

Latitude 38

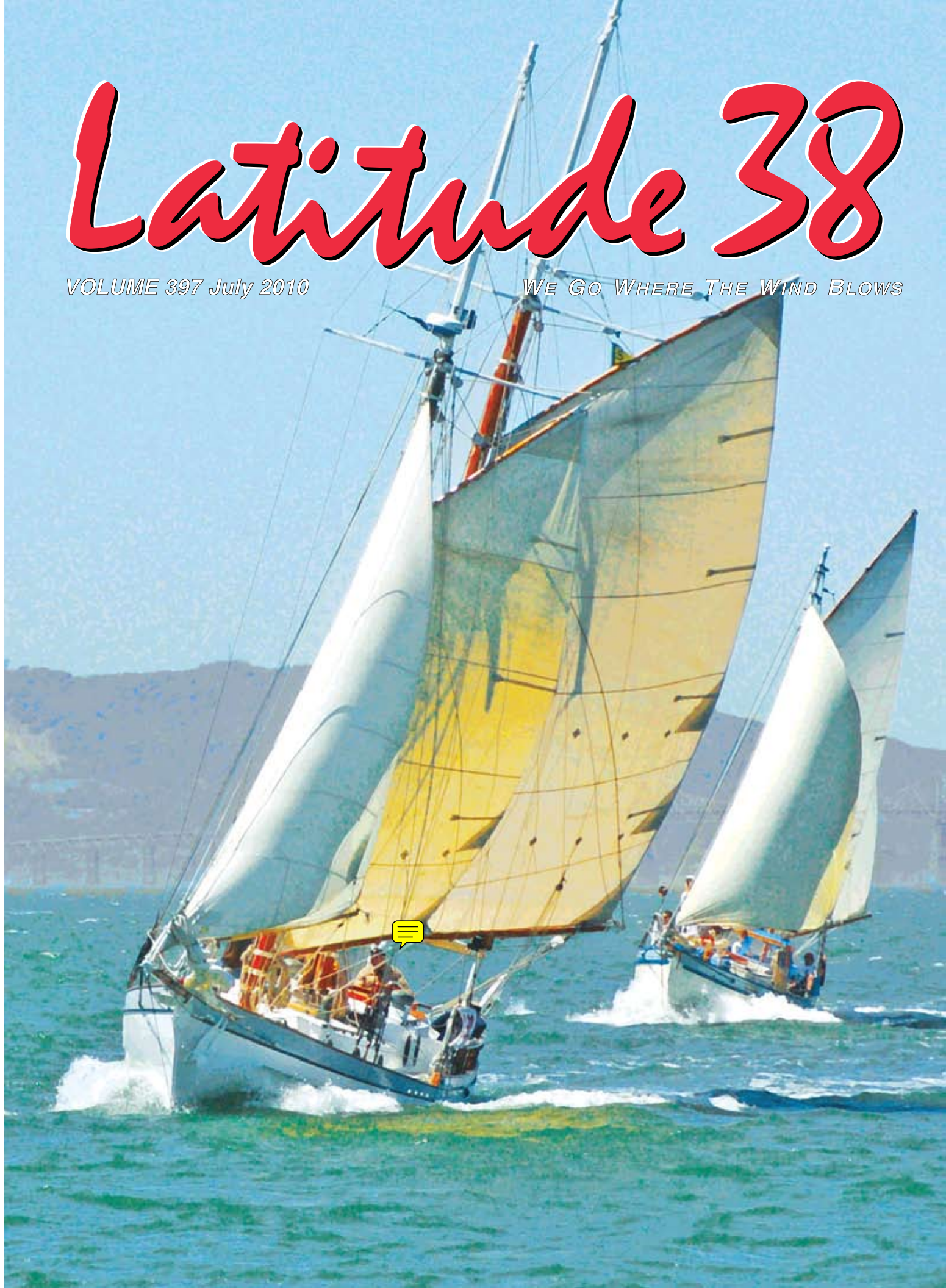
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WE GO WHERE THE WIND BLOWS



WIND, FIRE & RAIN —

According to Polynesian legend, when strong winds blow across the face of Moorea's sacred Mount Rotui, they announce the arrival of special guests. We don't know how the ancients defined "special," but if their concept included sailors who've come from afar to soak in the magic of these fabled isles, then the arrival of the 2010 Tahiti-Moorea Sailing Rendezvous fits the folklore perfectly.



Keith and Shirley were eager to visit Tahiti, but never expected a welcome like this.

Driven by the strongest winds in the event's 5-year history, the fleet flew across the channel from Tahiti's Papeete Harbor to Moorea's Opunohu Bay in record time. In fact, with beam winds gusting to 30 knots, every boat seemed to be sailing faster than its theoretical hull speed, and at least a dozen skippers reported that they'd hit their fastest speeds ever.

"We came in dead last in the yacht race, and last in the foot race," said Keith Bowen of the South Africa-based Lavranos 40 *The Road*. "But we still had a fabulous time." And no wonder. We

can't think of another cruising destination in the world where cruisers get such a generous welcome. This year's fleet of salty passage-makers was showered with kindness and treated as VIPs, from the moment they arrived at the Rendezvous Village on Papeete's downtown quay June 18, to the final dance show two

The whole fleet broke out of the island's wind shadow and shifted into overdrive as winds increased into the mid-20s.

days later beneath the coconut palms of Moorea's idyllic Mareto Beach.

Why all the fuss? First and foremost, French Polynesians — who seem to be an innately friendly people — love to expose visitors to their highly-revered cultural traditions in the realms of music, dance, sport and cuisine. Secondly, the local government has come to realize that visiting sailors are a small but important part of their overall tourism picture. After all, no other niche group spends money throughout the islands of this French territory's vast archipelagos.

With the worldwide recession still plaguing tourism all over the world, it's a refreshing irony that more cruisers seem to be arriving in Tahiti than ever before. *Latitude's* Pacific Puddle Jump Rally alone had 217 entrants, and the 65-boat rendezvous set a record as French

Blasting to the finish. It's hard to imagine a more idyllic anchorage than the lagoon off Mareto Beach, beneath sacred Mount Rotui.

Polynesia's largest sailing event ever!

The brain-child of longtime Tahiti resident Stephanie Betz, the rendezvous is supported by the Port of Papeete, Tahiti Tourisme and several other partners, including *Latitude 38*.

For 15 years we've been reporting on the annual cruiser migration from the West Coast of the Americas to French Polynesia — and hosting bon voyage parties on the front end. But it wasn't until the rendezvous concept took shape that

arriving cruisers had a forum in which to celebrate their successful 3,000-mile crossings from the mainland.

Each year a disparate fleet of Puddle Jumpers sets sail from many points along the West Coast. The largest numbers jump off from Puerto Vallarta and Panama. While en route to the islands, they share anecdotes and weather info via high frequency radio nets, but it isn't



TAHITI-MOOREA SAILING RENDEZVOUS



ALL PHOTOS LATITUDE / ANDY

In the Tahitian isles, traditional music and dance are deeply revered customs that are passed from generation to generation.

until the rendezvous that many of them finally meet face to face.

Several days before this year's event, fleet members converged on the docks of the downtown quay — which are gated and guarded 24/7 — filling them to capacity. Impressed, Port of Papeete General Manager Patrick Bordet announced that he'll add more docks next year, and he even has plans to build a sailor's bath house with a laundry and wi-fi.

At the Village Friday afternoon, entrants from more than a dozen countries received their welcome packets — complete with two free T-shirts and other goodies — and

were reminded that they definitely did not want to miss the reception that evening, hosted by the mayor's office.

At 6 p.m. sweet Tahitian melodies drifted on the breeze through the harbor, as a Tahitian band led fleet members along the quay and a few blocks inland to Papeete's classic, colonial-style town hall (*Mairie de Papeete*). Inside, they were adorned with fragrant flower leis, welcomed by a variety of dignitaries, offered Tahiti's signature Hinano beer, and white wine produced on a Tuamotu atoll, and offered an elegant spread of hors d'oeuvres.

"What did we do to deserve all this?" asked one gray-bearded cruiser, obviously blown away by the elaborate effort. The highlight, however, was an eye-popping dance show accompanied by a

troupe of six versatile musicians who set the mood with their ukuleles, guitars and hand-made wooden drums.

Winds were deceptively light outside the harbor mouth Saturday morning as the fleet jockeyed for position at the start of the 18-mile race/rally to Moorea. Within minutes, the 40-ft X Yacht *Exabyte*, with the Danish Ernst family aboard, walked away from the fleet as if they were motorsailing, while many boats wallowed in light, fluky air. "We came so close to stalling completely," said Jim Milski of the Schionning 48 cat *Sea Level*, "that we almost started slipping backwards."

A couple of miles out, however, the whole fleet broke out of the island's wind shadow and shifted into overdrive as winds increased into the mid-20s, just aft of the beam. All along the course, the smaller boats were nearly broaching as the prevailing swells hit them beam-on. But as many skippers confided later, no one wanted to be the first to reef.

Somewhere in mid-channel, Frank and Karen Taylor's St. Francis 50 cat *Tahina* broke ahead of the well-sailed X Yacht and set a daunting pace for the other multihulls. But neither *Sea Level* nor Steve May's Corsair 41 cat *Endless Summer* was about to give up the fight.

As the three fast cats arrived along the coast of Moorea, winds began gusting to 30. At one point *Endless Summer* got going so fast — 17+ knots — that her rapidly spinning prop "bump started" her engine.

"We were going 10 to 14 knots," Steve recalls, "when *Sea Level* passed us as if

The 'Bubble's crew serves as evidence that not all cruisers are old and gray. The fleet encompassed all ages.



WIND, FIRE & RAIN —

we were standing still!" From the first point of land to the finish line at the entrance channel to Opunohu, she and *Tahina* were in an all-out drag race, with *Sea Level*, the eventual victor, clocking a record speed of 19.3 knots!

With the fleet tucked in behind the outer bay's long reef, there was plenty

of time for the adrenaline to dissipate before Moorean drummers summoned everyone ashore for a splendid kids' dance show and Tahitian barbecue that lasted well into the evening. It was there, while watching a series of short educational videos, that we learned Opunohu's entrance, named *Passe Terau*, means

the place where the four winds meet. It certainly seemed well-named, as strong winds whistled through the anchorage most of the night.

It was a different story at dawn, however. As predicted, the passing weather system gave way to heavy overcast and occasional downpours. But few were



TAHITI-MOOREA SAILING RENDEZVOUS

ALL PHOTOS LATITUDE / ANDY EXCEPT AS NOTED

dissuaded from coming ashore for the variety of traditional Polynesian sports that had been scheduled, which were not to be missed — especially the six-person

outrigger canoe races.

With accomplished local racers seated in the bow and stern, teams of four sailors climbed into the four middle seats of

each sleek canoe, and paddled as though their lives depended on it during a series of heats, with four or five canoes in a line. Even for those who inexplicably capsized — in one case, prior to the start — it was a heart-pounding experience that will not soon be forgotten.

While cruisers of all ages learned the proper technique for husking and harvesting the meat of coconuts, other

Top row, left to right: The 'Furthur' crew psychs up for the canoe race; extracting coconut meat the island way; sweet Tahitian melodies; an eco-friendly 'chapeau'; tug-of-war tussle. Middle: "Hit the coconut, not my hand!"; mid-channel knockdown; shakin' it like a Tahitian; canoe race conquerers. Bottom: Deceptively light winds at the start; learning to weave; bringing home the bananas.



TAHITI-MOOREA SAILING RENDEZVOUS

games were played whose roots go back centuries. Tug-of-war was a big hit, as was the fruit carrier's race, where runners must circle a short course carrying a staff weighted with stalks of bananas at each end. As many contestants found out, it's a lot harder than it looks, especially when it's raining.

More than a dozen classical Polynesian dishes were sampled that afternoon by those who opted to expand their culinary horizons with a traditional *Maa* lunch — eaten without utensils, as Tahitian forefathers did. The list of menu items included roast pork, taro, poi, pumpkin, a mixture of chicken and spinach, roasted breadfruit, sweet pineapple and delicious *poisson cru* — fresh fish marinated in coconut milk.

At the awards ceremony, prizes included hand-carved hardwood trophies, and every boat took home a polished mother-of-pearl shell, engraved with the rendezvous's distinctive logo. Afterward, a final music and dance performance dazzled the crowd yet again. And as always, the lovely Tahitian girls and buff, tattooed men sought out dance partners



Don't even think about trying this at home. The fire-dancers' stunning performance gave extra sparkle to the final dance show.

from the fleet. It's a rare cruiser who can shake their hips and shuffle their feet like an islander. But it was all in good fun, and they all left the dance floor smiling ear to ear.

The capper was a trio of fire dancers who stunned the crowd with their dangerous antics — twirling flaming batons in unison, licking the flames with their tongues and more. Although genuinely impressive, that's one sport we're sure none of the sailors in attendance would dare to imitate.

Based on the effusive compliments from many participants, it's probably safe to say this year's Tahiti-Moorea Sailing Rendezvous was a high point of the season for all who attended. And with any luck, it will continue for many years to come. As the name implies, it established not only a gathering point for westbound passage-makers, but served as a window on Polynesian cultural traditions that many solitary cruisers might never have experienced otherwise. And it was a boatload of fun!

— latitude/andy

Readers — By the end of the summer info about the 2011 event should be posted at www.pacificpuddlejumps.com.

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ARE YOU READY TO HA-HA?

With less than three months remaining before the entry deadline, more than 100 boats have signed up for this year's rally, and more are added daily. If you're on the fence about joining this year's southbound migration, we'll remind you that your "To Do List" will never be complete, so don't fall prey to procrastination. As thousands of rally vets would tell you, at some point you've just got to forget the list and "Do it!" You'll find the complete list at www.baja-haha.com.

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

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

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MEET THE FLEET

Among the important dates to note (at right) is *Latitude*'s annual Mexico-Only Crew List and Ha-Ha Party, September 8. There, hundreds of potential crew mix and mingle with Ha-Ha boat owners looking for extra watch-standers. Get a headstart on the process at our constantly updated Crew List site at www.latitude38.com. As many Ha-Ha vets will confirm, the best way to prepare for doing the event in your own boat is to crew for someone else first.

IS THE PACIFIC PUDDLE JUMP IN YOUR FUTURE?

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

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

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IMPORTANT DATES

Sept. 8 — Mexico-Only Crew List
and Baja Ha-Ha Party, Encinal
YC in Alameda; 6-9 pm.

Sept. 10 — Final deadline for all
entries.

Oct. 16 — Ha-Ha Welcome to
San Diego Party, Downwind
Marine, 12-4 pm. Ha-Ha
entrants only.

Oct. 23 — Informational Meeting
about the Pacific Puddle
Jump, West Marine, San
Diego, 5 pm.

Oct. 24, 9 am — Final deadline
for all crew and skipper
waivers, West Marine, San
Diego.

Oct. 24, 11 am — Skipper's
meeting, West Marine, San
Diego. Skippers only please.

Oct. 24, 1 pm — Ha-Ha
Halloween Costume Party and
Barbecue, West Marine, San
Diego.

Oct. 25, 11 am — Start of Leg 1

Oct. 30, 8 am — Start of Leg 2

Nov. 3, 7 am — Start of Leg 3

Nov. 5 — Cabo Beach Party

Nov. 6 — Awards presentations
hosted by the Cabo Marina.

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



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DEAR ABBY

We want to thank everyone for all their comments, which were insightful and civil. We're sorry we can't print more of them, but there just isn't space. In fact, to get in as many responses as possible, we're using a layout that's as exciting as that in a phone book.

I followed Abby's trip because I was intrigued about some strange details. Abby's Open 40 is a very fast boat, so why were her speeds so slow? Her four-knot average is less than Joshua Slocum's when he went around more than 100 years ago on *Spray*. When Abby arrived in Cape Town, she didn't have 'goggle lines' on her face or a tan on her arms. Strange for a person after 100 days on the ocean. She must have been hiding in the cabin around the clock, with very little sail up after leaving the press behind, following the orders from her handlers. —*Wolfgang Stoeffl*

Ed.— In Abby's defense, when Stephen Mann and Kathleen Torres of the San Diego-based Wylie 38 Tawodi sailed Abby's proposed course 18 months ago, they spent most of the time in the cabin because it was so awful and cold outside. As for the speed of Wild Eyes, as best we've been able to determine, Abby's daily averages in the Southern Ocean weren't that much faster than Robin Lee Graham regularly achieved 35 years ago with his pedestrian Lapworth 24, a boat with only half the waterline and sail area of Wild Eyes.

I'm astonished at how you presented this story. Have a little respect for your fellow sailors, be they 16 or 60. Would you have responded the same way had it been Dame Ellen MacArthur or Sir Chay Blyth? —*Matthew Peacock*

Ed.— If Chay or Ellen had been 16 and wanted to sail solo around the world, they would have gotten the same reaction from us. The fact that Jessica Watson managed to accomplish it has done nothing to change our mind. But here's a question for you: How young would be too young? 12? 10? Why not 8? While acknowledging that 18 is an arbitrary number, that's where we're drawing the line.

I live in Cape Town, and all sailors down here know that doing anything but sailing north during the winter is risky at best. I assisted Jeanne Socrates of the Najad 380 *Nereida* when she stopped in Cape Town, unfortunately having to interrupt the same kind of circumnavigation via the Southern Ocean that Abby was trying to make. Jeanne was very disappointed to have to call off her trip,

but as an experienced and wise sailor, she decided to sail to Australia ASAP, then head north to the West Coast of America, from where she would try again next year. Our advice to her was to venture no farther than 40°S, even though it was still late summer. It seems that Abby was a bit deeper than that when she lost her mast, and this was in the Southern Ocean winter. I often think some sailors underestimate the vengeance of a large depression, particularly with the accompanying sea state. P.S. It's always a treat to read *Latitude* in cold Cape Town. —*Melvin Rautenbach*

Bully for *Latitude* in bringing this Sunderland fiasco to the full light of day. I hadn't been following Abby's exploits until I read about her EPIRBs going off. When I read she was in the Southern Ocean, I recalled that it was winter down there. At that point I knew she was either ignorant or out of her mind. —*Capt. John Raines*

I have 11 children, nine of whom sailed to Panama with me. All did amazing things on their own. I'd rather have my children doing adventures than staying at home and getting date-raped in high school, spending all their time watching digital junk on the internet, or getting drunk and killed in a senseless auto wreck. Get a life, old man. You forgot what it was like to be young, free, and adventurous! —*Tom Williams*

Ed.— Might it be possible to come up with an adventure that has a much better risk-reward ratio, one that also wouldn't risk the lives of others in the pursuit of fame and fortune?

I've done my fair share of singlehandeding, and I believed all along that an Open 40 was too much boat and entirely the wrong choice for any novice sailors, be they 16 or 60. And no matter what spin Abby's family puts on her resume, you can't be anything but a novice sailor at age 16 — at least with regard to solo circumnavigating. Jessica Watson's team, on the other hand, picked the S&S 34, a boat that's stable, forgiving, comfortable in a seaway, and easy to power down, and which has proven itself in many ocean crossings — and now a solo circumnavigation. It's not surprising that Watson did a slow, safe loop around — and with a lot of class. Abby was destined for failure by the boat her team chose, the time of year she left, and above all, by her desperate need to set a record. The Southern Ocean is no place to be

when you're on a schedule, especially in winter. The best singlehanders in the world treat the Southern Ocean with the respect it deserves. How many of them broke their boats there in the last Vendée Globe? And that was in the summer!

The biggest factor in Abby's failure though was that she didn't really want to sail solo around the world, she wanted to set a record — a record she only had a certain amount of time to set. That misguided goal put her in a place she shouldn't have been, on a boat that was too much for her to handle. I think she's lucky to be alive. —*Rob Tryon*

Abby had no business being in the Southern Ocean at the start of winter. Did the Sunderlands think the girl wouldn't see any heavy weather, or was it, "No worries mate, we'll just call the closest maritime AAA and they'll come rescue her — and at no cost!"

During our 11-year circumnavigation, we found ourselves in the '98 'nightmare off New Zealand'. We remember how the Kiwi rescue crews risked their lives to save the lives of the Bermans on *Freya*, and how the crew of a ship risked their lives but were able to only save one of the two people on *Salacia*. Those rescue crews put their rear ends on the line to save those people. If a teenager and her family want to recklessly put their teen's rear end on the line, that's their business. But when you know there's a good chance that other people will have to put their lives on the line to save yours, it's time to pull your head out of your ass and re-assess. —*Buddy Ellison*

It's refreshing to hear a spade being called a spade. —*Nancy Rander*

It reminds me a bit of the balloon boy drama — except that they kept the kid safe in the attic so he wasn't in any real danger. —*Ken Fouts*

Abby's parents say that this was her dream since she turned 13. All her parents would have had to say was, "That's not going to happen until you're an adult and can make your own decisions, so dream about something else." I raised two kids into fine adults. Squashing unreasonable and unsafe dreams is called being a parent. —*Gary Ryan*

I've followed Abby's adventure from the beginning, and feel it was driven by the desire to be famous — no matter the cost. Then there was the fact of Abby's announcing her trip within days of

COMMENTS FROM SAILORS

brother Zac's return, the rushed search for a vessel, the dash to Fort Lauderdale to get the boat to the West Coast, and the frantic scramble to prepare the boat in Marina del Rey. Not to detract from a great job done by Team Abby, but *Wild Eyes* was obviously not adequately prepared — as demonstrated by her need to stop in Cabo, by constant equipment failures, and by the constant problems with autopilots.

A slower boat, like Jessica's, could have taken advantage of the reliability of a self-steering vane. Without all the high-tech goodies, I suspect Abby might not have made it to Cabo. In fact, I think she was able to get as far as she did only because of her ability to be in constant contact with her support team via satellite phone, email, GPS, satellite transponders, weather routing and other whiz-bang goodies. The same, to a lesser extent, could be said of Jessica.

I do think Abby is a courageous young lady. I chatted with her and her father in the weeks before she left, and came away impressed by her intensity and quiet self-possession. I was somewhat miffed by the negativity and doom-saying from *Latitude*, but as time went on, I found myself more and more in agreement with you. I'm sorry to say that I feel Abby's attempt trivialized what is a very serious undertaking at any age. I'm happy she's safe, and wish her the best. Marina del Rey is a small place, so please don't use my name. —Anonymous

I'd be far less critical if I'd heard that Abby tried to self-rescue, was working on a jury rig, and hadn't attempted the Indian Ocean at less than the optimum time of year, and if she'd chosen a more sturdy boat. It would help if she and her family were not clamoring for publicity. As for the expense, trouble and danger in which their poor decisions and lousy character have put so many, without apology, that's unforgivable! —Brooks Townes

Just think if Abby had been told that she could go on the voyage, but couldn't get assistance via the radio or satphones, and wouldn't be allowed to have emergency locating devices. —John Vissat

Ed.— To be fair, these days even the greatest sailors go around with satphones and EPIRBs.

I could not agree more with *Latitude*. People are losing perspective and cheapening the achievements of others who take adventures on the sea, but in a seamanlike manner. —Eric Tulla

Last time I looked, we were free to do whatever we wanted or could afford to do. I could be wrong, but this was Abby's pursuit. Go Abby! —Ron Day

Ed.— When is the last time you looked? Twelve-year-olds can't drive, you can't smoke in buildings, you can't fire automatic weapons in downtown San Francisco, you can't rent your kids out for sex . . . need we go on? Society prohibits all kinds of things, and usually — but certainly not always — with some reasonable justification.

Parents are not perfect, but I would have hoped for more responsibility on the part of the Sunderlands. If parents want to hide behind a veil of religious immunity, so be it, but the sea is the great equalizer. —Matthew Krohn

As I sailor who doesn't want to see useless 'nanny state' legislation be the result of all this, I agree with your thoughts on the Abby fiasco. The Sunderland parents should face child endangerment charges, as they willfully put their 16-year-old daughter, an inexperienced minor, in harm's way. The Southern Ocean in winter is so predictably dangerous even the world's most talented and experienced sailors stay away. How is what the Sunderland parents did any different than a parent leaving a kid locked in a hot car on a hot summer's day? Death is a very likely possibility in both cases. If the Sunderland parents were brought up on criminal charges, it might dissuade others from pulling similar stunts for media attention. —Bob Rynd

What were they thinking?! The risk of death — or at least serious injury — was written all over this venture. Without adequate experience negotiating a hostile environment, doing the nearly impossible, it was crazy from the outset. The parents should have been jailed, and so should anyone else who might have been able to stop this insane attempt but didn't. I'm talking about Wilbur and Orville, of course. And any test pilot. And any astronaut. —Rich Johnson

Ed.— How many 16 year-olds have there been in the astronaut programs?

Couldn't agree more with your thoughts. And after the dismasting, Abby leaves the rig to trail behind her boat for days? After spending \$400,000, they didn't think to throw in some bolt-cutters? —Rob Wilkinson

Only running backstays +

singlehanded + Southern Ocean in the winter = criminally irresponsible parents! —Ed Fagan

I have nothing but admiration for what Abby has done. [Editor's note: This is followed by a modified version of a long and famous Teddy Roosevelt quote saying to strive valiantly is better than being a "cold and timid soul."] —Paul Slivka

I commend *Latitude* for a great commentary on Abby. As a parent and someone who knows many of the marine industry folks who helped both Zac and Abby prepare for their over-hyped trips, I feel sorry for both kids. I feel they missed out on some great adventures and opportunities to grow. —Brendan Huffman

I concur with your position — with the caveat that our whole society is so screwed up that we will take 'heroes' anywhere we can find them. Such as movie stars, American Idols, and little girls who don't have a clue. —Walt Lawrence

I think you're dead on the money on this one. 1) There are crews of 56 boats sailing in this year's Pacific Cup that are spending an order of magnitude more time and effort to preparing their boats for a summertime jaunt to Hawaii than the Sunderlands spent in preparing their daughter to sail non-stop around the planet via the Southern Ocean. 2) Abby wouldn't have been allowed to sail in the Singlehanded Sailing Society's LongPac, let alone the Singlehanded TransPac, because she'd never been in command of a vessel singlehanded under sail before. 3) The Sunderlands have heavily censored any comments to Abby's blog, including any and all comments that cautioned against traveling the Southern Ocean during the winter. —Nick Salvador

I'm wondering if there isn't some sexism in all the criticism of Abby. When Robin Lee Graham did his well-publicized circumnavigation in the '60s, he was also 16. While he did the westerly coconut run, there wasn't GPS, EPIRB, satphone or even accurate weather forecasting. Yet he did it in a 24-ft boat. I'd say his risk was at least on par with Abby's. And it's not just the times, as a bigger issue was made over Abby and Jessica Watson than over brother Zac and young circumnavigator Mike Perham. —Chris Northcutt

Ed.— There surely has been sexism — and ageism. If Abby had been a 60-year-old guy, nobody would have even heard about it, and the Aussies

DEAR ABBY

certainly wouldn't have spent hundreds of thousands to send a Qantas airliner looking for him. While Abby and Jessica's attempted circumnavigations are apples and box wrenches compared to Robin Lee Graham's, one could argue that the sum of the risks was in some respect comparable. All were much greater than Zac's which, not to be disrespectful, was a circumnavigation ordinaire.

It's nice to know, when trying to decipher mainstream media, that I'll get the straight poop from *Latitude*. But with all due respect, I think you've been a wee bit over the top in your criticism of Abby. In following her blog, I got the impression of a very competent, mature and gutsy sailor. I was especially impressed when she spent many hours crammed into the lazarette working on the failing autopilot. As for your criticisms regarding seeking money and fame and her sponsorship money, how's that different from Vendée Globe participants? I'm with you 100% regarding the parents' decision-making process. It isn't the first time I've noticed that when people "pray over it," God always seems to tell them what they want to hear, especially if there are financial considerations. —Peter Tarbox

Ed.— Participants in the Vendée Globe and similar races have to be highly experienced sailors, and they are adults. None of the child circumnavigators would have qualified for such events.

I had the same reservations as *Latitude* about a youth departing on such a circumnavigation, but my adventure-loving side was conflicted. However, sailing into the Southern Ocean during winter is insane. And using 'pimp' to describe what Abby's parents did was being kind. —Dave Hamilton

I agree with most of your post, especially the part about her leaving during the Southern Ocean winter. If they were so well-funded, I'm wondering if they contracted with a sophisticated sailing weather routing service, and, if so, why she wasn't tracked to avoid those bad conditions. —Bill Waterhouse

Ed.— Commander's Weather, which has provided weather forecasting for many of the great race boats in the Southern Ocean, and which provides weather reports for the Ha-Ha, provided weather forecasts. After Abby ran into trouble, the information on Abby's website suddenly changed, and said that Abby's parents, not Commander's, were responsible for her route. We were frankly surprised to see that Abby was so far south. On the

other hand, trying to keep her out of bad weather in the Southern Ocean in the winter, particularly with speed so slow, would be like trying to keep her in less than five knots of wind while crossing San Francisco Bay on an afternoon in June. It just can't be done. By the way, the weather at the time of Wild Eyes's dismasting wasn't good, but for the Southern Ocean, it wasn't particularly bad.

A very good article you put together on the Sunderland operation! Although in my 70s, I feel more than a little kinship with Abby, having been imprinted and home-schooled myself. What I lacked to do the same thing was a 'Little League push' that evidently was a big part of the Sunderland kids' upbringing. —Warwick 'Commodore' Tompkins

Ed.— As we recall, Warwick sailed across the Atlantic six times and rounded the Horn before he was four years of age. But he wasn't alone; he did it with his parents aboard the schooner Wanderbird.

It's not for us to decide whether Abby should have made the trip or not. At 16, I was jumping freight trains to Mexico. Abby is more precocious than the armchair sailors who are going to object to her adventure. —Jerry Metheany

Sailing solo nonstop around the world is as much about a person's ability to maintain and repair things as it is about a person's ability to sail. Although I commend Ms. Sunderland on her courage, I also question her ability to handle difficult situations and her ability to fix problems on her boat. —David Gill

Ed.— How hard is the sailing part of sailing around the world? After Mike Harker of Wanderlust 3 singlehanded his Hunter 49 solo around the world, he insisted he still didn't really know how to sail. Other circumnavigators have described themselves as 'travelers' as opposed to 'sailors'.

Abby may be a very good sailor, but she lacks the wisdom to deal with the choices that need to be made in a venture such as the one she undertook. And she had the wrong boat! The survival odds were stacked against her on a lightweight boat. Zac's Islander 36 was shorter, but displaced more than double Abby's Open 40. Light boats are less forgiving, and I'm speaking as an Express 27 sailor. I wonder if the Open 40 was chosen by her father because it was faster and would improve her chance of setting the record. The wrong boat and wrong time of year

— two bad choices that could have led to disaster. —Larry Laney

It takes more than sailing ability to run a boat on the ocean. You need to be experienced and mature enough to understand your and your boat's limitations — and the implications your decisions and actions have on the health and lives of others. I wonder how Abby's parents would have felt if someone had gotten hurt or killed coming to her rescue? —Rick Daniels

It's Balloon Boy, Part II. I don't know how you get around child endangerment. Divine providence be damned, there are numerous misguided fundamentalists who have killed or maimed their children. The Sunderlands should pay anyone who was kind, responsible and brave enough to come to Abby's aid. And if the Aussie rescue services won't take the money because "it's what we do," they can donate it to Aussie child protective services. —Dave Stromquist

I watched an interview with Abby's parents in amazement as they explained she would take the Southern Ocean route because it was safer than going through "all those countries full of pirates and just waiting for this little pretty blonde thing." That's almost a direct quote. Her parents are absolutely delusional! I am very mad about the whole thing because the circumnavigation "through all those countries" is the reason that we do it! Abby's parents are the epitome of "ugly Americans", isolated from the rest of the world and plotting how to get famous. And this bringing God into all their sailing misadventures is really revolting. —Marek Nowicki

I think that there should be three types of circumnavigators: 1) Tourists. For example, like on the *Alaska Eagle*, which I have sailed on a couple of times. 2) Assisted, meaning with the use of satphones and weather routing. 3) Unassisted, for those who have done it all by themselves. I think that Abby is like many other sailors who are provided assistance from shore, and who themselves do not have the skills to take a boat around the world alone. As my nephew would say, "They are posers." In my opinion, Abby was doing an assisted circumnavigation. It's kind of like those people who go on guided tours up Mt. Everest. —John Gorton

Ed.— We can't think of anyone who hasn't gone around without some kind of

COMMENTS FROM SAILORS

assistance, even if it's casual rather than professional. So we think you'd need to distinguish not between Assisted and Unassisted, but levels of assistance.

To top off everything this Abby child has done, her failure to scuttle her boat demonstrates her continued irresponsibility. And the irresponsibility extends to daddy and the shoreside support team, who should have reminded her to clean up her mess so it wouldn't become a hazard to navigation. —Hugh Sage

Think of all the crews of big strong guys that cry "Mommy!" a few miles from port in moderate conditions after borderline breakdowns. That's not what happened here, so let's admire what Abby did accomplish and separate that from the criticism of her parents and the way they set up *Wild Eyes* and the voyage. —Pat Byrnes

I really admire Abby's herculean effort. My 8-year-old daughter and I have enjoyed following her blog together. I

know what Abby's done will compel young children to strive for bigger and better things. Yes, Abby's parents are foolish for letting her go into the Southern Ocean during winter, but that aside, I hope the sailing community separates the decisions her parents made from what Abby did accomplish. For God's sake, she rounded Cape Horn. That would be a life's achievement in my book of adventures. —Tom Price

Ed.—Fair enough. But what would be "bigger and better", your daughter sailing around solo at age 14?

I am an Aussie and I live in OZ. I'm really happy that Abby is safe, and want everyone to know that we Aussies don't mind rescuing people in distress. That is our nature. But we expect the mom and dad to give their kid a strong talking to when the welcome home hugs are over. But I don't think that will happen in this case, because the mom and dad are as thick as doggy doo. It will be up to the press to do it, but that won't happen either, will it? I bet there are deals already

done to make a buck. The only way to put an honest face on the episode is to pay the rescuers and the Aussie government. —Jim Hammond

Ed.—While there are differing opinions, the Sunderland parents have been taking a drubbing in even the mainstream press.

Although Ms. Sunderland's age has been the focus of her adventure, I was very impressed with your editorial on her accomplishments and ultimate rescue — appropriately pointing out the difficulty of what she was undertaking, regardless of age. When I saw on the news that she had set off her EPIRBs, I was worried that the media were going to slam her — and some did — for being just 16 years old. *Latitude* has continually pointed out and celebrated her accomplishments — which makes me very happy. I hope that her story inspires parents to continue to support the adventures and dreams of their daughters, because I know that it isn't always easy. Just look at my dad — he has four of us! —Mollie K. Hagar, Modern Sailing School & Club



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DELTA DITCH RUN



Multi 1&2 overall winners Pease and Jay Glaser were second-fastest to Stockton.



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—Halfway through the 67.5-mile race, while folded over the lower lifeline of my ride for June 12th's Delta Ditch Run, I thought, "Yucca has to be crushing everyone right now." That should give you a clue about the 20th edition of this, errrr . . . "downwind" classic hosted by Stockton Sailing Club and Richmond YC. With a northerly breeze that ranged from 8 to 25 knots, a double-head rig would have been more useful than spinnakers

— YOU'VE COME A LONG WAY, BABY



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Hank Easom's 'Yucca' bashes through San Pablo Bay in the '10 Delta Ditch Beat.

Spread — Stephen McMillan's Melges 24 'Mako' blasts through a San Pablo Bay mogul.

most of the time.

The healthy flood turned San Pablo Bay into a frothing mess as it met the 25-knot northerly that greeted the 144 monohull and 22 multihull starters. After a short spell where the breeze dropped into the mid-teens off Pt. Pinole, it was full-on from there. In fact, it was so un-Ditch Run-like that 33 monos and seven multis decided to call it a

day — many before they'd even reached Benicia. Ironically, none of the six boats in the Cruising Division decided to call it a day!

Although the kites would ultimately come out of the bags for short stints, it wasn't until about the last seven miles that they went up for good.

While we couldn't see *Yucca*, Hank Easom's 8 Meter, we figured the condi-

tions that kept everyone in headsails all the way through San Pablo Bay and at many points beyond, were working out perfectly for the venerable woodie.

The overall win prediction wasn't a hard one to make, given that Easom probably spends as much, if not more, time on the water as anyone else on the Bay and has won what we're guessing is just about everything on the Bay at this point in his life. It turned out that *Yucca*

DELTA DITCH RUN



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JOHN CURREN



ANDREW MCEWAN

Clockwise from top left — Jason Moore's 'Tiger' eviscerates San Pablo Bay; Tim and Karin Knowles 'Lilith' and Sam McFadden's 'Dragonsong' are split by a tanker, interestingly enough the 'Dragonsong' is the Knowles' previous boat; the crew of 'Stewball' in the Delta mode; yet another great view of the bash up San Pablo Bay; Pegasus 32 ticks off a daymarker on the way to Stockton; Lauren Goché came all the way from Portland, Oregon to do the race on overnight notice, only to be on the losing end of the new game "drop-the-full-beer-on-the-swimmer's-head"; the barbecue is standard racing equipment aboard Ben and Jennifer Braden's Moore 24 'Uff Da', up ahead is Deke Klatt's turboed Pyramid 660 'Squirt'; Sunset on a slough; 'Ciao!' chases 'Warpath' and 'Water Wings'; the view from aboard an Express 27 in San Pablo Bay; 'Tuki'; workin' hard aboard 'War Pony'; 'Bad Hare Day' hangs with 'Infrared'; the Moore 24 start.

did in fact take the overall monohull title for the race, finishing the nominally-67.5-mile race in 8h, 34m, 34s and correcting out more than 11 minutes ahead of David Holscher's Cal 40 *Henry Hannah*.

Yucca took Heavy 1 in the process, and *Henry Hannah* Heavy 2. Heavy 3 went to Tom Blagg's Olson 25 *Pearl*, who

pipped event chair Bob Doscher's Columbia 5.5 Meter *Bada Bing* at the post. Light 1 went to Philippe Kahn's Melges 32 *Pegasus 32*, which also won the unofficial Melges 32 title — there were four in the race. One, Steve Howe's *Warpath*, came from as far away as San Diego. The top-three in Light 2 were all Olson 30s, with Lesley Randall's *Enigma* taking

the top spot. The seven-boat Melges 24 division went to Santa Barbara's Kent Pierce and his *Average White Boat*, which sailed anything but an average race, finishing some 12 minutes ahead of Kevin Clark's very competitive, Alameda-based *Smokin'*. Fifteen Express 27s started, but only ten finished and it was Brendan Busch's hull #1 *Get Happy!!* that came



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MARIANNE ARMAND

out on top. Erik Menzel's *Bad Hare Day* did anything but live up to its name, winning the Wabbit division and coming in third overall. Finally, 30 Moore 24s started, 24 finished, and in what should come as no surprise, the division went to Hank Easom's nephew Scott aboard his tuxedoed *Eight Ball*.

Among the multihulls, Olympic medalists Pease and Jay Glaser's F-18 *Breakfast at Bill's* took the honors in the eight-boat F-18 division and the overall multihull honors on the strength of an elapsed time of only 6h, 3m, 5s. The Glaser's time was second only to Roger

Barnett's ProSail 40 *Tuki*, which finished in 5h, 13m, 28s, taking Multi 1 — which featured a smattering of non-F-18 beach cats and the big, bad, charcoal-gray wolf that was dressed in decidedly wolf-like garb, plus Pat Barrett's Viva 27 *Cat Sass*, back for more after a hellacious pitchpole in last year's race.

Richard Paul's Meritt 22 NS *Irrational Behavior* won the six-boat cruising division after finishing in a seemingly irrational 11h, 29m, 40s. But Paul's wasn't the last boat on the course. Far from it actually — Dana Smith's Challenger *Libertine*, with a rating of 264, took 17h,

30m and 52s to finish the course and deserves a mention for sticking it out as the wind dropped Saturday night.

Beyond the fact that it gets warmer the farther you get up the San Joaquin River, one of the Ditch Run's greatest attractions is the awesome party that greets you when you get there. This year was no exception. A vegetarian's nightmare, the very reasonable Tri-Tip dinner — tacos were an option, but after seeing the meat they didn't get a second thought — showed the kind of attention to detail that has this race drawing boats from all over the state. Not only was it

DELTA DITCH RUN

well-prepared, the volunteer crew at Stockton SC sliced the succulent meat into slices so thin you didn't need to bust out your rigging knife to cut it.

With this year marking the race's 20th anniversary, a look back at the July 1991 edition of *Latitude 38* told us a lot about the genesis of this race. Originally conceived as a feeder race for the Stockton SC's 140-mile test of adulthood — the South Tower Race which goes from Stockton to Blackaller and back to Stockton, the Delta Ditch Run has indeed truly eclipsed its forbearer as was posited in our coverage of the first race. With 173 starters, the race shows no signs of slowing down. Given the effort put in by the Stockton SC, we'd be surprised if it doesn't keep getting bigger.

— *latitude*/rg

THE DELTA DITCH RUN (6/12)

MONOHULL OVERALL — 1) **Yucca**, 8 Meter, Hank Easom; 2) **Henry Hannah**, Cal 40, David Holscher; 3) **Bad Hare Day**, Wabbit, Erik Menzel; 4) **Pegasus 32**, Melges 32, Philippe Kahn; 5) **Redhead**, Cal 40, Walter Smith; 6) **Viva**, Melges 32, Don Jesberg; 7) **Mr. McGregor**, Wabbit, Kim Desenberg; 8) **Taboo**, Melges 32, Stephen Pugh; 9) **SuperFly**, Cheetah 30, Steve Mollering; 10) **Average White Boat**, Melges 24, Kent Pierce. (144



RYC PHOTO

Steve Stroub's SC 37 'Tiburon' getting a little fuzzy for the camera in the Delta heat.

boats)

HEAVY 1 — 1) **Yucca**; 2) **Stewball**, Express 37, Bob Harford; 3) **Marrakesh**, Express 34, Craig Perez. (11 boats)

HEAVY 2 — 1) **Henry Hannah**; 2) **Redhead**; 3) **Lilith**, Wyliecat 39, Tim Knowles. (18 boats)

HEAVY 3 — 1) **Pearl**, Olson 25, Tom Blagg; 2)

Bada Bing, Columbia 5.5 Meter, Bob Doscher; 3)

Gypsy Lady, Cal 34-1, Val Clayton. (17 boats)

LIGHT 1 — 1) **Pegasus 32**; 2) **Viva**; 3) **Taboo**. (16 boats)

LIGHT 2 — 1) **Enigma**, Olson 30, Lesley Randall; 2) **Dragonson**, Olson 30, Sam McFadden; 3) **Hoot**, Olson 30, Andrew Macfie. (16 boats)

MELGES 24 — 1) **Average White Boat**, Kent Pierce; 2) **Smokin'**, Kevin Clark; 3) **Bandit**, Mike Wolfe. (7 boats)

EXPRESS 27 — 1) **Get Happy!!**, Brendan Busch; 2) **Magic Bus**, Paul Deeds; 3) **Shenani-gans**, Bill Moore. (15 boats)

WYLIE WABBIT — 1) **Bad Hare Day**; 2) **Mr. McGregor**; 3) **Jack**, Melinda Erkelens. (8 boats)

MOORE 24 — 1) **Eight Ball**, Scott Easom; 2) **Paramour**, Rowan Fennell; 3) **Banditos**, John Ker-not. (30 boats)

CRUISE — 1) **Irrational Behavior**, Merit 22 NS, Richard Paul; 2) **Coyote**, Wylie 34 Mod., Peter Yates; 3) **Ghost**, Ketch, Bill Goldfoos. (6 boats)

MULTIHULLS

F-18 — 1) **Breakfast at Bill's**, F-18, Pease & Jay Glaser; 2) **Sling Shot**, F-18, Phillip Meredith; 3) **Ocho**, F-18, Craig Yandow. (8 boats)

MULTI 1 — 1) **Tuki**, ProSail 40, Roger Barnett; 2) **Rojo Rojo**, Nacra 20, David Meacock; 3) **Pip-pin'**, Hobie 16, Gary Russell. (13 boats)

MULTI 2 — 1) **Water Wings**, F-31RS, Jim Law-son; 2) **Papillon**, F-27, Andrew Scott; 3) **Wingit**, F-27, Amy Wells. (8 boats)

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BOATYARD TOUR

Every spring we grab our trusty Nikon and digital recorder and head out to any number of Bay Area boatyards to chat with folks working on their boats. Normally we'll find a few here, one over there, and a few more in between — only once have we been completely skunked — but this year we hit the motherlode of DIYers on our very first stop.

Usually we set out on our quest in April or May in order to catch all those boatowners getting ready for the upcoming sailing season. And while we did take this year's tour in May, we ran out of space in the June issue to run the story. We tell you this only to inform you that most — but not all! — of our subjects have likely been happily sailing for more than a month.

One of the things we love most about the Bay Area is that the types of boats people sail — and the way they sail them — are as diverse as the population. On our one stop we met many new boat owners, though not all are new sailors. We met old friends who have sailed together for years, and newly single sailors eager to explore their independence. Some were planning long-term cruises, others were happy to simply daysail the Bay. A few boats were out for a quick bottom job while others had been on the hard much longer. There were even a couple of canines supervising their silly, water-obsessed humans.

The one thing all boatowners had in common was their obvious passion for their boats. For some sailing may be a pastime, for others it's their livelihood, and for the remainder it's their life. But no matter how entrenched they are in their sport, none made a secret about how much they value time spent on their boats, and the care that they were taking in putting them together. We salute them for it.

— *latitude*/ladonna



Wind Song, Islander 29 — Any amount of time spent in the yard is usually too long for most sailors, but some are more patient than others. Take Bob Ambroz, for example. Bob bought *Wind Song*, a 1966 classic, a year and a half ago — after a 25-year hiatus from sailing — and had her hauled within six months. Yes, you read that right; *Wind Song* has been on the hard for a year! When asked how much longer he had to go, Bob replied, "Not too much longer, a couple more months."

While we're not envious of what his yard bill is going to look like when he finally splashes, we couldn't help drooling over what is essentially a brand new boat. "We replaced all the bulkheads, and painted everything inside and out, top to bottom," said Bob. "I installed a new fresh water-cooled engine, tranny, prop shaft, prop, wiring, tinted windows, you name it."

Bob's being voice and data telecommunication technician by trade, and a Harley lover at heart, we were curious what brought him back to sailing. "I got a divorce," he noted dryly, then went on to explain. "I'd lived on a boat before I got married, and had a great time sailing every day. Those were some good times in my life and I want to get back to that." Who can blame him?

— DIFF'RENT STROKES



La Bonita, Lyndsey 30 — "Schedules are laughable," says Cynthia Shelton, who officially began cruising — read, quit her administrative job at Stanford and cast off from her slip at Pete's Harbor in Redwood City — two weeks before we met her. "If that bothers a person, they really shouldn't go cruising. I'm practicing not letting it bother me."

And Cynthia got a lot of practice during her haulout. As so often happens, small issues kept popping up — including several days of rain — that forced her to delay painting her topsides. "I'm only one week over schedule — that's not too bad," she chuckled.

Relatively new to sailing, Cynthia has embraced the sport — and the lifestyle — with gusto. In the two years she's owned *La Bonita*, her first boat, she's completely revamped the interior, a process she documented on her website www.cynxing.com. "Working and living aboard is a 24/7 experience," she noted.

Once work on *La Bonita* is complete, Cynthia plans to "head south." How far south is a question she's not ready to answer quite yet. "I'll play it by ear," she said. "The rhythm of not knowing is very different. I can't make long-term plans."

Whatever direction the winds end up taking her, Cynthia won't be alone. First Mate Austin, a small, white rescue dog she believes is part terrier, part Italian greyhound, will be at her side. "I was looking for a dog that would fit on the boat but would still be able to get around on its own. When I found Austin, I fell in love."

As for the idea that this multi-talented sailor, who plays guitar and banjo, as well as drawing her own liveaboard comic, is retired, don't even think it. "I may not have a job," said Cynthia, "but I'll be working till the day I die!"

Raven, Santana 22 — Boat partnerships can be a tricky business. One partner uses the boat more, cleans up less or just plain gets on everyone's nerves. All too often, partnerships are dissolved on less-than-amicable terms. But Aran Kaufer, Decker Flynn and Ian Goertz are a case study in how to make such an arrangement work.

"Prior to buying *Raven* in '01, we owned a '69 Ford Galaxie 500 together," said Ian, "so we were practiced in sharing old vehicles." As Aran noted, they "knew the pitfalls of co-ownership."

This trio of Cal grads met way back in '88, having hailed from different parts of the country — Aran from Santa Barbara, Decker from Seattle and Ian from Texas. All had sailed as kids, but Ian and Aran acknowledge that Decker, who has the most experience, is skipper aboard *Raven* during their frequent daysails.

"Our favorite thing to do is cruise around the Bay," said Aran. "We have a favorite anchorage off Angel Island, but I can't tell you which one; otherwise everyone will go there." We promised not to reveal their secret so you'll just have to explore the island yourself to find your own favorite.

As dads, all three look forward to introducing their young kids to the joys of sailing but, right now, they're all too young. "My daughter's six, so I bring her to the boat sometimes," Aran said, "but my son's too small."

One thing they'll have to teach their kids is to always be careful around boats — which is a lesson Decker learned the hard way during their quick bottom job haulout. "See this Band-Aid?" he asked, pointing to his forehead. "I bashed my head on the outboard. Five stitches!" To prevent further accidents, his ever-caring partners draped a bright yellow PFD on the offending prop. Now *that's* how a partnership should work!



BOATYARD TOUR

ALL PHOTOS LATITUDE / LADONNA

Quattro Mari, Catalina 30 — Mike and Joanne Crosby are no strangers to boats; they owned a powerboat for years when they lived in Austin, Texas. But when the time came to choose between the boat and their daughter's college education, the boat lost.

So when the couple moved to the Bay Area four years ago for Mike's work — he sells large equipment to the marine industry; in fact, his machines helped build *BMW Oracle* — they decided they wanted to get back into boating. "I didn't want to sit in the back again while he played captain," said Joanne. "We wanted something physically and mentally challenging to learn." They did their research and found that the Catalina 30 fit their needs perfectly.

They finally bought their dream boat a year ago, but then "life got in the way," Joanne explained. They dutifully had a diver clean *Quattro Mari's* bottom every three months, and when he said it was time for a bottom job, they realized they needed to refocus on their boat.

"We're planning to take a sailing course," said Joanne, "mostly to learn the basics but also so we can get certified to charter boats on our frequent trips to Italy. Then we'll hire an instructor to teach us on our boat."

In the meantime, they've torn apart the interior, adding Corian countertops and making a completely new set of cushions. "I have new countertops and two industrial sewing machines to make my cushions, but I still don't know how to sail!" laughed Joanne. But we're not worried — their spirit and zest for life, not to mention their desire to teach their grandkids how to sail, will keep them motivated. Don't be surprised if they sail past you one day very soon.



Old Buffalo, Pan Oceanic 46 — Who can argue with love at first sight? Ruben and Robbie Gabriel sure can't because they've been struck with it twice: first when they met each other in a boatyard a few years ago, then again a few months ago when they laid eyes on the boat they absolutely, positively were *not* going to buy. "Honestly, we were just going to look at it to see if we were comfortable with the size," Ruben insisted. That's a lovely story, but there's actually a little more to it.

"An extremely experienced sailor friend told us that his very favorite boat was a Pan Oceanic 46," related Robbie. "He said he'd even commissioned one in Taiwan in the '80s and had loved sailing it. So we looked on the internet and, of two for sale in the whole world, one was here. After deciding this was the boat for us, we asked Bruce to come look at it. Would you believe that this was the exact same boat he commissioned in '81? The owner even had a photo of him and Bruce sailing her!"

With the purchase of the new boat, though, something had to give as they already had two other boats, a Moore 24 named *Kismet* and a Newport 30 Mk II named *Windsome Wench*. "When word got out that we'd bought a new boat, club members started sniffing around," Ruben laughed. "We always ran circles around everyone else in the *Wench* so it was an easy boat to sell." As for *Kismet*, they're getting her ready for some racing.



— DIFF'RENT STROKES



"We've missed racing since we sold the *Wench*," Ruben explained. "It'll be very basic but a lot of fun."

Meanwhile, there's plenty to keep them busy on *Old Buffalo*. "She basically has a 'little old man's electrical system," chuckled Robbie. "If I want to turn on the propane system's solenoid, I have to flick on the aft cabin lights too!" But other than that, the most the boat needs is some upgrading and personalization. As far as Robbie is concerned, the immense foredeck — "We could play Frisbee on it!" — and separate shower stall more than make up for any minor repairs.

The Gabriels bought *Old Buffalo* — Robbie's late father's nickname — to fit their future cruising plans. Ask them today if they would have imagined such plans just a few years ago, and they'd laugh. But love at first sight is a funny thing. A longtime racer, Ruben was actually prepping his 22-ft Pearson Electra, *Sparky*, for the '06 Singlehanded TransPac when he locked eyes with the fetching beauty who was sanding the bottom of her Newport 30. A romance blossomed and when Ruben limped into Hanalei Bay 27 long days after the start of the race with a stump of a mast and a jury-rigged sail, Robbie was waiting for him. It was worth the wait — Ruben proposed during their stay on the island.

***Ecstasy*, Defender 27** — As a wood and metal fabricator working on Treasure Island, Chad Castillo would watch sailboats glide by every day wishing he could be on one of his own. In October, he decided to make his own dream come true and he bought a little Islander Bahama 24. "The guy who sold it to me showed me how to sail for about an hour and then I was on my own," Chad recalls. "On my first sail to Angel Island, I ripped the sails."

Realizing that he had bigger dreams than simply sailing on the Bay, Chad upgraded to the Dutch-built Defender just a few months later. "I'm 99.9% sure the Dekker & Zoon boatyard is Laura Dekker's [the 14-year-old solo circumnavigator hopeful] family business," he claimed. We don't know about that, but we do know that *Ecstasy* is an interesting little boat that has the potential to take Chad wherever he wants to go — which just happens to be the Sea of Cortez.

"After the Sea, I'd like to make it down to San Blas," said Chad. "I've been to all these places by land, and now I want to do it by water. But I don't think I can right now because of Carla." Carla is Chad's 'better half' — a 12½-year-old pooch that is clearly the love of his life. "She doesn't mind gentle daysails but she hates it when things move around too much."

Hauled to check the status of his keel, *Ecstasy* revealed a little disconcerting electrolysis in the cast iron keel, and Chad was frustrated by the presence of about 378 million tiny gelcoat blisters. "I was thinking I'd let it dry out on the hard in Stockton this summer," he said with a distinct lack of enthusiasm. "But maybe I should just paint it and go sailing instead." That's what we like to hear, Chad!



BOATYARD TOUR

Aparima, custom 38-ft fir strip-planked cutter — It takes a certain kind of person to own a wood boat, and Carl Edwards is a shining example. "I like working with wood," he told us. Good thing, since that's also his profession. "I build sculptural furniture," he said modestly. When he showed us photos of his work, it was obvious that Carl is no mere woodworker — he's an artist. On retainer with two New York families to build custom pieces, Carl splits his time between the Big Apple and Marin's Rodeo Beach, the perfect location for this avid surfer.

But even though he's spent years in the water, Carl is relatively new to sailing. "This is technically my third boat," he explains, "but I sold the first one almost immediately after buying it because there

was too much work to do, so I don't really count it. My last boat was a Victory 21."

Since buying *Aparima* a year ago, Carl has spent countless hours working on her, including 40 days in the yard changing out the pintles and gudgeons,

and boats, and has helped him through the process of refurbishing this classic strip-planked beauty. "My uncle's sailed for a long time," noted Carl, "and he says he's ready to go somewhere. Wherever it is, it has to be someplace that I can bring my surfboards!"

chiseling the entire bottom, and removing and rebedding every single keel bolt. "It's been a learning curve here," he said, "and I've asked lots of questions." But in the end, he tapped into his own knowledge of wood to effect several stout improvements to the boat's structure.

Luckily for Carl, he's not in this alone. His uncle, Chris Corlett of Passage Yachts, knows a thing or two about sailing



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PACIFIC CUP

The entry deadline has passed for the 16th biennial Pacific Cup, and the final tally is 56 boats — pretty phenomenal given the current economic climate. Split up among seven divisions, the fleet comprises many of the West Coast's most active race boats, which should lead to some close corrected-time deltas and hard-fought battles on the North Pacific over the 2,070-mile slide from San Francisco Bay to the beautiful — and extremely hospitable — Kaneohe YC. The starts are spread out over a very media-unfriendly six days, but everyone should get to Hawaii in a pretty tight group. As is our custom, we preview the race here, anointing eight boats with the customary "Latitude jinx." Bear in mind that with the starts spread over so many days, picking an overall corrected-time winner is a crapshoot at best, but we'll throw it in anyway just for kicks. Keep this guide handy and evaluate our performance while following the race at www.pacificcup.org.

Start Day: Monday, July 5

Doublehanded 1 — This six-boat division includes a couple of returning boats — Paul Disario and Tony Porche's Olson 911 *Plus Sixteen*, and Dylan Benjamin and Rufus Sjoberg's Dogpatch 26 *Moonshine* — and more than a couple of returning Pac Cuppers as well. Although *Moonshine* previously won the race overall, it's tough to bet against a well-prepared Cal 40 in a Hawaii race, and that's exactly what husband and wife Rowena Carlson and Robb Walker are bringing to the table in *Nozomi*. Walker formerly worked as a designer in the Nelson Marek Design office and, unless he's forgotten a thing or two since leaving, should be pretty tough against the rest of the division.

Our pick: *Nozomi*

Division A — This ten-boat division also has a few returning boats from previous races, and it should be a closely-contested division between the third-slowest, and third-fastest rated boats — YRA President Pat Broderick's Wyliecat 30 *Nancy*, and Mary Lovely and Jim Quanci's Cal 40 *Green Buffalo*. Broderick has enlisted the help of Alameda sailor and multiple Santana 22 national champion Michael Andrews, and one of the Bay's most accomplished racers in everything from El Toros to his modernized Santana 27 *Arcadia*, Gordie Nash. The trio should prove tough especially if the race is reachy, where the cat-rigged boat should excel. Their biggest challenge will likely be figuring out what to

do with all their free time — Wyliecats have all of four strings to pull, if you include the halyard. But *Green Buffalo* has been on a really hot streak of late, with Quanci winning the singlehanded and crewed Farallones Races overall in the last couple months. There's no substitute for waterline in a lot of conditions, and as we said, it's tough to bet against a well-prepared Cal 40 in a Hawaii race.

Our pick: *Green Buffalo*

Start Day: Tuesday July 6

Doublehanded 2 — This could be the toughest of any of the divisions. First, you have Rachel Fogel and JP Sirey in Fogel's Express 27 *Great White*, which she's been preparing for the race since last spring. Sirey is a veteran of multiple Hawaii races, and together, they could prove to be pretty tough. Also in

an Express 27 is Steve Carroll, who will be sailing his *Tule Fog* with Santa Cruz Sails' Patrick Lewis. The duo won their division in last year's Coastal Cup and should prove extremely tough. A pair of Minis — one a hopped-up prototype boat and the other a stock series boat — could prove to bat well above their diminutive LOA: Taylor Cuevas's series Zero *Poco Loco*, with Dave Maggart aboard, could prove troublesome for Emma Creighton's Simon Rogers-designed prototype *Pocket Rocket* due to the seemingly large rating spread. In the Mini Transat race, well-sailed series boats have routinely finished in the top ten overall, very close to their turbocharged bretheren which sport movable ballast, more sail area,

Will the sky be the 'Limit' for Australian Alan Brierty's R/P 63? If it goes, one of this year's two scratch boats could do really well.



ERIK SIMONSON/WWW.H2OSHOTS.COM

and less displacement. Creighton has an ace up her sleeve in co-skipper Andy Hamilton, who won his division in '08 with his Moore 24. While all of these boats represent legitimate threats, there's another that we'd have to say looks pretty damn good. More than one pro we've talked to over the years has identified the Farr 30 as their boat of choice to race to Hawaii if they could afford to not get paid to do it on someone else's. Multiple Hawaii race veterans Skip and Jody McCormack should get theirs, the Tiburon-based *Trunk Monkey*, to Kaneohe Bay pretty fast. The pair has put a tremendous amount of preparation into the boat since acquiring it early last year, adding a transfer-sprit while fairing the bottom, and proved their mettle in this year's windy Spinnaker Cup.

Our pick: *Trunk Monkey*.

Division B — There are plenty of strong entries in Division B and no fewer than four returning boats from '08 in this nine-boat group. The scratch boat is John Mendoza's Beneteau 46 *Pneuma*, which in a waterline battle could hang with Peter Heiberg's Palmer Johnson 49 *Scar-amouche*. V. Greg Paxton and Arnold Zippel could be tough aboard their Sydney 32 *Relentless*. But '08 division runner-up Dean Treadway and his well-traveled Farr 36 will be hard to top. His beautiful, bright-finished, cold molded *Sweet Okole* won the TransPac overall in '81. Santa Cruz Sails' David Hodges is on the roster and this should be the boat to beat.

Our pick: *Sweet Okole*

Start Day: Wednesday, July 7

Division C — With everything from a Columbia 30 Sport to a Swan 59 at each end of the length and rating spectra, this nine-boat division is a tougher call. The only division starting on Wednesday, this one could see Antonio Luttmann's Mexico-based Swan 59 *Andromeda* live up to her billing as the scratch boat in a waterline race, while a breezy, downwind race could see James and Chris Gilmore's Columbia 30 Sport *Uncontrollable Urge* put their rating to good use. In the middle, Bob Gardiner's Olson 40 *Spell-bound* could threaten as a compromise between the extremes. However, there are two Synergy 1000s — Joshua Grass's *Summer Moon* and Dave Rasmussen's *Sapphire*. The Carl Schumacher design has proved to be pretty devastating on this course. In the '08 race, Rasmussen was a division runner-up with returning crewmember Phil Krasner, and the two will be joined this year by multiple Wylie Wabbit season champion Colin Moore. Grass is bringing top talent with him also, in the form of Moore 24 and Snipe sailor Bart Hackworth, plus the owner of the T650 *Flight Risk* Ben Landon, and Wabbit sailor Ron Tostenson. There should be a pitched battle between the two boats.

Our pick: *Summer Moon*

Start Day: Thursday, July 8

Division D — The second-lowest-rated division boasts an interesting mix of boats that range from 36 to 56 feet in



DENNIS HUETTE

Pat Broderick will be sailing his Wyliecat 30 'Nancy' this year, and is a veritable threat with crew Michael Andrews and Gordie Nash.

length. At the shorter end of the spectrum is Mark Howe's Farr 36 ODR *War Pony*, navigated by the Bay's Will Paxton and featuring rigger Gilles Combrisson in addition to Cyril Guiraud and Howe's son Ross. After a pretty intensive work-up over the past nine months, *War Pony*'s riders should be pretty well-prepared for the rest of the division. However, their punitive rating won't do them any favors against the division's SC 50s, which include Wayne Zittel's turboed *J/World's Hula Girl* — which Paul Cayard sailed to third in division in the '08 race — and Bill Helvestine's *Deception*, which despite being the only of the three boats to have a carbon deck, is the highest-rated. Right in the middle is Jack Taylor's Dana Point-based *Horizon*, which in addition to winning its division in last year's TransPac and this year's PV Race, features many of the returning crew from those efforts, including an impressive father/son combo in navigator Jon and watch captain Erik, Shampain. Buzz Blackett's new Jim Antrim-designed Class 40 *California Condor* is still signed up to race, but at this point we'd be (pleasantly) really surprised if she flies in this one. At last check, she was on the hard still and has yet to be properly shaken down. But if *California Condor* makes it to the starting line, you'd better bet that Blackett, his son David, Antrim, Liz Baylis and husband Todd Hedin, plus Tom Paulling will get the powered-up reaching machine there in short order. This one's tough to call, but just like a Cal 40 is tough to bet against in a Hawaii race, so is a SC 50.

Our pick: *Horizon*



PACIFIC CUP

Start Day: Saturday, July 10

Division E — Just what you've been waiting for, the really big boats! Unfortunately this year's big boat division is smaller than in past years, but it has some quality entries to make up for the lack of numbers. The fleet has not one but two scratch boats in Philippe Kahn's turboed Owen Clarke-designed Open 50 *Pegasus OP-50*, and Australian Alan Brierty's R/P 63 *Limit* — although we'd heard rumblings that the latter may not be going. For the last three Hawaii races, Kahn has sailed his boat doublehanded, but this year he's taking Volvo Race veteran Mark Christensen and David Giles, plus one of the most experienced West Coast offshore sailors, Zan Drejes. While *Pegasus* is designed to be efficiently shorthanded, with a crew of four, she should be able to be pushed to her absolute potential. *Limit* should be extremely quick as well, and would do quite well if it's a lighter-air race and the decidedly stickier *Pegasus* can't get fully powered-up. The division thankfully features a SC 70 — which should be mandatory for any Hawaii



Skip and Jody McCormack's Farr 30 'Trunk Monkey' is our pick for the boat to beat in DH 2.

race, although we're a bit bummed not to see more of them — Hector Velarde's Miraflores, Peru-based *Mirage*. Also in the mix will be Jim Partridge's largely-untested Antrim 49 *Rapid Transit*, which was finished last year by Berkeley Marine Center and could prove to be a wild card. But if we had to make the call for a winner it would come down to two boats:

Canadian Ashley Wolfe's Bay Area-based TP 52 *Mayhem* and Chip Megeath's Tiburon-based R/P 45 *Criminal Mischief*. Volvo Race veteran Richard Clarke will be navigating *Mayhem*'s mixed Canadian and American crew which includes Bay Area pro sailors Nate Campbell and Jeff Causey. But *Mayhem*'s competition will likely be a boat with division wins in pretty much every distance race of consequence on the West Coast since '08, including the '08 Pac Cup. Megeath's team aboard *Criminal Mischief* includes one of Northern California's most experienced offshore sailors in Monterey's Robin Jeffers, plus navigator Jeff Thorpe, who has been with Megeath since he chartered Lani Spund's SC 52T *Kokopelli*² for the '07 TransPac. Add in young but extremely experienced guys like Joe Penrod and Pat Whitmarsh, who have many an hour on an 18-ft skiff, and you get the idea: these guys will be tough.

Our pick: *Criminal Mischief*

Elapsed-time pick: *Pegasus OP-50*

Overall pick: *Criminal Mischief*

— **latitude**/rg



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LEE HELM

It, like, happened again. Max gets to navigate to Hawaii, and I end up stuck here answering his newbie questions about weather via email. I don't even get the T-shirt. Totally unfair.

So the night before the start, I get this frantic email: "Lee, I need you to tell me everything you know about squalls." And then he dredges up this old mnemonic artifact:

"First the rain and then the wind,
Tops'l sheets and halyards mind.
First the wind and then the rain,
Hoist your tops'ls up again."

Gak! I mean, like, call the rhyme police on that puppy.

I typed back: "Is that all you know about nocturnal mesoscale convective systems collapsing during tropospheric cooling?"

And he answered, "The write-up in the race guide says to always 'exit stage left.' And it says that squalls usually sail on starboard tack, whatever that means. And there's something about jibbing back into the squall when you're headed, which seems all wrong. Can you make

thick skull. I reminded him that I know his charge number at the yacht club.

"A round of drinks for you and all your windsurfer friends," he offered.

I decided to wait a few minutes while I got back to work on some towing tank data I was analyzing.

"Okay, Lee," he promised in his next email. "Dinner for you and all your windsurfer friends, if we win our division."

"In the top three," I counter-offered. "And make it a lobster feed." Max always starts his negotiations from a weak position.

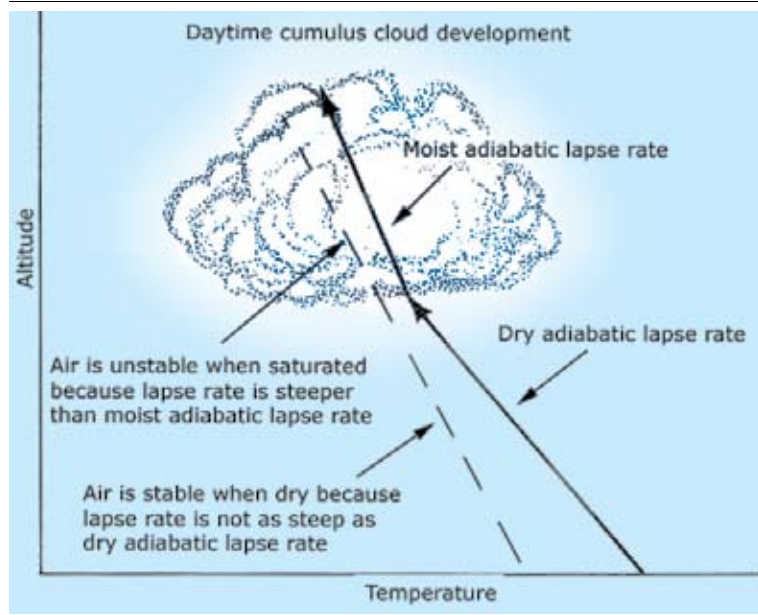
"It's a deal," he finally answered. So I typed up the basics, careful not to go too fast and drain what cognitive surplus he might have at this late hour:

"First we need to discuss the vertical stability of air. Air gets colder when it expands. It gets warmer when it's compressed. Air expands when it goes up, and air compresses when it goes down. If you don't give it enough time for any heat energy to go in or out, the change in temperature of a piece of air as it goes up or down is called the adiabatic lapse rate.

It's 9.8°C per kilometer, or about 5° per 1,000 feet. So if you raise a chunk of air 1,000 meters, it gets 9.8°C colder. If you move it down 1,000 meters, it gets 9.8°C warmer, due solely to the change in pressure. For dry air, that is.

"Now consider the temperature profile of the air. Imagine sending up a balloon that continually transmits the air temperature as it

goes up. You get a vertical profile of the environmental air temperature. The slope of this temperature profile determines if the air mass will be stable or unstable. For 10 points: Which is unstable? An environmental temperature profile steeper or shallower than the adiabatic lapse rate?"



At low altitude, the lapse rate of the environmental temperature profile is not as steep as the dry adiabatic lapse rate, so the air is stable. Above the cloud base, the air is saturated and moist adiabatic lapse rate applies, so the air in the clouds is unstable and they develop vertically.

sense out of this for me? They made me navigator on this boat, and I really want to look like I know what I'm doing when the squalls start."

"For sure, Max, but it'll cost you," I replied. I had a project due and really didn't want to spend all night trying to pound basic meteorology into Max's

I figured that would hold him for a few minutes while I got back to work.

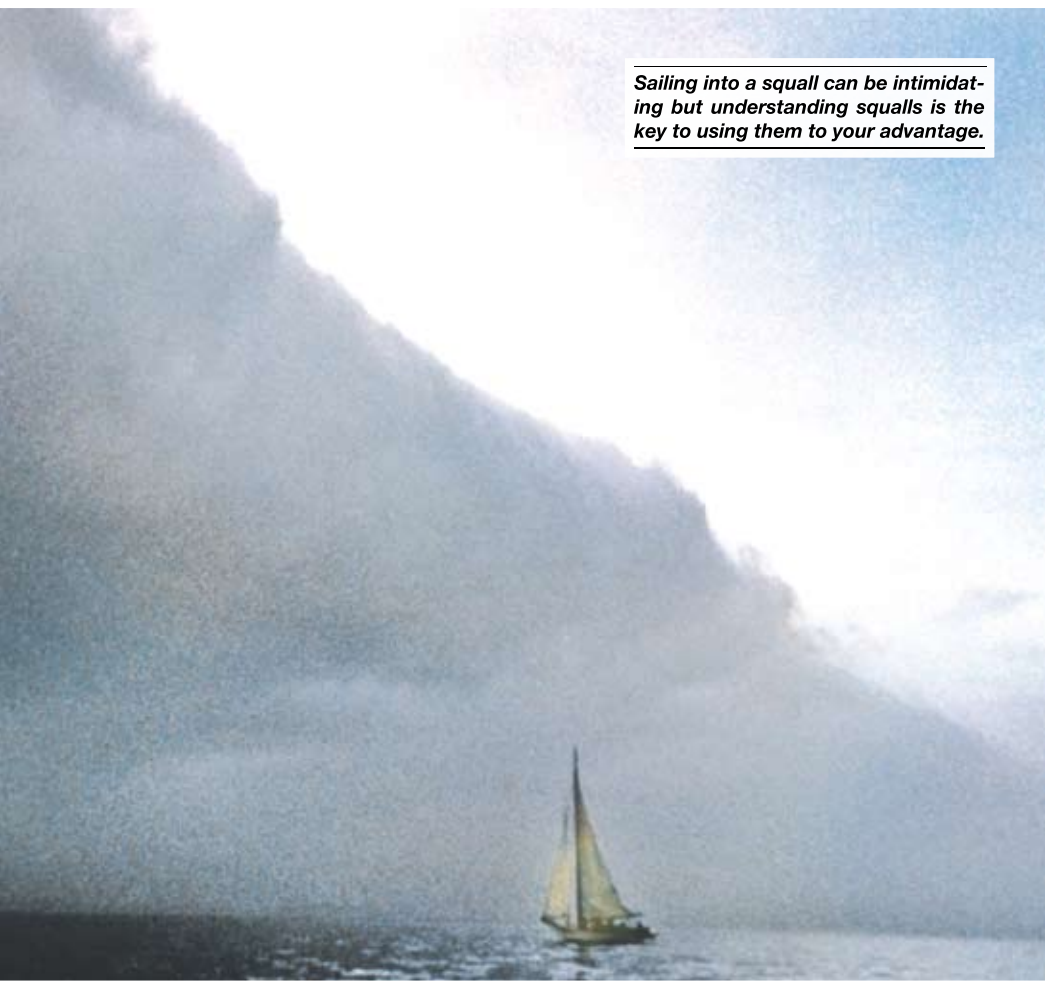
About 20 minutes later my mail client signaled more incoming.

"A steeper environmental temperature gradient means unstable, right? Because when the air moves up, it cools, but not as much as the air around it, so it ends up warmer and more buoyant than the air around it, and it keeps floating up. Like a lava lamp, right?"

"Ten points!" I answered, although I don't have a clue what a lava lamp is. Then I added in the effects of water evaporation and condensation, just to make it more interesting.

"So far we just looked at the dry adiabatic lapse rate. If there is moisture in the air, the temperature change as air moves up or down can be drastically reduced.

"Consider air that's near 100% humidity (like air near the surface in the trades). If it moves up very far, the capacity of the air to hold water vapor is reduced, so the water vapor condenses into water droplets. You have a cloud.



Sailing into a squall can be intimidating but understanding squalls is the key to using them to your advantage.

MICHAEL HALMINSKI / NOAA

But that process keeps the air warm, releasing the heat of condensation of the water. If the air is prevented from cooling by moisture condensing out as it goes up, then it's even warmer in relation to the cold air around it. That is, the moist adiabatic lapse rate is less — typically only 6°C per kilometer. So it's even more unstable than if it had been dry air. It rises faster, more water condenses, it goes up even faster, and you have a towering cumulous cloud. This happens all afternoon and into the evening in the tropics, after the sun heats up the water surface and the lower levels of air warm up and pick up moisture.

"For 20 points, can you describe what happens if air containing water in liquid droplets — that is, air in a cloud — starts to go down?"

I was sure this one would give me at least, like, another 20 minutes for some useful work, and I was right.

"O kay, I got it!" he typed back after half an hour. "If the air is going down, the pressure and temperature increase, so the air can absorb more water in vapor

form, so the droplets evaporate and keep the air cool. Evaporation cools. So the air is also very unstable going down."

"You looked that up, didn't you?" I challenged. "Or did you actually remember that evaporation cools things down? Never mind, you see how moisture enhances instability. It's why we get a stronger sea breeze on the Bay when we have higher humidity inland, and less sea breeze in a dry air mass. And now we totally have the basic growth and collapse structure of an isolated thermal cell: The towering cumulus cloud that was building all afternoon and all evening when the sea surface was warmed by the sun, now starts to cool off and when the air starts to sink again, the moisture keeps it cold even as the pressure increases, so it collapses fast.

"That's your basic convective trade winds squall. The squall wind is from the very powerful downrush of air out of the collapsing cell. It hits the surface and fans out. In front of the squall, the downrush wind adds to the average wind

and you have a cold blast of more wind. Behind the squall, the downrush wind subtracts from the average wind, and you have a calm area.

"But then it gets more complicated. The upper air is moving in a direction maybe 15° to the right of the wind at the surface. Why is that, I hear you ask? Coriolis acceleration. Air tries to flow from high pressure to low pressure, but in the northern hemisphere it gets spun off to the right. Actually the air is just trying to go straight, but the earth keeps spinning underneath it. Consider a high pressure system. Air wants to go from high pressure to low pressure, but which way does it end up turning?"

This was so not a complicated enough question to keep Max busy for very long. He already knew that air flows clockwise as it flows out from a high and counter-clockwise as it spins into a low, but he didn't seem to really understand why.

"Here's an experiment you can do right now in your car," I typed. "Adjust the air conditioner vent so the jet of air just hits your right ear. Turn the fan on full power. Now drive straight ahead at low speed, then make a sharp left turn. This simulates the rotation of the earth in the northern hemisphere. Drive at the speed that lets you make the fastest rate of turn. It's the rate of turn that counts, not the forward speed. Tell me what happens."

This gave me another 45 minutes to do some useful work, even more than I had anticipated, before Max reported back.

"H ey, that's amazing! When I made a sharp left turn, the air was hitting me right in the face! And I went to the all-night market and picked up some extra beef jerky for night watch snacks, too."

"Very good. In the rotating reference frame of your car, the air seemed to flow in a curve. What does this have to do with squalls? The wind aloft tends to be diverted so much by Coriolis that it follows the

isobars around the highs and lows. But on the surface it's slowed down by friction, so the pressure gradient has a relatively larger effect, and the wind direction will be skewed more from high pressure to low pressure. The result is that the wind direction aloft is usually to the right, or rotated clockwise, relative to

Max always starts his negotiations from a weak position.

LEE HELM

the surface wind direction. Squalls move with the upper air, so if you're sailing in the surface wind, it looks as though the squalls are moving on a starboard tack broad reach.

rhyme?"

"This is where it gets even more interesting," I wrote. "So far we've been

considering one isolated convection cell. Air goes up during the day and evening, air falls back down late at night.

"But first, more about vertical stability. It's not unusual for dry air to be stable and saturated air to be unstable, especially during the day. So the instability starts at the cloud base altitude, where the humidity is at 100% and the moist adiabatic lapse rate is less than the environmental lapse rate, so the air bubbles up, forming the cumulus cloud. At the top of the

inward-flowing under the new updraft created ahead of the downrush. Like a source-sink combo in computational fluid dynamics.

I knew this would sail over Max's head, but it was too geeky a reference to pass up.

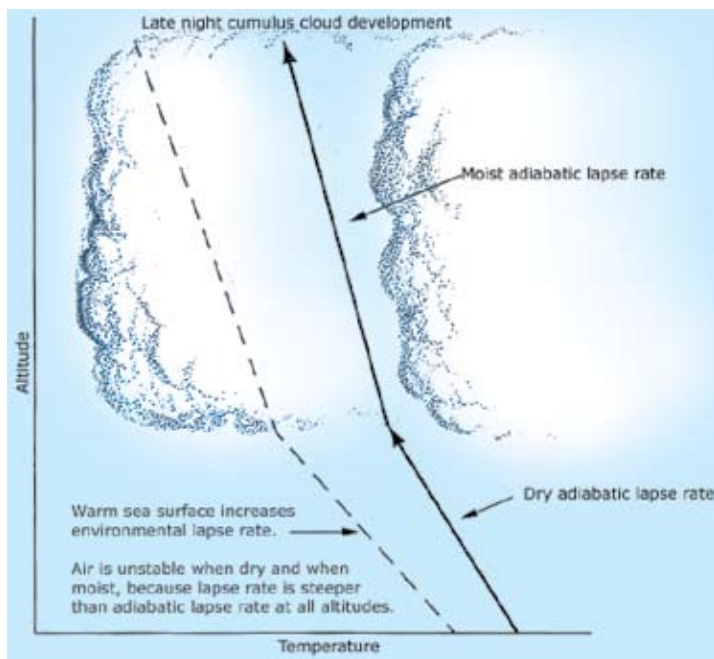
"Lee, are you ever going to tell me if you think that old rhyme is valid?"

"Explanation of the ditty," I answered. "If there's a strong updraft ahead of the main squall, you'll have reduced wind and rain, as the moist air rising in the upstroke piston ahead of the main downrush column condenses out. The real blast will follow. Hence, 'first the rain' means you're about to be hit with strong wind.

"If there is no initial rain, then you're already in the worst of it. That's the 'first the wind' part. Even if there's rain after the wind, which there often is, you can reset your tops'l, which I guess was sort of the same as a spinnaker 200 years ago."

"But why does Stan Honey say that if you're on a fast sled and you can jibe back and forth across the face of a squall, you'll get headed just before you get to the edge of it?"

"That's also explained by the dipole shape of the surface wind. On the squall boundary, the wind is curving back in toward the suction of the updraft ahead of the squall. Your next assignment is to



Late at night, air near the surface is unstable, allowing new updrafts to form ahead of the squall gusts from the downrush core. This could explain why "First the rain and then the wind" usually means strong squall winds follow.

"That's why, when you leave a squall and want to get away from the calm area behind it, you 'exit stage left.' To generalize, sailing on port tack gets you into or out of the squalls faster. Sailing on starboard tack keeps you in the same conditions longer. For a change, port tack. For status quo, starboard tack.

"But also, since the downrush air comes from upstairs, there's likely to be a clockwise shift in the squall wind. If you're on starboard sailing downwind polars, suddenly you're lifted way up and you really want to jibe right then, because if you can get onto port pole you could sail very fast right toward the finish line instead of 45° off course. Unless the squall is, like, a lefty."

"I think I'm with you so far," Max typed back. "We have a two-pole jibe system so we'll be able to respond pretty quick to wind shifts in squalls. Not like last time, when it took so long to get all hands up on deck for a heavy-air jibe that by the time we jibed the shift was over, then we had to get everyone up again to jibe back, and after a few nights of this, the navigator was afraid to call for jibes at night because no one was getting any sleep and they were going to keelhaul him. But what about my rain and wind

cloud most of the moisture is gone and the adiabatic lapse rate is closer to the dry lapse rate, so the air becomes stable again. You can often feel this from an airplane descending through a cloud layer. It's bumpy in the clouds, but not above or below.

"At night, when the air near the surface is kept warmer than the air above it by the heat retained in the ocean, the instability can reach all the way down to the surface, so it's easy for a disturbance, like the cold downrush wind from a collapsing thermal cell, to wedge under the warm surface air and touch off another cell of rising air.

"It's totally like a multi-cylinder piston engine — one piston going down and the one right in front of it going up — and the strongest wind is between the two.

"Now think of the implications for the surface wind pattern. It's not just an outward-flowing radial pattern under the downrush core. It's a dipole. Outward-flowing around the downrush column,

Squally Rules of Thumb

- Squalls sail on starboard tack
- Squall wind is usually right-shifted — be prepared to jibe to port
- But sometimes the squalls are left-handed
- Exit stage left to avoid light air behind the squall
- Each squall will be stronger than the previous squall that night
- Avoid squalls at sunrise
- If the boat is fast enough to stay with a squall, look for a header when it's time to jibe
- Even late at night, some columns of clouds are rising, not sinking

draw a diagram of this and get back to me."

This bought me another half hour until the next email from Max. No text this time; just an attachment that turned out to be a scan of his diagram of surface winds. It wasn't too bad, for a concept sketch.

— SQUALLS 101

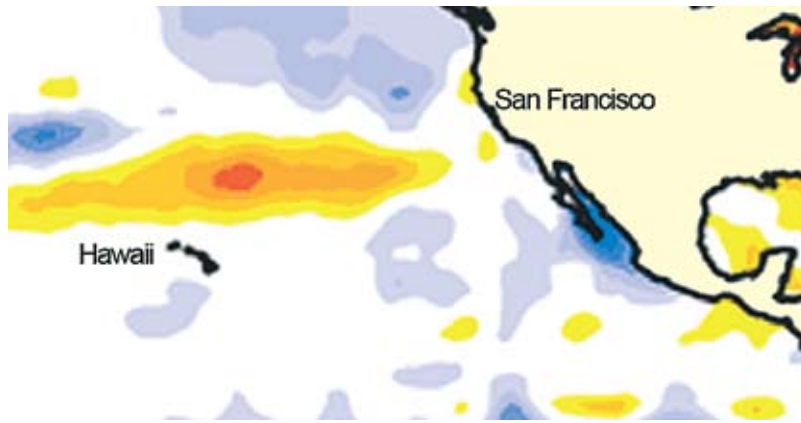
"Ten more points," I replied. "The big challenge in squall strategy is figuring out which part of the squall is going up and which part is going down, and how many of each kind of cell you are dealing with. To stay with the multi-cylinder metaphor, are you dealing with a straight six or a V-8?"

"Radar helps. It shows you where the rain is, and makes it easier to intercept the most powerful squalls. Radar and two-pole jibes, and a power budget that lets you run the radar all night, are your friends. Are you going to be a watch-stander, Max?"

"That's the best part," he bragged. "I'm a floater, no watch schedule, so I can get all the weather maps. I'm looking forward to getting some sleep on this trip."

"Not when you're in squall territory," I warned him. "You need to be on-call

from 2-8 a.m. PDT every night. That's when all the action happens, and that's



Sea surface temperature anomaly as of mid-June. Sea temps for the last half of the course are normal, suggesting average squall activity.

when they need the squall tactics to be worked out. Wait one sec while I check the sea surface anomaly."

A quick look at www.esrl.noaa.gov/psd/map/images/sst/sst.anom.gif told me that the fleet would sail through

a warm region early in the race, but late in the race the sea surface would be close to average, suggesting only an average level of squall frequency and intensity. Possibly less than average, if the wind brought relatively warmer air over the relatively cooler ocean for the second half of the race. I relayed my prediction to Max.

"Good to know," he replied. "Red sky at night, sailor's delight."

"Red scarf in morning, sailors take warning," I reminded him. "But like, that's for after the finish. Good luck! Me and my buds will see you at the lobster feed when you're back on this side of the pond."

— lee helm

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THE RACING

We'd planned on having a lot more variety covering last month's big events. But right before we went to press, one of the most epic **Coastal Cups** in recent memory got some of our contributors so fired up that by the time we got their stories in here, we'd pretty much run out of room for anything else. We did manage to work the **Spinnaker Cup** in here and the **International Canoe North Americans** as well. We follow it all up with a few **Race Notes**. Our apologies to everyone who went to the effort to send us something about their regatta, we'll try to get you next month, and in the meantime, Enjoy!

Coastal Cup

The word "epic" has become so misused of late there's even a Facebook page dedicated to those whom it annoys. But if ever there was a race that deserved the moniker, it was the Encinal YC's Coastal Cup, which started in the Bay June 16.

The 277-mile run down the coast to Santa Barbara had everything it promises prospective entrants — big breeze, big waves and short elapsed times.

How breezy was it? Most of the boats reported wind up to 40 knots during the trip, meaning

that it was a clip-in, hold-on, don't-let-the-lifejacket-inflate type of race. Australian Alan Brierty's R/P 63 *Limit* — the scratch boat in the race — finished in just 22h, 13m. That's less than two hours off the elapsed-time record set by Doug Baker's *Magnitude 80* in '06 at 20h, 54m, 30s. *Limit*'s effort wasn't too far off when you consider that she gives up 17-ft of waterline to *Mags*, and is conventionally ballasted rather than canting-keeled.

With the bulk of Fleet A already finished and Andy Costello's Pt. Richmond-based J/125 *Double Trouble* looking to be the overall winner, Charles James' and Jon "Chewie" — as in everyone's favorite *Star Wars* wookiee — Stewart's Mancebo

Andy Costello's J/125 'Double Trouble' blasts out the Gate on the way to a win in Fleet A.

31 *Bloom County* snuck into Santa Barbara Friday evening just before sundown to take the overall honors by a little over 16 minutes. The powerful little Sausalito-based, Bay Area-born-and-bred ULDB, designed and built by Dave Mancebo in the mid-80s, finished within an hour and a half of John Grey's Pt. Richmond-based Farr 30 *Cal Maritime* on elapsed time. Stewart and James were joined by Nate Ballard, Keith "Panda" Love, and James' son Elliott.

There was plenty of carnage, as you might imagine. Per Peterson's Oceanside-based Andrews 68 *Alchemy* sailed the last half of the race without a headfoil after incinerating it in a wipeout. Peter Blackmore's Oyster 49 *Pied Piper* was dismantled, safely making port in Monterey.

Cal Maritime ended up third overall behind *Double Trouble*. Fourth went to Greg Nelsen and Kevin Flanigan's Alameda-based Fox 44 *Ocelot*, which in turn battled the whole race with *Double Trouble*. Add in Dave Van Houten's Tiburon-based Thompson 38 *Serena* in fifth overall, and you get an all-Bay Area top five!

What follows are two stories from the race that show just how nuts it was out there:

Bloom County — Mancebo 31 Charles James & Jon Stewart

Turn left! Left! No time for anything but to grab the helmsman's shoulder and yank. A white bulbous head careened down the side of the boat at 12 knots.

"What was thaaat?" Elliott shouted. What are the chances of sailing 90 miles from San Francisco and having a "head-on" collision with a dead, nine-foot long, four-hundred pound Risso's dolphin? Apparently pretty good.

It was the Coastal Cup, and was blowing 20-plus knots. We were jammin' down waves with the big kite up, and it was a gorgeous afternoon — just what the brochure said it would be. Five o'clock happy hour: time for Pink Drinks. A Pink Drink is a Charles James concoction of vodka, Simply Limeade, squeezed orange juice, and pomegranate juice. It's basically adult Kool Aid and quite refreshing.



"Whale off the starboard bow!" A spout sent a geyser shooting up 100 yards away at one o'clock off the starboard bow. "Look for more; look for babies. . . ."

Two spouts later a big old humpback surfaced off our starboard beam. We got to see half his head, the crown around his blowhole, and his back, all up close and personal. What a beauty. Now off our quarter, he gave us one more look; his massive tail rising out of the water before going vertical and slipping into the depths. The whale trackers would have loved that shot.

At 6:30 p.m. it was time for a pre-made pasta dinner. But the waves were getting bigger and the wind was building with them. We had to make an assessment between then and nightfall. We had to get the boat put away and the crew fed and geared up for night fighting. The crew voted that it wasn't worth the time and effort to heat up the pasta, so we ate it cold and it was still darn good.

Around 8 p.m. we saw more whale spouts off in the distance. Thank God, if things truly do come in threes, then we'd gotten the whales out of our system. A decade earlier, sailing a Henderson SR

COURTESY BLOOM COUNTY



'Bloom County's' Charles James and Jon Stewart.

ERIK SIMONSON/WWW.H2OSHOTS.COM





'Prevail', 'Alchemy' and 'Bad Pak' beat off the City-front. Inset, Kevin Flanigan's Fox 44 'Ocelot' was locked in an intense battle with 'Double Trouble'.

33 in the Coastal Cup, we'd had a close encounter of the whale kind.

Back then, we were carving down deep in a particularly juicy wave at 2 a.m. As we reached the bottom, a whale stuck its head out in front of our bow.

Oh sh#%! We turned hard left, it lunged hard right, pivoted, and tomahawked its flipper six feet over our heads and down the side of the boat, petted a girl sitting in the stern pulpit, and stole our speaker.

Fast forward ten years, and by 10 p.m. we'd been lifted by the 30-knot breeze and got all hands on deck after deciding to gybe to sail a potentially shorter course down the coast. We picked a wave and started the maneuver. It turned out like the first pancake in the batch — not very good. We made the turn, botched the sheet rotation and saved it once. WHAM!

We rounded down and worked on getting weight on the high side, getting the vang released, and dropping the kite, before gybing back and re-setting the kite.

That got our attention. We'd been sailing flawlessly up to that point. A little while later someone noticed a spreader-poke in the main that must have happened during the round-down.

We sailed for awhile until we found lighter breeze — 25 knots — and gybed back. We knew the main wouldn't hold all the way to Santa Barbara. One of our bowmen, Keith Love — who's not a porn star, but rather a surly midget some of you may know as "Panda" — volunteered to go aloft and tape it. We bumped him to the second spreaders where he spent the next 10 minutes taping up the tear on both sides of the main. He definitely gets the "cojones" award for that, because while we'd adjusted our angles to throttle back and make the boat sail as smoothly as possible, *Bloom County* is still a 30' ultralight. We were still hurtling down the waves, and flicked him around pretty good a couple times.

At midnight, I awoke to the boat doing the "driver-getting-tired" rolls. At this point I'd netted 40 minutes of sleep —

in full gear in case something happened — on a two hour off-watch. Listening to the boat's sounds, it was apparent she was hauling a\$\$\$. Four minutes later I got the call.

"Chewie!"

I came up on deck and it was pitch black. Someone had turned out the lights. There'd been a sliver of a moon when I'd gone below to "the land of mini me" — *Bloom County* is a flush-decked ULDB and has very little interior. Nate, Charles and Elliot had seen these clouds ripping past the moon and decided, "let's go over there."

They'd found the *big* breeze in a cloud entity. It was blowing 30-plus knots and we still had the big kite up. I acclimated and took the helm, impressed that Nate had been driving in this stuff — but you can't tell him that because his head is too big already. The boat was ripping off boatspeeds in the sustained high teens, but it was jittery, and the options on where you could put it were getting limited. You *must* to be able to put it where you want to, because you can't see f#!&-all. It was haunted house-dark. The closest I can describe it is the sensation you get when you harness into a roller coaster and it accelerates down a pitch black, twisting, winding tunnel. Only this tunnel was four hours long. We were far offshore, and given that you have to be able to finish a race to win it, we switched to the fractional kite.

Good move.

We were still hitting speeds in the high teens, but could all of a sudden put *Bloom County* where we needed to. While the boat is a little undercanvassed by modern standards, she's perfect in that type of stuff.

At 1 a.m. my neck and shoulders were tight and my right buttock burning from point loading for an hour on the corner of the cockpit — the most effective steering position. I asked Panda to flip out the little cockpit seat but the runner was blocking it. I attempted to stand up and drive as I

'Bloom County' in this year's Vallejo Race.



THE RACING

LATITUDE/ROB



LATITUDE/ROB



LATITUDE/ROB



LATITUDE/ROB



LATITUDE/ROB



Clockwise from bottom left — Dean Hocking's 'Ohana' on the Way back from Drake's Bay June 8; David Britt's Beneteau 10R 'Split Water' wads it up near Kirby Cove en route to a second in PHRO 2 for the return leg; Peter Molnar's J/105 'Poseidon's' chases Nat Criou and Nathan Bossett's Express 27 'Elise' along the Headlands, results are at www.yra.org; next three photos — on the Cityfront that same weekend, the St. Francis YC hosted the Woodies Invitational, results at www.stfyc.org; Steve Waterloo's 'Shaman' won her division in the Spinnaker Cup for the sixth time in seven years; Doug Kirk, Brendan Busch, Hogan Beattie, Bill Turpin and Bob McIntire enjoy a nice ride down the coast; 'Double Trouble' and 'Criminal Mischief', 1-2 overall in the Spin Cup; rippin' downwind on 'Akela.'

had earlier in the day.

Wrong!

I ended up pulling the boat right down into a round down. Panda and I were on the low side doing the "dead ant." I saw the kite off to my right do two big thwacks and heard a loud pop. "Damn, there goes the kite," I thought to myself. I pumped the tiller skyward. Miraculously, the

rudder caught and the boat pivoted and gybed back, assisted by a wave. The kite filled and we took off planing at 16 knots. My bad . . . Hey, no harm no foul.

Nah, stupid, stupid, stupid, and I bet that woke the guys up down below. Does our Panda bite? No, he pops and stinks when wet. As it turned out, half the collar on his life jacket inflated when

we submerged him while doing the dead ant. He came up looking like Quasimodo, which was good for a belly laugh for the crew. After ten minutes of imbalance, he wondered aloud how he could deflate the thing. Pop! The other half inflated before he could finish his sentence, which was good for another belly laugh.

By 2 a.m. it was nuking. The wind



LATITUDE/ROB



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had built to 40 knots and the seas with it. The little kite started to feel like the big kite. We dropped into a wave and kept going, still dropping, going and going, going and going for three times longer than on any other wave out there. That was a really big wave but we'll never know exactly how big. We couldn't see it. We were in the haunted house and the bioluminescence was flying off our bow like a welder's sparks. Safety scenarios were popping into my head — what to do if we're dismasted, what to do if we break

the rudder, what to do if we hit something. The ISAF qualification seminar from four days prior was kicking in.

By 2:30 a.m. the wind had dropped back down into the 30s, but I was getting burnt. I'd been driving 2.5 hours. I did the math. There were three more hours until daylight. Could I make it? "Luke, use The Force, Luke. Do... there is no try." Ten minutes later and it was time to punt, I wasn't worthy of The Force yet, so Nate got the call. (Editor's note: Silly wookie, The Force is for Jedi Knights)

Finally dawn, we'd made it out of the haunted house with only two round-downs — both self-induced. Thank you Mr. Mancebo. The wind had dropped to 25 so we shifted up to the big kite, which was a piece of cake after the previous night's wild ride. We passed some big boats with no little boats around — a good sign.

By mid-morning we were heating it up to try to stay on course. After an hour, we're still over 30 degrees below course. Did we swing too wide? Would it lift us

THE RACING

as expected as we approached Santa Barbara? We switched to a jib because the big kite wasn't working anymore. Suddenly we were on course but the boat speed had dropped to seven knots and our ETA had jumped from 5 to 10 p.m. Arrive in the Land of Girls well after a Joe's Cafe steak dinner? Inconceivable! So we, set the fractional kite. We were way low, but *Bloom County* was ripping off 14s again on a tight reach and the ETA had dropped back down. It's supposed to lift right? Then the wind built to over 30 and backed. The boat was struttin' her stuff in the high-teens again. We were passing waves and busting through them like a little Volvo 60 for hours and hours. While the previous night was one of the wildest rides, this is one of the best rides — it was pure joy.

By 4 p.m. the wind had backed even more, and the breeze was blowing 20 knots; we were squared back with the big kite up and enjoying Pink Drinks.

At 5 p.m. there was a big boat ahead of us that turned out to be the Farr 49 *Javalin* coming out from the inside while we came from out past the oil rigs. Santa Barbara was so close we could taste it. All of a sudden, the big boat parked up, so we decided to swing even wider. Forty minutes later we parked up. The next five minutes weren't pretty. The whole crew came unglued. There was no wind, yet still plenty of swell to throw you around. The Santa Barbara YC was right there, but we couldn't get there from here. We were thinking that we were doing extremely well overall, but the idea that we could lose it all right there was kicking



DANIEL FORSTER/PPL

Sir Geoffrey Mulcahy's 'Noonmark VI' won the Gibbs Hill Lighthouse trophy in the '10 Newport Bermuda Race. Results at www.bermudarace.com.

in. It took about five minutes to adjust to the mindf=+k of going from planing to "zenning." Finally, we broke-out the matches to check which way the smoke was blowing and went to work. Light air isn't *Bloom County*'s forté. She gets sticky in under six knots of breeze. After an hour, an easterly started forming and finally got to us. "Gotta finish before dark, before everything shuts down," became the mantra. After an hour of light air beating we finished at 7:49:36 p.m. and won the '10 Coastal Cup overall by a little over 16 minutes.

— Jon Stewart

Double Trouble — J/125

Andy Costello

What a race! I thought I had a good idea of what a really good race crew and good sailors are until we hit sunset on

Thursday night. Then these guys showed me another level of sailing I didn't know existed. This was my first overnight race. I've done a ton of buoy racing and day distance races but this was my initiation to night racing. It was amazing to watch Trevor Baylis, Patrick Whitmarsh, and Jeff Thorpe drive the boat in these conditions in the pitch dark. We were so underwater by 2 a.m., the instruments started to die, including the bow light. Trevor was driving the boat at 10/10ths with no instruments or sight reference, just the feel of the boat . . . just amazing stuff. The water spraying over the coachroof and onto the deck looked like the Fourth of July as it was filled with bioluminescence glowing brightly in the pitch black. Mark Breen is a fantastic trimmer and great driver and Jonny Goldsberry owned the bow. We lost sight of him through white water on many occasions during sail changes, and he was banding the kites through the bumpy night, holding back getting sick and keeping the boat and all her lines flaked out so as not to have any issues when we couldn't see anything.

Leading the big boat fleet for the first 15 to 20 miles was really cool. Solid tactics by our team really overcame waterline and sail area. We knew early on, based on our performance out of the Bay, that if we got the breeze to plane, we had a good shot at the race.

Forty miles into the race we got a giant jellyfish hung up on the saildrive, which had the boat vibrating. We thought our prop was spinning so we took the saildrive

THE BOX SCORES

Beer can series are in full-swing, and this month's Box Scores covers 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 *Electronic Latitude*.

WEEKEND:

St.FYC OPTI HEAVY WEATHER REGATTA (6/19-20, 9r/1t)

ALL — 1) **Kyle Larsen**, 35 points; 2) **Jack Toland**, 36; 3) **Jack Barton**, 42; 4) **Sean Hachler**, 45; 5) **Lawson Willard**, 54; 6) **Lindsey Babb**, 56; 7) **Reece Myerscough**, 71; 8) **Alexander Fritz**, 74; 9) **Frankie Dair**, 74. (44 boats)

BLUE — 1) **Reece Myerscough**; 2) **Frankie Dair**; 3) **Kaill Campbell**, 117. (18 boats)

RED — 1) **Kyle Larsen**; 2) **Jack Toland**; 3) **Jack Barton**. (23 boats)

WHITE — 1) **Ansgar Jordan**, 275 points; 2) **Daniel Pascal**, 316; 3) **Mats Kelden**, 320. (3 boats)

GREEN — 1) **Hannah Baylis**, 25 points; 2) **Sally Wilmot**; 35; 3) **Teddy Russell**, 55. (11 boats)

Complete results at: www.stfyc.org

WEEKNIGHT:

OAKLAND YC SWEET 16 SERIES # 7 (6/16)

PHRF ≤ 150 — 1) **n/a**, Wabbit, Kit Wiegman; 2) **Golden Moon**, Express 37, Kame & Sally Richards; 3) **Spirit of Freedom**, J/124, Bill Mohr. (5 boats)

PHRF 151-200 — 1) **Morning Dew**, Kiwi 29, Vince Boley; 2) **Popeye & I**, Cal 9.2, Ruth Summers; 3) **Gonzo**, Santana 525, Dina Folkman. (6 boats)

PHRF 201+ — 1) **Chile Pepper**, Santana 25, Dave Lyman; 2) **Blueberry**, Nonsuch 22, John

Foster. (2 boats)

MULTIHULL — 1) **Pegasus II**, F-27, A&A Pitcairn. (1 boat)

NON-SPINNAKER — 1) **Magic**, Mercury, Joey Hansen; 2) **Iskra**, Mercury, Paul Mueller; 3) **Svenska**, Peterson 34, Fred Minning; . (8 boats)

COLUMBIA 5.5 — 1) **Tenacious**, Adam Sadeg; 2) **Alert**, Liem Dao; 3) **Sea Biscuit**, Peter Szasz. (6 boats)

MERIT 25 — 1) **Bewitched**, Laraine Salmon; 2) **Bandido**, George Gurrola; 3) **Double Agent**, Robin Ollivier. (4 boats)

Complete results at: www.oaklandyachtclub.org

SOUTH BEACH YC FRIDAY NIGHT SERIES (CUMULATIVE) (5r. 1t)

SPINNAKER (PHRF ≤ 99) — 1) **Jolly Mon**, J/105, Chris Chamberlin, 12 points.; 2) **Jazzy**, 1D35, Bob Turnbull, 12; 3) **Alpha Puppy**, 1D35, Alex Farell, 12. (12 boats)

SPINNAKER (PHRF 100+, 4r, 1t) — 1) **Highlighter**, Islander 36, William Hackel, 3 points; 2) **Independence**, J/32, Joe Wells, 6; 3) **Northern**

apart to check. It wasn't, so we did a kite down, backdown, hoist and back on our way in no time at all. Jonny was standing-by to dive overboard with a knife to check out the appendages if nothing came off — you couldn't get me to do that!

Our big jibe came in 30-plus knots of breeze at 10:30 p.m. with a full main up, and the A5. Jeff came up from the computer and called for the jibe. We all assumed our positions, then waited for Trevor to call it and send *Double Trouble* down the safest patch of ocean he could find. We must have been in position for at least 20 to 30 minutes minutes or 8 to 10 miles at the speed we were going. In the pitch dark, the wind just kept getting stronger and stronger and was peaking over 35 knots. We were blasting down waves at 20 to 23 knots and I had no idea how we were going to turn this boat as we were going so fast down the waves that we would get to the bottom and punch through the next one. It was absolutely crazy, but eventually Trevor found the right spot and we pulled it off upright, and in control. I was amazed by the patience the crew had. There was not one word spoken in that 30-minute window, just focus, waiting for the call from the helmsman.

At sunrise we were off Pt. Conception in 30 knots of breeze, just flying over waves with our smallest kite and a reefed main pushing the boat to the limit. I felt as if we were on the Volvo Ocean Race. I thought to myself many times "we have to be winning this race; nobody is this

crazy and pushing this hard." I could not believe how fast we were putting the miles down! Between sundown and sunrise there was almost no conversation among the team, just pure concentration. I spoke to Jeff when he was at the nav station and he was impressed at how fast we were eating up the course.

As we ghosted into Santa Barbara, we were greeted by a hundred dolphins that played in our wake for a few miles. I got so excited I taped over all our awesome HD camera footage of our high speed evening and morning sailing. Fortunately I had Jeff's waterproof camera footage to make the video. At least my kids are stoked because I have HD dolphin footage, so that's a bonus. I want to thank Trevor Baylis, Jeff Thorpe, Patrick Whitmarsh, Mark Breen and Jonny Goldsberry for the best sailing experience I have had to date. They are great sailors and great friends. I am totally hooked on this offshore stuff now, and totally bummed to not be racing *DT* to Hawaii this year, but our crew and I have our eyes on next year's TransPac. We should have *Double Trouble* well sorted by then and will give it a go.

— Andy Costello



ERIK SIMONSON/WWW.H2OSHOTS.COM

John New's Hobie 33 'Wuvulu' lights it off at the YRA Summer Sailstice Race on June 19. You can find complete results at www.yra.org.

Spinnaker Cup

The weather forecasts in the week leading up to the Monterey Peninsula YC- and San Francisco YC-hosted Spinnaker Cup didn't look too favorable for the roughly 90-mile run down the coast to Monterey on May 28. But after a 45-minute postponement, all five divisions set off in a building flood before rounding the corner and heading for Monterey in a westerly that built from the 8- to 10-knot range up to 30-plus knots farther down the course and clocked as the day wore on.

Andy Costello's J/125 *Double Trouble* crushed everyone to win both PHRO 1A and overall honors. David Rasmussen's Synergy 1000 *Sapphire* survived an

Light, Santana 35, Rod Neathery, 9. (12 boats)
NON-SPINNAKER (PHRF ≥ 154 4r, 1t) — 1)

Carmelita, Catalina 42, Christian Lewis, 3 points; 2) **All Hail**, Catalina 34, Page van Loben sels, 6; 3) **Kapai**, Catalina 34, Richard Egan, 9. (8 boats)

NON-SPINNAKER (PHRF 155+ 4r, 0 1t) — 1) **Star Ranger**, Ranger 26, Simon James/Tim Walsh, 3 points; 2) **Synergizer**, Ericson 28, Larry Weinhoff, 8; 3) **Double Play**, Yankee 30, RDK partners, 7. (8 boats)

CATALINA 30 (4r, 1t) — 1) **Adventure**, Jack McDermott, 3 points; 2) **Friday's Eagle**, Mark Hecht, 6; 3) **Huge**, Bill Woodruff/Tanya Keen/Peter Birch/Russell Houlston, 10. (7 boats)

Complete results at: www.southbeachyc.com

BALLENA BAY YC FRIDAY NITE GRILLERS SERIES #5 (5/28)

PHRF — 1) **Tortfeasor**, Olson 34, Jeff Rude; 2) **Legendary**, Jeanneau 41, Dave Edwards; 3) **Fermanagh**, O'Day 34, Frank Johnson. (7 boats)

Complete results at: www.bbyc.org

SAUSALITO YC SPRING SUNSET SERIES #4 (6/22)

DIVISION A (SPINNAKER) — 1) **Gammon**, Tartan 10, Jeff Hutter; 2) **Streaker**, J/105, Ron Anderson; 3) **Jose Cuervo**, J/105, Sam Hock. (6 boats)

MULTIHULL — 1) **Origami**, Corsair 24, Ross Stein; 2) **Origami**, F-27 Greg Carter. (2 boats)

DIVISION C (NON-SPINNAKER) — 1) **J Hawk**, J/133, Dale Fleming; 2) **Quicksilver**, C&C 39, Carl Robinette; 3) **Escapade**, Sabre 402, Nick Sands. (6 boats)

DIVISION D (NON-SPINNAKER) — 1) **Encore**, Alerion Express 28, Dean Dietrich; 2) **Serendipity**, Cal 29, Phil Hyndman; 3) **Trasher**, Merit 25, Harriet Lehman. (11 boats)

Complete results at: www.syconline.org

CORINTHIAN YC FRIDAY NIGHT SERIES #6 (5/14)

NON-SPINNAKER 1 — 1) **Min Flicka**, Hanse 370, Juella LeVicki; 2) **Salient**, Cal 39/2, Mark Pearce; 3) **Q**, Schumacher 40, Glenn Isaacson. (9 boats)

NON-SPINNAKER 2 — 1) **Mimicat**, Hinckley 38, Robert Long; 2) **Shearwater**, C&C 36, Jeanne Lacy; 3) **Maxine**, Yankee 30, Stephen Spoja. (5 boats)

NON-SPINNAKER 3 — 1) **Belafonte**, Santana 22, James Robinson; 2) **Fjording**, Cal 20, Tina Lundh; 3) **Roadrunner**, Ranger 23, Gregory Demetruilas. (4 boats)

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

SPINNAKER 2 — 1) **Pegasus 492**, Melges 24, Philippe Kahn; 2) **Yucca**, 8 Meter, Hank Easom; 3) **Nothing Ventured**, Melges 24, Duane Yoslov. (8 boats)

SPINNAKER 3 — 1) **Wuda Shuda**, Soverel 26 OB, Craig Page. (1 boat)

Complete results at: www.cyc.org

TIBURON YC FRIDAY NIGHT RACING #1 (5/21)

DIVISION 1 (PHRF < 157) — 1) **Joyride**, J/105, Bill Hoehler; 2) **Hurricane Gulch**, C&C 33, Richard Selmaier; 3) **Frenzy**, Moore 24, Lon Woodrum. (6 boats)

DIVISION 2 (PHRF > 158) — 1) **Brigadoon**, Blackwatch Sloop, Bob Horton 2) **Wind Dance**, Cal 2-27, Ann Watson; 3) **Siento El Viento**, C&C 29, Ian Matthew; . (3 boats)

Complete results at: www.tyc.org

THE RACING

EPIRB scare — for everyone else — when *Sapphire's* went off accidentally, and won PHRO 1. The Doublehanded honors went to Skip and Jody McCormack's Farr 30 *Trunk Monkey*, which survived a wind check at 23 knots of boatspeed resulting in a shattered spinnaker pole. Mark Thomas' CM 1200 *Raven* took the honors in PHRO 2, while Steve Waterloo's Cal 40 *Shaman* won PHRO 3 for the sixth time in the last seven years!

We were fortunate enough to be invited aboard Bill Turpin's R/P 77 *Akela* for the race, and at least had it in the back of our minds that it would sure be nice to set a new elapsed-time record for the race. It's good to know there's at least one racing result we can't jinx here at *Latitude 38*, because *Akela* did in fact set a new record — its third so far this year.

Although we never got pressure above about 26 knots, we put the boat's prodigious waterline to good effect in knocking down the time to 7h, 11m, 6s, an 8-plus-minute improvement over the old record set by Lani Spund's SC 52T *Kokopelli*² in '06. While we were stoked enough to be invited aboard the boat, we were happier



Nine International Canoes showed up at the Richmond YC, June 20-21 for their North Americans.

when we nailed the record, and happier yet that it's a soft one, within reach of more than a few boats on the West Coast.

The race wasn't without incident for

some of the boats. The crew of Steve Stroub's SC 37 *Tiburon* knocked a big gray whale out of their way! While none of the humans were hurt there was no word on how the whale is feeling. Crewmember Alan Cahill, who was driving when they hit the cetacean, commented afterwards, channeling Melville: "I saw all 32 teeth!"

International Canoe North Americans

Nine International Canoes showed up at Richmond YC June 20-21 for their North Americans. Seattle boatbuilder Chris Maas eked out a narrow one-point victory over visiting Australian Hayden Virtue in the seven-race, one-throwout series. The top Bay Area finisher was Novato's Erich Chase in third, only three points out of first in his first time in the boat in seven years.

INTERNATIONAL CANOE NORTH AMERICANS (6/19-20, 7r, 1t)

- 1) **Chris Maas**, 11 points; 2) **Hayden Virtue**, 12;
- 3) **Erich Chase**, 14. (9 boats)

Complete results at: www.richmondyc.org

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Race Notes

College Nationals — The University of Wisconsin hosted the **ICSA Spring Nationals** May 25 through June 3 on largely windless Lake Mendota. In the women's event, the College of Charleston Cougars — led by Southern Californian Allison Blecher — won the title going away. Blecher and sophomore crew Alyssa Aitken finished 28 points clear of division and regatta runner-up Boston College. Defending Dinghy National Champion St. Mary's College Seahawks took the ICSA/APS Team Racing Nationals, led by Newport Beach sailor Michael Menninger, with a final-race appearance by the Bay Area's Mike Kushner. In the ICSA/Gill Dinghy National Championships, Boston College won a regatta shortened by lack of breeze. San Diegans Tyler Sinks and Briana Provancha and Palo Alto freshman Laura McKenna led the way for BC. Complete results are available at www.collegesailing.org

We've been wondering when this would finally happen — The RC 44 class announced last month that it would be

coming to America after three successful years on a European and Middle East circuit. The first American event, the **Oracle RC 44 Cup Miami**, will be held December 7-12 in its namesake city.

The brainchild of BMW Oracle Racing CEO Russell Coutts and designer Andrei Justin, the 44-ft container-shippable day racer has proven popular among America's Cup teams and private owners alike. The format for its events include match racing with a professional driver followed by fleet racing with an amateur driver. The circuit also includes logistical support including a crane that travels from venue to venue to get the boats off their cradles and onto their keels, as



LESLIE RICHTER/WWW.ROCKSKIPPER.COM

SFYC/StFYC sailor and top girl Lindsey Babb (15024) at the Opti Heavy Weather Regatta June 19-20; the results are in the Box Scores on page 128.

well as raising their rigs.

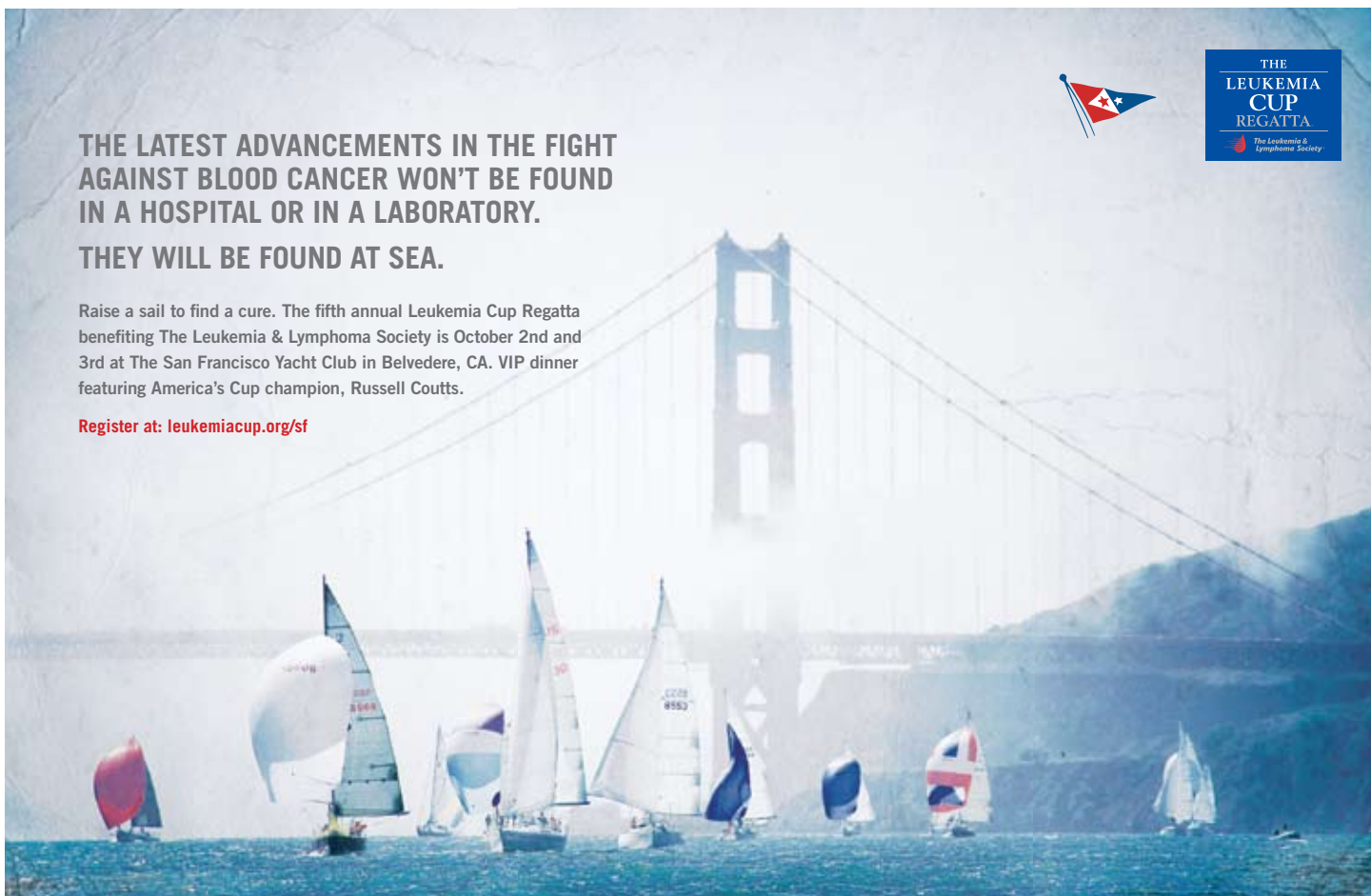
The class has a strong Bay Area connection with sailors like Paul Cayard and Morgan Gutenkunst being regulars on the circuit and Bay Area product Dee Smith as the American agent for the boat; we'd be surprised if San Francisco

THE LATEST ADVANCEMENTS IN THE FIGHT AGAINST BLOOD CANCER WON'T BE FOUND IN A HOSPITAL OR IN A LABORATORY.

THEY WILL BE FOUND AT SEA.

Raise a sail to find a cure. The fifth annual Leukemia Cup Regatta benefiting The Leukemia & Lymphoma Society is October 2nd and 3rd at The San Francisco Yacht Club in Belvedere, CA. VIP dinner featuring America's Cup champion, Russell Coutts.

Register at: leukemicup.org/sf



THE RACING

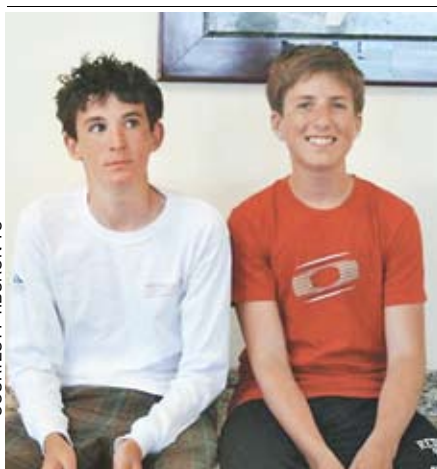
isn't in their sights in the future. Check out the class at www.rc44.com.

We've also been wondering how long this would take — The Newport Ocean Sailing Association (NOSA), organizer of the **Newport to Ensenada International Yacht Race**, and **XS Racing**, founder of the upstart **Border Run International Sailing Event** to San Diego, are happy to announce they have reached an agreement for 2011 that will allow sailors to participate in both events.

With the help of Border Run organizer South Shore Yacht Club and ORCA the Ocean Racing Catamaran Association, the two parties have created a set of guidelines they feel will serve the greater good for local sailors. ORCA, was instrumental in moving the process forward by creating a new 'Extreme' class to once again includes the Reynolds 33 catamaran in the Newport to Ensenada Yacht Race. With this new agreement, the two multihull fleets will be race in one fleet, but under two rating systems.

Newport to Ensenada Race organizers will award trophies for two multihull classes, similar to how they recognize

COURTESY TIBURON YC



Jack Barton, left, and Rob Horton Jr. will be sailing in the Sears Cup Finals in San Diego in August.

IRC or ORR boats that race within the PHRF class. West Coast multihull sailors can now join both XS and ORCA to get two ratings and be scored under both systems, creating a larger fleet of racers. NOSA was also very active in making this happen. As a result of the new agreement, and to allow sailors to participate in both events, South Shore Yacht Club and XS Racing have set the start of the '11 Border Run International Sailing

event on April 9, 2011, the weekend before the Newport to Ensenada start. For more information on the Ensenada race go to www.nosa.org. For information on the Border Run go to www.TheBorder-Run.org.

This looks fun — The stretch of California coastline between Monterey and Santa Barbara isn't really known for sailboat racing, but the Morro Bay YC and San Luis YC are teaming up again this year for the **Zongo Yachting Cup** — a 20-mile ostensibly reach-and-run race from Morro Bay to Avila Beach on August 20. Last year's inaugural edition brought out nine boats — some of the smaller boats were scared away by a forecast for wind to 50 knots. As it happened, the race only got a solid 25 knots and following sea, and this year there are 20 boats signed up already.

There will be a cruising class where everyone anchored out in Avila Beach by 5:30 p.m. is a winner, and a racing class sailed under PHRF ratings. The race is named for the race party's headlining act, the Afro-Caribbean dance band the



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Zongo All-Stars that features large horn, percussion and electric rhythm sections and is one of the most popular bands on the central coast. The organizers have thoughtfully scheduled the event to coincide with Avila Beach's lively Friday afternoon farmer's market, where the Zongo All-Stars — along with a cadre of guest musicians from all over the state — will play before moving over to Avila's only nightclub, Mr. Rick's, until 1 a.m. This would be the perfect event for anyone headed south a little earlier in the year, or for trailerables that can be ramp launched or are under 2,000 pounds displacement. To us it sounds like a perfect event for a Moore 24, Open 5.70 or anything else in that size range. There's information up on the Morro Bay YC's website at www.mbyc.net.

Onward and upward — The Sausalito YC team of skipper Kate Anderson, Daniel Rosic and Nick Dedona finished the **Area G qualifier for the Sears Cup** hosted by Tiburon YC June 13 thinking they'd won a trip to the finals. The trio finished one point ahead of the San

Francisco YC team of Rob Horton Jr., Scott Buckstaff and Jack Barton. But they found, much to their dismay, that because two of them weren't US Sailing members, they were DQ'd from the regatta. It must have been a hard lesson, but now is the time in life to learn those. And so Horton, Buckstaff and Barton will advance to the US Sailing Chubb Jr. Championships in Mission Bay in August, where they'll competing for the Sears Cup — the US Sailing triplehanded junior championship — in Lightnings. Racing in breeze that ranged from 12 to 22 knots, the five Bay Area teams sailed a round-robin series in J/22s provided by Cal Maritime following a coaching session led by US Sail-



JERRY LEWIS

The Ultimate 20s roll in for a finish at the Go for the Gold Regatta on Whiskeytown Lake.

ing Team AlphaGraphics member Molly Carapiet.

The qualifiers for the Bemis — doublehanded — and Smythe — singlehanded trophies will be held as part of the Encinal YC's Svendsen's Summer Splash on July 10-11.

Mark your calendars for these upcoming events at South Beach Yacht Club!

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WORLD

*With reports this month on **Chartering Options for Solo Travelers**, and part two of **Bareboat Chartering in the Forbidden Waters of Cuba**, and miscellaneous **Charter Notes**.*

The Sure-Fire Antidote For the Solo Traveler Blues

Some solitary individuals are completely comfortable living all alone, dining out at a table for one, and even vacationing solo. But most of us — being the innately gregarious creatures that we are — crave social interaction in practically everything we do. So when none of our friends or family are available to join us for a sailing getaway, we reluctantly conclude that we'll simply have to shelve our sun-kissed fantasies and stay home.

But you needn't think that way. Truth is, there are dozens — if not hundreds — of worthwhile sailing adventures that individuals can sign on to, all over the world. And we intend to make the case here that if you have the right attitude, doing so can be as much fun, if not more, than traveling with your usual crowd.

Back in ancient times — the '60s and '70s — before hitchhiking became largely taboo, we spent a lot of time transiting the Golden State courtesy of our thumbs. (If you'd seen some of the cars we owned back then, you'd understand why hitchhiking was substantially less stressful than driving.) Despite getting stranded in the middle of nowhere a few times, we usually got where we were going, and an unanticipated benefit was that we met all sorts of colorful characters whose tall tales helped pass the time while broadening our worldview. One of the lessons learned during those freewheeling days was that sometimes when you step outside your

There really are places where the water's so clear you can see the bottom, like Raiatea's Nao-Nao. A flotilla cruise can take you there.

normal comfort zone, life presents experiences that make your travels far richer than they might have been otherwise. For that reason, we've never since been reluctant to travel solo. There always seems to be an interesting new friend to meet around every corner.

In the realm of sailing, the range of experiences that an individual traveler can access is broad and varied. Some are focused on carefree island-hopping, while others include educational components. Some offer luxurious accommodations and some are expeditionary in nature, taking you to remote locations where you'd never find a bareboat or crewed charter yacht. Let's have a look at some of the prime possibilities.

If you live in or near the Bay Area, a wealth of book-by-the-berth vacation options are accessible through local sailing schools (or clubs). Most offer several bareboat sailing flotillas annually in exotic sailing venues — and you don't necessarily have to be a club member to sign up.

For example, a group from Tradewinds Sailing School will cruise the Sea of Cortez this month, and they're putting together a Thailand trip for November. Sailors from OCSC will visit Turkey in September and Antarctica next February. Spinnaker Sailing of Redwood City will host a flotilla in Croatia in September and another in the British Virgins in December. Club Nautique is offering a series of California coastal cruises this fall, as well as a BVI trip in November. In October, Modern Sailing is offering a first-ever cruise from Mallorca to Morocco and on to Gibraltar, then a second leg from 'the



rock' out to the Canary Islands.

All of these trips provide easy means of escaping the rat race without having to spend countless hours researching and planning. For would-be bareboat skippers, they give first-hand insights into what's involved in day-to-day boat operations, without having to take total responsibility for the boat.

Hands-on instruction is an added bonus on some of these trips, and in some cases participants who successfully complete the requirements come home with an ASA or US Sailing course certificate as a special souvenir.

As we've often noted in these pages, larger bareboat companies, such as Sunsail and The Moorings, offer many scheduled flotillas in popular destinations like the British Virgins, Greece, Turkey and Croatia. For some reason Europeans love the flotilla concept. In the Med and Adriatic during the summer months you'll find bevvies of bareboats traveling similar routes, and the sailors aboard them always seem to be having a ball. This sort of travel isn't for everyone, but if you're outgoing and like to mix with an international crowd, booking a spot on a flotilla could be the perfect antidote for the solo traveler's blues. (See www.



DAVID KORY

OF CHARTERING



Aboard world-cruising boats like the Beneteau 50 'Jennifer', sailors from many nations share adventures and often become friends.

moorings.com, www.sunsail.com, and for Greece, also check out the special cruises offered by Albatross Charters at www.albatrosscharters.com.)

At the other end of the spectrum are all sorts of 'tall ship' cruises that are booked by the berth and take 'swabs' of all ages. We recently reported on schooner sailing in 'downeast' Maine, which is a book-by-the-berth option that we'd highly recommend. (Check out the Maine Windjammer Association at www.sailmainecoast.com and the North End Shipyard Schooners at www.midcoast.com/~schooner.)

You can also find similar cruises — where hands-on participation is part of the fun — in the Puget Sound region aboard the former San Francisco Bay pilot schooner *Zodiac* (www.schoonerzodiac.com) and others. In the South Pacific you can get a healthy dose of marlinspike sail training aboard the splendid 142-ft barquentine *Soren Larsen* (www.sorenlarssen.co.nz), which makes annual inter-island circuits. Additional tall ship options can be accessed through the American Sail Training Association, which offers

a wealth of opportunities for would-be salts of all ages (www.sailtraining.org).

Tall ship sailing not only gives you insights into the roots of modern seamanship, but it's a natural camaraderie-builder, as such vessels cannot function unless all hands work together. In this vane we should also mention some luxurious variations on the theme: the three Star Clipper ships. Measuring 360 to 469 feet, each of these magnificent vessels combines the posh amenities of an elegant cruise ship with the classic lines of a vintage tea clipper — and they really sail whenever possible. Our dream is to someday do a transatlantic repositioning cruise aboard one between the Med and Caribbean (www.starclippers.com).

If you've got a truly adventurous spirit, consider joining an instructional offshore cruise with a modern offshore sail training vessel. The two that come immediately to mind are the S&S 65 *Alaska Eagle*, operated by Southern California's Orange Coast College School of Sailing and Seamanship, and the Washington-based Hallberg-Rassy 46 *Mahina Tiare*, run by lifelong

voyagers John and Amanda Neal. Between October and April 2011, the *Eagle* will sail a 7-leg itinerary from her Newport Beach homeport around the Horn, to South Georgia Island and on to Antigua (www.occsailing.com). *Mahina Tiare* is currently exploring the South Pacific. In September she'll head south from Vanuatu to New Zealand, then work her way back to Tahiti by May with stops at remote islands all along her route that are rarely visited by cruisers (www.mahina.com).

Another world-roving option that comes highly recommended by Bay Area sailor John Thompson and others is the Beneteau 50 *Jennifer*, run by Swedish explorer/author Lars Hassler. For nearly 20 years, he's been introducing adventurous crew members to far flung destinations as diverse as Vietnam and the Black Sea. This summer he'll take *Jennifer* from the Med through the Red Sea to Dubai and India, then on to the Maldives and Thailand. Next year he'll be off to Borneo, China, Japan, Alaska, Canada and California (www.yacht-jennifer.nu).

There are, of course, other independently operated offshore programs well worth joining, but we think it's essential to do background research on them and get references before signing on.

All in all, the realm of book-by-the-berth sailing is a vastly under-utilized vacation option by would-be solo travelers. Now that you've been introduced to

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WORLD

it, you've got no reason to procrastinate. So get up off the couch and go!

— latitude/andy

Chartering in Forbidden Waters: Part Two

Readers — We continue here with the second installment of our first-ever report on bareboating in Cuba. When we left off last month, Roger Davis and his fun-loving crew were about to make the 18-mile sail from Cayo Largo to Cay Rosario.

When weighing anchor, we discovered that we'd lost forward thrust on the starboard engine. I dove in and had a look, then we noodled with things, eventually deciding to go to Cayo Rosario with one engine rather than frittering away precious vacation time diagnosing the problem.

Cayo Rosario has a beautiful deserted beach, silky white sand with pink hues. The beach is roughly 4 miles long. We anchored in 8 feet of water, about 3 miles from the eastern tip of the island.

There is a great snorkeling spot on the island's southern tip, to the west of



ALL PHOTOS ROGER DAVIS

"More lobster? Oh, if we must." Although scarce in most Caribbean islands, Cuba seems to have plenty of these spiny crustaceans.

where we anchored. The reef was beautiful, with wonderful fan corals and colorful fish. There were two boats anchored inside of the reef, so we figured there must be a channel between the reefs.

Lalo, our divemaster, pointed out

interesting things while snorkeling, including flamingo tongues and a lion fish. Despite their exotic allure, these fish are apparently aggressive and invasive, wreaking havoc on reef ecosystems. Researchers are studying how to get rid of them.

About the time we were pondering what to eat that night, three fishermen motored over and offered us lobster. We traded for additional lobster, with soap, beer, Coca Cola, and a T-shirt. Again, we found ourselves in lobster heaven. Carmen spoiled us with her lobster risotto.

The stars were out again that night, which inspired part of the crew to crash on the tramps.

The next morning we awoke to a bit of Norte, and things were a little rolly. I was half dreaming, and enjoying my sleep. I could hear Aldo and Lalo working on the starboard prop issue, which was wonderful. Lalo improvised a SNUBA setup for close underwater work, and Aldo disassembled the panel on the opposite side of the throttle, inside the salon. They soon succeeded! The cable housing that

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OF CHARTERING

connected to the shifter had become dislodged, with the crucial part resting inside the wall. We now had two fully operational engines again. Congratulations to Aldo! The crew immediately forgave him for the groundings and for fouling the prop.

We had a great walk on the beach. There were rays close to shore, and one followed me as I walked along. The sand there has large patches of beautifully rose colored hues. Maybe this is why they call the island Cayo Rosario? We dinghied back to the boat and relieved Aldo, who was eager to do a little beach-combing himself.

Afterwards, Aldo wanted to take *Cohiba* back to Cayo Largo so we could return to Cienfuegos the following day. The crew voted in support of the idea. So we got to see our immigration friends again — oh joy.

That evening, the Grasshopper convinced Aldo and me to meet up with his new bartender friend, and go to the nearest disco. After a bus ride to a resort, we discovered that the mainland has much

better discos. When we returned on the bus, it was crowded with locals — actually employees of the resorts. The average Cuban citizen is apparently not even permitted to visit Cayo Largo. The fun part was that they were all singing loudly in sync with the bus' music.

The next morning we departed from Cayo Largo at about 0800, and started back to Cienfuegos. But we couldn't leave immediately because the immigration officials had to come on board yet again, and do their thing.

"Wait," I thought, "the light wind is again on our nose!" So, we mostly motored back to Cienfuegos, arriving in the later afternoon. We walked to Club Cienfuegos for *mojitos*, but soon returned



Anybody got a light? Considering Cuba's affinity for cigars, our anti-smoking laws must seem laughable to the islanders.

to *Cohiba* for a final wonderful meal prepared by Carmen.

Afterwards, as usual, Grasshopper advocated that we go out for more dancing and carousing, but this time there were no takers. We had an early night.



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WORLD

After squaring things away at the marina, we were set to taxi to Havana. But before leaving Cienfuegos, we decided to stop at the local ballpark. We traded for hats and jerseys, and I gave away a baseball to a grateful, wide-eyed Cuban kid.

In the capital, we stayed this time at Palacio O'Farrill, in Old Havana. It's an excellent restored hotel close to Plaza de Armas.

Aldo and I lingered in Havana for an extra day after the rest of the crew said their good-byes. We mainly wandered around Old Havana, checking out restored plazas and beautiful buildings. We managed to visit most of the plazas, and had a look at several old hotels.

A few final tips: On the currency front, you should bring Euros or other European currency to exchange, as they charge a 10% penalty to exchange U.S. dollars for Cuban CUCs — the convertible peso. Locals do not use CUCs. They use another peso (which I believe equates to about 24 to 1 CUC). I was advised to bring small denominations of dollars because, after all, dollars are "king" around



ALL PHOTOS ROGER DAVIS

Cuba's immigration bureaucracy seemed a bit over the top. But after repeated check-ins, the officers had practically become friends.

the world. This is not so in Cuba. In fact, the bellhop in our hotel asked me twice if I would buy his dollars from him.

In general, the food in Cuba is lousy and overpriced, with *jamon y queso* sand-

wiches serving as the mainstay. You can find some decent places, however. Aldo and I particularly loved Taberna de la Muralla, in Plaza Vieja. The government is restoring buildings one by one in this plaza, and this restaurant/brewery serves decent food at outdoor tables on the square — "the best *hamburguesa con queso* in Havana." The capital city also has "private" restaurants that seem to be better in general than the state-owned establishments. You can ask your hotel to make a recommendation for you.

Everyone in Cuba is crazy about baseball, and we were there when the Cuban world series was beginning. In Parque Central, there is a spot where the Cuban men gather to argue endlessly about the sport. We brought along a few baseballs to give away on this trip, and I wish we had packed more. The Cuban kids loved to get new baseballs.

As mentioned earlier, we visited Hemingway's spot, La Floridita, but could not get into his other watering hole, La Bodeguita del Medio, which was always way too crowded. La Floridita is definitely

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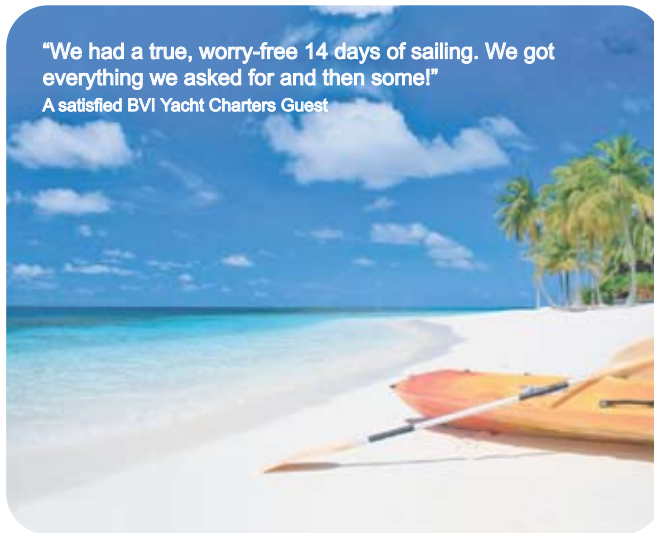
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OF CHARTERING

touristy and overpriced, but I think it's a must for every Hemingway fan.

Things are expensive in Old Havana and very touristy. In many ways, it reminds one of Old San Juan in Puerto Rico, but you see the signs of the embargo everywhere. Locals line up to make phone calls, and you see numerous decayed buildings with people living in them. Good food is definitely hard to find, and there are beggars and scammers all around.

If you like Latin music and salsa dancing, Havana should be on your list to visit. It seems there is live music everywhere. Live bands played in many restaurants, including La Floridita and La Taberna de la Muralla, as well as in the squares.

We went to a dinner show at La Nacional (50 CUC per person), featuring remnants of The Buena Vista Social Club (Grupo Company Segundo, Pareja de Baile "Los Santos") — with an eight-piece band and professional salsa dancers. The food was terrible, but the show was fantastic. When was the last

time you were indoors listening to amazing Cuban salsa music and smoking Cuban cigars? Salon Rojo, just up the street from La Nacional, is a high end, wild discotheque (55 CUC for a table with a bottle of rum with Cokes). Aldo was not admitted in his flip flops, and had to return to the hotel to get proper shoes. We also visited La Casa de La Musica, which featured another eight-piece band, but with Cuban girls once again chasing Aldo for sex and CUCs. That night after returning from La Casa de La Musica, one of the bellhops at the hotel summoned Aldo and me to the front desk area and presented a beautiful girl for the evening. "Well, ah. . . wow, no gracias."

We will return to Cuba someday.



The Cuban government is slowly restoring many classic old buildings. But according to Roger, the food could also stand upgrading.

Next time hopefully the bureaucracy will have lightened up, both there and in the United States. In the meantime, we're pondering where our next chartering destination will be.

— roger davis

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WORLD OF CHARTERING

Roger — Many thanks for your insights. Although modern infrastructure is lacking, chartering in Cuba now, before rabid development arrives, is an enticing idea. We'd just need a non-American to pay all the bills!

Charter Notes

With all the emphasis in this edition on sailing in far-flung destinations, a newcomer to the **Bay Area** might think there was no worthwhile sailing to be had in our home waters.

Nothing could be farther from the truth, of course. As every longtime local sailor knows, the Bay is renowned as one of the **greatest sailing venues on earth** — and conditions are usually best in **late summer and fall**. So we'd encourage you to get out there and enjoy it as often as possible.

If you don't have a boat of your own, let us remind you that there are dozens of well-maintained sailboats in the Bay Area available for **bareboat rent-**



Been a while since you took a mellow daysail on the Bay? Why not climb aboard 'Excalibur' and put her through her paces?

als, as well as a sizeable fleet of **crewed charter yachts of all types and sizes**. You'll find a comprehensive list of them in April's *World of Chartering* section. (You can download that entire edition and others at www.latitude38.com.)

Actually, that list is not *totally* comprehensive. In fact, we're beginning to

hate that word, because as hard as we try, we occasionally leave a boat or two off the roster.

This year, it happened to Jonathan Ganz' well-kept **Sabre 30 Excalibur** based at Pt. Richmond's Brickyard Cove. He describes her as "sea-kindly, and perfectly suited to Bay conditions." Capt. Ganz, who's been sailing the Bay since the '80s and is a licensed sailing instructor, explains that his sloop is **available for all types of charters**, including team-building events, relaxed day charters, day- and nighttime sailing lessons, and various workshops, such as COB practice and motoring skills. "I love to introduce people to the world of sailing," he explains. If you're interested call him at (866) 766-4904, email info@sailnow.com, or check out his website at www.sailnow.com.

If we missed any other local charter operators out there, it was not intentional — honest. Just let us know, and we'll be happy to give your outfit a plug too.


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CHANGES

With reports this month from **Flamingo** on a 6,000-mile shakedown cruise from South Africa; from **Beach House** on diving in French Polynesia; from **Pacific Star** on cruising in Indonesia; from **Geja** on a third season of youth cruising in the Med; from **Mykonos** on a fifth Baja Bash; from **Curare** on a new 'marina' in Nicaragua; from **Serenity** on Mexico and Polynesia; from **Sealevel** on a Pacific crossing; and a generous portion of **Cruise Notes**.

Flamingo — Knysna 480 Tim and Susan Mahoney South Africa to Grenada (Marin County)

As previously reported, we launched our new cat in South Africa on February 2, rigged her on the 3rd, and sailed her through the notoriously rough Knysna

Heads that afternoon for a test sail. We then returned to the marina for several weeks of final fitting out. It was good to

Susan and Tim prior to their 6,000-mile shakedown sail across the Atlantic.

have that time to test everything. We then had an exciting 350-mile sail to Cape Town, during which time we were able to further test the rig, steering and electronics. We did have a few issues, but we got them taken care of in Cape Town before setting sail for the 6,000-mile distant Caribbean on March 15.

We had strong winds and big seas the first 4½ days of our crossing. Fortunately, the 25- to 35-knot winds were blowing us toward our destination of St. Helena. We sailed conservatively, flying only the 580 sq. ft. genoa, and sometimes we even had that partially furled. We covered 920 miles in the 4½ days of that first leg, and hit a top speed of 19.6 knots while sailing down the face of a

Inset; 'Flamingo' on the way to the water in South Africa. Spread; 'Flamingo' in purple and blue heaven, about to sail to St. Helena.

big wave. *Flamingo* remained dry despite the rough conditions, and her stern rose to the following seas as though we were riding on a high speed elevator.

Tropical and fertile St. Helena, which can only be reached by boat, is a wonderful island. The locals, called 'Saints', were very friendly. We enjoyed a tour of the island, during which time we saw Napoleon's home and Jonathan the famous tortoise, and met several other cruisers while eating lunch at Anne's restaurant. It was a good break in the long crossing of the Atlantic. It also gave us a chance to stock up on food and fill our tanks before continuing on to Brazil.

The worst way to do a crossing, of course, is under the pressure of a deadline. But that's what we had, as we were under pressure to get to Grenada in time to fly to Seattle for our daughter's college graduation, as well as let our crew fly home. Naturally, we had very light winds once out of St. Helena, and trying to make westing toward Brazil without losing latitude was difficult. We continued northwest across the equator and through the ITCZ — but never picked up the famous 'Fortaleza 500' current off the coast of Brazil, which was supposed to help us so much. The only northbound current we did get was a few days south of French Guyana, but it was only two knots. We ended up stopping at Cayenne, French Guyana, to pick up fuel and drop off our crew for a flight home. That second leg took us 27 days.

Susan and I sailed the last leg to Grenada by ourselves. It was about 700 miles and pretty uneventful. The waves were a bit strange during part of this passage because it was often only 30 feet deep — even when we were 30 miles offshore. We finally pulled in to

Clarke's Court Marina on Grenada with four days to spare on our deadline to fly to Seattle.

After three weeks back in the States, we returned to Grenada at the end of May. We're glad that our 45-day, 6,000-mile maiden voyage is over and we can now begin enjoying cruising in the Caribbean. It's hurricane season, of course, so we constantly check the



weather. If anything threatens, we're going to make a run south to Trinidad. Come November, we'll slowly work our way up the Antilles, then continue on to Miami, where *Flamingo* will be featured in February's Miami Boat Show. From there, we'll head south to Panama and work our way up to Mexico. At least that's the plan for now.

— susan 06/06/10

Beach House — Switch 51 Cat Scott and Cindy Stolnitz Cruising Underwater (Marina del Rey)

It's funny that a bit of rain would deter us from diving more here at Maupiti, French Polynesia, even though the ocean is just as warm as the air and the rain is only slightly cooler. It's partly psychological. After all, it feels yucky when we have to don damp diving gear. Furthermore, everything below the surface looks monochromatic on rainy days.

The weather forecast for the next several days was for strong winds, which

COURTESY FLAMINGO



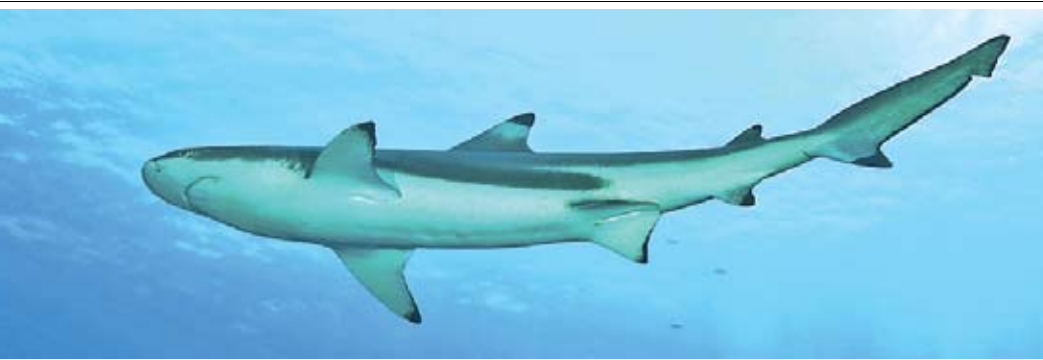
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IN LATITUDES



ALL PHOTOS BY SCOTT STOLNITZ



Four bright reasons you would rather dive a coral reef in French Polynesia — or anywhere else — on a sunny rather than a cloudy day.

meant we'd have some mandatory 'stay at home' days. It wasn't bad for Scott, who had a lot of video editing to catch up on. I have a harder time figuring out what to do, but I can always read. Although the rain cools the air — the lowest we've seen has been 76 degrees — it does get stuffy inside because we have to close all the ports and windows.

During the last two days of diving, Scott took close-ups of fish, coral and other things. He mostly used the wide-angle lens, which meant he wanted me in the photos for perspective. I'm pleased to discover that I didn't look as goofy as I did in my early days of underwater modeling, but it's still a challenge to look relaxed and not exhale when a photo is being taken. I benefitted from Scott's modeling tips — look at the camera or the subject; tilt my head up and raise my chest; avoid flailing my arms; and avoid super bent knees or widely spread

legs. I know how important good photos are to Scott, so I try to cooperate as best I can. Nonetheless, I was relieved when the batteries for the strobe died halfway through the second dive.

We later had a good time reviewing Scott's photos du jour. He got more good ones than I expected. I love his work, so I'm glad he has the patience for it. I certainly don't. I'm happy to point out pretty things for him to take photos of, but the experience would be ruined for me if I had to drag around the camera and other equipment. As I write this, he's in his 'darkroom'. Thanks to digital photography, all he needs is his Mac computer in plain daylight, not a dank room full of smelly chemicals as in the days of film.

We're having a blast finishing our new shark video, *Fins of Bora Bora*, for the web. We encourage people to visit the video gallery at our

subbeachhouse.com website — we think you'll like it!

We were happy when Ronald, the local dive guide, came along to pick us up for our dive, as it meant we'd likely be his last clients. He's selling his Maupiti Dive Center to another couple so he, his wife Michelle, and their two kids can buy a boat in Raiatea and go cruising.

The wind had shifted to the north overnight, which really knocked down the swell outside the reef. This was great, as it made for a much more comfortable ride to the dive sites. We had two wonderful dives. They were both in shallower water than the day before, so we were able to stay down a long time. Scott got some awesome detailed shots of the coral textures and patterns, colorful blue clams, and a jelly fish that looked to be from outer space.

We came across a few of the hated crown-of-thorns starfish, which destroy reefs. I could hear Ronald, in a Bruce Willis or Clint Eastwood voice, saying, "Not on my reef you don't!", as he went after them with a loose piece of sharp coral. He stabbed them, dismembered all their spiny legs, and strewed the remains with a certain amount of righteous indignation. If Scott was focused on shooting something with his camera for a while, Ronald would take the time to destroy more of this particular kind of starfish. Hopefully, Lionel, the new owner of the dive business, will keep up the practice.

We were so tired by the time we rinsed our gear, showered and had lunch, that it was nap time for me. While Scott looked

Maupiti, one of the many gem-like atolls dotting the blue waters of the South Pacific. Divers know that it's equally dazzling below.



It's colorful above the surface as well as below in Polynesia.



SCOTT STOLNITZ

AIR MAUPITI

CHANGES

at our fish books to identify what we'd seen, my nap was delicious. When I woke up, it was almost happy hour and time for writing. It's a tough life, but somebody has to do it.

We were delighted when Jerome and Natalie on *Na Maka*, which is a blue-



Cindy, modeling for Scott, with some beautiful coral.

hulled sistership to our Switch 51, anchored close to us. The other boats around are two other charter catamarans and a trimaran. Jerome and Natalie invited us aboard for dinner. It's always a treat to have someone else help with the cooking! When we arrived at their boat, Natalie was trying to get their three boys to finish their dinners. Natalie said any two of the boys get along fine, but there's always fighting when the three are together. What a brave woman to cruise with three children! But the family seems to really be enjoying themselves.

The next morning we dinghied to the fuel dock with five of our 5-gallon jugs. The day before, I'd "reserved" two dozen eggs, so I picked those up. I also bought vinegar from the walk-up window at the 'market'. The day before, the proprietor had let me inside to more closely view what he had for sale. Apparently, you can't always do this. I later bought two pamplemousse, which are like grapefruit, for \$3 U.S. each at a roadside stand. But there certainly isn't a Whole Foods or BevMo out here.

We were delighted to learn that both of Scott's packages had arrived in Papeete, and that the agent would have them on the plane arriving in Maupiti the next day. When they arrived, the first thing

Is there anything more erotic-looking below the surface than the black and blue lips of the coral clam? Not to goths.



Scott planned to tackle is replacing the oil hose on the gen set. As for the new video lights, I prayed the new ones aren't lemons like the last ones were. It's unfortunate that companies don't seem to bench test their products before sending them to customers in far off places.

Well, our package of generator oil hoses and replacement video lights didn't arrive on the morning plane. Why? It was so full with passengers that they couldn't carry all the cargo, too. So they sent packages in alphabetical order. Unfortunately, our stuff was being sent to 'Yacht Beach House', not 'Beach House'. At least there was an afternoon plane.

It was interesting to watch the prop jet land on this narrow strip of motu in the middle of the South Pacific. There were a few people arriving, a few departing, and locals waiting for supplies coming in from Papeete. One of the B&B operators asked me if I had just arrived. In poor French, I explained that I was on a boat. Since one of his clients didn't arrive, he presented me with a fragrant welcome lei made from a string of tiara flowers. It's beautiful, and now hangs in our galley.

Scott couldn't wait to get to work on replacing the oil hose for the generator. It was a bit disconcerting, since the replacement hose was significantly smaller than the original leaky hose. But the fittings were the same size, and Scott had the foresight to have ordered extra fittings. We spent over two hours on the small project, he contorted in the awkwardly small space on top of our anchor line and chain, and me doing my best Vanna White impression, passing him various tools, shining the flashlight where necessary, and mopping up the endless drips of oil. Once done we tested it — and found that it still leaked! So we called it a night. The next morning Scott and Vanna attempted to fix the oil hose problem again. Although it then turned out that we didn't have enough fittings of the size we needed, we managed to make do, and it's no longer leaking. That's how it goes when you're cruising.

It's hard to believe, but we've been here in French Polynesia for almost exactly one year! If we could dive, I could happily stay here longer. If not, my feeling is that we might as



well move along.

I must be acclimatizing and/or the season must be changing, because I actually got cold standing out in the stiff breeze for two hours. I couldn't help laughing at my running inside to grab a sweater when the thermometer read 80 degrees! I later had a good workout scraping the 'hula skirt' of algae off the hulls. I felt cold by the end. No wonder, as the water temperature was all the way down to 81.4 degrees. Five days before it had still been 84 degrees at depth.

I must be settling into this life, because the days are just kind of gliding by. I hope to find some semblance of fresh vegetables soon, as I used my last carrot, broccoli and bell pepper today. I have a few apples, kiwis, and one grapefruit. After that, we'll be down to frozen peas and green beans. But no time to worry about that, as we're going to rent bikes for the one-hour circumnavigation of this atoll.

— cindy 05/28/10



Spread; In a country with over 17,000 islands, it's only natural there will be lots of boats — including this 'megayacht' of sorts. Insets from left. Cart-pulling ponies are always dressed to the nines. The terraced rice paddies of Bali. Just one of about a million work boats.

**Pacific Star — Island Packet 35
Julia Shovein and Horst Wolff
Indonesia
(Emeryville)**

[Continued from last month.]

When you cruise Indonesia, you should bring the best camera you can buy and plenty of memory cards, because you'll see many colorful things you won't see many other places. Things like orangutans, Komodo dragons, Balinese dancers, verdant jungles, crocodiles, gorgeous birds, countless monkeys, talented weavers and wood-carvers, terraced rice fields, mounds of spices, exotic temples, dhows, vibrant colored pony carts, beautiful people, cute kids — "Take my photo!" they all say — and much more. At almost every anchorage we were greeted by people coming out in dugout canoes or boats powered by, in many cases, lawn mower engines. They

just wanted to say 'hello' or see if we wanted any of their goods or services.

With over 17,000 inhabited islands, there are countless places to stop in Indonesia. You could spend years cruising here; unfortunately, cruising permits and visas mean you only get a limited amount of time. Therefore, cruisers must compromise on what they want to see and do.

Cruising in Indonesia was quite different than in the other places we'd been before. For example, once we left Darwin, there wasn't really another marina until almost Singapore, a distance of thousands of miles. So we were thankful we'd gotten our windlass rebuilt prior to sailing to Indonesia, and that our Rocna anchor worked as

well as it did. Both got a real workout. We also found our AIS unit to be indispensable — especially at night. Having sailed the South Pacific, where we'd go for days on end without seeing another vessel, it was a shock to find so much traffic in Indonesian waters. After almost hitting an unlit barge, we started to do night watches together so we'd have an extra pair of eyes.

Navigation was also a challenge. The British Admiralty, American and Dutch charts are fairly accurate, but they are getting a little dated. C-map, the electronic charts most popular with cruisers, was usually pretty good, although they were up to a half-mile off at times. 'Eyeball navigation' became critical — another good reason for only traveling during the day — not just because of imperfections with the charts, but because there are almost no navigation markers or aids. Added to this are the incredible number of fishing traps and nets, small unlit fishing boats, shoals, reefs, rocks, and debris all along the way.

When we sailed out of Lovina Beach, Bali, at sunrise, we spotted a Swiss couple whose Ovni had got snagged on an old submerged bamboo fishing trap. We threw them a line and tried to pull them off, but weren't successful. Hearing our chatter on the radio, a couple of cruising boats with divers came out

Facial expressions are important in Balinese dancing, which often portrays the battle between the good lion and the evil witch.



A Buddhist woman heads a load leaving a temple at Ubud, Bali.



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CHANGES

to help. They were able to cut the ropes holding the cage together, and set the boat free. Needless to say, good binoculars are another must.

Weather, current and tide information was available from a variety of sources. The C-map NT+ cartridges have integrated information on local tides. The British 'TotalTide for Defense' program provides local currents as well as tidal

information. Websites — e.g. <http://weather.noaa.gov/weather/current/VHHH.html> — provide weather and current information. All cruisers depend on GRIB (GRIDded Binary) files via Winlink or Sailmail to monitor the development of major weather systems. However, these forecasts are neither reliable nor specific to local conditions. Jimmy Cornell's Noon-site is also helpful in identifying weather resources.

We used the VHF to check in with other cruising boats, and to share hazard warnings and other information. If we were getting beyond VHF range, we sometimes arranged informal nets with two or three other boats on the SSB radio to keep the information flowing. Email — via Winlink Airmail for us — often came in handy for communicating with boats up or down the line.

The weather in Indonesia was hot and dry, and this rarely changed until we neared the equator and got the usual squalls, thunder, and lightning storms. Prior to that, we rarely had strong winds. Typically it blew 5 to 15 knots from the

A peaceful anchorage on the way between Romang and Flores Islands. Sailing conditions are generally mild in Indonesia.

southeast, with seas between three and six feet. Our asymmetrical spinnaker on a broad reach was our favorite point of sail, followed by wing-on-wing when running downwind. We unfortunately had to motor more than we wished in order to maintain pace.

There were natural disasters — the Sumatra earthquake — while we were in Indonesia, and repairs from the '04 tsunami were ongoing. We were also around for human-induced disasters, such as the hotel bombing in Jakarta. Misfortunes of all types are not uncommon in this part of the world. Despite the foreign radical Islamic backlash to rapid development, globalization, and modernization, Indonesia is nonetheless a refreshing example of people living together in relative peace. One of our cab drivers in Bali explained that the races and religions generally get along, noting that he had siblings who had married into other religions, so his family celebrated both Muslim and Hindu holidays. Although the majority of the population of Indonesia is Muslim, Bali is almost all Hindu, and the people of Flores Island are predominantly Catholic.

Indonesia is not without grave environmental problems. We went on a two-day jungle boat trip in Borneo, and were picked up directly from our anchored boat in the Kumai River. We motored up a river — think African Queen — contaminated by mercury from the gold mines. The locals have to go far up that same river in order to find clean water. We spent the most heavenly day at Camp Leakey observing rehabilitated orangutan mothers and babies, and learned their habitat is under siege from proliferation of palm oil plantations.

When we returned to our boat, we were abruptly brought back to earth when we found rat excrement behind the locked companionway door. My husband, who uses denial as a coping mechanism, insisted we were seeing "gravel". He became a believer the next morning when there was a perfectly round hole in the entry way screen and half an apple in the galley with tiny teeth marks in it. It took a week, but a borrowed trap got the rat with only minimal damage to wiring and hoses. We were glad that we caught him so quickly, as we remembered that Canadians Jim and Diane of



Prairie Oyster were troubled by a rat for a full month in French Polynesia. They finally got him with a frying pan in the salon.

Indonesia was not an expensive country. Diesel fuel was only slightly less expensive than in the U.S., but everything else was much cheaper. A good meal in a restaurant — not available on smaller islands — was about \$3. At food stands, however, you could eat well for \$1. Our three-day trip to Ubud in inland Bali — which included a car, driver, a great hotel with pool, meals, and entertainment — cost us less than \$200 for two. It was often the case that we went days without spending any money because there was nowhere to spend it. Even items like food, postcards or T-shirts were generally not available at the national parks or other popular boating stops. We allot \$2,000 per month on average for all our expenses. In Indonesia, we came in well below budget. By the way, with one dollar bringing 10,000 rupiah, it was fun to be

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Just like everywhere, the kids in Indonesia are cute.

PACIFIC STAR



IN LATITUDES



COURTESY GEJA

Scenes from last summer in the Med. Hide the children and non fun-loving young women of the Adriatic and Ionian Seas, for Andrew Vik is back with his Islander 36 'Geja' and band of merry friends. Having left the boat in Croatia for the winter, that's where this year's adventure starts.

millionaires!

The best advice we can share about sailing central Indonesia is there are 'no worries' if you have a good boat. Everyone will make their own experience. Don't be deterred by rumors. Besides the occasional normal gear failures in the rally fleet, we have no negative tales to tell. The friendliness and hospitality of the people is offered openly and warmly. The beauty of the land, the beaches, and the incredible diving locations available are unsurpassed. Indonesia, so rich in coastline, was made for those who like to explore the world by cruising.

— julia 04/15/10

Geja — Islander 36

Andrew Vik

**Third Summer In The Med
(San Francisco)**

Greetings from the sweltering heat

of Croatia. I left San Francisco for my boat in Split, Croatia, around the 10th of June. Prepping *Geja*, the '76 Islander 36 I bought through an ad in *'Lectronic*, for my third summer of cruising in the Med went smoothly. In fact, I've already spent two nights out in the super-charming islands of the nearby Dalmatian Coast. I've got almost 20 people — mostly friends and acquaintances from the Nordic countries — lined up to join this year's cruise of the Adriatic and Ionian seas. I'm sure I'll have plenty of photos and tales to share from along the way.

— andrew 06/20/10

**Mykonos — Swan 44
Marina and Myron Eisen-**

**zimmer
Bash #5
(San Geronimo)**

Seventeen days after leaving Cabo San Lucas, we completed our fifth Baja Bash from Cabo to San Diego. We started by clawing our way north, stopping at Bahía Santa María, Punta Abreojos, and Asunción. Realizing how much fuel we'd burned by the time we got to Asunción, we went ashore and flagged down Jesús, a fisherman, who offered us a ride to town. He then drove us around in search of diesel. Fishermen belong to different cooperatives and have different diesel supplies. His cooperative was out of fuel, so Jesús directed us — "go through the yellow door and turn right" — to the other cooperative's office. They had lots of diesel and were willing to sell it. Once we got fuel, Jesus drove us back to the beach and then gave us a ride back to *Mykonos*.

That night we took off for Turtle Bay. The plan was to get fuel and water, then leave a few days later. But then Amigo Net weather guru Don Anderson gave a forecast for horrible conditions — and seemed to take joy in it — with gale force wind. For 10 days we had to wait in Turtle Bay for better conditions! During this time, we watched some boats head north anyway, then have to limp back in. And while listening to Channel 16, we heard the story of a powerboat that blew out a window around Cedros, and another one that broke the bracket that held its dinghy on deck.

Strolling out Turtle Bay's pier is fun, but 10 days of it might be too much of a good thing — especially when you really want to get north.



COURTESY MYKONOS



LATITUDE/NICK

CHANGES

While Turtle Bay is a great place to hang out, there is no ATM, and none of the businesses take credit cards. The captain of one large boat actually had to have money wired to him so his crew could eat.

After the 10 days, we were part of a flotilla of six boats that headed north. Getting past Cedros Island was unnerving, as *Mykonos* pounded for the first 24 hours, with waves flying into the cockpit. After a while, our chartplotter had enough and quit, so we went back to making fixes on paper charts. At 3 a.m. on the second day, the wind finally dropped to 7 knots and the sea flattened. The next morning, Memorial Day, we crossed the border back into the U.S.

We've done four other Bashes, all of which took between 7 and 10 days. This was our most difficult, even though 10 of the 17 days were spent waiting for better weather in Turtle Bay.

— marina 06/05/10

Curare — Bowman 36 Geoff and Linda Goodall Corinto, Nicaragua (Vancouver, Canada)

After leaving El Salvador, we spent some time in the Golfo de Fonseca — which is bordered by El Salvador, Nicaragua and Honduras — before sailing overnight to arrive at the port town of Corinto, Nicaragua. This is the main port for Nicaragua, as well as a major transportation hub to other destinations in Central America such as Honduras and Costa Rica. The Spanish established a port near here in 1532, and it's been in continuous use ever since.

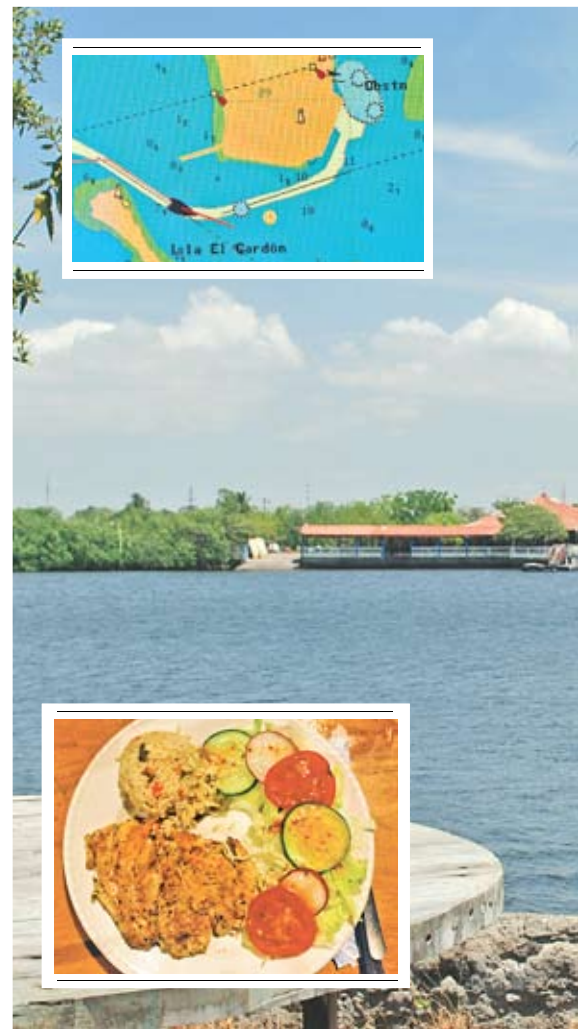
Up a lazy Nicaraguan estuary, with officials from the Ministry of Transportation, Immigration, and Customs, and Linda at the helm.

Entrance into the port is straightforward and well-marked with ocean buoys, channel markers, and range-markers. Excellent information is provided by www.sailsarana.com. The port area itself is well-protected from any swell off the Pacific, as it lies behind a barrier island. The port hosts a container terminal, a fuel storage farm and a pocket cruise ship terminal. The port sees two to six ships a week, plus random cruising boats such as ours.

Upon clearing the channel markers, we motored past the container port and anchored just beyond the floating power generation plant. This area is at the entrance of the estuary that leads northwest and northeast. With all of the ship traffic, plus the noise and pollution from the diesel-powered generating station, we had previously decided to stay farther upstream at the relatively new Corinto Marina in the Paso Caballo Estuary. After unsuccessful attempts to raise the port captain on 16, Ivan Aguilar, the owner of the marina, hailed us to report that he'd arranged for the authorities to come out to inspect *Curare*.

Corinto Marina is located three miles beyond the Corinto port, in a well protected and quiet estuary. To get to the marina, you pass by the Nicaragua Naval Base, which has heavy security and is well-patrolled. Before you transit past the base, permission must be obtained. With our limited Spanish, it was beneficial that Ivan made the arrangements for us. So while Geoff showed the port captain, a representative of the Ministry of Transportation and Infrastructure, and an Immigration officer around *Curare*, Linda motored the boat up to the marina. By the time we arrived, all of the paperwork was complete, and Ivan took the officers away in his boat.

Immigration had required a copy of our international *zarpe*, passports, and \$5 each, plus \$15 for the boat. The Port Captain got the original of our *zarpe*, copies of our ship's registration certificate, plus copies of our passports. He also conducted a very cursory inspection of our boat while he enjoyed a Coke. The Transportation official required a copy of our ship's registration certificate, copies of our passports, and \$25 for a three-month cruising permit. This last item is new, and we had the honour of being the first vessel to have to pay the fee in Corinto, as well as being the first boat to deliver the officials to the Corinto Marina.



The Corinto Marina (www.corintomarina.com) is not your typical marina in the fashion of Barillas Marina in El Salvador or Puesta del Sol Marina in Nicaragua, but it does provide a place to stop in a protected area in order to provision and tour inland. The anchorage is clean, there is good holding, it's well protected from the wind, there is no swell, and it's relatively secure. The marina has the added benefit of a small dinghy dock, lots of clean water for washing, laundry service, the use of the 'clubhouse', plus security provided 24/7 by a watchman. The clubhouse is an air-conditioned building on stilts above the estuary, where you can take showers, plug in your computer, watch TV, and relax in the screened-in porch. Ivan intends to provide further services for cruisers in the future.

Despite the fact that Corinto Marina is very rustic, for \$5/day we were able to confidently leave our boat in a very secure location for a few days so we could visit the colonial cities of Nicaragua. The



Myron, Marina and 'Mykonos' crossed the border on Memorial Day.



IN LATITUDES



ALL PHOTOS CURARE

Spread; The anchorage off the Corinto 'Marina'. Insets; The entrance to the port of Corinto isn't too hard, and the food is inexpensive.

charming town of Corinto is four miles away and can easily be reached by taxi for \$1.50 U.S. or bus for 50 cents. Aside from the touristy attractions, Corinto has a couple of internet places and a fairly well-stocked grocery store. The town of Chinadenga is nine miles to the north, and is easily reached by a 50-cent bus ride. It has several banks, a large grocery store and markets, plus buses to Leon (30 miles for \$1 U.S., Managua or Tegucigulpa, Honduras. We rented a car in Chinadenga and toured the country for a few days. It was great fun — except for a traffic police incident and some minor civil unrest in Granada.

Nicaragua is a very poor country, but has clean water, good roads and reliable power. We found it to be less expensive than El Salvador, with a sit-down lunch of fried chicken, rice, beans, salad and tortilla washed down with a cold beer costing \$3.50. A more-than-you-can-eat

dinner of grilled steak, *gallo pinto* (mixed red beans and rice), cheese and tortilla cost 17 *cordoba* — or roughly \$8.

As I write this, it's the start of the hot and wet summer season. The daytime temperature is 95 degrees and the humidity is 80 to 95%. Thus you can understand that our plan is to continue on to Costa Rica, then make the jump to Ecuador, where the weather is reputed to be spring-like, with no hurricanes or lightning storms and less heat and humidity.

geoff and linda/6/10

Serenity — Tayana 52 Gordon and Sherry Cornett Mexico and Polynesia (Ventura)

After surviving the '09 Ha-Ha, we sailed up into the Sea of Cortez as far as north as Puerto Escondido. We really enjoyed the Sea. Our favorite stops were La Paz, where we were able to swim with the whale sharks off the *mogote*, Caleta Partida, Isla San Francisco, San Evaristo, Los Gatos, Agua

Verde and Puerto Escondido. Wait a minute — that means we enjoyed every place we visited!

We had a fast crossing of the Sea to Mazatlan, and just before landfall had 12 AIS targets within the 48-mile radius. What a freeway! Mazatlan was a blast, and the *malecon* and Machado Plaza are not to be missed. With our boat secure in Mazatlan, we took a trip on *El Chepe*, the slow train, to Copper Canyon. It was a lifetime experience.

After returning to our boat, we sailed down to the bird reserve at Isla Isabel, where we were treated to the sight of over 100 humpback whales playing around the island. At about 3 a.m. one morning, we were awakened by the sound of a whale exhaling right next to our anchored boat. It was very exciting.

We prepared for our Puddle Jump in Puerto Vallarta, and finally set out for French Polynesia on March 20. We had some fast days, some slow days, some squally days, some very hot days — but what we never had in three weeks were any boring days. The only problem we had was a ripped main, but that was our own fault. Everything else worked fine.

While in the Marquesas, we visited Hiva Oa, Fatu Hiva, Tahuata, Ua Pou and Nuku Hiva. We then followed the route recommended by Steve Van Slyke of the Gig Harbor, Washington-based *Kavenga*, which meant we visited the north shore of Hiva Oa, giving us a good sailing angle for all the other islands we visited.

Our best experience in the Marquesas? As we dinghied back to our boat one moonlit night in the Bay of Virgins,

If you're looking for contrasts in cruising, few are as extreme as that between the desert-like Sea of Cortez and the lush Marquesas.



Mazatlan is all but Spanish for 'shrimp'.

LATITUDE/RICHARD



MOONSHADOW

CHANGES

Fatu Hiva, some young men were playing ukuleles and guitars, and singing Marquesan songs. We drifted silently, listening to the harmonies, as clouds periodically obscured the moon that seemed to be sitting behind the spires backing the bay. It was magical.

LATITUDE/RICHARD



No question about it, it's baguettes that put the 'French' in French Polynesia.

We're currently at anchor in the lagoon of Manihi atoll, waiting for the rain to stop so we can set off for Rangiroa. We've already traded for pearls and done a pass dive here with Fernando. He's a baker who became our local friend when he showed up at our boat one morning — despite the pouring rain — with free baguettes that were so fresh they were still warm.

As we say, just another lousy day in paradise. I'd write more, but I have to light the BBQ to cook the yellow fin tuna we just caught. How was your day?

— gordon & sherry 06/10/10

Sealevel — Schionning 49

Jim and Kent Milski

Puddle Jump

(Lake City, Colorado)

We only ran our engine for 24 hours in our 18-day crossing from Zihua to the Marquesas. We probably could have gone faster, but we double-reefed the main for 75% of the crossing. We also wasted a day when I thought I saw a distress flare and we conducted our very own SAR operation. Fortunately, the folks on *Freezing Rain* had seen it, too, and explained that it had actually been an exploding meteorite.

The highest winds we saw were 28 knots, and our fastest speed over ground

Because 'Sealevel' is such a powerful cat, Jim and Kent wisely kept her double-reefed for much of the crossing to the Marquesas.

was 14 knots. We could have gone faster at times, but as you increase speed, you decrease comfort. The question on any crossing is not how fast you get there, but how happy the crew is during the passage and when you arrive, and how many — or how few — things you break. We had a wonderful crew, played a lot of cribbage, and had a lot of laughs.

The highlights of our trip? SailMail, which is fabulous. Jicama was our MVV, or most valuable vegetable, although apples, carrots, oranges, cabbage and onions also stayed fresh all the way across. The worst part of the trip was my having to go up the mast several times because of a parted spinnaker halyard. That's never fun at sea.

We're currently at the south end of Fakarava in the Tuamotos. The diving is fabulous. The surf is also very good, but unfortunately it's not a sand bottom. While I was surfing yesterday with friend Steve May of the Gualala-based Corsair 41 cat *Endless Summer*, my board came back up through the wave and caught me right on the bridge of the nose. It wasn't good, as there was lots of blood in the sharky waters, but everything turned out all right. Kim on *Victoria* is a physician's assistant, and fixed me right up, while Adam on *Elena*, a pharmacist from Holland, supplied me with some pain killers. There's nothing like the cruising community! The worst part was the long paddle back to the dinghy.

The pamplemousse — Polynesian grapefruit — we'd had in the Marquesas was the best ever. It's sweet and juicy, so we should have bought lots more. Breadfruit trees here look like magnificent Matisse paintings, and the neon fish and turquoise coral forests are mesmerizing. I'm even almost used to the black-tipped reef sharks — which are everywhere!

We plan to be in Tahiti for the Rendezvous, where we'll be joined by friends Wayne Hendryx and Carol Baggerly of the Brisbane-based Hughes 45 *Capricorn Cat*.

— jim and kent

Cruise Notes:

In early June, Greg Dorland of the Lake Tahoe-based Catana 52 **Escapade**, who along with his wife Debbie Macrorie had done the Ha-Ha, transited the Canal, then sailed across the Caribbean to take cruising cat honors in the inaugural Voiles de St. Barth, suffered a badly



broken leg while sailing into Annapolis. Dorland tells how it happened:

"Debbie and I were about 10 miles out when we came up on a close reach to avoid some lightning. Steering from the leeward side, I saw a huge puff headed right at us, so I jumped down to release the genoa sheet, which was really loading up. Unfortunately, the sheet spun out of control, wrapped around my leg, and snapped it in two in a bloody compound fracture. Debbie somehow managed to get the sails down, called the Coast Guard, and give me some pain pills — which had zero effect. The Coast Guard arrived with a couple of inexperienced medical people, who wanted to make a splint out of an orange life vest. No way! Annapolis Fire Boat #35 then showed up with some real paramedics, who gave me some morphine, strapped me down to a backboard, then transferred me to the fire boat. Thank you, thank you, thank you! But the situation was far from over, as the Coasties hadn't noticed that we'd drifted into the shipping lane and were about to be run down by a tanker. The

HEATHER CORSAIRO



IN LATITUDES



Spread; Craig and Howard Shaw aboard the Columbia 43 that's been in the family for over 25 years. Inset, Greg Dorland's broken leg.

guys on the fireboat were scared, so they quickly got away from *Escapade*. That left Debbie and the two Coasties on the cat, about to get run down. In the end, the tanker missed them by a reported 25 yards. There was a Coast Guard boat standing by the whole time, so I don't know why they weren't aware that a dangerous situation had developed. Once Debbie started our one good engine — all the Volvo dealers have been out of a common but critical engine part — the Coast Guard left her to her own devices. She had to continue on to Annapolis, a strange port for her, with one engine, and then anchor with one engine. Fortunately, Kristen and Bob Beltrano, having heard our distress call, called Debbie on her cell phone and gave her the number of a friend in Annapolis who could talk her into an anchorage. I have a leg full of metal and pain, but what about Debbie's day!"

Nearly a month later, Dorland reports

he and Debbie are living at a Residence Inn in Annapolis, and it will be another month before he can fly because of the fear of blood clots. It will be three months more before he can put any weight on the leg. "We hope to spend July and August in Tahoe, and hopefully can be back on the boat full-time again in September. As much as we appreciated how fortunate we've been to be able to cruise as we have, and meet all the wonderful people we have, we appreciate it now more than ever. But the Wanderer was right, we never should have left St. Barth!"

The **Baja Bash**, meaning the 750-mile upwind trip from Cabo to San Diego, can be a nasty one. If you don't get a weather break, it can mean an upwind slog in 15 to 25 knots of wind. And unlike the fall, when cruisers head south along the coast of Baja, the Pacific Coast of Baja is cold in the spring and early summer. In late May, Craig Shaw of the Portland-based Columbia 43 **Adios** was about to begin a singlehanded Bash. A rigger and

fine sailor, Shaw knows his stuff. But when Howard, Craig's 82-year old father, learned of Craig's plans, he signed himself on as crew. It wasn't as though Howard needed to be told about the boat, for he owned it before he sold it to his son. And on the way to San Francisco from Portland for the start of the '88 Pacific Cup, Howard and crew got blasted by 60 knots winds at the Oregon - California border. "We hit

17 knots," he remembers. "We managed to get the main down, which we needed to do because it was the original main and we had to have it for the Hawaii race. Nonetheless, with the anemometer pegged at 48 knots, we sailed at a sustained 12 knots under a low-hoist 130 genoa. I locked my wife, grandson and other crew down below — it's the only time I've done that — and another guy and I stayed out in the cockpit, taking turns sleeping on the cockpit sole. The blow lasted almost to Bodega Bay, where we pulled in and I got the best night's sleep ever." After doing the Pacific Cup, Howard and his wife spent six months living on *Adios* in Hawaii. The following June, with son Craig and a 747 pilot along as crew, Howard sailed the boat back to Portland. "Early June was a little too early to leave," laughs Craig, "because we really got hit. With sustained winds of nearly 50 knots, we were doing nearly 15 knots with just a small headsail." But those rough bits didn't put Howard or Craig off sailing. In fact, Howard sold Craig the Columbia 43 so he could buy the Hunter 54 **Camelot**, a faster downwind boat, to do another

The antique Electrolog instruments on 'Adios' — seen above and below — managed to survive yet another Baja Bash.



SPREAD PHOTO LATITUDE/NICK. INSET PHOTO DEBBIE MACRORIE

LATITUDE/NICK

LATITUDE/NICK

CHANGES

Pacific Cup.

Howard is in fine shape mentally and physically, no doubt in a large part because he stays so active. In addition to sailing, he golfs on Mondays, Wednesdays and Fridays, and plays tennis on Tuesdays and Thursdays. Anyway, Craig and Howard left Cabo for San Diego on May 31, Howard's 82nd birthday. As Bashes go, they didn't have a particularly bad one. In fact, they arrived in San Diego only 6.5 days later, and that was without pressing. "The Bash made dad think about bringing his own boat down in the Ha-Ha this fall," says Craig. "I really enjoyed myself when I came down to join Craig for the Banderas Bay Regatta. Besides, I just put a new engine in the Hunter." As for Craig, he'll be doing the Ha-Ha again for sure. Who knows, maybe they'll be the first father-son team to each enter his own boat.

According to Chris Landsea of the National Oceanic and Atmospheric Administration, there is some good news and some bad news about the **effect of climate change on hurricanes/typhoons**.



HURRICANE WATCH

'Ivan', which hit Grenada in September of '04, was the last hurricane to really devastate a sailing fleet in the Eastern Caribbean.

Saying their knowledge of the subject has increased tremendously in the last two years, Landsea reports that by the end of the century people can expect there to be between 6 and 34% fewer storms, but

that the overall strength of the storms will increase by 2 to 11%. Unfortunately, an 11% increase in windspeed translates to a roughly 60% increase in damage, so the bad news outweighs the good.

We hate to be skeptical, but with the climate in such an apparent state of flux, how valid can hurricane/typhoon forecasting be some 90 years out? We'd be happy if NOAA could come up with a reasonable forecast just four months out. As most mariners know, unusually warm water is the primary reason forecasters say they are calling for **an active hurricane season** in the Atlantic/Caribbean this summer and fall. The last couple of years have seen marine interests in the Atlantic and Caribbean come away relatively unscathed.

"After 'racing' around the world single-handed in 10 months and 20 days, and thinking about following it up with an eastabout circumnavigation, I've decided to slow down and smell the spices," reports Mike Harker of the Manhattan Beach-based Hunter 49 **Wanderlust III**. "So I'm now down in Grenada, 'is-

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land of the spices', to be outside of the hurricane belt for what many predict will be a very active hurricane season in the Atlantic and Caribbean. Grenada is where I had my terrible hang gliding accident in April '77 that resulted in my spending 11 months in a coma, two years in a hospital bed, and three years in a wheelchair before I was able to walk again. But the Grenadians saved my life, and I have many friends here. I will also visit friends in Isla Margarita and Los Roques in Venezuelan waters until November, at which point I will either return to Antigua and St. Martin, or join my friends and sail down to Brazil, then across to their home in Knysna, South Africa. I will make that decision when it is time. That is the beauty of being retired, having lots of free time and owning a very good sailboat."

Harker also tells us that in order to escape the heat and humidity of the Caribbean for a bit, he accepted an invitation from the World Hang Gliding Championship folks to attend their event in the Bavarian Alps. He even decided to get

into a hang glider again for the first time since his accident, flying down from Tegelberg Mountain and around King Ludwig's famous Neuschwanstein castle. Harker also keeps a Harley at the beautiful Bavarian resort town of Garmisch-Partenkirchen, and enjoyed riding over the 10,000-ft high summit of Pash H in the Austrian Alps.

As for the idea of sailing from the Caribbean to Brazil, we'd have to suggest that Harker talk to Mark Schrader, who just completed the Around the America voyage with Dave Logan, Herb McCormick and David Thoreson aboard the 54-ft **Ocean Watch**. A two-time singlehanded 'round-the-world racer, Schrader told us that the worst part of their trip was sailing from



Oh no! To take a break from the heat of the Caribbean, Harker traveled to Bavaria to mess with small aircraft and ride his Harley.

the Caribbean down the coast to Brazil, as it pitted them against a current that ran as strong as five knots. That's the reason that grizzled cruisers who want to sail from the Caribbean to Brazil often do so by way of Europe. Sure, it's much longer, but they get the wind at their back and favorable current almost the



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CHANGES

entire way.

It was way back in '03 that the Boulder City, Colorado family of Chay, Catherine and then-six-year-old Jamie entered the Ha-Ha with their Kelly-Peterson 46 **Esprit**. While they have taken breaks, such as leaving the boat in Darwin, Australia for the last six months, they just keep going. In fact, they are returning to Darwin to get the boat ready for the July 24 start of the Sail Indonesia event, to be followed by adventures in Singapore, Malaysia and Thailand. As for Jamie, the proud parents report, "He just turned 13 and graduated from 8th grade with two high school credits. He also earned his leadership collar in karate, having taught over 500 classes, and is close to earning his 3rd degree black belt. And on the boat, he's pretty much a full crewmember."

Speaking of **Sail Indonesia**, Nancy Potter Tompkins reports that she and husband Commodore, currently in Australia aboard their Wylie 38+ **Flashgirl**, will be joining Randy Repass and his wife Sally-Christine for that rally aboard the West Marine founder's Wylie 65 **Convergence**.

"We did a month with my Casamance



ESCAPADE

He delivers! While Colon is indeed a notorious armpit, it's hard to fault this floating fruit and veggie market at the nearby San Blas Islands.

47 catamaran **Viva!** in Cuba, a few weeks in Jamaica, a bit in Isla Providencia, then sailed south to Boca del Toro, Panama," reports Bob Willmann who has been on boats so long he can't really call Golden,

Colorado, home anymore. "I'm now moving eastward on the Caribbean side of Panama, and will probably get to the San Blas in a few days, and then Cartagena by the end of July. I'll send *Latitude* a report on Cuba, complete with photos, but not until August, as there just aren't very many internet cafes in places where a normal person would want to be. Where we are now, the aptly named Colon, is a case in point!"

Have American boats been returning to **Cuba**? Yes, they have — although not yet in the numbers of the Clinton Administration years. Almost everybody is betting it's safe to return to Isla Fidel because the Obama Administration is not going to have the Treasury Department prosecute anyone for so-called 'trading with the enemy'.

"Now that was one tough voyage!" writes Ray Jason of the San Francisco-based Farallon 30 **Aventura**. "I don't know what wind god I offended to deserve such punishment, but apparently it was decreed that I should be made to sail without any wind. I'm now safely at Port Antonio, Jamaica, rather than Carta-

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gena, Colombia. It took me 17 miserable days to get here. Since it's only about 700 miles, that means I averaged only about 40 miles a day. In the Caribbean! *Aventura* normally knocks out 100 miles a day, but there was just no damn wind. The few times there was a little wind, it was right on the nose. Every experienced sailor will tell you that light air sailing is much more nerve-wracking than heavy weather sailing. With the latter, you normally reef down, go below, and let the windvane handle the steering. With zephyr sailing, you have to try to coax every possible mile out of the breeze. This often involves having the sails up without enough wind to keep them filled, so they slam around and put tremendous strain on the rigging. It always feels as if the next jolt will bring the mast down. And did I mention the heat inside the boat? As always, *Aventura* performed magnificently. There were two nasty moments. The first was my first encounter with a white squall, where the wind went from 0 to 60 knots in 90 seconds. It spun my boat like a top. The second was a close encounter with a tramp steamer. I was

becalmed and couldn't get out of the steamer's way, and it only missed me by 100 feet. I called them on the radio, shone my spotlight on them, sounded my air horn, turned on the strobe light — and they still managed to not see me! Anyway, I'm safe and in good spirits. After a few days to recover in Jamaica, I'll continue on to Cartagena."

Inflatable surfboards? Yep, participants in previous Ha-Ha's have used them to surf Bahía Santa Maria, and thought they weren't that bad. But **inflatable SUPs** — meaning stand-up paddle surfboard/paddleboards? We bought an Uli 15-footer, which is way more a paddleboard than a surfboard, to use in the Caribbean for the month of May, and can report that it had some



While inflatable surfboards and SUPs may not perform as well as traditional ones of fiberglass, they do have big advantages on boats.

distinct advantages over traditional fiberglass boards and SUPs. 1) We could roll it up and fly with it as normal baggage. 2) While the awkwardly large SUPs seem to bang and ding everything, an inflatable SUP is like banging into something with an inner tube. It makes it soooo much easier to get on and off the boat.



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3) On several occasions we used the Uli SUP as a two-person inflatable for going between the boat and shore. It wasn't bad — at least in the tropics. 4) If you bang your head with an inflatable board while surfing, you're not going to be hurt or bleed. When it comes to surfing, it was super easy to catch waves because the 15-footer paddled like a rocketship. On the other hand, it was way too long and thick to be very maneuverable. But surfing legend Gerry Lopez liked the Uli concept so much, he's 'shaped' some much shorter ones for the company to add to their line. Uli boards are more expensive than those made by Sevylor. One of the reasons is that Uli uses better pumps and valves, so you can get up to nearly 20 psi — which makes the board pretty stiff. Inflatables may not be the ultimate in surfboard and SUP performance, but they do have some advantages. We hope to have the *Latitude* Uli on hand for trial at the Delta Doo-Dah later this summer and during the Ha-Ha this fall. We hope you'll check it out.

Congratulations are due the World Cruising Club of England for filling a



While George Backhus, seen with his sweet-heart Merima, didn't do the first ARC 25 years ago, his *Deerfoot 62 'Moonshadow'* did.

225 positions in the **25th annual Atlantic Rally for Cruisers (ARC)** three months earlier than in any previous year. The ARC, of course, is the granddaddy of all cruising rallies, and the fleet will de-

part the Canary Islands on November 21 for the 2,700-mile passage to St. Lucia in the Eastern Caribbean. Having done the 10th edition of the ARC on our Ocean 71 **Big O**, we can tell you that thanks to the typically warm weather and following tradewinds, it's normally one of the most pleasant passages in the world of sailing. Thanks to the double whammy of a weak global economy and what had been a poor dollar-to-euro exchange rate, the number of American entries is just 10. Nonetheless, the American contingent will be headed by George Backhus and Merima Dzaferi on the Sausalito-based *Deerfoot 62 Moonshadow*, because *Moonshadow* is one of two entries that also did the original rally 25 years ago — although not under Backhus' ownership. The other American entries are: **Bambochip**, Pierre Bausset's Shipman Seaway 80; **Glass Slipper**, John Martin's Moody 46; another **Glass Slipper**, Thomas Carbaugh's Oyster 53; **Herceg-Novi**, Nikola Kovilic's Roberts 58; **Noble**, John Noble's Oyster 655; **Oceanica**, George Champion's Jeanneau Sun Odyssey 52.2;

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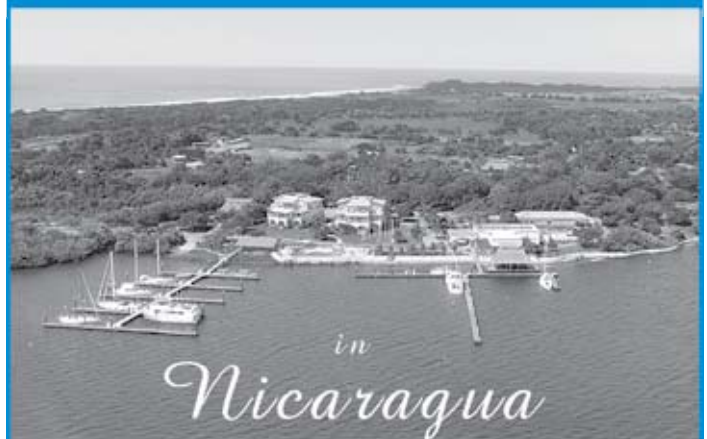
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Phaedo, Paul Hand's Gunboat 66; and **Time Warp**, Peter Nelson's Jeanneau Sun Odyssey 45.2. And somehow, Steve Dashew, known for having designed the Deerfoots, has been allowed to enter with his FPR 83 **Wild Horse** motoryacht. For those with inquiring minds, the ARC is open to boats between 27 and 85 feet. The entry fee ranges between \$975 and \$1,700, not counting crew. While that is three to five times as expensive as the Ha-Ha, it should be noted that the ARC provides extensive pre-rally seminars of all types, plus many pre-and post-rally social activities. The fact that the rally sells out every year is a testimony to the fact that participants feel they are getting good value for their money.

We always love scanning entry lists for interesting boat names. In the case of the ARC, we like **Spirit of Lusitania**, a Beneteau 57 owned by Joaquim Fortunato. Curious as to why someone would name their boat after the Cunard ocean liner sunk off Old Head of Kinsale in 1915 by a German U-boat, with the loss of 1,200 civilian lives, we did a little

research. It turns out that Lusitania was also an ancient Roman province that included all of Portugal south of the Douro River — making it a perfect name for one of the few Portuguese entries.

The folks at the World Cruising Club would also like you to know they will be hosting another **World ARC**, which is a 25,000-mile circumnavigation to be completed in 16 months starting in January of '12. The entry fee for a 45-footer will be about \$17,500 U.S., plus about \$2,200 U.S. per crew. These fees include the Canal transit, which would normally be about \$600, and tours and activities at each stopover. The 31-boat ARC World '10-'11 fleet was most recently in Tonga. Four entries are from the U.S.: Robert and Trish Budd's Shannon 43 **Bristol Rose**; Joseph Metz's Amel



Why do an ARC and sail across the Atlantic? Because the sailing is superb, and once you get the Caribbean, the sunsets are, too.

53 **Brown-Eyed Girl**; William Thomas' Sundeer 60 **Crazy Horse**; and Jim Geddes' Sundeer 60 **Ocean Jasper**.

Everybody at the Police Dock in San Diego in June had just done the Bash up from Mexico — everybody but the Boren family of Port San Luis-based Pearson 365 **Third Day**. Vets of the '08 and '09 Ha-Ha's, they were about to head back down to Mexico — but with a new boat.

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"The Pearson 365 has been a terrific cruising boat for us," Richard explains. "But for our last year in Mexico, we wanted a bigger boat, so we bought a Hudson 52 ketch." His wife Laura adds, "The boys weren't very happy because they loved the old boat, but they instantly changed their minds when they saw that they were each going to get their own cabin." Richard says the he's learned so much after two years of cruising. "Before we did our first Ha-Ha, we thought we had to replace everything old with new stuff, even if it was still working, and that we had to replace it before we crossed the border. Now we know that old stuff that works is as good as most new stuff, plus you don't have to install it. And as long as the boat is in basic working condition, you can put off projects until you get down to Mexico, where you're have more time to do them. We're sailing down to Mazatlan to offload the stuff from our old boat onto our new boat, then we're headed up to



Laura and Richard Boren at the helm of their new-to-them 51-ft ketch. As of the middle of June, they were sailing south to Mexico.


the Sea for another summer. After one more year in Mexico, we'll probably sail back and become liveaboards in Morro Bay." It's not something the kids are going to like. "They love cruising and aren't going to want to come back," sighs Laura. The one thing she won't miss about cruising is home-schooling the kids.

"Everyone who does it will tell you that it's not easy."

"How long does it take to do a **Baja Bash** from Cabo to San Diego after the Ha-Ha?" is one of the most frequent questions the Grand Poobah and Assistant Poobah get asked when giving presentations to prospective Ha-Ha participants. In one of this month's *Changes*, Myron and Marina Eisenzimmer report that the first four Bashes they did with their Swan 44 MKII **Mykonos**


took between 7 to 10 days, but the most recent one took 17 days. We think 7 to 10 days is a good guideline for a Bash — with the obvious outside possibility that it could take as long as 17 days. May the weather gods be with you, and even more important, may you have the luxury of not having a deadline.

Remember, **we'd love to hear from you**. Even just a few paragraphs with the basic facts of your trip would be great, and a couple of high-resolution photos of you makes it even better.



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24-FT MOORE, HULL #93, 1981. Alameda Marina, CA. \$16,000. Boat name: Sea Pearl. Description: Epoxy bottom and topsides. New rigging. Refastened deck fittings. New varnish below. (415) 771-8427 or scampoli@sbcglobal.net.



24-FT MELGES, 1999. San Francisco. \$28,500. Hull # 417. Lightly used and one of the fast 400 series boats. New: (1) boom, (2) top and bottom keel Delrins, (3) companionway launcher (complete), (4) reinforced stanchion elbows, (4) tiller, (5) Hutchinson lifelines, (6) spare forestay, (7) spare SS jib halyard, (8) bow sprit, (9) Mercury 4hp outboard. Comes complete with trailer, cover and a decent set of sails. Now is the time to grab this hot boat and start building up to some world class regattas on the West Coast, including the North Americans (San Francisco) in 2012 and Worlds (San Francisco) in 2013. Reduced from \$35,000 to \$28,500. www.jamjam.com. (415) 606-5766 or nealruxton@gmail.com.

25 TO 28 FEET



28-FT ALERION EXPRESS, 2002. \$67,500/obo. Yanmar diesel, new autopilot, main & jib sails, GPS, wind, depth, etc. Dark green hull. Bottom paint & new MaxProp Nov. 2009. Excellent condition. Prime downtown Sausalito berth. Health reasons force sale. (415) 850-8110 or nizzaneoz@aol.com.



28-FT ISLANDER, 1984. Emeryville. \$19,900. *Ridiculous.* Cruiser/racer in great condition. North main, Mylar/Kevlar genoa, jib halyard and sheets, lifelines and batteries, all 2008. Standing rigging replaced 2005. 2009 bottom, diver maintained. Wheel, Yanmar diesel. Roller furler, spinnaker pole, second jib, stereo, VHF, depth, knotmeter, new TackTick wind instrument, lazy jacks, new companionway and wheel covers. (510) 531-4204 or RBF355@aol.com.

27-FT CATALINA, 1985. Oakland. \$14,500. Key ready, great condition inside and out. Universal diesel with new drive shaft, bearings and PSS seal. Wheel steering w/auto steer, nice dodger, roller reefing genoa, lifelines. Just hauled and bottom painted. Recently surveyed at \$17,500. (510) 357-8549 or frawil@sbcglobal.net.

26-FT MARIEHOLM IF BOAT, 1968. Alameda Marina. \$8,000. For sale, Marieholm IF Boat hull #89, new barrier coat '07, new Mercury 6hp 4-stroke, unused inflatable by Avon, Meisner winches, oversized rigging, beautiful teak interior. Well-loved, reluctant sale, \$8,000 firm. (415) 244-3928 or monkeyjack580@hotmail.com.



26-FT MACGREGOR, 2005. South San Francisco. \$29,500. Fully loaded and customized MacGregor 26 M. You simply can't get a boat like this new from a dealer. More than \$55K invested. Very good condition. Custom ballasted keel, high-performance Quantum sails, autopilot, GPS, wind data, full enclosure canvas package, virtually all the hardware has been upgraded & much more. Evinrude Etec 50hp outboard. Great sailboat. Motors at 15 kts+ EZ to trailer. Trailer included. http://delevi.com/rusalka.htm. (415) 235-4652 or ldelevi@pacunion.com.

27-FT CHEOY LEE OFFSHORE CADET. 1968. Miranda, CA. \$7,000. Classic Cheoy Lee 27-ft Cadet with trailer. Traditional line, solid fiberglass hull, teak trim, teak interior, Volvo diesel engine. Great project boat at an unbeatable price, needs good home. (707) 498-4332 or soundstroom@yahoo.com.

26-FT ZAP, 1979. \$9,500. Bruce King designed ultralight sportboat, external lead, flush deck, open transom, Ballenger tapered spar, 7/8ths rig. Complete \$12,000 restoration: Navtec, North, Autohelm, Metal Magic, Lewmar, Harken, Blue Seas, Horizon, Mariner 6hp. Optimized shorthanded, spirited sailing. (510) 277-2291.



25-FT CHEOY LEE FRISCO FLYER. 1958. \$17,995. Beautiful, great sailing, all teak, copper riveted, outstanding condition. No surprises: five years recent major work from mast to hull, plus all new: sails, rigging, electrical, boom, cast bronze hardware, engine overhaul. http://friscoflyer.net. (360) 325-5022 or inquiry@friscoflyer.net.

25-FT MARIEHOLM INTERNATIONAL. Folkboat, 1973. Channel Islands Harbor, Oxnard, CA. \$5,000. Wonderful classic Swedish pocket cruiser. In great shape, kept simple, rigged for singlehanded. Not many of these in Southern California. Email for pix and info. baron_cosimo@yahoo.com.



27-FT NOR'SEA, 1980. Monterey Bay. \$20,000. Tough, basic little cruiser with unique junk rig and custom mods for blue water work. Monitor vane. Fiji vet, offshore gear including liferaft, para anchor, etc. www.kabai.com/seablossom. (408) 218-9604 or kabai@yahoo.com.



25-FT SANTANA 525, 1980. Lake Don Pedro Fleming Meadow. \$3,000/obo. New North Sail mainsail, gennaker & rigging, 24 volt electric motor with solar panels for recharging. Excellent condition. (209) 575-2653 ext: 303, (209) 471-9968 or mb@modestocpas.com.



25-FT HUNTER 25.5, 1984. Coyote Point, San Mateo. \$10,000. Racer/cruiser fixed-keel 9' 1" beam, sleeps-6. Excellent condition. Rigged for San Francisco Bay. 135% furling jib, main 2008, 2 anchors, Porta-Potti, dinette, 2-burner alcohol stove, Tandem trailer, 4-cycle Mercury 9.9OB 2006. Rigging, bottom-2008. http://99.62.231.42/Antidote/MoreInfo.htm. (408) 866-2429 or baysailor2000@att.net.

25-FT CATALINA, 1980. Berkeley Marina, Dock M-113. \$5,500. Well maintained, full keel, pop-top w/cover, classic dinette, new upholstered cushions, lots of wood, sleeps six. Mercury 6hp low miles. Great location. Email for pix and info. (510) 681-5677 or wgraybill@yahoo.com.



25-FT OLSON, 1988. Alameda. \$9,500. New 6hp Mercury OBM, whisker pole, VHF radio, 2 anchors, cockpit cushions, main, working jib, genoa, new mainsail cover, alcohol stove, 2 coolers, Porta-Potti. Lines led aft for easy singlehanded. Great shape. (510) 995-8852 or tbstrand@comcast.net.

27-FT BRISTOL, 1977. Berkeley. \$7,900. Beautiful classic yacht. Very solid boat, hasn't been sailed much in the last 3 years, so needs some clean and polish. Comes with lots of extra gear and decent sails (1 main, 3 jibs). (510) 334-1135 or rob@robconant.com.

25-FT CATALINA, 1983. Stockton. Swing keel, excellent condition, Harken roller furling, Lewmar self-tailing. Like new sails. Autopilot. All lines run aft. Has head with holding tank. 2-burner stove. 9.9 Evinrude with electric start. VHF radio, new AM/FM CD stereo. 7" color HDTV. Knotmeter, depth finder and compass. Hand-held VHF and AM/FM, Garmin GPS, new 4-man raft w/oars + pump. BBQ. NADA value \$7,620 to \$8,685 less motor. Local market suggests around \$6,000/obo. (209) 365-0668 or rpatrick@padlocke.com.



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26-FT PEARSON ARIEL, 1964. Sausalito \$3,200/obo. Full suit o' sails, 2 speed-self tailing Lewmars, all lines led aft, strong inboard. Stout Bay/ocean boat that sails great, and needs a little dolly up. Perfect beginner boat or cruiser with a few upgrades. Possible Sausalito slip transfer. (415) 225-4319.

29 TO 31 FEET



31-FT HUNTER, 2007. Treasure Island. \$84,900. Like new. In-mast furling, new bottom paint and yearly engine maintenance, Yanmar 21hp, enclosed head/shower, private aft sleeping berth, Raymarine C80, autopilot, ST60 windmachine, ST40 depth, ST40 knot, top loading reffrig, cockpit stereo speakers and VHF extension, bimini. (650) 995-4624 or tjweisbr@aol.com.

CAL 2-29, 1972. Alameda. \$7,500. Great sailing boat with a nice spacious interior. Lines led aft, full batten main with 3 reefs, furling jib, 15hp 4 stroke, head with holding tank, wheel steering. (510) 593-8697 or ssnick@gmail.com.

ERICSON 30+, 1980. Sierra Point in Brisbane. \$23,500. Job furler, cruising spinnaker, autopilot, diesel, recently hauled and regularly maintained. One owner since 1980. Contact Ralf Nielsen. (650) 533-0840, (650) 348-7389 or ralf@copenhagenbakery.com.

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.

J/29, 1985. Seattle. \$19,950. Great race record, masthead rig, hydraulic backstay, B&G, stereo, rod rigging. Restored in 2002. (253) 288-0117 or stevemil@graham.us.



30-FT SANTANA 3030PC, 1982. Ventura. \$27,000. Race or cruise. 2cyl Yanmar 267hrs. New headliner/cabin sole/electrical panels. New rod rigging. Harken traveler/genoa leads. Harken roller furler, dodger, H/C pressure shower, CNG stove/oven. Full sail inventory. Too much to list. (805) 581-9220 or dncclaws@aol.com.

30-FT NEWPORT, 1974. Sausalito. \$3,700/obo. By Capital Yacht. Good Atomic 4 and transmission. Very nice varnish and exterior. Roomy interior. Possible liveaboard (with permission). Needs to be loved and sailed. Sacrifice to first semi-reasonable offer. Some trades may be considered. (415) 999-5626 or rogercperry@gmail.com.

30-FT CATALINA, 1978. Oxnard, CA. \$18,900. Tall mast. Universal diesel 30hp. Only 100 hrs! Very clean & totally upgraded throughout, incl mast, boom & rigging. Exceptional condition! Impressive recent survey. Currently insured. Call or email for pics or info. (805) 200-6089 or traim69@hotmail.com.

30-FT RAWSON CRUISER, 1964. Berkeley, CA. \$6,900. #83. Heavy fiberglass construction, William Garden design, 6 feet headroom, enclosed head. Dodger, roller furler genoa, two mains, spinnaker and more. No engine. (415) 637-6984 or hugo42_98@yahoo.com.



30-FT CAPE DORY, 1982. Morro Bay. \$30,000. Wonderful sea-kindly cutter. One of Carl Alberg's best designs. Volvo MD7A, VHF, radar, chartplotter, autopilot, depth meter, roller furling headsail, dodger, cockpit shade and more. Bought bigger boat - must sell. bobjenkizziar@sbcglobal.net.

30-FT HUNTER, 1992. Clipper Marina, Sausalito. \$26,950. Very clean, well maintained roomy inside, terrific sailing Hunter. New batteries and charger, new bottom paint, replaced holding tank and plumbing lines, fuel tank scrubbed and all new fuel lines, 17hp Yanmar diesel, runs like a top. (707) 477-0672.



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31-FT PACIFIC SEACRAFT MARIAH. Mk II, 1979. SF BAY. \$49,000. Bluewater cruiser, cutter rigged. Built of utmost quality and cost. Beautiful interior, full galley, fresh Yanmar, solar, watermaker, refrigeration, complete spares inventory, near ready cruise condition. FRP decks, exceptional vessel. See listing at: www.sailboatlistings.com/view/17868. By appt. Robert. (707) 590-6047 or mcsi@gmx.com.

NEWPORT 30 II, 1979. San Francisco. \$17,000. Wheel steering, 16hp diesel, roller furling, main, 2 jibs, spinnaker all in VG condition. Auto pilot, wind instruments, CNG SS stove, smart battery charger, inverter. Too much equipment to list. Email for list. SF Marina berth transferable. (415) 564-5209 or bswanson1@sbcglobal.net.

30-FT KNARR, 1975. SF Marina. \$28,000. #128 fiberglass Knarr in excellent condition. New running rigging and cover. Fresh brightwork. Fast, stiff and stable. Ready to race in the best one design class on the bay. Coveted SF Marina slip possible for additional consideration. Will also consider 50% partnership. www.sfbayknarr.com. (415) 342-4645 or steve@gmpc.com.



30-FT CATALINA, 1995. Alameda. \$55,000. Walk-through transom, wing keel, three bladed prop, Universal diesel, low hours, Autohelm, wind, depth, self-tending roller furling 100% jib, plus 130% genoa, two anchors, extra two-blade prop, new line, custom doors, new canvas including bimini, rail seats, TV, stereo, microwave, carpet, cushions, unused barbecue, more. Pristine. Prettiest 30 on the Bay. Pics available. (510) 220-1952 or pmnewton@mac.com.

30-FT ISLANDER, 1969. \$10,000/obo. Hand laid fiberglass. Flush deck. Unique design. New mainsail, rigging, halyards, spreaders, turnbuckles, bow rail, lifelines, rudder shoe, bottom and topside paint, electronics, upholstery, many upgrades. Beautiful vessel, must sell. (510) 301-0776.

30-FT CORONADO, 1969. Rio Vista. \$17,500. Diesel, wheel, dodger, radar, chartplotter, all new, Harken roller furling, boom, sails, all standing and running rigging, too much to list. (916) 837-2386 or sinner696@gmail.com.



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 CAPO - SCHUMACHER DESIGN / Westerly Built, 1984. San Diego. \$34,000. Rare find. BIG 30 footer. Well maintained. Full sail inventory, new main, full headroom, full electronics - 5 displays, Yanmar diesel. Great race record. Email for more photos/info. david_vieregg@intuit.com or (650) 450-3496.

30-FT 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, (707) 462-1851 or mike@pacific.net.

30-FT LANCER, C&C DESIGN, 1980. Marina Bay, Pt. Richmond. \$25,000. Fractional sloop, wheel steering, with inboard Yanmar QM15. Redecorated cabin, new electronics, VHF, GPS & chartplotter. New sails, safety lines, shrouds, dodger, wheel pilot, roller furling and more. (916) 487-5351 or barronsdesign@surewest.net.



29-FT COLUMBIA SLOOP, 1967. Sausalito. \$12,500. May consider partial trade. She loves the wind! Sparkman & Stephens design, Yanmar diesel with low hours. Propane stove, marine radio, safety equipment. Wired for shore power. Excellent condition! Almost everything has been upgraded. Electronics. (707) 312-0860 or larrystofer@yahoo.com.

30-FT ISLANDER MK II, 1975. Santa Cruz. \$17,500. This is a great sailing boat in excellent condition! 15hp diesel. Wheel steering. (Harken) Roller-furling jib. Boat cover. Engine rebuilt (less than 50 hours!!), complete re-fit during the last year. New gear: exhaust system, standing rigging (Svenson's), cockpit cushions, bilge pumps (manual and electric), thru-hull fittings, stuffing box, rudder post sleeve, starter battery, bottom paint & more. Sails refurnished by Santa Cruz Sails last month. Lots of TLC. (831) 465-9550 or correa-mickel@sbcglobal.net.



30-FT OLSON, 1982. Richmond, CA. *Runs With Scissors*. 1982 Olson 30, Hull number 209. Fully restored/upgraded in 2004. Extensive sail control systems. Multiple sails, including Sobstad Pentax main and #1 (racing sails). For additional photos and full specs, please visit website. Please contact Brett McLarney with any questions or to arrange a time to see the boat. <http://s1024.photobucket.com/albums/y309/1982Olson30/?start=all>. brettmclarney@yahoo.com.

30-FT OLSON, RICHMOND, CA. \$14,500. Hull #1 *Mas Rapido*. Big Daddy, Great Pumpkin and one design winner. New Santa Cruz spinnaker and #1. Class legal "Beam of Destiny" hull stiffeners and jock strap. Great trailer. Race ready. (831) 277-1490 or RSmith0024@aol.com.

30-FT ETCELLS, 1995. Brickyard Cove, Richmond, CA. \$22,000/obo. Etchells, USA 1016 FOR SALE! Will also consider charter through the 2011 Worlds. Act fast. Sale: \$22,000/obo. Charter: \$15,000. Call or email for details. (415) 488-7766 or nballard76@comcast.net.

29-FT CAL 2-29, 1978. Berkeley \$12,500/obo. Well-maintained, excellent Yanmar diesel, Racor filter, new Optima batteries, Xantrex, charger, pedestal steering, Harken rollerfurl, windlass, depth, speed, VHF, nice teak interior, new cushions, pressurized water, LPG, Pioneer stereo, newer head, more. peabodypeabody@gmail.com or (510) 225-8074.

32 TO 35 FEET

34-FT SAN JUAN, 1984. \$39,000. Price reduced. Fast comfortable, blue water cruiser, excellent condition. 6' headroom, galley, sleeps six, rod rigging. Roller furling headsail, 150% genoa, main, working jib. 3GMD Yanmar, Achilles dinghy, large bimini. Original owner. (510) 420-8956 or nino@access-print.com.



32-FT CHRIS CRAFT CHEROKEE. 1968. Redwood City Marina. \$12,000. Sturdy, elegant, in great condition, open-ocean cruising: VHF, GPS, diesel engine, radar, head, stove, bulb keel, lots of spares. Perfect for sailing inside and outside of the Bay. See more at <http://andrasehrensberger.blogspot.com>. (530) 902-7987 or aehrens@gmail.com.

32-FT ERICSON, 1974. Redwood City. \$16,900. Beta Marine 220hrs, Alpha 3000 autopilot, 100%, 125% UK tape drive new, roller furling, self tailing winches, all lines led aft, dodger, SSB, depth & knot-meter 3 reef main, surveyed July 2009. (650) 575-2466 or PatTuna22@aol.com.



34-FT C&C, 1979. South Beach Harbor. \$29,500. Great sailboat in great shape. 90, 110, 150 jibs, flasher and main, YQ20M Yanmar diesel, 10-ft West Marine inflatable dinghy with 8hp Tohatsu. Complete survey on June 4, all items professionally repaired. She is an awesome lady and will make a great addition to your family. (207) 650-6855 or herbert.gillman@gmail.com.

32-FT FUJI KETCH PROJECT BOAT. 1976. Monterey. \$7,800/best offer. THE GOOD: Tons of storage, crafted cabinetry, fresh sails, roller furling, recent refit for Mexico trip: Nexus instrumentation, some new sea cocks, bottom job and much more. THE BAD: MD2b needs head and cylinder 2 - blown head gasket. We've located both an engine for spare parts, and a Volvo MD11c which installs with no modifications. THE UGLY: storm seriously damaged bowsprit, fiberglass damage to deck meets stem. cyndimarcus@hotmail.com.

32-FT WESTSAIL, 1976. Alameda. \$39,000. Factory finished, Perkins 4-108. New roller furler, autopilot, stove, h/c pressure water. Interior and canvas in excellent condition. Manual windlass, VHF. Great shape and nothing funky! (510) 864-3930, (919) 522-1685 or dfharris02@yahoo.com.



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33-FT HOBIE, 1984. Alameda. \$13,000. Fixed keel version. Fast and Fun, this is a great short-handed performance boat. Harken roller-furler, self-tacking jib, main-sail, lazy jacks, 6 other bags of sails, brand new bottom job. Custom cockpit well with custom outboard motor mount. Honda 4-stroke outboard - good condition, runs well. Priced under market value because inside of boat needs some TLC. (415) 999-0509 or sean@svendsens.com.

34-FT HUNTER, 1984. Sausalito, CA. \$29,000. If you can find a cruise ready sailboat at this price, take it! This is a 34-ft sailboat that could leave for Mexico tomorrow. Just fill up the water and fuel and turn left after leaving the Golden Gate. Any takers? This is an excellent first time boat that is rigged for singlehanded and operates well under all conditions. I love this boat, but I am now the owner of another boat, so it is time to sell. The boat is priced to move. Photos and a detailed description of the boat can be found at: <http://witchdoctorsailboat.webs.com>. (415) 497-6116 or medicrene@yahoo.com.



33-FT HANS CHRISTIAN, 1980. San Diego. \$119,000. Change of plans! Fully refitted for S. Pacific voyage. New Yanmar, electronics, watermaker, sails, rigging, batteries, solar, canvas, dinghy and spares. Loads of cruising gear. Ready to go. (619) 319-0136.

34-FT DUFOUR, 1975. F-204 Berkeley Marina. \$32,000. Rare to West Coast excellent racer/cruiser, in a 1975 way. This boat is in excellent shape for her age. Two large hatches seal this boat up for ocean sailing and yet she has over 6 feet of head room below. The perfect live/sail combination. Reluctantly for sale. Call Peter to view. (510) 910-2886.

32-FT PEARSON VANGUARD, 1964. Ventura. \$10,000. GPS, radar, wind generator, Kyocera solar panel w/ controller, depth, autopilot, propane range, refrigeration, strong diesel. Good sails, dodger, 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 HUGHES, 1970. Monterey, Ca. \$21,000/obo. Canadian built S&S design. Sound hull, low hours on nearly new diesel engine. Sails nicely, needs TLC & newer/upgraded equipment. (831) 915-4984 or coffina@sbcglobal.net.

36-FT CATALINA, 1983. Alameda. \$44,950. New dodger, main, wheel, canvas, furler, fuel tank, shaft, radar, GPS, jib, interior cushions, head, standing rigging. Bimini, inverter, Autohelm, 4 batteries, VHF, cockpit cushions, stern seats, shower, refrigerator, sleeps 7, diesel 2670hrs, pressurized water, excellent condition. (510) 731-4259 or jandersonwj@sbcglobal.net.



38-FT X-YACHT 382 SLOOP, 2002. Croatia. \$149,000/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 nizzaneoz@aol.com.

36-FT CATALINA, 1983. Point Richmond. \$44,000. Radar, chartplotter, autopilot, speed and depth by Raymarine. New head, new stereo, new bilge pumps, new Balmar alternator, new batteries. Lots of sails, dinghy, OB, dodger, bimini, VHF and more!!! (415) 309-4476, (415) 883-5721 or bob@lesnetrealestate.com.



38-FT BLUEWATER INGRID, 1977. Fortman Marina. \$15,000. Bluewater Ingrid project boat, beautiful teak interior. Former liveaboard. Great hull, beautiful boat with work. Full stats and pictures available. donalddhardy@yahoo.com.



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39-FT FREYA IN STEEL, 1974. Oxnard, CA. \$29,900/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 HUNTER 356, 2003. Alameda. \$92,900. Beautiful boat. Very spacious interior. New bottom paint. Save thousands over buying through a brokerage. See all details and photos on the listed web page. <http://web.mac.com/laynegalloway>. (801) 419-4100 or laynegalloway@msn.com.



36-FT ISLANDER, 1975. Clipper - Sausalito. \$29,900. 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 Dick Keenan at (415) 378-9830 or dick.keenan@gmail.com, or Desmond Hayes at 415-644-5981 or dhayes@treanllc.com.

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 pics and spec sheet. (916) 817-0081 or pbpme@hotmail.com.

36-FT ISLANDER FREEPORT, 1981. Half Moon Bay. \$50,000. Plan B interior, new mattress, Froli sleep system. 45hp Pathfinder diesel, rebuilt 2003, many spares. Last haul-out/survey 2008. VHF, radar, depth, speed, main good, 135 jib OK, dodger, bimini, more. (650) 560-0260 or hmbdave51@yahoo.com.



38-FT KETTENBURG, 1956. 3 Available. "Nice boat!", "Beautiful boat!", "Gorgeous boat!" heard many times from other boaters during every sail. Enjoy character, admiration, and fantastic sailing while sustaining the heritage. Details at: www.sailk38.com. (916) 847-9064 or steve@paradigmpilgrim.com.

37-FT CREALOCK, 1980. Monterey. \$55,000. Cutter. Ballenger tabernacled mast. New Yanmar w/saildrive, radar, GPS, easy access to all systems, 70gal diesel, 3 watertight bulkheads. Not in yacht condition, needs finish work. Great little sailing ship. Price firm. ddatpbio@gmail.com.



39-FT CAL, 1971. Oceanside, San Diego. \$40,000. New professional racing bottom, just splashed Nov 5, '09. Great racing inventory, new 3/4 oz. Ullman spinnaker, double spreader tall rig. Gas engine. Good shape and fast. <http://knot-a-clew.com>. (949) 280-6220 or granahan@cox.net.

37-FT HUNTER, 1982. Hidden Harbor, Rio Vista. \$29,900. 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.

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. See more at www.ablboats.com/details.php?id=81027. suzieandpete@msn.com.



37-FT TAYANA, 1979. Richmond. \$68,000. *Tricia Jean* spent 2004-2006 cruising the South Pacific and is ready to go again. She's well equipped, comfortable, fast and easy to handle. Details available at website: <http://dbsail.org/TriciaJean>. (559) 970-9858, (559) 960-5085 or Dan@dbSail.org.

39-FT FREYA, 1978. San Rafael. \$68,000. By Gannon Yachts. Yanmar, Monitor windvane, dodger, ProFurl, SSB. New in 2007: standing rigging, dodger, radar/chartplotter, Force 10 range, Spectra watermaker, fuel tanks and lines, batteries, galley range, cushions recovered. (415) 717-5815 or jellykell@hotmail.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. (415) 771-0741 or Bob@TandlerSF.com.

CATALINA 380, 1999. Alameda. \$116,000. Cruise equip, electric halyard winch, SSB, watermaker, cruising spinnaker, radar, full instruments, Espar forced air heat, increased battery capacity, Winslow liferaft, EPIRB, solar panels, new canvas. (209) 634-8752, (209) 988-0616 or laniki99@aol.com.

37-FT JEANNEAU SUN ODYSSEY. 2002. Newport Beach. \$109,000. Autopilot, bimini, Navtex World Weather radio, fresh bottom, original owner. (808) 741-1908 or marshallkagan@yahoo.com.

36-FT BENETEAU 36.7, 2005. Port Angeles, WA. \$140,000 or ?. Beautiful 36.7, all cruising amenities. Shows as new, see pics and details at website: <http://beneteau367forsale.com>. (360) 452-1110, (360) 460-1014 or bill@cpifiber.com. 54 West Misty Ln. Port Angeles, WA 98362.

CAL 2-39, 1978. San Diego. \$55,000. Great for racing/cruising. Major Upgrades: 2009 wiring overhaul, new fuel tank; 2006 new upholstery throughout; 2004 new windpoint instrument; 2003 rebuilt engine. Maintenance history and pictures available. (858) 484-0186 or vsnell@san.rr.com.

36-FT SLOOP, 1975. Marina Bay Yacht Harbor, Richmond, CA. \$30,000. Good running condition, ready to sail. Survey report from 2009 available. Contact Butch at Tradewinds Sailing School and Club. (510) 232-7999, (510) 415-2747 or butch@tradewindssailing.com.

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41-FT HUNTER A.C., 2002. Bay Area. \$149,900. 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, (530) 941-0738 or amylesliehomes@yahoo.com.

40-FT HC CHRISTINA, 1988. Peninsula. \$129,000. Nice, sails beautifully, modern underbody, new bottom paint, Yanmar 4JHTE. New holding tank, ST winches, anchors, Cape Horn, watermaker, older electronics, plans changed - too big for day sailor. (650) 563-9686 or HCchristina40@gmail.com.



40-FT PETERSON IOR, 1979. Singlar Marina, Guaymas, Mexico. \$90,000. Alum. hull, Pathfinder 50, watermaker, electric windlass, 66 Bruce, ProFurl, hard vang, spinnaker/whisker poles, full battens 3 reef main, strong track, 5 headsails, boom brake, winches-2 3-speed, 5 self tailing, radar, GPS, depth sounder, autopilot, windvane, 2 solar panels, 100 amp alternator, 8 AGM, 2 inverters, stove/oven, Lavac head, refrigerator-7.2 cubic ft. (435) 513-1556 or s.blues1@yahoo.com.



NAUTICAT 44, 1983. Blaine, WA. \$165,000 - REDUCED. Perfect Pacific Northwest/bluewater cruiser. Berthed in gorgeous San Juan/Canadian Gulf Island cruising grounds. Cutter-rigged ketch. Inside/outside steering. Queen walk-around. Swim platform. See blog for pictures, specs, contact information. <http://SailingSojourner.blogspot.com>.

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45-FT HANS CHRISTIAN 38 MK II, 1985. Savannah, Georgia. \$100,000 motivated. New epoxy glass hull, shaft, MaxProp, cutlass and stuffing box, 300' of 3/8 HT chain primary, 100' 3/8 HT on 300' rode secondary ground tackle from Svendsen's Aug. '09, new keel cooled Frigobote unit, new LectraScan. Raymarine radar and chartplotter. Two mains-one full batten, 130 jib, staysail, storm sail, inner forestay blooper sail. Classic beauty. Ready for Med or Fiji. (404) 354-3855, (770) 710-7079 or joe_millsaps@yahoo.com.

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 mmcr@jps.net.



47-FT CUSTOM STEEL BOAT, 1990. Lankawai, Thailand. \$120,000. The Pearl Hunter is for sale. This rebuilt, custom steel schooner has storage for more than 30 surfboards, an ice box with a capacity of 1000lbs, watermaker, custom hatches, stainless steel railings, custom dodger, watertight bulkhead, brand new stove and interior. Ready to sail to the Mentawai Islands or sail around the world. The hull has been almost completely rebuilt, water tanks rebuilt, hydraulic fishing reel. Recent survey and haul out. (808) 203-7262 or krlit@hotmail.com.

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J/40, 1986. Flathead Lake, Montana. \$99,000. SSB, watermaker, radar. New VHF, roller furling, B&G inst. Pictures/specs available. (406) 253-5566 or j22racr@hotmail.com.



44-FT TANTON CUTTER RIG, 1983. Marina del Rey, CA. \$120,000. Two-time Baja Ha-Ha vet. Taiwan canoe stern cutter *Jambo*. Beautiful new teak decks 2007. Perkins M65 diesel 2004. North Sails 2009. Re-rigged 2004. Topsides repainted 2004. Bottom barrier and anti-fouling 2010. Well equipped, solid, serious cruising vessel just back from 5 years in Mexico. You can be ready for this year's Baja Ha-Ha. **www.rbyachts.com.** (970) 948-6834 or evangull@sopris.net.

44-FT KELLY-PETERSON, 1977. \$100,000. Extraordinary. Purpose built for life in the tropics. Green power keeps systems running while others are running their motors. Refit 2008: solar, LED lights, big alternator, big batteries. Most beautiful boat in any anchorage: new canvas and new paint in Herreshoff-style palette. New rig, new electronics, new electrical system, new plumbing, custom features. Full set of sails, spinnaker and gear. Just hauled. Baja Ha-Ha '08, Puddle Jump '09. Details at: **www.thinwolfadventures.com.** Contact Mike. (509) 860-9614 or wardski@thinwolfadventures.com.

50-FT FD-12, 1981. Mexico. Unsinkable 50-ft cutter, AK/Mexico/SoPac vet. Superb galley in pilothouse: generous counter space, good daylight & view. Berths for 5-6 in 2 staterooms forward and master stateroom aft (privacy for parents w/children or guests). **www.svdaydreamer.com.** Call (928) 717-8812.



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 staterooms, two heads. 280 water, 85 diesel. Strong, fast, cruising cutter w/ NO TEAK. Bottom paint 4/15/10. Call or email for more info. (520) 906-4351 or franke2u@aol.com.



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42-FT VALIANT, \$295,000. Never used. Never in salt water. Quantum sails, ProFurl on jib, autopilot, microwave, Westerbeke diesel. Boat is as new, location Valiant factory in Texas. Contact Dick May. (480) 513-7136 or boatseller@aol.com.



40-FT PETERSON, 1980. Sunroad, San Diego. \$49,000. Doug Peterson design offshore blue water racer/cruiser. We bought the boat in 2003 in San Diego and sailed her to France. After 1 year of refit and several regattas in the Mediterranean, we came back across the Atlantic (2007), making the crossing in 13 days. She has an open plan design with space to sleep 8-10 crew. Ideal for someone looking to do some racing, but also with serious offshore capability. (619) 573-3525 or mark.richards@gmail.com.



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 PASSPORT, 1985. Anacortes, WA. \$169,000. I am the original owner that had this boat custom built with many extra features, such as insulated hull, removable headliner, and much more. Beautifully maintained, over \$100,000 spent to restore her to near Bristol condition, including full Sterling paint, bright work, refinishing the teak decks, bottom paint, Raymarine instruments, engine work, plumbing, and much more. Included is a 10-ft RIB dinghy with a 4hp Tohatsu 4-stroke engine. (206) 295-2049 or 1985passport40@gmail.com.



42-FT CATALINA MKII, 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 MaxProp. 2 mains, 2 jibs, 3 kites, spinnaker pole stowed on mast. For additional upgrades and photos go to website: www.beniciayachtclub.com/boats/glory.html. Or call Rob, (707) 746-1128.

40-FT VALIANT, 1980. Currently located in Scotland. Offers over \$70,000. US documented and VAT free in Europe. Sailed from San Francisco by owners. Fully equipped for cruising. Send email for photos and more info. wcz5502@sailmail.com.



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.



40-FT CHOATE, 1980. Delta. \$35,000/obo. Fun Boat. 2002 refit. 20hp Volvo. (ST60 speed, depth, multi, GPS chartplotter). Harken roller. Cockpit compass p/s. 10 cockpit winches. SS rod rigging. Rigid vang. Hydraulic backstay. 12 sail bags. Maple interior, etc. (707) 374-5467 or propspec@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>. (520) 825-7551 or email stanstrebig@gmail.com.

51 FEET & OVER



55-FT FIBER STEEL, 1980. River View Marina, Sacramento. \$Make offer/Must sell. 72' LOA, 16' beam, F/C, 671 main engine with 300 hrs. 15KW gen, 1100 gals. diesel, 500 gals. fresh water, ketch rig. New sails, 6"6" head room, sleeps 8. Dinghy and new electronics, 385' 3/8 ht chain, 2000 lb windlass, 2 heads, shower, ice maker, 2 refrigerators/freezers. Great liveaboard with liveaboard slip. 7 minutes to downtown Sacto. Possible trades? Health forces sale. (916) 208-4141 or seahawk2mexico@gmail.com.

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25-FT CHEOY LEE VERTUE, 1956. Alameda. \$12,500. #138, Laurent Giles' masterpiece, 9000 lbs of solid craftsmanship. Copper riveted teak planking. Newer epoxy/plywood deck. Low hour 12hp Westerbeke diesel. Vertue info at website: <http://vertueowners.org.uk>. (707) 832-6223 or casejames@fastmail.fm. Ready2sail!



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43-FT CATANA 431, 1999. Alameda. \$399,000. Sail the Bay, Mexico, or the world safe, comfortable, fast and in style! Well maintained, new North jib, big stick carbon rig, bow sprit and everything you need for cruising. cat431sf@gmail.com. www.onourboat.com/tramuntana.

33-FT EDEL, 1986. Panacea, Florida. \$46,000. Turn key for coastal cruising, 3 jibs, spinnaker, mainsail, safety gear, dinghy, 2 ground tackles, 9hp Yamaha outboard, autopilot, Raytheon instrumentation, well maintained. (415) 419-6893, (530) 544-2101 or brunracing@hotmail.com.



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40-FT SEARUNNER, 1979. Blaine, WA. \$80,000. Among best in class. Well designed, constructed, maintained, equipped. Veteran of five-year cruise 2001-2006. Refit and survey 2007. Sleeps six, 15 sails, 30hp diesel, radar, autopilot, windvane, watermaker, SSB radio, solar panels, wind gen, life raft, new paint. Awesome cruising boat. More at <http://searunner40seafire.wordpress.com/>. (360) 756-5004 or svseafire@yahoo.com.



55-FT 48 PASSENGER CATAMARAN. 1978. San Francisco. \$69,000. Perfect liveaboard/cruising conversion. Fresh 5-year US Coast Guard Certified to 48 passengers. Twin diesel, 8kw generator. Selling because of the economy. Will need drydocking before entering back into commercial service. See more at: www.rendezvouscharters.com/searaven.htm. (415) 543-7333 or spinnaker.sailing@yahoo.com.

37-FT PRIVILEGE, 2000. Ensenada, Mexico. \$249,000. Owner's version fully equipped, ready to go, blue water catamaran designed by Marc Lombard. Highest build quality and finish, certified by Bureau Veritas as Class A Ocean vessel. More at: www.summatrix.com/padma/?page_id=1422. Email padmaforsale@summatrix.com.



34-FT GEMINI, 2000. Ventura Harbor. \$121,000. The Gemini catamaran is a very capable and comfortable offshore cruiser. Three staterooms-sleeps 8. New engine, new bottom paint. Ideal for entertaining, coastal cruising, and longer passages. Many upgrades, email for details. (805) 217-3939 or dick.mahoney@gmail.com.



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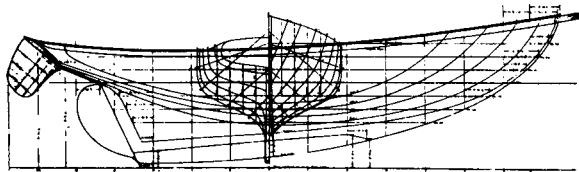
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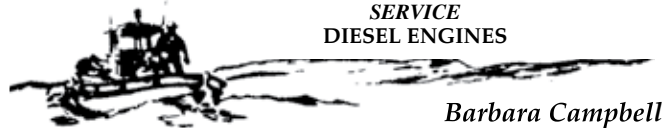


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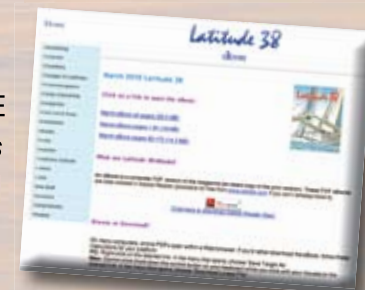
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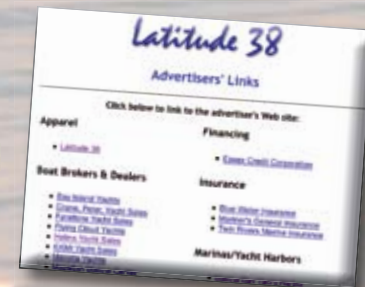
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