (less TV, VCR). Available June 15. (510) 233-2574.

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32 TO 35 FEET

35-FT ERICSON, 1974. Downtown Sausalito. \$37,500. Upwind slip with view of Angel Island from the cockpit, forest green canvas, dodger, roller furling, Gennaker, D.S., K.M., VHF, GPS, Avon inflatable, Yanmar diesel-950 hrs. A very pretty boat. (707) 357-1309.

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 head sails, storm jib, spinnaker, Garhauer vang, solar, awning. Lines led aft for single handing. (650) 740-7175 or captbly5@astound.net.

33-FT HUNTER, 1991. Emery Cove Yacht Harbor. \$48,500. Full batten main, 3 reefs, roller furling jib, radar, GPS chart plotter, dodger, 2 anchors with rode, 27hp Yanmar, refrigeration, diesel heater, very clean, great for cruising, 8.5 dinghy and 8hp outboard. kennysf@yahoo.com.



35-FT J/105, 2002. San Rafael. \$112,000. Excellent condition. Lightly used. Factory Comfort Group package. Nexus instruments, wind, speed, depth, and under deck hydraulic autopilot. Garmin GPS Map 182C Chartplotter. Mast mounted Tacktick Racemaster. Stereo/CD with Bose cockpit speakers. Standard Horizon VHF with RAM mic on binnacle. Zantrex battery charger, extra battery. Two sets sails. Beautiful boat. (415) 850-3372.

33-FT TARTAN 10, 1979. South Beach Harbor, San Francisco. \$4,900. Needs to be repowered, otherwise in good/fair shape. Great boat to sail in the Bay. A rare find for the right sailor. (650) 307-2927 or (650) 697-4450 ext:4. VanGiersbergen@msn.com.

34-FT HUNTER 33.5T, 1991. Point Richmond, CA. \$38,000. For sale by original owners; impeccably maintained. Full-battened main w/Dutchman flaking system, roller furling jib, autopilot, 27hp Yanmar, inflatable dinghy with outboard included. Photos and additional information at website. <http://ssmay2.blogspot.com>. Email ssmay@mindspring.com.

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33-FT HOBIE, RENO, NV. \$20,000. Retractable keel, good trailer, full set of sails. Lake Tahoe boat, currently on trailer in Reno. Contact Ted Stoeber. (775) 787-7167 or tstoeber@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 and more. (541) 948-0066 or stdevil@att.net.

33-FT PEARSON 10 METER, 1976. D-26 Marina Bay, Richmond, CA. \$16,500 firm. Very clean, autopilot, Yanmar diesel - 270 hrs, new shaft and prop, new knot meter, new VHF, good main and jib, like-new cruising spinnaker. (831) 334-1161.



33-FT HUNTER 326, 2002. Oyster Cove Marina. \$65,000. Second owner of a great coastal cruiser. Comes complete and ready for an adventure on the Bay or exploring the coast. <http://mamasdiamonds.blogspot.com>. (480) 650-3162 or (480) 632-0189 or kevin737320@msn.com.

33-FT BRISTOL PLASTIC CLASSIC. 1969. Brisbane. \$12,000. Halsey Herreshoff design. Great Bay sailer, live-aboard. Electric auxiliary power, 48-volt system, no fossil fuel required. Berthed in Brisbane. Email for details: cwbystr@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.



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.

32-FT PEARSON, 1964. Ventura. \$12,000. Pearson Vanguard. GPS, radar, wind generator, solar panel, depth, autopilot, propane range, refrigeration, strong diesel. Good sails, dodger, and ground tackle. Rigging in good condition. Needs painting but completely sailable; used every weekend. (805) 570-9883 or svdaedalus2005@yahoo.com.

36 TO 39 FEET



38-FT X-YACHT 382 SLOOP, 2002. Croatia. \$159,000/offers. Dry stored near Dubrovnik, Croatia. Being sold by original owner. Recent health issue forces sale of this beautiful 38-ft sailboat. 2 cabins, head, galley, etc. An absolutely turnkey boat in pristine condition loaded with extras including Spectra watermaker, etc. Ready to sail Croatia this summer or take you anywhere in Med, Europe, or across the ocean. Lowest priced late model X-Yacht 382 available anywhere in world. (415) 850-8110 or ivansausalito@sbcglobal.net.



38-FT CATALINA 380, 1998. Alameda. \$109,000. Exceptionally clean inside and out. Well equipped. Professionally maintained. New bottom 01/10. Priced for quick sale. Call: (209) 612-8128.

39-FT FREYA IN STEEL, 1974. Oxnard, CA. \$35,000/obo. Freya Halvorsen 39 steel sloop. Insulated, rebuilt 85hp Ford diesel. Autopilot, radar, GPS, fridge, shower, hot water. Hood roller furling, hydraulic windlass, sounder, dodger, refurbished aluminum mast/boom. 8-ft dinghy. (805) 200-6089 or traim69@hotmail.com.

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.

CHEOY LEE CLIPPER 36, 1978. Coyote Point. \$60,000. A well-outfitted cruiser in excellent condition. Great sail inventory, dodger, 25hp diesel, radar, GPS, SSB, EPIRB, Navico wheel/pilot 5000, Sailomat steering system, 1200 Maxwell power windlass. www.zen-in.com/dragonlady. (650) 996-5087 or clipper@zen-in.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. dan@deltaexcavating.net or (925) 766-2205.

38-FT HUGHES, 1970. \$21,000/obo. Canadian built S&S design. Sound hull, low hours on nearly new diesel engine. Sails nicely, needs newer/upgraded equipment. (831) 915-4984 or coffina@sbcglobal.net.

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.



36-FT NEW YORK, 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.

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, windvane, 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.

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 sailing little ship. Price firm. ddatpbio@gmail.com.



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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.

36-FT UNION - CUTTER RIGGED, 1986. Oregon. \$110,000. Beautiful documented sailboat w/large salon and separate shower. New Isuzu diesel engine ('03 - 200 hrs). Full cockpit enclosure. Great liveaboard. Consider partial trade for West Coast property/condo. www.ablboats.com/details.php?id=81027. Contact suzieandpete@msn.com.

37-FT CATALINA SLOOP, 1987. Sausalito. Asking \$54,000 now. Bristol condition. Full canvas, dodger, self-tending jib, air conditioner, forced air heating, autopilot, wheel, radios. Beautiful interior. Hot-cold water, shower, sleeps 6 or more. Paid 62K, 3 years ago. Let's deal! Tom (415) 472-7527 or (415) 609-7527 (cell).



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 rebuilt Atomic 4 gas engine. Start having fun on the Bay! Contact Bob. (415) 986-5000 or Shoosh@aol.com.

(36-FT LOA) 28-FT LYLE HESS-DSN. Bristol Channel Cutter, San Rafael, CA. \$43,000. Built at Sam B. Morse Yard, Costa Mesa, CA. Never launched. GRP. Custom hardwood deck and house, bronze ports, new Saab diesel. Fully found, mast needs to be stepped. With or w/o hwy trailer. (562) 899-0774.

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, 18hp Johnson. Hauled 5/09, new rigging 6/09. www.mysailboatforsale.com. (775) 721-5221 or wh2ojake@yahoo.com.

37-FT O'DAY, 1979. Brisbane, CA. \$30,000. Center cockpit, 30 hp Yanmar, autopilot, radar-chart plotter, windlass, new sails, 150 gal. fuel, 150 gal. water. Ideal for Mexico. Also has roller furling and dodger. Dinghy and offshore raft, loads of extra gear. (650) 464-1979 or amtyndall@aol.com.



36-FT ISLANDER, 1977. Oakland Yacht Club, Alameda, CA. \$47,500. S/V *Courageous*. A well-found, professionally maintained yacht: a seasoned voyager. Refurbished Perkins 4-108 (List Marine). Furuno 60 mile radar. Garmin combo GPS/chart plotter/depth sounder w/tracking. 4-person canister liferaft. Racing boom vang, adjustable backstay, heavy-duty main sheet traveler, 7 cockpit winches. Race- and cruise-ready. (925) 202-9092 or Schoonerbk@gmail.com.

36-FT BENETEAU 361, 2002. SF Marina West Basin. \$118,000. Bristol, loaded, custom, all electronics, recent haul-out and bottom paint + coveted SF Marina berth. Will consider lease or non-equity partnership. Bob@TandlerSF.com or (415) 771-0741.



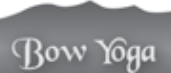
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40 TO 50 FEET



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 furled from cockpit for safety, easily single- or doublehanded. SSB, autopilot, VHF, GPS, elec windlass w/300' chain, lrg chart table, lrg galley, reefer w/sep freezer, two state-rooms, two heads. 280 water, 85 diesel. Strong, fast, cruising cutter w/NO TEAK. Call or email for more info. (520) 906-4351 or franke2u@aol.com.

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42-FT WESTSAIL, 1980. San Pedro. \$105,000. Center cockpit cutter rig with teak decks. Extensive sail inventory and reliable Ford Lehman diesel engine (1050 hours). 350 gallons water, 100 gallons diesel, 60 gallons holding. Virgil radar, Benmar autopilot, Heart inverter. Maxwell electric windlass w/ two plow anchors and 325' high-test chain. Dickenson diesel stove/oven and coldplate Technotics refrigeration. Boat is in great condition and ready to go anywhere. (310) 991-1119 or elpescador47@gmail.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. Check out Kemer Marina, Grace's home, online. www.grace44.com. (702) 838-2902 or (702) 767-8322 or jking38701@aol.com.



45-FT LOA LAURIE DAVIDSON. Price reduced \$5,000. Now \$85,500. *Infrared.* Cross-over racer/cruiser. Now a roomy Swan-like cabin "furniture boat". New refrigeration, microwave, new extra batteries, with perfect sine wave inverter for internet-computer navigation station. 3000 Autohelm, walk-up sugar scoop transom. Like-new fully battened Dacron with dbl reef (self tacker) with Harken roller furler 100% jib. Compares well with any boat in performance and accommodation. Contact Ray Lopez. (209) 772-9695.

40-FT CALIBER LRC, 1998. Mazatlan. \$209,975. Well cared for and fully equipped with electrical and electronic gear. Rare on the West Coast. This is a great cruising boat. Will be in Mexico through the summer. Email for details. (916) 806-6181 or mmcn@jps.net.



41-FT HUNTER A.C., 2002. Bay Area. \$154,500. 2 GPS chartplotters, radar, wind/speed/depth/auto, generator, flat screen plus much more. Cruiser ready and low hours. Fresh bottom job, August '09. (530) 242-1064 or (530) 941-0738 or amylesliehomes@yahoo.com.

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. stanstrebig@gmail.com or (520) 825-7551.



45-FT SPARKMAN & STEPHENS. Seafarer Yawl, 1962. San Francisco. \$85,000. Yacht *Soltura*. Built in Holland in 1962 of hand-laid fiberglass. Seven Seafarer 45's were built, and their high quality of construction is evident. Great size for the Bay, Delta and Pacific. Sea-kindly and easily handled by two people. Contact Jerry. gsrumsy@yahoo.com or (415) 435-3513.

44-FT KETCH, 1984. Ala Wai, Honolulu. \$Best Offer. Steel ketch, solid, no electronics. carlisle_jimmy@yahoo.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.



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. A classy sea-kindly boat. Great set-up as a liveaboard. See details at website. http://monkmotorsailer.homestead.com. (503) 325-9141 or (503) 338-9340 or robert.jarvis@orst.edu.



50-FT HERRESHOFF CARIBBEAN. 1978. Napa Marine. \$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.

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, auto pilot, more... (925) 323-8692 or mantzouni@gmail.com.



CAL 40, 1964. Annapolis, MD. \$25,000. This Bill Lapworth fiberglass yacht's pedigree in racing is second to none. Cal 40's have cruised the world over. A one-owner boat that needs some TLC. www.annapolis-yachtsales.com. Call Dave. (650) 281-4688 or david_m_schwartz@yahoo.com.



48-FT SAILBOAT (FACTORY FERRO). Cutter, 1988. Redwood City. \$49,000/obo. Beautiful liveaboard, craftsman wood interior, full galley, 2 staterooms, fireplace, hot water; davit/dinghy. Aft to bowsprit 54' LOA, roller jib, 45hrs on Volvo MD3B. Needs paint & exterior TLC. Pictures. (659) 284-8574 or bohemaluna@yahoo.com.

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. More details at website. www.thinwolfadventures.com. Contact Mike. wardski@thinwolfadventures.com or (509) 860-9614.



42-FT CATALINA MK II, 2001. \$167,000. Good racer, great cruiser, 2 staterooms, 2 heads, electric halyard winch, RL80C GPS/chartplotter/radar with 10" color monitor, Waltz radar leveling system, Navtec hydraulic backstay, 3-blade Max-Prop. 2 mains, 2 jibs, 3 kites, spinnaker pole stowed on mast. For additional upgrades and photos go to website, or call Rob. www.beniciayachtclub.com/boats/glory.html. (707) 746-1128.

IRWIN 43 MK III (DEEP DRAFT), 1988. South Beach Harbor, A Dock. \$115,000. A perfect sloop cruiser for SF. Center cockpit, 2 cabin, 2 full heads. Buy all or part. Contact Tom for details, photos, etc. (408) 505-9328 or (951) 244-1116 or tenrightca@sbcglobal.net.



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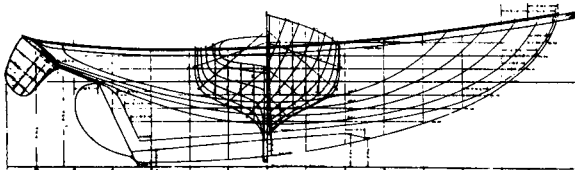


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www.KKMI.com for yard information, rates and updates about progress at the Sausalito location.