

Latitude 38

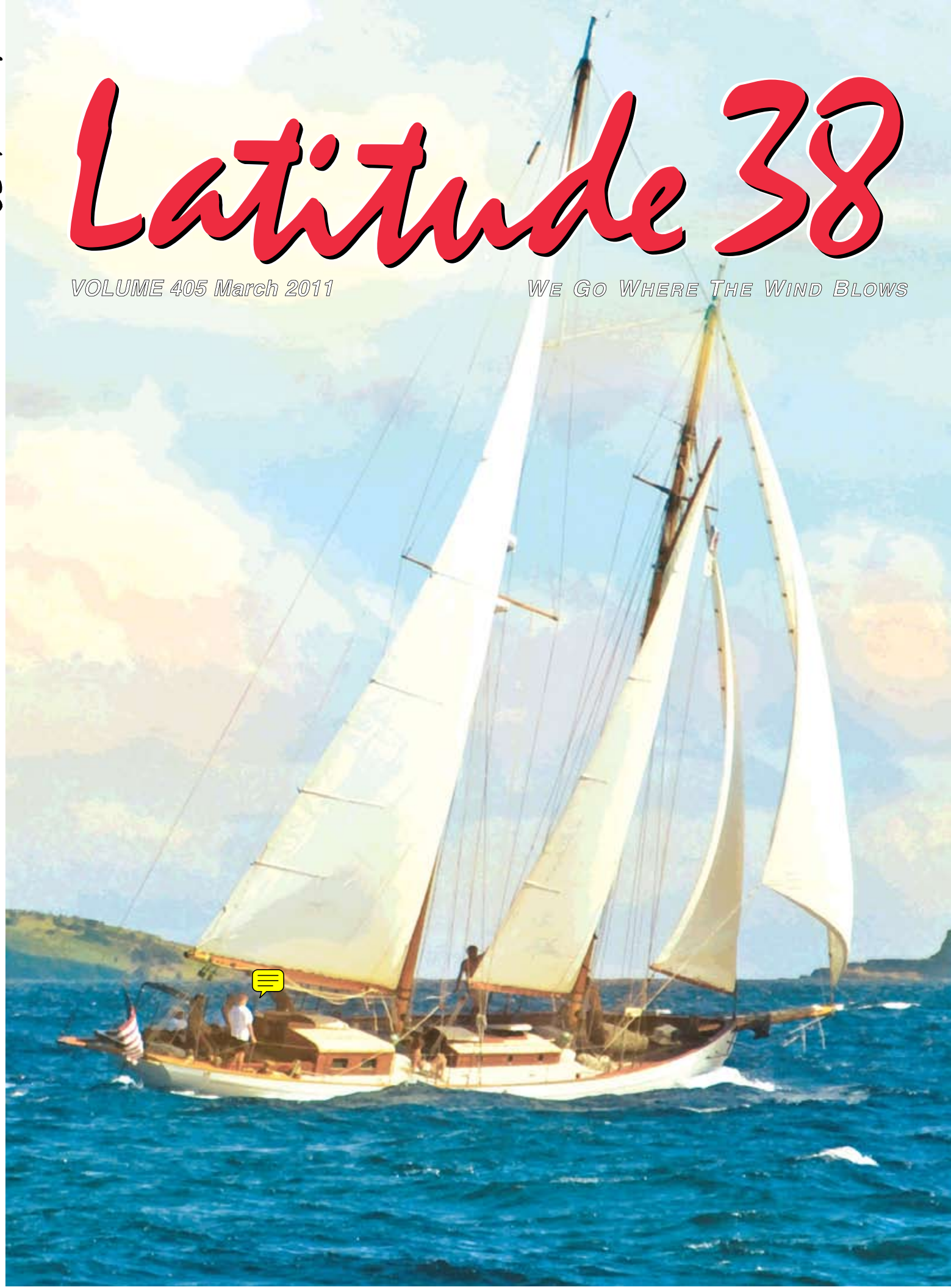
# Latitude 38

VOLUME 405 March 2011

WE GO WHERE THE WIND BLOWS

MARCH 2011

VOLUME 405



# AMERICA'S CUP 34

Perhaps the most attention-grabbing news from last month was that Team Artemis became the first America's Cup team to flip an AC 45 on February 20. While it may have appeared embarrassing, this actually wasn't as bad as it seemed on the surface.

Have you ever heard the maxim that, "There are two types of boaters: those who've wrapped their prop and those who will?" Well that applies to multihull sailing as well . . . "There are two types of multihull sailors: those who've flipped and those who will." It was bound to happen at some point, and Artemis not only got it out of the way early, they did it on someone else's boat!

Apparently, the team was fiddling with the furling gear on one of the headsails, got into irons and while they were drifting backwards, the airflow re-attached to the wing, flipping the boat with haste.

All the other teams surely made note of this scenario. The wing was damaged, and although ACRM director Iain Murray said that the boat would be back sailing in a couple days, as of this writing, that had yet to happen. The Christchurch earthquake could well have played a role in delaying the relaunch, but the damage looked pretty extensive, and Oracle's CORE Builders are still trying to churn these boats out so that everyone who signs up can have on for the America's Cup World Series Events in the AC 45.

We couldn't help but notice in a TV

**The America's Cup 34 racing area has been unveiled, and while you may notice that the areas encircled by pink dots are designated for spectator boats, we have to believe that if your boat's name can't legitimately be prefaced by the letters "M/Y", you're going to be S.O.L. All the more reason to enjoy the action from land!**

news video of the aftermath of the capsizing that an anchorwoman on a New Zealand TV station says that "the boat should be ready for Team New Zealand to sail the following week" . . . hmmm — they still haven't publicly challenged. Which brings us to our next topic:

### Challengers

The Yacht Club de France formally announced its challenge for America's Cup 34 on February 9. The team will be lead by one of that country's most famous dynamic sibling duos, Bruno and Loïck Peyron.

The former was a three-time winner of the Jules Verne Trophy — he was the first to break the formerly mythical 80-day 'round the world mark with *Commodore Explorer* in '93. His second win came with *Orange* in '02, and his third with *Orange II* in '05. Younger brother Loïck is tabbed as the skipper for their AC 34 effort, and was an ORMA 60 impresario — he won six championships in that class — with what are probably hundreds of thousands of sea miles under his boots. He also served as skipper



**TEAM Australia got a chance to sail the AC 45 before Artemis took the opportunity to flip it.**

of *Alinghi 5* for America's Cup 33.

Their official team name will be "Energy Team," and should prove to be a serious contender given the sheer bulk of multihull knowledge developed in France over the last four decades, provided they can scratch up some funding.

On February 16, an Australian challenger emerged. There still aren't any details on who is driving the challenge, nor which club the team is challenging from. Video of the team sailing the AC 45 in Auckland was followed by Neville Wittey — someone who hasn't been involved in the Cup — if memory serves — since '95, giving his thoughts on the new Cup format. When the press release went out to announce the challenge, a URL embedded in the release just led to a domain name placeholder. Later that day, there was at least something other than a placeholder, but there hasn't been much progress since, and there's not much more we can tell you at this point. A statement attributed to "TEAM



ACEA

# — SAN FRANCISCO BAY



GILLES MARTIN-RAGET

how hard would it have been to at least have their boilerplate website up when the release went out? If it had, in fact, been in the works for a year and TEAM Australia will be a viable challenger, it wasn't walking the walk. It would be great to see Australia back in the America's Cup, and an America's Cup World Series event in Fremantle or Sydney Harbor would be pretty dynamite.

With a month to go before the close of the entry deadline for the 34th America's Cup, there is still a confirmed — but unannounced — entry. At this point, there's a relative paucity of challengers for AC 34. The little teaser a few weeks back from ACEA about a potential Chinese entry may have been a solicitation more than anything; Hong Kong sailor Frank Pong, who chaired the China Team in '07, is rumored to have said "no, thanks" already to overtures to enter.

The two French challengers both say that the country can't support two efforts, and Team New Zealand is not onboard yet — publicly. In order to have eight to 10 teams — Russell Coutts has sworn up and down that he expects there to be — there would likely have to be 11-13 teams that at least make it to the AC 45 stage to accommodate the inevitable attrition that seems to happen with these efforts.

With six weeks left in the entry period, and Challenger of Record Vincenzo Onorato reporting that his Mascalzone Latino team has no sponsors, we're starting to get a little concerned — hopefully it proves to be unfounded — that the Louis Vuitton Cup could end up being a

Australia" says that the effort has been underway for a year and that it "comprises a mix of experiences straddling technical backgrounds, business skills and passionate sailing enthusiasts."

All of these attributes would seem to be pretty helpful for an America's Cup

campaign, and not exactly noteworthy. The manner of the announcement was surprising — the team missed a significant branding opportunity, and really,

**Bruno Peyron, left, says, "we're in!" He and brother Loïck have dubbed themselves 'Energy Team' and aligned themselves with the Yacht Club de France; right, the look says it all. . . Paul Cayard and Iain Murray debrief after the "christening" of the AC 45 during a practice sail in Auckland.**



ACEA



GILLES MARTIN-RAGET

# AMERICA'S CUP 34

two- or three-boat affair.

### World Series Dates Announced

The schedule for the AC 45 segment of the America's Cup World Series was announced last month, but unfortunately, none of the locations came with them, which seemed kind of strange. They are as follows:

- Event One: July 16-24
- Event Two: August 13-21
- Event Three: September 17-25
- Event Four: October 15-23
- Event Five: December 10-18
- Event Six: February 17-25, '12
- Event Seven: April 14-22, '12
- Event Eight: May 19-27, '12

"We are incredibly pleased with the potential choices we have before us, with venues that offer the kind of up-close action that fans want to see," said Richard Worth, Chairman of the ACEA. "We are finalizing our slate now. We feel very confident that each America's Cup World Series event will be first-class, creating a real foundation for future editions of the circuit."



GILLES MARTIN-RAGET

**The AC 45 shows off its tattered wing following the capsize. The aft flap is missing, and the skin on the upper portion is shredded to bits.**

A statement released by the team said that the, "venue assessment process has focused on the ability of

prospective host sites to provide the infrastructure and support needed to stage a superior event on and off the water. Tens of thousands of fans are expected to watch in person at each venue."

We hope that turns out to be true, but this sure seems to be an ambitious schedule. Also announced last month was the Racing Area for America's Cup 34. It will basically consume the entire Central Bay, and although there seems to be areas set aside for spectator boats, we have to think that unless you're rocking a boat that can legitimately preface its name with the letters M/Y, you'll probably have to settle for being beyond the perimeter. The AC 72s will potentially go out the Gate to Pt. Bonita, given the right conditions, which should make for some spectacular television.

As you can tell there are still quite a few balls in the air, and the manner in which they drop will probably have a huge bearing on the way AC 34 unfolds. Only time will tell, so stay tuned.

— **latitude/rg**



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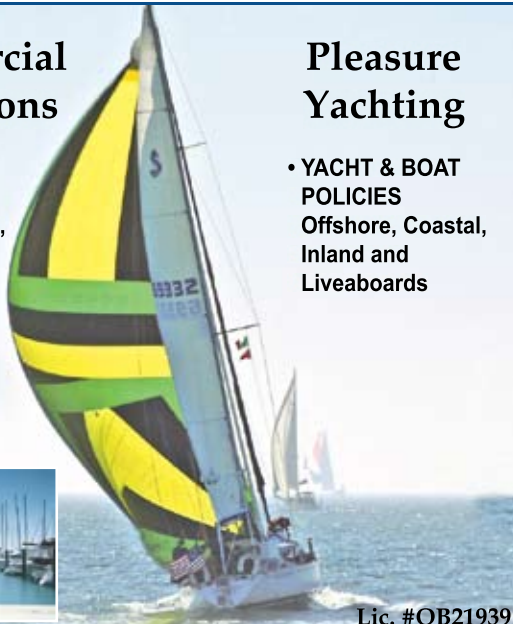
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# THREE BRIDGE FIASCO

The Singlehanded Sailing Society's Three Bridge Fiasco has produced a string of turnouts in the 300-plus range in the last few years, and this year's edition proved to be no different. The attendance was so big, in fact, that it prompted SSS Commodore Max Crittenden to remark to the crowd that gathered for the January 26 Skippers' Meeting at a packed-to-the-gills Oakland YC that the turnout was "seriously scary."

As the last opportunity to enter the 21-mile choose-your-own-adventure, pursuit-race tour of the Bay's three main bridges, the meeting brought out not only the late-entries, but also a whole host of newcomers. When Crittenden asked for a show of hands on who was doing the race for the first time, about 20 hands went up in the air! Laura Paul-Muñoz and Pat Broderick of the YRA were on hand to process PHRF certificate renewals — which were then emailed to the next table over where the Society's John Foster was leading last-minute entries through the online automated entry form on an iPad. The final entry to come in before the cutoff — when the R/C left the building — was number 369!

Those kinds of numbers easily put the race into the "largest-in-the-country" territory, and when you consider that a whopping 318 boats started the race on January 29, well you get the picture: this thing resonates with people.

Scheduled at a relatively slow time in the racing calendar, the race owes much of its popularity to this fact, but also to the



ALL PHOTOS/LATITUDE/LADONNA EXCEPT WHERE NOTED

design classes have put the event on their season championship schedule. There's also the course. Having so many choices, like which order and direction to round the

race's three marks — Blackaller, Treasure Island and Red Rock — or whether to sail through Raccoon Strait, for instance, means that the Three Bridge Fiasco requires more strategy, decision-making, mental dexterity and creativity.

But for as many systemic reasons as there are for the race to be this popular, there are plenty that are more personal. For the winners of PHRF 153-195 and top overall doublehanded monohull honors, the race brings father and son together. The

Richmond YC's Chris and Nick Nash — one branch of the Bay's dynastic sailing family — sail the family's Hawkfarm *El Gavilan* together every year in the fiasco. Last year they also won their division, but that wasn't the first thing on Chris' mind

*The J/105s get rolling down the Cityfront in the early southerly, before the breeze completely shut off and everyone got flushed toward the Gate. Insets, clockwise from bottom left — Aaron Kennedy retrieves his anchor aboard Ay Caliente!; sucking it up and heading across the Bay to Red Rock was the way to go; the Cityfront parking lot.*

as he and son Nick passed the credit for their win back and forth.

"This is when he and I touch bases in life," the elder Nash said. "It connects us."

Strategically, this year's race was a tough one. At least three weather models were pretty much in accord that the breeze would start off from the southwest before gradually clocking around to the west and building throughout the day.

At the same time, a runoff-juiced ebb — air temps in the Sierra had been in the 50-degree range during the week — started peaking while the first boats got underway at 9:30 a.m. With a six-foot swing from the



LATITUDE/ROB

**'Rocket 88's overall winners Ian Klitza and Brendan Busch.**

simple math involved with only having one or two sailors aboard any given boat — it frees up a lot of crew, who in a fully-crewed event would be otherwise committed. But those aren't the only reasons. There's also the fact that some of the Bay's larger one

# — A FINE MESS INDEED



off Pier 39 in the *Latitude 38* photoboat before pulling into City Yachts to take on fuel at about 11:10 a.m. When we left at about 11:45, almost all the boats who'd been off Pier 39, had been flushed back past Crissy Field! We were seeing up to 3.5 knots of ebb — before it had even supposedly maxed-out. The boats that didn't get flushed comprised seven or eight Moore 24s — of the 30 that started — that had closely played the seawall and successfully avoided a pitfall created by a swimming race and its safety boats that were headed to Aquatic Park from McCovey Cove.

"We were right with that group," said Moore *US 101*'s Rudy Salazar. "But, we were the first boat that had to sail away from the wall to stay clear of the swimmers and that flushed us."

The Nashes took what, on paper, was a slightly unorthodox approach, heading for Red Rock almost straight away.

"Nick was the one who called this," Chris said. "We were headed with everyone else toward Treasure Island. We'd done that once before where we wasted a bunch of time trying to get to where we thought we wanted to go. This time we just said, 'why waste the time?'"

The duo bailed and headed for the face

7:30 a.m. high tide, everyone knew that current would be a dominant issue.

When the early starters got going, they were greeted by a pleasant south-south-westerly reminiscent of last year's race. Almost everyone took the bait, heading for Treasure Island first, short-tacking down the Cityfront. But as soon as most of the boats were off — or in some cases

inside — Aquatic Park, the 4- to 6-knot breeze shut off, and the current took over, flushing all but a few boats back toward the Gate. While those seven or eight boats were able to make decent progress toward Yerba Buena Island, it was a different story for everyone else. We were tooling around

**From left — 6-year-old Caspian Bailey received an award for his turn at the helm through three-straight gybes in Raccoon Strait while dad Doug trimmed; Katka Letzing and Leah Pepe make the best of the light air.**



# THREE BRIDGE FIASCO

of Angel Island, where they found some favorable counter-current that took them to Pt. Blunt. From there it was a struggle to get over to more relief in the Berkeley Circle, but once they did, they were able to get around Red Rock in the counter-clockwise direction and light drizzle that accompanied the forecasted 8- to 12-knot westerly. After that they reached back down for a clockwise rounding of T.I., where



LATITUDE/ROB

**Gary Helms**

the breeze started backing toward the south again. After working their way back up the Cityfront, the duo made the short leg around Blackaller and called it a very successful day.

Although we didn't get an exact count, it was clear at the awards presentation that the majority of the winners of all but the lowest-rated divisions went to Red Rock first. Of course for the later starters, the westerly had filled, making the strategic choices a little simpler.

Such was the case for the doublehanded overall winners Brendan Busch and Ian Klitza aboard the former's modified D-Class catamaran *Rocket 88*. Although they sailed plenty of distance to the hot angles required by the cat, the breeze meant that a clockwise trip was in the cards as it was for their main competition, Peter Stoneberg's Formula 40 *Shadow*, which kept applying pressure to the smaller and



**The Moore 24s turned out the race's largest one design division at 30 boats, 22 of which finished.**

lighter *Rocket* all throughout the race.

"After we got around Red Rock, we were able to lay T.I. in the southerly, but we had to tack pretty much in front of the Bay Bridge tollbooth to do it," Busch — a veteran of two Worrell 1000s said.

"We got concerned with *Shadow* following right behind us," Klitza, boat captain for Bill Turpin's R/P 77 *Akela* said about looking in their rearview mirror during the race.

The duo finished in grand style at about 3:45 p.m., ten minutes before the Nashes and five minutes ahead of *Shadow*.

"We had the spinnaker up, flying a hull across the finish line," Busch said. "Then, the ride back to Richmond was unreal."

Of course the race is put on by the Singlehanded Sailing Society, and there were 35 singlehanded starters. Of those, only 13 finished, with Corsair trimaran dealer Gary Helms leading the way aboard his Corsair 750 Sprint *Rice Rocket*. Helms also chose the clockwise route and said that sailing his tri solo isn't as hard as it would sound.

"I've got it kinda figured out," Helms said. "My autopilot works

well. I leave 99% of the driving to it, and I do most of the thinking. It's a great race, I love it."

Helms finished at 4:52 p.m., just 50 seconds before Peter Jones' Yankee 30 *Emerald*, the top overall singlehanded monohull.

A combination of the light air and ripping ebb that primarily affected the



**Clockwise from below — the Three Bridge Fiasco brings out all types of boats; Dylan Benjamin's Dog Patch 26 'Moonshine' was the victim of an unfortunate collision after this photo was taken; Nick and Chris Nash have won their division two years running; 'Samba' hugs the wall while 'Sapphire' sneaks inside; Jacqueline Philpott made her first attempt at the Fiasco, and like almost half the fleet found it impossible to finish in time; that's rough.**



ALL PHOTOS LATITUDE/LADONNA EXCEPT WHERE NOTED





# — A FINE MESS INDEED

higher-rated boats conspired against the fleet finishing en masse. By the time the 7 p.m. deadline rolled around, a little over half of the starters were able to make it to the finish off the Golden Gate YC. But the breeze and ebb weren't the only things working against the fleet: the winner in the highly weight-sensitive Wabbit class was the only boat in the class with running lights! Bringing up the rear — for the finishers — was Tony Wyant's Moore 24 *Taz*, which made the cutoff by a scant 25 seconds.

There was some carnage unfortunately, and rather than the typical Bay

story of a hellacious wipeout in a pumping summer breeze, the Fiasco's charley foxtrot was a result of no breeze as Dylan Benjamin's well-traveled Dog Patch 26 *Moonshine* became a victim of the current off Treasure Island and found itself as the cross on a T-bone of a much heavier boat that wasn't built of plywood — like Benjamin's little ultralight. The collision ripped about a two-square-foot hole in *Moonshine's* starboard side, thankfully above the waterline.

Buzz Blackett and Jim Antrim aboard the former's Class 40 designed by the latter, *California Condor*, would have been the top monohull, but after finishing, they informed the R/C that they'd had to use their engine to get their 10-ft deep keel off the mud west of the Berkeley Circle, and were retiring. The R/C rightfully thanked them for their sportsmanlike conduct.

The Fiasco engenders loyalty among its participants; for Nick Nash, this was his 16th race — his first came at the age of 14!

And Nash isn't the only one who's logged a bunch of these races in its 20-plus year history. At the rate it's going, the Fiasco is well on-track for another 20-plus years, and the only bummer about this year's Fiasco was not being out there.

We sampled people on what was the best piece of advice was that they'd ever gotten about the race, and the best response came from Chris Nash:

"Go!"

— *latitude/rg*

## SINGLEHANDED SAILING SOCIETY THREE BRIDGE FIASCO (1/29)

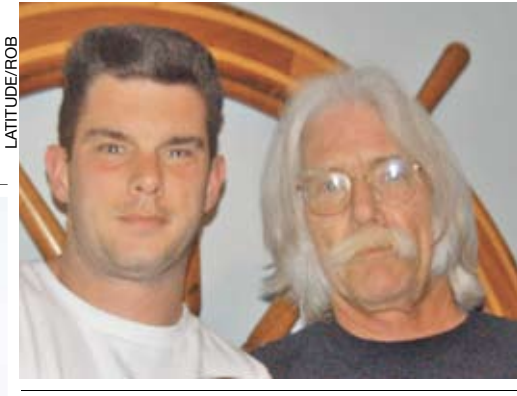
SH MULTI — 1) **Rice Rocket**, Corsair 750, Gary Helms. (1 finisher, 2 boats)

SH SPORTBOAT — No finishers (4 boats)  
SH PHRF < 108 — 1) **Ragtime!**, J/92, Bob Johnston; 2) **Razzberries**, Olson 34, Bruce Nesbit; 3) **Gavilan**, Wylie 39, Brian Lewis. (7 boats)

SH PHRF 111-150 — 1) **Whirlwind**, Wyliecat 30, Dan Benjamin; 2) **Firefly**, Dehler 34, Chris Case; 3) **Moonshadow**, Custom Wylie 31, David Morris. (6 boats)

SH PHRF > 153 — 1) **Emerald**, Yankee 30, Peter Jones; 2) **Horizon**, Islander 28, Bill White; 3) **Summertime Dream**, Schumacher 1/4-ton, Scott Owens. (6 boats)

SH NON\_SPINNAKER — No finishers  
DH MULTI — 1) **Rocket 88**, Modified D-Cat, Brendan Busch/Ian Klitza; 2) **Shadow**, Formula 40, Peter Stoneberg/Keith Notary; 3) **Adrenaline**, Mod. D-Class Cat, Bill Erkelens Sr./Skip Elliot. (9 boats)



LATITUDE/ROB



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# THREE BRIDGE FIASCO

DH SPORTBOAT — 1) **Fiasco**, Laser SB3, Sean Svendsen/Dave Wilhite; 2) **JetStream**, JS9000, Dan Alvarez/Tom Warren; 3) **Angel**, Hobie 33, Zhenya Kirueshkin-Stepanoff/Mikey Radziejowski. (27 boats)

DH PHRF < 108 — 1) **Checkered Past**, Wyliecat 39, Chris Gibbs/Geoff Ashton; 2) **Invisible Hand**, J/111, Frank Slooman/Greg Nelsen; 3) **Coyote**, Beneteau 42, Connie/Steve Hill. (48 boats)

DH PHRF 111-150 — 1) **Sail A Vie**, Ericson 35 Mk. II, Phil Macfarlane/Geoff Pentz; 2) **Harp**, Catalina 38, Mike Mannix/Linda Farrabee; 3) **Plus Sixteen**, Olson 911, Paul Disario/Jamin Horn. (23 boats)

DH PHRF 153-195 — 1) **El Gavilan**, Hawkfarm, Chris & Nick Nash; 2) **Chesapeake**, Merit 25, Jim Fair/Cindy Surdez; 3) **Lelo Too**, Tartan 30, Emile Carles/Sev Mimar. (31 boats)

DH PHRF > 198 — 1) **Can O' Whoopass**, Cal 20, Richard vonEhrenkrook/Paul Sutchek; 2) **Tinker**, Wilderness 21, Matthew Beall/Les Schultz. (5 boats, 2 finishers)

DH NON-SPINNAKER — 1) **Windstar**, Worth 40, Fred Hess/Adam Miner; 2) **Iliohale**, Hanse 341, Gary Ryan/Eric Hensley; 3) **Escapade**, Sabre 40-2, Nicholas Sands/Bruce Baker. (17 boats)

DH EXPRESS 27 — 1) **Motorcycle Irene**, Will Paxton/Bryan Moore; 2) **Great White**, Rachel Fogel/JP Sirey; 3) **Chile Dog**, Richard Deveau/Scott Gordon. (21 boats)

DH EXPRESS 37 — 1) **Mudshark**, David Ful-



*The ebb creates the illusion that Mike Mannix' 'Harp' is actually making way, but that wasn't the case.*

lerton/Tom Bria; 2) **Exy**, Chris Sears/John Navas; 3) **Eclipse**, Mark Dowdy/Craig Page. (9 boats)

DH F-27 — 1) **Fair Dinkum**, Brett Rieder/Kaye Mason; 2) **Origami**, Greg Carter/David Bocce; 3) **Three Sigma**, Christopher Harvey/Martin Unsal. (6 boats)

DH J/105 — 1) **Racer X**, Rich Pipkin/Mary McGrath; 2) **Akula**, Douglas Bailey/Caspian Bailey;

3) **Melilani**, Richard Butts/Jill Visor. (11 boats)

DH MOORE 24 — 1) **Sunshine**, Stanly & Alison Martin; 2) **JR**, Richard Korman/Chris Davison; 3) **Mooretician**, Roe Patterson/n/a. (30 boats)

DH OLSON 29/30 — 1) **Utopia**, David Lee/Not Available; 2) **Black Knight**, Curt Rodgers; 3) **Dragonsong**, Sam Mcfadden/Don Schultz. (4 boats)

DH SF BAY 30 — 1) **Solar Wind**, Martin 32, Max Crittenden/Jan Brewer; 2) **Vent Vitesse**, Tony Castruccio/Konstantin Andreyevs. (2 finishers, 8 boats)

DH WYLIECAT 30 — 1) **Uno**, Steve Wonnner/Bren Meyer; 2) **Dazzler**, Tom Patterson/Sue Estey. (5 boats)

DH WYLIE WABBIT — 1) **Bad Hare Day**, Erik Menzel/Garrett Brown. (1 finisher, 5 boats)

DH SC 27 — 1) **Giant Slayer**, David Garman/Guy Stickny; 2) **Rocinante**, Warren Pelz/Scott Nelson; 3) **Wild Rumpus**, Stephanie & Andy Schwenk. (4 boats)

DH F24/SPRINT 750 — 1) **Sunbow3**, Ken Johnson/Chris Boome; 2) **Origami**, Ross Stein/Bill Pace. (2 finishers, 4 boats)

DH J/24 — 1) **On Belay**, Don Taylor/Jasper Van Vliet; 2) **Downtown Uproar**, Darren Cumming/Chris Pine. (2 finishers, 5 boats)

DH SANTANA 22 — No finishers

DH F-31R — 1) **Emma**, Bill & Brock Roberts; 2) **Roshambo**, Darren & Dan Doud; 3) **Lil Bear**, Dave & Vicky Austin. (4 boats)

Complete results at: [www.sfbaysss.org](http://www.sfbaysss.org)

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**Don and Debbie are in no hurry to bring 'Buena Vista' back to 'Oz'.**

We tracked down dozens of these hardy voyagers last month in Mexico and Panama in order to toast their departure and get to know them so we could share their stories with you in these pages.

As in years past, we met dozens of Jumpers at our annual PPJ Send-off Party at the Vallarta YC (February 4) in Nuevo Vallarta's well-named Paradise Village Resort (the Club was our generous co-host). We'll introduce you to them here.

Next month we'll bring you a second installment of Puddle Jumper mini-profiles, featuring the westbound cruisers we met February 12 at the Balboa YC in Panama (there again, the Club graciously co-hosted).

By the time you read this, some of these lucky vagabonds will already have set sail from Mexico, Panama or the Galapagos for the storied landfalls of Polynesia. We hope to bring you some of their crossing tales in upcoming issues. But for the moment, allow us to

introduce you to the Pacific Puddle Jump Class of 2011 (part I):

## **Pua'ena — Outbound 44**

### **Mark & Dot Hazlett, Honolulu, HI**

Not long after Mark and Dorothy met 20 years ago, he found out that she'd cruised extensively during the '70s — including a double-handed return to the West Coast from French Polynesia — and he knew she was the girl for him.

Because their home is in Hawaii, they've planned a South Pacific circuit that will have them island-hopping to New Zealand, then north to Fiji and on to Hawaii. After raising four kids together, it's time for them to go out and have some big fun as a couple again.

### **Buena Vista — Formosa Peterson 46** **Don & Debbie Robertson, Ventura, CA**

Don and Debbie don't mind telling how they met. "She picked me up in a bar," admits Don. "And it was pretty easy to do!" Although they have different roots — he's an Aussie and she's American — they hit it off immediately and have been together ever since.

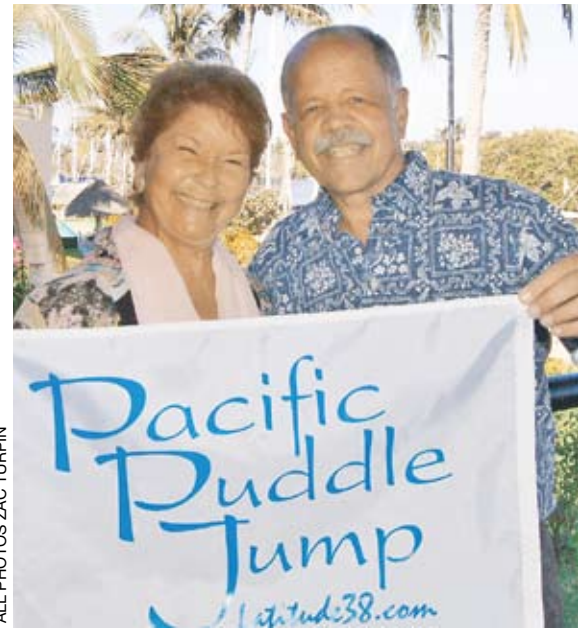
Neither of them grew up sailing, though. In fact, they found their first boat perched in a cow pasture near Chico. When Don first saw it his gut told him to buy it. "We scared ourselves silly trying to figure out how to sail it on Lake Oroville," admits Debbie. But eventually they got it together, and after moving to Ventura they honed their cruising skills in the Channel Islands.

The game plan now is to take a couple of seasons sailing *Buena Vista* 'home' to Australia, where they'll spend their retirement years.

## **Dash — Yamaha 36**

### **Gary Malloy** **Los Angeles, CA**

Gary can pinpoint the exact beginning of his cruising dreams: when he read Robin Lee Graham's best-seller *Dove* at age 12. Now, more than four decades later, he's glad to finally be having some seagoing adventures of his own. "I don't want



ALL PHOTOS ZAC TURPIN

**Dot and Mark will eventually complete a circuit aboard 'Pua'ena' to their Hawaii homeport.**

to be sitting in a rocking chair when I'm 80 saying to myself, 'Why didn't you do that?'"

The fact that he's singlehanded will make the trip all the more challenging, but he will have help: "Sally, my Sailomat windvane steering device, is a great crew member. She doesn't eat anything and does exactly as she's told."

**Fleet members were all smiles at our Paradise Village shindig in February. But who wouldn't be when they're about to sail to Tahiti?**



# PACIFIC PUDDLE JUMP 2011

His cruise plan: "Just keep doing it as long as it's fun."

**Narama — Brolga 33**  
**Stephen Anstee & Heidi Krajewsky**  
**Sydney, AUS**

Stephen, an Aussie who took his first sailboat trip when he was 3 months old,



*This time Stephen and Heidi are taking 'Narama' downwind instead of upwind.*

got together with Heidi, a Canadian, when they were both crewing on the charter schooner *Maple Leaf* in B.C. and Southeast Alaska.

After working and traveling together for six years, they got married and start-

ed looking for a boat of their own. They eventually found this sloop in Australia and brought her home to B.C. on her own bottom — after recovering from a humbling setback in the Tasman Sea.

"The idea this time," says Stephen, "is to sail down to Australia, work for a while, then return to B.C. via the ring of fire — that is, via Japan."

**Zephyr — Shin Fa 45.8**  
**Bill & Tracy Hudson**  
**Denver, CO**

"We've been sailing for almost 30 years, but it's all been on inland lakes throughout New Mexico and Colorado," explains Bill. Then three years ago they sold their business and bought this boat — which was a prototype for the *Liberty 458*. During the past 20 months, they've logged 8,000 miles.

What was their inspiration? "I think the dream started with my uncle in Seattle who took us out on his 36-ft sailboat during our honeymoon," Tracy recalls. "It was just so relaxing and so much fun."

Bill claims it's Tracy who's been driving their departure. "It was kind of my idea," she says. "I bought the boat and it was like, 'I'm going with or without you, and I'd kind of like to have you with me so. . .'" Luckily it didn't take much arm twisting to get him to agree.

**Merkava —**  
**Fraser 41**  
**Mark Aisbett & Yuka Morino**  
**Vancouver, BC**

Mark first met Yuka while they were hiking near Vancouver. As she got to know him, she learned that he had a burning desire to ex-



plore the world under sail — something she knew nothing about. "The dream started when I was about 7 or 8 years old," Mark recalls. "I remember reading a book about sailing, and I decided that was something I had to do someday." Four years ago Mark announced to Yuka



*It wasn't hard for Mark to convince Yuka to join him aboard 'Merkava'.*

"We're going!" She was a bit shocked, but said, "Okay, I'm in!" And they've been happily cruising ever since.

**La Fiesta — Catalina 42**  
**The Clarke family, Brisbane, AUS**

Australians David and Angelina came all the way to California just to go shopping — for a boat that is. Their prized purchase is this sweet *Catalina 42* that they'll now deliver home to Brisbane, with the help of their 4-year-old daughter Natalie.

If that sounds ambitious, fear not. This family previously made a trip from Oz to South Africa when Natalie was only 8 months old.



# CHASING THE SETTING SUN —

## Sudden Stops Necessary — Beneteau First 38s5

### Chet Chauhan, San Francisco, CA

Chet's initial Puddle Jump goal was to be the first British, Kenyan-born sailor of East Indian descent to enter the rally. Mission accomplished. Folks from all over the world have entered previous



The magic of tequila helped Chet (right) recruit his French-speaking crewman, Cyrille.

Jumps, but that combination is definitely unique.

His second PPJ goal is a bit tougher: to sail the entire route (no engine hours), as he did last fall in the Baja Ha-Ha rally. With the fickle nature of winds in the ITCZ (doldrums), that could be a chal-

lenge. But if Chet finds himself drifting on an equatorial calm, he'll have good company: his friend Cyrille, who's been dubbed the 'secret weapon', as he is French. The pair met on the Ha-Ha and Chet later convinced Cyrille to join his South Pacific adventure, thanks to the manipulative affects of tequila.

Chet recalls, "Ever since I read a Puddle Jump Recap article in *Latitude* 10 years ago, I've been determined to do it myself someday."

## Aeolus — Hans Christian 38T Ib & Yadranka Svane, Pt Lincoln, AUS

Ib, who comes from a Danish sailing family, hooked up with Yadranka in her native Australia many years ago. "He talked about going cruising for a long time," she explains, "but I thought it was just talk. Then one day he shocked me when he started shopping for a boat. And as I look back now, this has been the best thing we've ever done."

They both report having had a wonderful time

cruising Mexico and are now looking forward to exploring the South Pacific isles and beyond.

## Dilligaf — Jeanneau 49 DS Bill Teasdale & Sue Dalton Bellevue, WA

These days, more and more single people meet through social networking sites. But not Bill and Sue. They met back in 2001 while on a scuba diving trip to remote Truk Lagoon — the Japanese military's most formidable Pacific stronghold during WWII.

Even though they are both longtime water lovers — Bill spent years as a diver aboard a U.S. Navy sub — it took a while to convince Sue to set off into the sunset aboard a sailboat. Bill, who claims he's wanted to explore the world under sail since he was 16, tells us he finally convinced her to try cruising last year. Since then, they've made two trips to Alaska and are now beginning an open-ended Pacific cruise.



Yadranka didn't realize Ib was serious about going cruising.



ALL PHOTOS ZAC TURPIN

## 2011 PACIFIC PUDDLE JUMP FLEET

(This list is undoubtedly incomplete, as many boats typically escape the 'Latitude radar')

Boat Name	Owners & Crew	Boat Type	Homeport
<i>A Blue Moon</i>	Rob & Jo Woollacott	Woollacott 45	Devonport, NZL
<i>Abora</i>	Wolfgang & Ellen Buelow	Amel Super Maramu 53	Heidelberg, DEU
<i>Aeolus</i>	Ib & Yadranka Svane	Hans Christian 38T	Port Lincoln, AUS
<i>Ainia</i>	Bruce Clark & June Wan	Bristol 45.5	Whitby, ON
<i>Alcheringa II</i>	W Campbell & B Richardson	Van de Stadt 44	Edmonton, AB
<i>AmoreKai</i>	Gino Valente	Tayana 37PH	San Francisco, CA
<i>Anna X</i>	Helmut Supper	Jeanneau Espace 1100	Vienna, AUT
<i>Architeuthis</i>	Jared Kibele	Mariner 31	Moss Landing, CA
<i>Balquhiddier</i>	Don & Stella Patterson	Hunter 450	Tacoma, WA
<i>Blue</i>	Neville & Maggie Hansen	Nordhavn 46	Channel Islands
<i>Bobbie</i>	Emily	Magellan 36	Marina del Rey, CA
<i>Boundless1</i>	Richard Clennett	Privilege 495	Hobart, AUS
<i>Braveheart</i>	Bob Callaway	MacGregor 65 PH cutter	Pleasant Harbor, WA
<i>Britannia</i>	Krister & Amanda Bowman	CS 36	San Francisco, CA
<i>Buena Vista</i>	Don & Debbie Robertson	Formosa Peterson 46	Ventura, CA
<i>Calou</i>	Bruce & Pascale Powell	Sun Odyssey 45	Tiburon, CA
<i>C'est la Vie</i>	Sammy Hajinikitas	Maxi Yacht 88	Sydney, AUS
<i>Ceilydh</i> (Kay-lee)	Evan Gatehouse & Diane Selkirk	Woods Meander 40	Vancouver, BC
<i>Champagne</i>	Clark Hamm & Marga Bakker	Beneteau First 42	Los Angeles, CA
<i>Changing Spots</i>	Robert Watson	Leopard 40	Vancouver, BC
<i>Chesapeake</i>	James Fair & Linda Powers	Outbound 46	Berkeley, CA
<i>Cuba Libre 3</i>	Orlando Duran & Linda Richards	Catalina-Morgan 440	Marina del Rey, CA
<i>Dash</i>	Gary Malloy	Yamaha 36	Los Angeles, CA
<i>Dazzler</i>	Daniel Morrison	Union Polaris 36	Marina del Rey, CA
<i>Dilligaf</i>	William Teasdale	Jeanneau 49 DS	Bellevue, WA
<i>Distant Shores</i>	Gary & Cindy Ladd	Lafitte 44	Alameda, CA
<i>Doim' It</i>	James & Kimberly Knull	Pearson 362	Maui, Hawaii
<i>Dolphin</i>	Skip White	Islander 44	Port San Luis, CA
<i>Don Quixote</i>	Dean & Toast Conger	Lagoon 380	Seattle, WA

<i>Endorfin</i>	G Quesnel & K Precepa-Quesnel	Coronado 35	Sault St Marie, ON
<i>Evergreen</i>	Dennis & Carol Morrison	Liberty 458	Seattle, WA
<i>Far Fetched</i>	Bruce & Stephen Albert	Beneteau Oceanis 390	Grant's Pass, OR
<i>Forty-Two</i>	Carsten Borchardt	Westerly Fulmar 32	Hamburg, DEU
<i>Fully Involved</i>	Mike & Jan Drury	Island Packet 420	Perth, AUS
<i>Galatea</i>	Neil Scott & Dan Foust	Island Packet 420	San Francisco, CA
<i>Gato Go</i>	Craig Wiese & Bruce Foust	Kenex 445	San Diego, CA
<i>Georgia J</i>	Kim & Sharon Barr	Passport 47	Tiburon, CA
<i>Gigi</i>	James & Karen Finn	Island Packet 440	Brisbane, AUS
<i>Gipsy Jae</i>	Michael Langdon	Downeaster 38	Geelong, AUS
<i>Gone Bambu</i>	Darrell & Gayle Smith	Spencer 53	San Francisco, CA
<i>Gratitude</i>	Frank Whittlemore	Island Packet 370	San Diego, CA
<i>Hadar</i>	Daniel Poulson	Morgan 41	Palm City, FL
<i>Hakuna Matata</i>	Vincent & Yi-Lin Cheng	Cal 3-46	Long Beach, CA
<i>Helena</i>	Eddy & Glenda Huybs	Bruce Roberts 44	Leopoldsburg, BEL
<i>Idyll Island</i>	Derek Gale & Cathryn Corbett	Voyager 440	Victoria, BC
<i>Imagine</i>	David & Shelley Heaslip	Gulfstar 68	Hilo, HI
<i>Inca</i>	Aaron King	Orion 58	Sydney, AUS
<i>Infini</i>	Michael & Susan Beilan	Weststail 43	Tampa, FL
<i>Irma</i>	Otakar & Jana Hons	Hallberg-Rassy 40	Praha, CZE
<i>Island Bound</i>	Bill & Kat Russell	Peterson 44	Seattle, WA
<i>Jacana of Melbourne</i>	Dan & Yolanda Heiler	Northshore 46	Melbourne, AUS
<i>Java</i>	R. Evan Dill	Crowthor 48 cat	Cayucos, CA
<i>Kailani</i>	John & Marina Burns	Antares 44	Victoria, BC
<i>Kanga</i>	Jim Hassberge & Jeanne Harvey	Valiant 40	Coos Bay, OR
<i>Kindred Spirit III</i>	F. Bradford & Gloria Smith	Venus 46	Philadelphia, PA
<i>Kite</i>	John & Zdenka Griswold	Valiant 42	Portland, ME
<i>Kittywake</i>	John Metke	Fountaine-Pajot Athena 38	Sitka, AK
<i>La Cueva</i>	Gary Larter & Rory Moore	Columbia 40	Newport Beach, CA
<i>La Luz</i>	Doug Bell	Morris Francis 26	Castine, ME
<i>LaFiesta</i>	David Clarke	Catalina 42	Brisbane, AUS
<i>Lardo</i>	Dennis & MaryLee Millard	Cal 39	Alameda, CA
<i>Libertad</i>	Dennis & Virginia Johns	Amel Maramu 46	Santa Barbara, CA
<i>Loki</i>	Bruce Bambrick	Roberts Offshore 44	Berkeley, CA
<i>Loose Pointer</i>	Daniel Best & Kathryn Sleck	Kelly-Peterson 44	Richmond

# PACIFIC PUDDLE JUMP 2011



Bill and Sue debate which way to steer their twin wheels aboard 'Dilligaf'.

## Gigi — Island Packet 440

James & Karen Finn, Brisbane, AUS

Although they make lots of excellent custom boats in Australia, there aren't nearly as many production-built brands to choose from as there are in the U.S. And with the Aussie dollar currently trading strong against the American greenback it's no wonder folks like James and Karen are coming to the States to find their dream boat.

But for them this Pacific crossing is

not just a delivery. "It's not really about rushing home to Australia. We see the islands of the South Pacific as our destination — warm clear water, trade winds, blue skies. . . things that we haven't seen enough of. And it's easier to get into the best places in the South Pacific from this side of the Pacific."

What place are they looking forward to visiting most? Tonga.

## Teka Nova —

Blomquist Custom 62

Terry Baverstock & Christine Jarvis, Cardiff, GBR

These cheerful British cruisers are 4.5 years into what they thought would be a 10-year journey, and so far they're following an unconventional route. After crossing the Atlantic with the 2006 ARC Rally they sailed to the Galapagos. But instead of heading west to French Polynesia, they made a beeline for Hawaii — a 4,400-mile passage — then sailed on up to Washington and Alaska. Now that they've gotten that out of their systems, they're ready for warmer climates again.

They expect to make New Zealand by Christmas, visiting out-of-the-way anchorages along the way, then. . . ?

## Lardo — Cal 39

Dennis & MaryLee Millard, Alameda, CA

"The inspiration to do this has been there for a long time. Now's the time to do it," says Dennis. "The world is a beautiful place and I think part of our role on this planet is to get out and appreciate that beauty."

MaryLee met Dennis in Alaska, where he was working as a bush pilot. When she eventually decided to lure him to San Francisco, sailing was the bait that snagged him. Their first year here, they lived in Sausalito and "literally sailed every single week."

Dennis and MaryLee won't miss the freezing north while sailing the tropics on 'Lardo'.



<b>Lorrigray II</b> .....	Graham & Lorraine Parkinson .....	Dix 65 .....	Durban, ZAF	<b>Scotch Power 3</b> .....	Jeff McConnel .....	Catalina 380 .....	Kona, HI
<b>Marbella</b> .....	Douglas Saxe .....	Endeavour 37 .....	Rufus, OR	<b>Sea Flyer</b> .....	Gary Kegel & Kathy Brown .....	Chevy Lee Offshore 38 .....	Kenai, AK
<b>Marionette IV</b> .....	Roger & Marion Holden .....	Taswell 49 .....	Adelaide, AUS	<b>Senta</b> .....	Jean-Eudes Gavrel .....	Pearson 365 ketch .....	La Paz, MEX
<b>Mektoub</b> .....	Willi Kaltz .....	Wauquiez Amphora 37 .....	Eisenberg, DEU	<b>Shango</b> .....	Roger Block & Amy Jordan .....	Pacific Seacraft 40 .....	Newburyport, MA
<b>Merkava</b> .....	Mark Aisbett .....	Fraser 41 .....	Vancouver, BC	<b>Shanti</b> .....	Emil Giese .....	Catalina 42 .....	Friday Harbor, WA
<b>Midnight Blue</b> .....	Tim Callahan .....	Camper Nicholson 40 .....	St. John, USVI	<b>Shuang Yu</b> .....	Ted Berry & Pamela Lau .....	Catalina 400 .....	San Diego, CA
<b>Mohini</b> .....	Russell Symington .....	Fortuna Island Spirit 40 .....	Minneapolis, MN	<b>Skie</b> .....	Peter Sheppard .....	Nordhavn 55 .....	Melbourne, AUS
<b>Moondance</b> .....	Douglas & Carla Scott .....	Tayana Vancouver 42 .....	Albuquerque, NM	<b>Slow Dance</b> .....	Sandr Nathan Trust .....	Alloy Yachts 100 .....	Marina del Rey, CA
<b>Mystic</b> .....	Randy Ramirez .....	Pacific Seacraft Mariah 31 .....	Stockton, CA	<b>Soggy Paws</b> .....	David & Cheryl McCampbell .....	CSY 44 .....	Marathon, FL
<b>Nahanni</b> .....	Chris & Belina Gladish .....	Tashiba 40 .....	Vancouver, BC	<b>Songline</b> .....	Fred Hiltner & Cinda Stanek .....	Waterline 36 .....	Juneau, AK
<b>Namaste</b> .....	Christopher & Jessica Catt .....	Tayana 42 .....	Charlesvoix, MI	<b>Sorceress</b> .....	Sieg & Barbara Mayers .....	Cal 39 .....	San Francisco, CA
<b>Narama</b> .....	S Anstee & H Krajewsky .....	Brolga 33 .....	Sydney, AUS	<b>Southern Cross</b> .....	Mark Reed & Vicki Bugbee-Reed .....	Ericson 38-200 .....	Portland, OR
<b>Navigator</b> .....	Irina Aldrich .....	Jeanneau 47 .....	St. Croix, USVI	<b>Spirare</b> .....	Serge Robitaille .....	Southern Cross 35 .....	Toronto, ON
<b>New Morning</b> .....	Russ Irwin .....	Chuck Paine custom 54 .....	Sausalito, CA	<b>Squander</b> .....	Gavin Gorazdowski .....	Jeanneau 45.2 .....	Southampton, GBR
<b>Noho 'ana</b> .....	Heather McKnight .....	Jeanneau 37 .....	Marina del Rey, CA	<b>Storm Haven</b> .....	Donald & Paulette Grover .....	Nordhavn 46 trawler .....	Wellton, AZ
<b>Ocean Air</b> .....	Hilton de la Hunt .....	Beneteau 473 .....	GBR	<b>Sudden Stops Necessary</b> .....	Chet Chauhan .....	Beneteau First 38s5 .....	San Francisco, CA
<b>One World</b> .....	Seafari Sailing Adventures .....	Colvin 64 steel brigantine .....	Trellis Bay, BVI	<b>Sunshine Daydream</b> .....	Lee Cooper .....	Catalina 400 .....	Gove Harbour, AUS
<b>Pacific Bliss</b> .....	Colin & Elizabeth Price .....	Catana 431 .....	Southampton, GBR	<b>Symbiosis</b> .....	Andre Schwartz & Irma Iurrutia .....	Beneteau Oceanis 390 .....	Vancouver, BC
<b>Passion</b> .....	Donald Klein .....	DuFour 39 .....	Honolulu, HI	<b>Tao</b> .....	Chris Jaquette & Shawn White .....	Nor'West 33 .....	San Francisco, CA
<b>Pelagic</b> .....	Graeme Amall & Iris Schepelmann .....	46' catamaran .....	Gladstone, AUS	<b>Teka Nova</b> .....	T Baverstock & C Jarvis .....	Blomquist Custom 62 .....	Cardiff, GBR
<b>Periclees</b> .....	Angus & Rolande Ramsey .....	Morishus 42 .....	Vancouver, BC	<b>This Side Up</b> .....	Michael & Midene Reynolds .....	Kanter Atlantic 45 .....	Seabrook, TX
<b>Phambili</b> .....	Tommy Lorenzo & Fiona Coleman .....	Given 45 .....	Victoria, BC	<b>Thor</b> .....	Marc & Lorrie Cascio .....	Pacific Seacraft 40 .....	Blaine, WA
<b>Piko</b> .....	Lauren Buchholz & Lauren Smith .....	Pretorien 35 .....	Seattle, WA	<b>Tiger</b> .....	Patrick Bloomer .....	Farrier 44 cat .....	San Diego, CA
<b>Pua'ena</b> .....	Mark & Dorothy Hazlett .....	Outbound 44 .....	Honolulu, HI	<b>Tomboy</b> .....	Tom & Janis Bell .....	Alajuela 33 .....	Long Beach, CA
<b>Puddytat</b> .....	David Cherry .....	Catana 40 .....	Poole, GBR	<b>Tuatara</b> .....	Kevin Sterling .....	Ingrid 38 .....	Orcas Island, WA
<b>Quicksilver</b> .....	Mike & Hilde Gill .....	Nautique Santonge 44 .....	Hamble River, GBR	<b>Two Amigos</b> .....	Bruce Stevens & Clark Nicholson .....	Gulfstar 50 .....	Dana Point, CA
<b>Reality</b> .....	Vaughn & Sharon Hampton .....	50' FD 12 .....	San Francisco, CA	<b>Wadda</b> .....	Maurice Wick .....	Allied Mistress 39 .....	Valley City, ND
<b>Reflections</b> .....	Gene & Sheri Seybold .....	Valiant Esprit 37 .....	San Francisco, CA	<b>Wanderlust V</b> .....	Andy Cain .....	Reliance 44 .....	Sydney, AUS
<b>Remedy</b> .....	Ian & Wendy Telford .....	Tatoosh 42 .....	Auckland, NZL	<b>Windwalker</b> .....	Michael Sillman .....	Downeaster 38 schooner .....	Newport Beach, CA
<b>Rio</b> .....	George Greenberg, Jr. .....	Tartan 4300 .....	Steamboat, CO	<b>Windy City</b> .....	Mike & Kasamon Mechanic .....	Valiant 40 .....	Tacoma, WA
<b>Rutae</b> .....	Neal Schneider & Ruthie Sandven .....	Contest 48 .....	San Diego, CA	<b>WorldWind</b> .....	Thomas Colligan .....	Hiscock 40 .....	St. Pete Beach, FL
<b>Sabina</b> .....	Paul & Julie Cossman .....	Hunter Passage 42 .....	Anchorage, AK	<b>Yo Lo</b> .....	Jason & Karen Trautz .....	PDQ Antares 42 cat .....	Higgins Lake, MI
<b>Sarah Jean II</b> .....	Norm & Beth Cooper .....	Saga 43 .....	Vancouver, BC	<b>Zephyr</b> .....	William & Diana Hudson .....	Shin Fa 45.8 .....	Denver, CO
<b>Savannah</b> .....	Andrew & Monica McKasle .....	Owen Easton 40 .....	Hilo, HI				
<b>Saviah</b> .....	Diana & Andrew Steiner .....	Hans Christian 34 .....	Seattle, WA				

For additional Puddle Jump info see: [www.pacificpuddlejumps.com](http://www.pacificpuddlejumps.com)

# CHASING THE SETTING SUN —



ALL PHOTOS ZAC TURPIN

*If you pass 'Piko' at sea, just yell "Lauren!" and you'll get someone's attention.*

They're excited about visiting many tropical isles on the way to New Zealand, and they're convinced their 1977 cruiser is too. "She's been waiting all her life to sail in the wonderful trades."

**Piko — Pretorien 35**  
**Lauren Buchholz & Lauren Smith**  
**Seattle, WA**

"I had never sailed until I met Lauren three years ago," says his boatmate of the same name. But she always knew she'd

travel the world one way or another: "I always had that gypsy wanderlust in my blood, but I never imagined I would be seeing the world on a sailboat."

Sailing holds a lot of magic for her man too. Ever since Lauren crewed on a casual beer can race, shortly after moving to Seattle in 2001, he was hooked. And his offshore fantasies built from there. "We plan to keep on going as long as we can," he says.

**Savannah — Owen Easton 40**  
**The McKasle family, Hilo, HI**

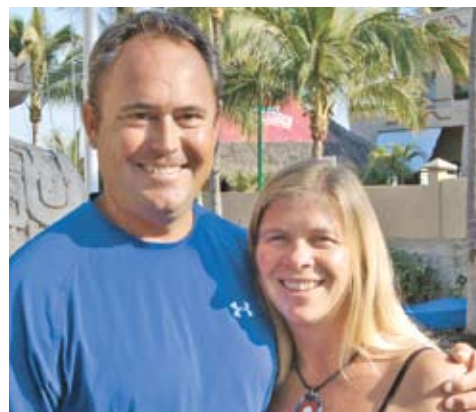
"God looks after fools and children. We have at least one of each on board," says Andy. For a native of Oklahoma, he's already spent a great deal of time on and under the water — he spent years as a U.S. Navy diver/photographer. Now retired, he has vocational skills that will aid his passion for the underwater world. He and his family plan to explore the myriad reefs of the South Sea islands together.

Monica, who hails from Atlanta, has only been sailing for two years but she's

now fully embraced Andy's long-held dream: "Doing this trip was on his check list when we got married — in fact, we discussed it long before I saw the engagement ring."

Plans are open, as they've worked out a system for homeschooling 5-year-old Jake wherever the trade winds take them.

*Andy, Monica and their son Jake will spend lots of time exploring tropical reefs.*



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# PACIFIC PUDDLE JUMP 2011



Corie, Neal and Ruthie will soon be adding new images to their family album.

**Rutea — Contest 48**  
**The Schneider-Sandven family**  
**San Diego, CA**

"The dream of blue water cruising has been in me for as long as I can remember," explains Neal (who has become one of this year's de facto group leaders). "It's like an invisible hand was grabbing the front of my shirt and a voice was saying, 'Come on, you gotta go!'"

His wife Ruthie jokes that her motivations aren't as strong, but she's game

nonetheless: "Well, Neal was going and my daughter Corie was going, and I didn't want to be left at home." Actually, she knows exactly what she's gotten herself into, as she and Neal did a circuit out to Hawaii, then up to Alaska 15 years ago with three kids aboard. Corie, now 22, was only 7 back then.

**Moondance —**  
**Tayana Vancouver 42**

**Douglas & Carla Scott, Albuquerque, NM**

How do folks living in Albuquerque, New Mexico, get the cruising bug? For Doug and Carla, it all started years ago during a bareboat charter in the Caribbean. "We were sitting in some little bar," recalls Doug, "when we met some cruisers living on their boat. We said to ourselves, 'This could be us!'"

After 15 years of planning and preparation, they're now finally ready to shove off, and they anticipate spending a decade just exploring the South Pacific. First stop en route will be the Galapagos,

which will lead them to enter French Polynesia via the southerly Gambier archipelago.

**Java — Crowther 48 cat**  
**Evan Dill & Donna Boyer**  
**Cayucos, CA**

Unfortunately we haven't gotten to

*Once they get to Australia, Evan and Donna plan to downsize.*



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# CHASING THE SETTING SUN —

know Donna yet, but we know from interviewing Evan a couple of years ago (see our November '07 edition) that he's quite an interesting character.

He got into cruising later in life but has definitely been making up for lost time in recent years. This season he and Donna are headed for Australia to exchange this Aussie-built cat for a smaller version. "Java's looking forward to a fast, downwind sail back to her homeland of Oz," he explains

After that, they plan to spend a few years in the Western Pacific in search of an island paradise to call home.

## **Architeuthis — Mariner 31** **Jared & Christine Kibele, Moss Landing, CA**

It's not every day that you meet a guy with a tattoo of a giant squid creeping down his shoulder. But then you don't often meet anyone who's as fascinated by these seemingly mythical creatures as Jared and Christine are.

They're both marine biologists who can testify that such sea monsters certainly do exist. During their travels



ALL PHOTOS ZAC TURPIN

**No, Jared wasn't drunk when he got that squid tattoo. He and Christine are 'squidologists'.**

aboard *Architeuthis* — you guessed it, that's the Latin genus name for giant squid — they hope to become involved with some bona fide research projects, and they may apply to grad school in New Zealand.

Having grown up around her dad's boatyard on Long Island, NY, Christine has always been around the water. But it wasn't until she crewed on the school ship *Concordia* that she really got the cruising bug. Jared was first introduced to watersports through scuba diving, but they now share an equal passion for sailing — and cruising to far-flung destinations.

## **Evergreen — Liberty 458** **The Morrison family, Seattle, WA**

Dennis and Carol tell us they've been planning to go cruising ever since they met 20 years ago. "Now, three boats, one child and one home move later, here we are," says Carol.

Their sailing careers began on New Mexico lakes, starting with sailboarding, then on to Hobie cats and a Catalina 22. After Dennis was transferred to California, big boat experience kicked in and the cruising dream took on new momentum.

When they first began their cruise, their 13-year-old son Josh wasn't too

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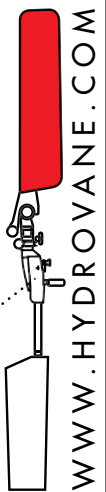


▲ Polar circumnavigator Adrian Flanagan.



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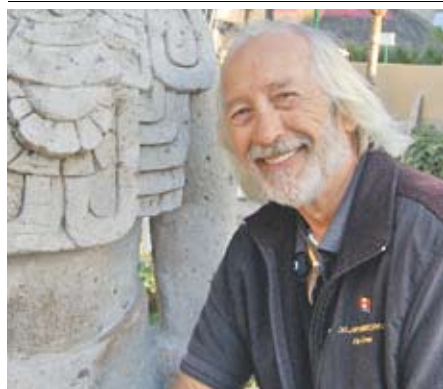
# PACIFIC PUDDLE JUMP 2011

thrilled. "He thought we were the only parents in the world that tortured their child by putting him on a boat." But today, he's as excited about the cruising life as his parents are.

**Symbiosis — Beneteau Oceanis 390  
Andre Schwartz & Irma Urrutia  
Vancouver, BC**

When we asked when his sailing ca-

*Andre is a fascinating fellow, whose philosophy has been tempered by time.*



reer first started, Andre began by telling us that when he was a young child his parents told him they thought he'd come from another planet. Otherwise, how, at age 2, could he have drawn a realistic picture of a square-rigger while living in land-locked Hungary during WWII?

In any case, we believe him when he says he has saltwater in his veins. After the war he joined the West German Navy, probably in pursuit of a fascination he's always had with oceans and islands.

We haven't met Irma yet, but if she's half as interesting as Andre, they're a remarkable couple. He is a self-proclaimed philosopher who's big on individual responsibility and has many thoughts on how we can work together to make the world a better place. For further insights, check out his book *Oceanborne Madness?*, which is available at Amazon.

**Tuatara — Ingrid 38  
Kevin Sterling, Orcas Island, WA**

When we met Kevin in Puerto Vallarta last month he was weighing the option of singlehanding 3,000 miles to French

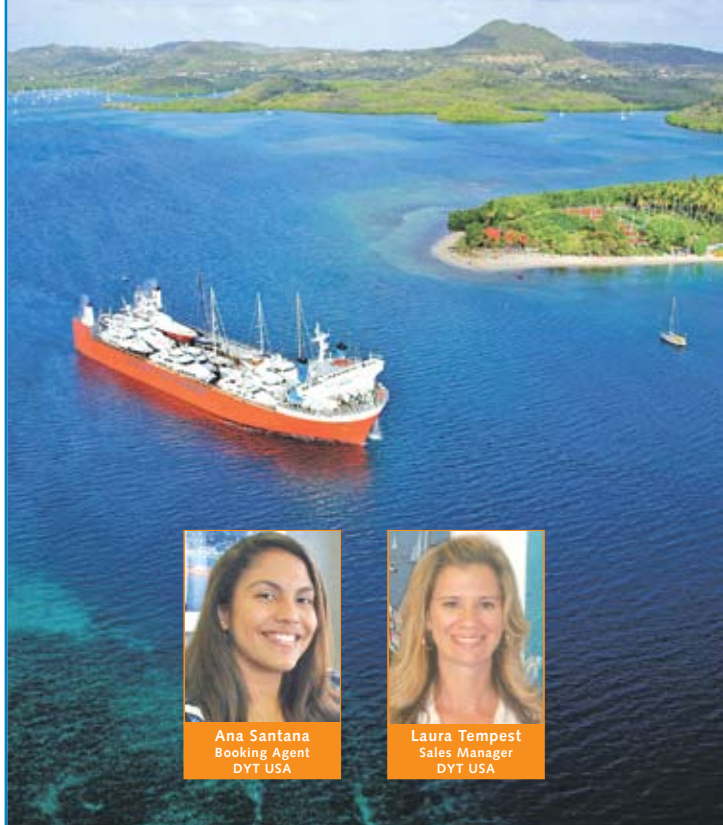


*"To solo, or not to solo?" That's the big question for Kevin of 'Tuatara'.*

Polynesia. He's done some solo sailing before and is tempted to try it here, especially after having had a succession of five different crew aboard since leaving Orcas Island, WA, last year.

At 31, he's one of the youngest skippers this year and hopefully his youthful, idealistic attitude will serve him well: "My boat is a time machine," he says, which will hopefully lead him to some "wild places. I am living my life as though it were a dream."

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Port Everglades	➔	La Paz	04/2011
Port Everglades	➔	Vancouver	04/2011

#### VOYAGES FROM THE MEDITERRANEAN

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#### VOYAGES FROM THE CARIBBEAN

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St. Thomas	➔	La Paz	11/2011
St. Thomas	➔	Vancouver	11/2011

#### VOYAGES FROM THE SOUTH PACIFIC

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# CHASING THE SETTING SUN

## **Hadar — Morgan 41 Dino Poulson, Palm City, FL**

Not everyone is crossing the Pacific just to smell flower-scented air and swim in pristine waters. According to Dino, he and his 10-year-old daughter Sasha will be making films all along their route around the world.

If that sounds ambitious for a single parent, you should know that Dino, Sasha and her mom previously circumnavigated aboard an Ericson 32. As Dino explains, Sasha has lived aboard for more than 8 years and knows no other life. He has more than 40,000 miles under his belt, and has visited 27 countries under sail. You can find some of his short films via [www.themodernaquaticvoyager.com](http://www.themodernaquaticvoyager.com).

## **A Blue Moon — Woollacott 45 Rob & Jo Woollacott, Devonport, NZL**

We wouldn't ever expect Rob and Jo to crow about their sailing accomplish-



**After hand-crafting their boat, Jo and Rob spent 15 years exploring far-flung landfalls.**

ments, but if they ever get in a mood to do so they'll certainly have plenty to boast about. This particular trip will serve as their return run 'back home' to New Zealand, where they started 16 years ago. Jo is originally from Canada, but Rob is from a salty seafaring family

with a proud history of boat-building. He and Jo built this wooden 45-footer themselves 15 years ago, and she has served them well throughout their travels.

They always seemed to gravitate to the quieter, less traveled places like the far-flung isles of Micronesia and the Marshalls. Their most recent circuit has taken them north to Alaska and back down to Mexico. We hope life ashore suits them as well as life on the sea has.

**W**e'll take a break here to let our keyboard cool off, but we'll be back next month to introduce you to the international crews we met recently at our Panama send-off at the Balboa YC.

In the meantime, you can find more info on current and past Pacific Puddle Jump fleets at [www.pacificpuddlejumps.com](http://www.pacificpuddlejumps.com).

— **latitude/andy**

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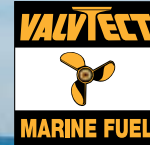
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# MARITIME INSTITUTE

# THE COMPLETE DUMMY'S GUIDE

**F**or many Bay sailors, racing is their sport. On any given weekend — or weekday evening, for that matter — more boats will be on the water screaming around the buoys than out for a leisurely daysail . . . by a long shot. But there are many more sailors who don't take advantage of all the Bay's racing scene has to offer.

Racing can be intimidating to newcomers, no matter how much sailing experience they have under their PFDs. It's all too easy to buy into the many myths that surround the sport, so let's knock out the most common of the bunch:

• **I don't have a race boat.** There's an old axiom: Whenever there are two boats

on the water, it's a race. It doesn't matter what kind of boat you sail, there's always — *always* — someone to sail against. That's what PHRF (Performance Handicap Racing Fleet) ratings are for. Fast boats get small numbers and slow boats get big numbers, which, in theory, gives everyone an equal shot at the top spot. Your boat's design features and gear are plugged into a mind-scrambling equation and out pops your magic number. When you sign up for a race, the race committee assigns you to the appropriate division, and you now have competition. You then do your best to sail faster than boats with a lower rating than yours. But watch out behind you — boats with higher ratings are doing the same thing. Suddenly every boat is a race boat.

• **It's too expensive.** Poppcock! You

don't need high-tech sails, matching crew shirts, or a new boat to join in the fun — just sail what you own and have a good time. You'll have to pay \$55 to the Yacht Racing Association for your PHRF certificate (annual renewals are just \$40; see [www.yra.org](http://www.yra.org) for details), and of course each race's entry fee, but they're generally very affordable — some are even free. And if you just want to crew on OPBs (Other People's Boats), the most it'll cost is a six-pack and a smile!

• **It's too competitive.** Make no mistake, weekend races see their fair share of healthy — and sometimes unhealthy — competition, so if that level of intensity puts you off, skip them. Instead, join one of the dozens of Beer Can series run through Bay Area yacht clubs. These laid-back weekday evening jaunts around the marks build skills and are a great excuse to take friends sailing. But if you do sign up, take heed of our *Ten Commandments of Beer Can Racing* below. They were delivered to us by a burning bush back in '89 and, just like those other commandments, still hold true today.

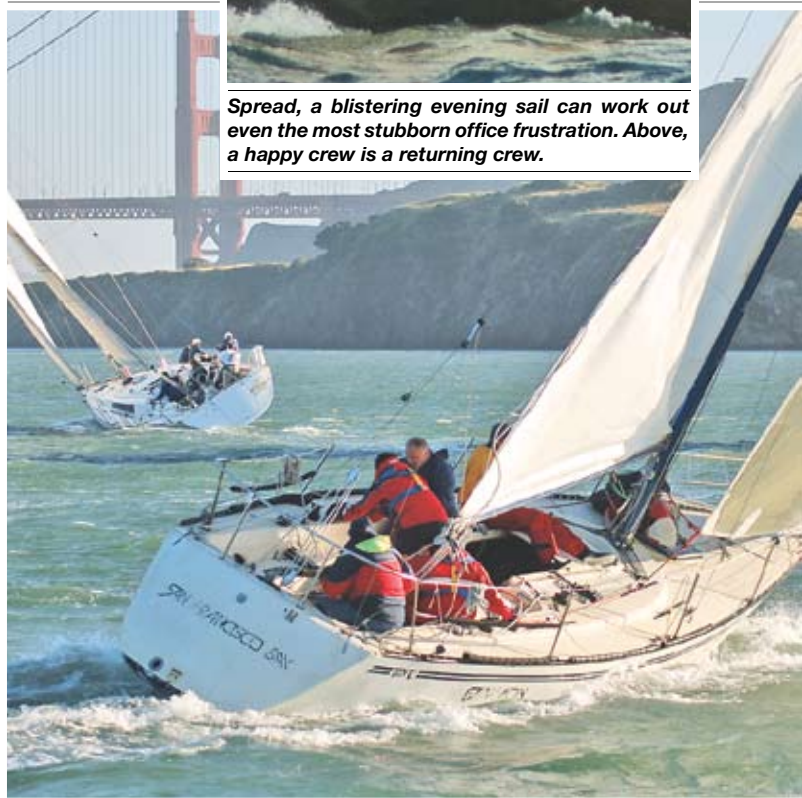
• **It takes up too**



*Spread, a blistering evening sail can work out even the most stubborn office frustration. Above, a happy crew is a returning crew.*



*Racing can be a great family activity.*



## LATITUDE 38'S TEN COMMANDMENTS OF BEER CAN RACING

**1) Thou shalt not take anything other than safety too seriously.** If you can only remember one commandment, this is the one. Relax, have fun, and keep it light. Late to the start? So what. Over early? Big deal. No instructions? Improvise. Too windy? Quit. Not enough wind? Break out the beer. The point is to have fun, but stay safe.

**2) Thou shalt honor the racing rules if thou knowest them.** The US Sailing 2009-2012 Racing Rules, unless specifically stated elsewhere in the Sailing Instructions, is the current rules bible. Few sailors we know have actually studied it cover to cover: it's about as interesting as reading tax code. For beer can racing, just remember some of the biggies (port tack boats shall avoid starboard ones; windward boats shall avoid leeward ones; and outside boats shall give room at the mark). Stay out of the way of bigger boats, pay your insurance premiums and keep a low profile unless you're sure you know what you're doing. As in most things, it boils down to common sense.

**3) Thou shalt not run out of beer.** Beer (a.k.a., 'brewskis', 'chill pills', 'thought cylinders') is the beverage that lends its name to 'beer can' racing; obviously, you don't want to run out of the frothy nectar. Of course, you can drink whatever you want out there, but there's a reason these things aren't called milk bottle races, Pepsi can races, hot chocolate races or something else. Just why beer is so closely associated with this kind of racing escapes us at the moment, but it's a tradition we're happy to go along with.

**4) Thou shalt not covet thy competitor's boat, sails, equipment, crew or PHRF rating.** No excuses or whining; if you're lucky enough to have a sailboat, just go use it! You don't need the latest in zircon-encrusted widgetry or unobtainium sailcloth to have a great time out on the water with your friends. Even if your boat's a heaving pig, make modest goals and work toward improving on them from week to week. Or don't — it's only beer can racing.

**5) Thou shalt not amp out.** No screaming, swearing, or overly aggressive tactics. Save that stuff for the office or, if you must, for Satur-

# TO GETTING INTO RACING

**much time.** This, of course, depends entirely on your schedule, but there are so many opportunities to get your boat on the water that anyone should be able to get out at least once or twice a month. In fact, you could sail a beer can every night of the week, if you worked it just right, then sail again on the weekend for good measure. Pretty soon you may find your priorities have changed so that you don't have time for anything *but* racing.

• **I can't find crew.** Big deal. The Singlehanded Sailing Society has a busy racing schedule that will allow you to test your solo or doublehanded skills. A handful of yacht clubs even offer singlehanded races. But if solo sailing is just too lonely for you, there are plenty of options. Recruit your family and friends. They may not be 'rock stars' but you will be spending quality time with the ones you love. If they're not interested in coming along for the ride, join *Latitude's* online Crew List (it's free!) and be sure to come to our Spring Crew List Party at the Golden Gate YC on March 9 (see



this month's *Sightings* for details on the crew list and party).

• **I need to own my own boat.** Did you skip past 'It's Too Expensive' and 'I Can't Find Crew'? There are always skippers in search of good crew. And you don't need mad sailing skills to qualify as 'good crew', you just need to show up when you're supposed to and do what the skipper tells you to do. Many experienced skippers actually prefer relatively inexperienced crew because they can train them to suit their sailing style. Again, refer to *Sightings* for details on our online crew list and March 9's Crew List Party. It also never hurts to walk the docks as the fleet is getting ready to head out to the start — that's where the six-pack and smile come in handy.

• **I'll never figure out all the rules.** As noted in the Second Commandment, very few racers really study the US Sailing Racing Rules, so you're in good company. Here's a quick-n-dirty rundown of the 10 rules that cover most racing situations:

1. If boats are on the same tack, and overlapped, *the windward boat must keep clear* of the boat to leeward.
2. *Port tack keep clear* of starboard tack.
3. If boats are on the same tack, *a boat clear astern must keep clear* of a boat clear ahead.
4. *When tacking or jibing, keep clear*

of boats on a tack.

5. *Avoid collisions.* If you have the right of way and hit the other boat, causing serious damage, you both will be penalized.

6. *Don't obstruct.* Don't make it hard for the 'keep clear' boat to do so.

7. *Sail the course prescribed.* You have



ALL PHOTOS LATITUDE ARCHIVES

*Summer racing on San Francisco Bay is a magical experience that shouldn't be missed.*

to round the marks in the directions specified in the sailing instructions and can't touch a mark.

8. *Proper Course* (same tack, within two hull lengths). If the leeward boat came from astern, leeward boat shall not sail above its own proper course during the overlap. (Remember that windward boat still has to keep clear, even if windward is forced above what it believes is windward's proper course.)

9. *Give room at marks and obstructions* to yachts overlapped on the inside, except:  
— When the overlap did not exist before the lead boat reaches the *three-boatlength zone*.

— To 'bargers' at the start except to

day's 'real' race. If you lose it in a Friday nighter, you're going to run out of crew — not to mention friends — in a big hurry. Downing a quick chill pill on the way to the starting line has been medically proven to have a calming influence on the nerves.

6) **Thou shalt not protest thy neighbor.** This is extremely tacky at this level of competition and should be avoided at all costs. Perhaps it's justifiable if one's boat is damaged and blame needs to be established, but on the whole, tossing a red flag is the height of bad taste in something as relatively inconsequential as a beer canner. Besides proving that you're unclear on the concept of beer can racing, it screws up everybody's evening, including yours. Don't do it — it's bad juju.

7) **Thou shalt not mess up thy boat.** Everybody knows some hardcore weekend warrior who ripped his sails up in a Friday night race and had to sit out the championship race on Saturday. The point is that it's not worth risking your boat and gear in such casual competition. Avoid other boats at all costs, not to mention buoys and other hard objects. If you have the luxury of two sets of sails, use the old ones.

8) **Thou shalt always go to the yacht club afterwards.** Part of the gestalt of beer can races is belling up to the yacht club bar after the race. Etiquette demands that you congratulate the winners, as well as buy a round of drinks for your crew. Besides, the bar is a logical place to see old friends and make new ones. However, when meeting new sailors, avoid the gung-ho, overly serious types who rehash the evening in such gory detail that the post mortem (yawn) takes longer than the race. As much as we enjoy a quick romp around the cans, there's more to life.

9) **Thou shalt bring thy spouse, kids, friends and whoever else wants to go.** Twilight races are great forums for introducing new folks to sailing, such as your neighbors, out-of-town visitors, co-workers or maybe even the family dog. Always bring your significant other along, too — coed crews are happy crews. And don't make the newcomers simply watch — give them a job on the boat. Get everyone involved.

10) **Thou shalt not worry; thou shalt be happy.** Turn your iPhone's ringer off and its MP3 player on. Chill, it's not the America's Cup. Have fun, and we'll see you out there!

# THE COMPLETE DUMMY'S GUIDE

avoid collision (then protest).

10. *Acknowledge your fouls and protest those who don't.*

**N**ow that we've eliminated all the excuses for not getting into the sport, let's take a look at the wide variety of racing options on the Bay. After all, not everyone likes sailing alone, or with crew, or on the Bay, or on the ocean, or . . .

If you haven't figured it out, beer cans are a blast. Nearly two dozen Bay Area clubs offer some form of beer can series. Berkeley YC's Friday Night Series kicks off the Bay races on April 1, with more than half the clubs starting their own series over the rest of the month. For a complete schedule, including contact info, check the *2011 Northern California Sailing Calendar & YRA Master Calendar* (available at most yacht clubs), or go to [www.latitude38.com/YRASchedule/BeerCans.html](http://www.latitude38.com/YRASchedule/BeerCans.html).

If you're more interested in ocean racing, the Singlehanded Sailing Society ([www.sfbaysss.org](http://www.sfbaysss.org)) and the Offshore



***The parties are the carrot at the end of the racing stick. They're a great chance to meet new people and hoist a cold one with old friends.***

Yacht Racing Association ([www.yra.org/OYRA](http://www.yra.org/OYRA)) have a number of offerings outside the Gate, as do a handful of clubs — check the *Sailing Calendar* for dates.

Maybe you're a wooden boat guy or gal. Then get ye to the Master Mariners Benevolent Association ([www.MasterMariners.org](http://www.MasterMariners.org)) for a schedule of their of-

ferings, including May's Master Mariners Race and October's Jessica Cup. Or check out the San Francisco YC's Great Schooner Race in August.

Then again, maybe you just want to get your feet wet with a few races with a low-stress/high-fun quotient. Look no farther than the YRA's Party Circuit ([www.yra.org/PC](http://www.yra.org/PC)). The extremely popular series of three weekend events kicks off in May with the Great Vallejo Race, which also serves as the YRA's Season

Opener, followed by the Second Half Opener in July and the Season Closer in September. Each also boasts a kick-ass party on Saturday night.

There are, of course, as many different types of races and clubs as there are types of sailors, and we couldn't possibly fit them all in here. Just start thumbing your way through the *Sailing Calendar* and you'll quickly discover what appeals to you. Then get ready to have the time of your life.

— **latitude**/ladonna

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# EYE ON THE BAY



*A beautiful day aboard 'Neverland' will keep you young.*



*Singlehanded 'Seaya' on a sunny day was sublime.*



*'Nanaimo's skipper was thrilled to be in California this day.*

— **E**ven though spring doesn't officially 'spring' until March 20, it seemed as though summer had cut the line and arrived early last month. While Bay sailors reveled in the warm, dry, sunny conditions that ushered in February, many wondered — in hushed tones, of course, so the cruel, cruel weather gods wouldn't hear — if our seemingly interminable winter was finally over.

But the Six Million Dollar Man had nothing on the gods. They heard the hopeful whispers and delivered a smackdown in the form of incessant rain and even — get this! — snow. As the rest of the country finished digging their way out of their blizzard-bound homes, Marin's Mt. Tamalpais received a dusting of the white stuff, too. Brrrr!

Soon, though, the weather really will take a long-term turn for the better, so make the most of the opportunity the weather gods have so graciously provided and start planning for your sailing season now.

**N**eglect is the biggest destroyer of boats. Nagging leaks become flooding torrents that cause mildew to flourish, cushions to disintegrate, wood to rot and, at worst, boats to sink. Expensive sailing hardware left in the elements can age prematurely, resulting in breakages, usually at the

*Spread, 'Amandla' scoots across the Bay fully protected by a well-outfitted guard dog.*

ALL PHOTOS LATITUDE / ROB

---

— THE GODS MUST BE CRAZY



*The crew of 'Cecilie' took full advantage of the sunny days.*

# EYE ON THE BAY

worst possible moment. Food left aboard can not only mold and cause quite a stink, but can also attract unwelcome rodent or insect stowaways. Too often, sailors invite friends down for the first sail of the season and arrive to find an embarrassing mess. So take a little time between rainstorms and run down to your boat to assess the onboard situation. Clean up what you can and start formulating a plan of attack for the rest.

Once the boat is shipshape, the fun begins. Pull out your trusty Bay and Delta chartbook and start a list of all the spots you'd like to go this year. Never dared shoaly Clipper Cove before? Plan to arrive and leave just before high tide, hug the pier as you enter, and pick an anchoring spot close to shore. Intimidated at the thought of grabbing moorings at Ayala Cove while everyone else watches? Prep some long mooring lines before you get there, have a boat hook ready, and just be patient.



***Racing a seagull is always an exercise in futility, but the crew of 'Selene' doesn't seem to mind.***

If you don't get it the first time, know that everyone there has had the same problem at least once. Want to plan an escape from the summer chill? High-tail it up to the Delta for a week of ultimate relaxation.

Now that you've decided *where* to go,

it's time to figure out *when* to go. Grab the kids' summer schedule, figure out how much time off you have coming, and start marking days. Setting a date to sail is the surest way to get your boat — and you — out on the water.

Once that's done, you get to decide who will be invited to join you on these adventures. A word of warning: some crew are better suited to the shorter trips. While Aunt Gladys might thoroughly enjoy a weeklong trip to Monterey, you might not enjoy having her \$200 hairdo, razor sharp acrylic nails, mountains of luggage and yappy Bichon Frisé along for the ride. Match your crew to your trip carefully!

**A**fter all of the above is taken care of, all that's left is to wait for the weather gods to show a little mercy on us mere mortals. And once they do, for the gods' sake, keep your mouth shut about it!

— **latitude 38**/ladonna

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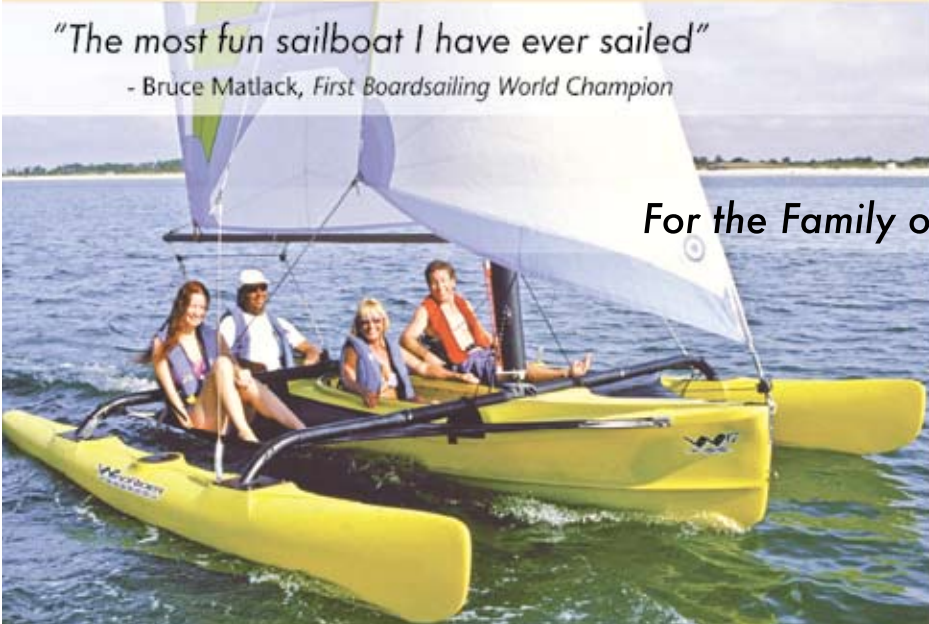
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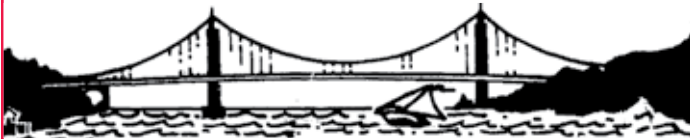
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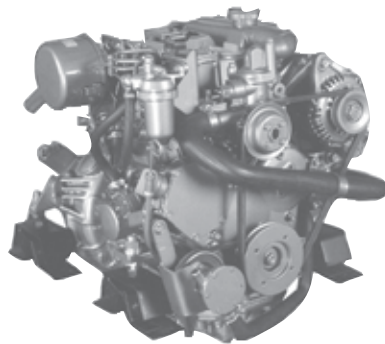
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# TO THE RESCUE!

In every do-it-yourselfer boatyard you can find industrious sailors who've taken on wildly ambitious refit projects. But even among such diehards, you'd be hard-pressed to find a craftsman



*Thaddeous is smiling here, but with a project this demanding we'd bet that there were some dark days, too.*

even willing to consider tackling the refit of *Cloudia*. After all, this 103-ton, 85-ft, wooden double-ender seemed long beyond repair, as she had sat half-submerged out in front of San Diego's Red Sails Inn for nearly a decade, slowly rotting into the mud.

*Cloudia's* rescuer, however, is not your typical backyard hobbyist. One look at Cap'n Thaddeous Blanchard will tell you he's a genuinely salty character who's probably got more than a few seafaring yarns to tell — and a great many blue-

*This scale model of one of Colin Archer's sturdy offshore rescue boats is an accurate depiction of what 'Cloudia' will look like when finished.*



water miles under his belt. During his 22-year Navy career (half active, half in the Reserves) he rounded the globe eight times with the Sixth Fleet's amphibious assault outfit. But his love of the water began long before that. Born in Oregon, he comes from tough stock with strong ties to the sea. His grandpa was a salmon fishing captain who drowned in a tragedy on the Columbia River, and his dad was a Green Beret in Vietnam.

Thaddeous still fondly remembers learning to sail at a Boy Scout summer camp up on Spirit Lake, in the shadow of Mt. St. Helens. He later did a lot of fishing up in Alaska. And somewhere along the line he developed a soft spot for traditional wooden sailing craft.

The Red Sails Inn on Shelter Island is a popular sailors' haunt, and while there, Thaddeous had often wondered if anyone was ever going to resurrect that sad, half-sunken hull that he knew deserved better. She was, after all, a vintage Colin Archer design built in Norway long ago as a lifesaving vessel capable of going to sea in all weathers.

One day he was standing near the hull admiring her lines when the dock manager asked, "You want her?" "Well, sure," said Thaddeous instinctively. "Then she's yours!"

Actually taking possession of her was a bit more complicated than that. But after tracking down the legal owner, this salty savior got a signed bill of sale in exchange for \$100 cash. While that may sound like a terrific bargain, bear in mind that the value of the hulk at the time was far less than zero, as it would take boatloads of money and thousands of man-hours to make her ready for sea again. So what made Thaddeous take the plunge? "I'd been a saturation (mixed gas) diver, but I got sick and couldn't dive anymore, so I needed a project to keep me busy." Taking on *Cloudia* accomplished that, and then some.

At the time of the sale, *Cloudia* had two huge holes in her sides, each nearly 8 feet long, and her bilges were full of mud. So just refloating her would be a substantial challenge for most would-be salvors. But Thaddeous had done plenty of salvage work previously and had refloated larger hulls than this one. Once he got her patched up enough to hold out water, then refloated her

and dug out the mud, he enlisted the help of the local Sea Tow operators to haul her a block away to Chuck Driscoll's boatyard, where he did more preliminary repairs. That was February of '09. Sometime later, the move to brother Joe Driscoll's yard in Mission Bay made all involved — including Thaddeous — a bit nervous. On a calm day, he rigged up a bridle and towed the battered hull out into open ocean for the 15-mile run up the coast. If the old girl had foundered in those 1,000-ft coastal waters, that really would have been the end of her.

But they made it safely and hauled her out. Then the real work began. It gives us a backache just to type the chro-



# THE RESURRECTION OF CLOUDIA

nology of steps taken during the past two years to make her whole again. Working week after week, a six-person crew has so far put in more than 25,000 man-hours. Although financed by friends and investors, the ongoing resurrection has truly been a labor of love.

From the research Thaddeous has done, he believes *Cloudia* was built as a tops'l ketch in 1867 to a Colin Archer design. She is one of six sisterships commissioned for the Norwegian Society

for Sea Rescue, and as such is massively built, not only to withstand the

*"You want her?"  
"Well, sure."  
"Then she's yours!"*

punishing conditions of the North and Baltic Seas, but also to endure battle with polar ice. Her rounded bilges and minimal keel allow her to ride up onto

encroaching ice rather than be crushed by it. Four of *Cloudia's* sisterships have been accounted for: two in Norway, one in England, and one in British Columbia.

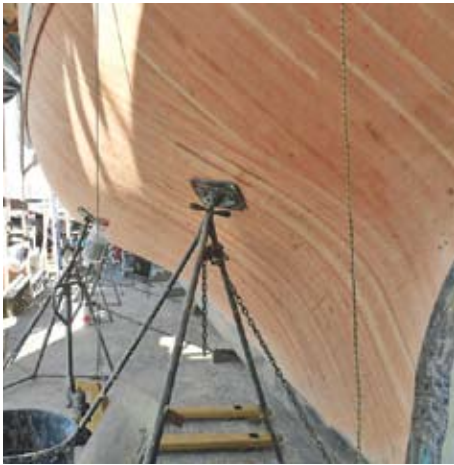
As with most deteriorated wooden hulls, the worst damage to *Cloudia* was from fresh water, not salt. Her rotted decks and all of her exterior planking were removed to expose her muscular framing, which had been sawn from seasoned white oak branches. "The smallest is 6" by 6", explains Thaddeous, "and the largest is 6" by 27".

Once that was done the drying-out process began. Thaddeous and his crew built a temporary boathouse out of wood framing and plastic, then began soaking each timber in an ethylene glycol solu-

***Clockwise from upper left: Repairing damaged ribs; the original planking couldn't be salvaged; cutting oak in the wild for major components; removing damaged planks one by one; safely hauled out after the offshore tow; a view of the original beefy ribs, which were sawn from tree limbs.***



# TO THE RESCUE!



**More than 25,000 man-hours have gone into the refit so far. Clockwise from upper left: the look of vertical cold molding; fairing the hull; refurbishing decks; stripping old paint; rebuilding the house; smoothing the final layer of planking.**

tion to draw out moisture and kill bugs and molds — a method used by many museums. As a result, "A fog of humidity filled the boathouse for over a year," he recalls.

Remarkably, after 144 years the hull still had its basic structural integrity. The top sections of 17 ribs had to be replaced, and a new bow stem had to be fashioned out of a 36,000-lb chunk of oak, but most of *Cloudia's* beefiest timbers, such as her keelson, were in relatively good shape.

Thaddeous was tempted to finish her just as she'd originally been built. But at the end of this long ordeal — which will still take another year to complete — he and his investors expect to put her back into service for chartering and film work. So her refit has been done to Lloyds "101 specs," including the addition of water-tight bulkheads. When finished she should be licensed by the U.S. Coast Guard to carry up to 49 passengers. (Although she was originally foreign-built, the extent of the refit should allow her to become a U.S.-documented hull and

thereby eligible to charter in U.S. waters.)

In order to make *Cloudia* truly bulletproof and unassailable by even the most finicky surveyor, Thaddeous decided to cold-mold her hull with layers of wood and epoxy. In case you're

*A new bow stem had to be fashioned out of a 36,000-lb chunk of oak.*

wondering what meets our definition of "truly bulletproof" we'll run it down for you: First, three layers of epoxy-coated 9/16" vertical-grain Douglas fir, the first laid horizontally, and the second and third laid diagonally. On top of that lies an inch-thick layer of vertical-grain Alaskan yellow cedar which will be finished 'bright', not painted. As we said, a labor of love.

During the demolition phase the crew found three termite nests in the

old decks, but they won't have to worry about bugs anymore. The new decks are built of 3/4" grade A ipe — a tropical hardwood so dense that bugs can't get a bite out of it. Oh, and that lies on top of two layers of 3/4" marine ply plus a layer of fiberglass — all screwed and glued together.

The only structural element that's not true to *Cloudia's* original design is the addition of a pilothouse — a common upgrade on other Colin Archers. Thaddeous has been out in enough nasty weather to know that's one addition he doesn't want to live without — especially since he hopes to charter in Alaska.

Although such vessels were originally manned by the hardiest of seamen, when finished, *Cloudia's* interior will have amenities and creature comforts that those rugged Norwegians never would have dreamed of. She'll have four private double cabins, and will sleep as many as 16 for offshore voyages. Forced-air heating will keep her guests warm in the chilly north country, and air conditioning will keep them cool in the tropics. She'll also be equipped with a 1,000-gallon-

ALL PHOTOS CLAUDIA



# THE RESURRECTION OF *CLOUDIA*

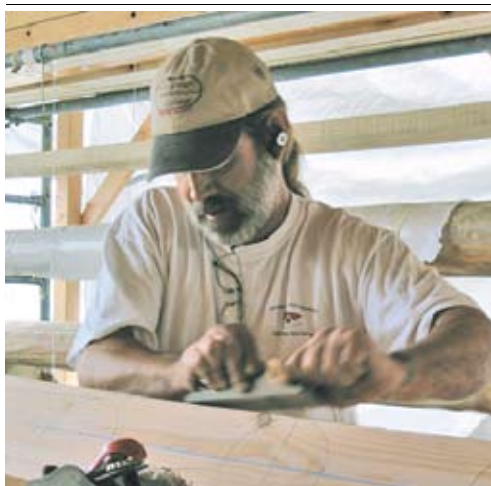
per-day watermaker and a complete "gourmet galley."

Unfortunately, most of that work has yet to be done — in addition to installing most of the electrical system, top notch navigation gear, a 20-kW generator and a brand new 150-hp Isuzu diesel rated to push her along at 9 knots.

One aspect of the refit where Thaddeous caught a break was with *Cloudia's* wooden spars, all of which are still usable except her bowsprit. Due to the extreme weather these boats often encountered, they were designed with retractable bowsprits that could be stored inboard.

Unfortunately, the ketch's running rigging was not salvageable. Thaddeous says he and his crew had to hand-make 400 blocks and deadeyes. As you might imagine, *Cloudia* carries no winches, except her manual anchor windlass.

**M**ore than 60 people have lent their brains and brawn to the project thus far. Their talents run the full spectrum from brute strength to precise engineering,



*Although the hardest work is behind him, the salty savior still has a year of installations and finish work ahead of him.*

While the list of essential helpers is far too long to mention, Thaddeous says the project would have been impossible without the design and engineering services of Douglas Sharp and Paul Kotzebue of San Diego Yacht Design, the problem-solving abilities of Erik Fassbaugh, or the hardwood sourcing skills of Lee Hope of Advantage Lumber.

There's one member of the work crew

who'll get a unique sort of acknowledgement, though. When the last stroke of varnish has been applied, the hull has been refloated, and all systems are go, crewman Grant Reynolds and his fiancée Michelle will perform their nuptials aboard, out on San Diego Bay. (And we'd like to see the photos.)

Colin Archer wasn't the first naval architect to sketch a double-ender. But there's no denying that his century-old designs inspired modern adaptations such as Westsails, Hans Christians and Babas which are still preferred today by many blue-water sailors. That fact is a testament to the enduring value of Archer's engineering artistry.

Apparently it takes a lot more than years of neglect to kill an Archer classic. And as far as we can tell, *Cloudia* will soon be good to go for at least another century.

— **latitude/andy**

*Readers — To contact Thaddeous about the project or future charters, email: nothaid@gmail.com, or visit: <http://thecloudia.com>.*



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# MAX EBB

I'll never get tired of the view of the Bay from the express commuter bus. The windows are high enough for me to see over the bridge railings, and the bus usually takes the far right lane for a sweeping aerial view of the Central Bay. And most important, my stop is early enough in the route so that I always have my choice of window seats.

I confess that I sometimes enjoy the view within the bus too, especially when an attractive young woman, rigged for the office, fetches up in the seat next to me. On one recent occasion, my eye hadn't even gone above her sheer line when the woman recognized me before I recognized her.

"Hi, Max," Lee Helm greeted me in a cheerful voice.

"Lee! You're, um, hard to recognize in your work disguise," I stammered. "And so far out of your natural habitat. Besides, I thought you were working full-time on your thesis this semester."

"They keep making me offers I can't refuse," she shrugged. "And I totally need new sails for the windsurfing quiver. No worries, the thesis is on track."

"That's good. Are you racing this weekend?"

"For sure, and that reminds me — I have to load the tide book."

"Load the tide book? What does that mean?"

"It's how I prepare the book for racing. I go through one tide book per race day, and it gets marked up pretty good."

She pulled a tide book from a local chandlery out of her briefcase and opened it up to the page for March. But the opposite page said April, and I have learned the hard way that this means "check the heading of the table." She was looking at the pages for Carquinez Strait.

"Lee, that's the. . ."

"I know, that's why I'm putting a big diagonal line through this page with a heavy marker. I don't want anyone on the boat to look at this page by mistake. Cuz, like, every tactician I know has lost at least one race by mixing up the Carquinez currents with the Golden Gate currents."

Next she flipped the pages back to the correct page with the table for the Golden Gate entrance for March. She dog-eared the page, then switched to a ballpoint pen and underlined the row of numbers for the coming Saturday.

"3.4 ebb at 9:21," she mumbled to herself, then picked up the marker again and flipped to the little tide charts near the back of the book.

"Lee, don't you have to correct for. . ."

"Shh! 3.4 ebb at 9:21," she repeated

several times until the number 9:21 had been written on the blank space just west of the Yerba Buena/Treasure Island causeway, on the detail inset of the 'Maximum Ebb at Golden Gate' chart. Then she repeated "3.4 knots" a couple of times while she found the table of correction factors printed right before the tide charts. Looking up 3.4 knots under the ebb column yielded a correction factor of 0.8. She flipped back to the maximum ebb page and wrote in "x 0.8" under the 9:21.

"This will be before our start," she said as she labeled the previous page "8:21 x 0.8," also writing those numbers next to Treasure Island on the detail inset. "But we might be sailing over to the starting area from a different marina, and it's good to calibrate what the Bay is *actually* doing against what the tide book says it *should* be doing."

"I was wondering if you were going to add any new info," I said, somewhat

surprised that Lee Helm, of all people, was relying on such low-tech methods.

"The boat's too small for me to use any more tools than a tide book," she explained. "On bigger boats I have bigger charts and a computer, and on even bigger boats, I'm online as much as the class rules allow. But, like, for this operation it's just the dorky ol' tide book. Where was I?"

Lee filled in the times and the correction factor for one, two and three hours after maximum, then flipped back to the current

table page, which she had made easy to find via the dog-eared corner and the underlined row of numbers.

"Slack at 1:38," she announced, and wrote that along the bottom of the 'Three Hours After' chart, somewhere in the mud flats off San Leandro.

"Shouldn't you be using the 24-hour clock, like the tide book?" I asked. Noticing something interesting for the first time, I asked "Where's the Oakland Air-

. . . my eye hadn't even gone above her sheer line when I recognized her.



PETER LYONS / WWW.LYONSMAGING.COM

port on this chart?"

"Most of us Yanks take one extra brain cycle to parse the 24-hour clock, so I stick to the 12-hour system. It's lubberly, but there's less chance of error. I mean, why stress the crew? No one complains. On a Euro boat, I'd use 24-hour, or maybe if most of the crew were ex-military."

The bus picked up its last batch of commuters and bore off onto the on-ramp, loaded down to its marks with passengers. From the freeway, we had our first look at the Bay. Still a lot of fog, but hazy sun was already breaking through, promising a nice early-season sea breeze. It would be a perfect evening for a sail after work.

Lee, meanwhile, was repeating "2.2 flood at 4:35" while

she marked the time on the page of the tide book with the chart for maximum flood. Then she used the table in front of the charts to determine the correction factor of 0.7, and wrote that in under the time. Working backward in the book, she wrote in 3:35 for one hour before, 2:35 for two hours before, and then, along the top margin of the 'Two Hours Before' page, copied "slack at 1:38" from her note on the last page of charts.

"I'll throw in one and two hours after max flood, just in case," she said. "That takes us up to 6:35 p.m., past the time

Switching to more appropriate technology, Lee swapped the tide book for a smart phone and brought up tide height graphs for various months of the year.

"Isn't there an app that can load the tide book for you, Lee? And then display it on your phone, customized for the actual tide cycle that day?"

"Maybe, but I'm not going to drown another phone, no thanks. And the tide book has the advantage that I can read it in bright sunlight."

So what do you do on bigger boats, when you can carry a notebook?"

"I like the tide charts in the old *Pacific Boating Almanac*, especially for North Bay or South Bay courses. Any self-respecting yacht club library will have a bunch of back issues — it's a coastal almanac of sorts so they put out a new one every year. Swipe one and cut out the charts. The only problem is, it's not great for Central Bay racing unless you like to do some Photoshop reconstruction, because they totally ran the chart across the gutter, but it's perfect for the Vallejo Race if you just use the North Bay pages. Or dig up the official NOAA tidal current chart book, scan it, and print the coverage and size you like."

"It's still the same old chart from 100 years ago," I pointed out. "Surely there's something more user-friendly available by now."

"Yeah, there's software that interpolates the tide changes in time and space," Lee admitted, "and maybe brings in a few new measurements. And if you, like, add in the real-time wind flow vector field from the PORTS website, and if the computer knows your boat's polars, you can run a mini-routing program that will make all the strategy calls. But it's not granular enough to compete well with direct observation. I mean, not yet. It's going to be fun when we have enough data to make automated in-the-Bay routing programs really work."

By this time, we were climbing the incline onto the bridge, in my favorite far right lane, treating us to that spectacular view of the tide lines and back-eddies.

"Seems to me that the amount of detail known about San Francisco Bay tides is about to jump by three orders of magnitude," I predicted. "As soon as the America's Cup people attack the problem."

"If we can ever get our hands on the data," said Lee, complaining in advance



Lee loads up her tide book before a race, marking corrected times on corresponding pages.

limit for the last race. And we're done! Tide book: Loaded."

"Is that all the tidal data you bring with you on a race?"

"The real game," she explained, "is observing how the tides are different from what's predicted by the tide book. I mean, there are really, like, six kinds of tides in our mixed diurnal/semi-diurnal tide cycle: There's the average spring tides as shown in the tide book, which actually do happen sometimes. That's the first two. Then there's the ebb and flood on either side of the higher low: Think of the typical mixed di/semi-di tide graph as a two-humped camel: These are the ebb and flood between the two humps. That's two more kinds of tides, both of them fairly weak. And finally there's the ebb and flood on either side of the lower low, between the camels. These are the two strong tides. And because this is a sun-moon interaction thing, the lower low happens mostly in the early evening in the winter months, and mostly in the early morning in the summer months."



Unlike most boats, the AC cats will likely favor smooth water over current relief.

# MAX EBB

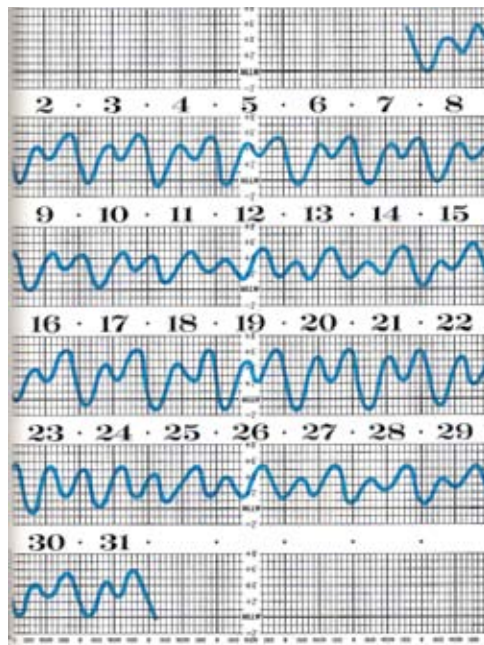
about the expected level of secrecy.

"Yes, it's hard to imagine how to prevent each syndicate from keeping their own proprietary tide charts. Even if they pretend to share it."

"And there are going to be some surprises in how they use the data. I'm betting that we see the A-Cup cats beating up the Cityfront looking for smooth water and going for the flood tide, not the ebb. Think about it: Two knots of push in ebb current versus being able to power up in smooth water and go five knots faster. Unless the wind is light and all the relative wind over water is in the ebb zones. Those guys will need a whole book of polars to cover all the possibilities of wind and wave conditions, and their tide charts will be used to predict sea state more than current."

Meanwhile, the bus was beginning to make heavy weather of it in the morning traffic. Probably a stall somewhere downstream. At least we had the view of the Bay to contemplate.

"I'm still disappointed they aren't



*A tide height graph for a typical summer month, showing a characteristic two-hump pattern. Lee claims to have identified six different kinds of tides, and there may be more.*

putting the whole America's Cup Village on Treasure Island," Lee remarked. "The

entire east shore of the island is at least as well protected as the City piers, and Clipper Cove would have become the favorite anchorage for the paparazzi."

"The City has other plans for the island, already in progress," I noted. "There's going to be a whole new skyline to go with the new bridge tower — and very likely enough new restaurants to make the cove a great daysailing destination, assuming they ever get around to dredging it again."

We admired the single tower that would support the new cable-stayed bridge, and I noticed the wake behind a moored barge. "Looks like a strong ebb down there," I said. "Let me have a peek at that tide book again."

Lee handed me the book, and I looked at the page she'd marked for 8:21 a.m., which would be more-or-less applicable for one day and one hour earlier. I mentally applied the correction factor and decided that it looked about right.

"Remember," advised Lee, "except for

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## — CURRENT EVENTS

the arrows on the inset, which have those little dots in the middle of the arrow, the current is measured at the decimal point of the number that indicates the speed."

"Funny how much stronger it is from the South Bay than from the North Bay," I observed from the tide book numbers.

"That's just because it's early in the ebb," Lee reminded me. "The South Bay turns first. Remember why?"

I knew she had explained this to me once before, but I wasn't in the mood for another one of her oral exams. "I give up," I conceded.

"Because the South Bay behaves more like a standing wave. The North Bay is better modeled as a progressive wave, and if the models were exact, the South Bay current would, like, lead the North Bay current by a full 90 degrees, or one-quarter of the 12-hour semi-diurnal tide cycle."

"Uh, run that by me again?"

"It's the old bathtub versus river analogy," she explained. "Think of the South Bay as one end of a bathtub with the water sloshing back and forth. At high

water, the current stops. At low water, the current stops. At mid-tide, there's maximum flow."

"Okay, makes sense," I agreed cautiously.

"Now look at the North Bay. It's the mouth of a very long trench, the river and Delta system. It's much too long to fill up

*"The South Bay behaves more like a standing wave."*

or drain with each tide. So at high tide, the water is still running in. At low tide, the water is still running out. Maximum North Bay current is at the highs and lows. Compare to South Bay current, maximum at mid-tide, and you get the phase difference between the North and South Bays . . . sort of. The models aren't at all exact. But it explains nicely why, at

high-water slack, the East Bay current flows south to north, and at low-water slack the East Bay current runs north to south.

The view was even more spectacular from the west span, with blue sky, morning sunlight, and office towers rising out of the fog. A container ship had just crossed under the Delta-Echo Span and was turning left to leave the Bay, probably full of empty boxes going back to China.

Sensing a moment of weakness, I asked Lee if she wanted to crew for me in the Farallones race.

Lee drove a hard bargain: She wanted to be full-time navigator and bring her own foredeck crew and mainsheet trimmer, and she even specified where I had to buy the sandwiches and the crew shirts. Of course I pretended to resist every demand. But by the time our bus was made fast inside the Transbay Terminal, I had all the details set and a full crew for the spring ocean series.

— max ebb

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# THE RACING

This month we stay a little closer to home than usual, with wrap-ups and round-ups of some of the Bay's more popular midwinters series. First up is the **RegattaPRO/Sausalito YC Winter One Design Series**. Then it's on to the **Golden Gate YC's Manuel Fagundes Seaweed Soup Series**. After that we head across the Bay for the **Berkeley YC Mids** before coming halfway back for the **Corinthian Mids**. Then we shift gears for some **Race Notes**. Enjoy!

## RegattaPRO/Sausalito YC Winter One Design Series

The Regatta PRO/Sausalito YC Winter One Design Series wrapped up on February 12 for the 48 boats in six divisions.

"We were very lucky this year, as it never rained and we had wind — eventually — for every race," said RegattaPRO's Jeff Zarwell. "The fleets that showed up again this year, and the lack of a single protest, made it great. The Sausalito YC stepped up and supported the event this year, and we had a great race committee as well. It's so much easier when you have good people helping out!"

The closest division points-wise was the J/24s, which brought out eight boats. Don Taylor's *On Belay* beat out Brian Goepfrich's *Snowjob* by two points to take that division. Elsewhere the points differences were deceptively big, with every division winner making it look easier than it was. The one design series once again got a great turnout from the J/120s (7 boats), J/105s (15), Melges 24s (10), Moore 24s (7), and J/24s, plus the Antrim 27s (5) — sailing as a one design on the Bay for the first time in a few years.

Richard Swanson's *Grace Dances* took **Erwan Le Gall's Melges 24 'Abordage'** rolls **Conrad Holbrook's Moore 24 'Topper II'**. **Le Gall and his crew will be travelling all the way to Corpus Christi, Texas in May for the class's World Championship.**



Bruce Stone

the honors among the always-competitive J/120s, while Bruce Stone's *Arbitrage* continued its winning tear in the J/105 fleet — Stone took the Bay's J/105 season championship this year, and Newport Rhode Island's Fleet 14 season title as well. John Siegel's *Moorigami* took the Moore 24 division, while Tahoe-based Dan Hauserman and his *Personal Puff* made the most of their "winter vacation" in the Melges 24 division. The Antrim 27 win went to John Liebenberg's *Always Friday*.

### REGATTAPRO/SAUSALITO YC WINTER ONE DESIGN SERIES FINAL (8r. 2t)

J/120 — 1) **Grace Dances**, Richard Swanson, 11 points; 2) **Mr. Magoo**, Steve Madeira, 15; 3) **Dayenu**, Don Payan, 19. (7 boats)

ANTRIM 27 — 1) **Always Friday**, John Liebenberg, 8 points; 2) **Arch Angel**, Bryce Griffith, 11; 3) **E.T.**, Todd Hedin, 17. (5 boats)

MELGES 24 — 1) **Personal Puff**, Dan Hauserman, 7 points; 2) **Smokin'**, Kevin Clark, 13; 3) **Wilco**, Doug Wilhelm, 17. (10 boats)

J/105 — 1) **Arbitrage**, Bruce Stone, 9 points; 2) **Roxanne**, Charles James, 17; 3) **Blackhawk**, Scooter Simmons, 17. (12 boats)

MOORE 24 — 1) **Moorigami**, John Siegel, 6 points; 2) **Banditos**, John Kernot, 12; 3) **Blue Ball**, Simon Winer, 16. (7 boats)

J/24 — 1) **On Belay**, Don Taylor, 12 points; 2) **Snowjob**, Brian Goepfrich, 14; 3) **Frogflips**, Richard Stockdale, 16. (7 boats)

Complete results at: [www.regattapro.com](http://www.regattapro.com)

## Manuel Fagundes Seaweed Soup Series

The Golden Gate YC's Manny Fagundes Seaweed Soup Series got a banner day on February 5. A big fleet that included everything from Wetas to a solid fleet of big boats duked it out on the Cityfront in

what was probably the first real westerly of the year, with temps in the mid-70s and 10-16 knots of breeze and sunshine. As the penultimate race of the series, the event set up some battles for the finale on March 5.

In PHRF 1, Richard Courcier's Farr 36 *Wicked* holds a two-point lead over Brad Copper's Tripp 43 *TNT*, with Buzz Blackett's Antrim Class 40 *California Condor* and Mark Howe's Farr 36 *War Pony* both just two points farther



ALL PHOTOS THIS PAGE LATITUDE/ROB

back. Scott Easom has already won PHRF 2 on account of his four-straight bullets with his Farr 30 *Eight Ball*, but PHRF 3 is up for grabs with Gordie Nash's Modernized Santana 27 *Arcadia* just one point ahead of a tie for second between Mike Mannix' Catalina 38 *Harp* and Steve Woner's Wyliecat 30 *Uno*.

PHRF 4 will be a duel between James Hennefer's IOD *La Paloma* and Paul Manning's IOD *Xarifa* with two points between them. The Catalina 34s are already decided for David Sanner's *Queimada*, but in the Knarr fleet there's a battle between Mark Dahm's *Benino* and J. Eric Gray's *Knarr 134*. Ditto for the Folkboats, where Chris Herrmann's *Thea* and Richard Keldsen's *Nordic Star* are only separated by a point. The Larger Multis division is still up for grabs with any of the four boats capable of taking the division. The same goes for the Wetas, where Gordon Lyon and Stephan Sonnen have only a point between them.





**Ed Walker's 'Wianno' and Doug Bailey's 'Akula' arrive at the finish overlapped during the RegattaPRO/Sausalito YC Winter One Design Series.**

GOLDEN GATE YC MANUEL FAGUNDES SEA-WEED SOUP SERIES (2/5, 1)

PHRF 1 — 1) **Wicked**, Farr 36, Richard Courcier; 2) **California Condor**, Antrim Class 40, Buzz Blackett; 3) **B-Line**, 1D35, Jim Hoey. (7 boats)

PHRF 2 — 1) **Eight Ball**, Farr 30, Scott Easom; 2) **Hawkeye**, IMX 38, Frank Morrow; 3) **Yucca**, 8 Meter, Hank Easom. (12 boats)

PHRF 3 — 1) **Arcadia**, Modernized Santana 27, Gordie Nash; 2) **Harp**, Catalina 38, Mike Mannix; 3) **Shenanigans**, Express 27, Bill Moore. (11 boats)

CATALINA 34 — 1) **Queimada**, David Sanner; 2) **Sea Spirit**, Herbert Brosowsky/Larry Baskin; 3) **Rollover**, Lynn Guerra. (9 boats)

PHRF 4 — 1) **La Paloma**, IOD, James Hennefer; 2) **Xarifa**, IOD, Paul Manning; 3) **Torrid**, Aphrodite 101, Larry Westland. (8 boats)

KNARR — 1) **Benino**, Mark Dahm; 2) **Knarr 134**, J. Eric Gray; 3) **Narcissus**, John Jenkins. (6 boats)

FOLKBOAT — 1) **Nordic Star**, Richard Keldsen; 2) **Thea**, Chris Herrmann; 3) **Frihed**, William Madison. (7 boats)

LARGER MULTIS — 1) **Blewater**, Seawind 1000, Mike Ropers. (1 boat)

WETA — 1) **Loose Cannon**, Gordon Lyon; 2) **Séikaika**, Marc Simmel; 3) **Weta**, Stephan Sonnens. (5 boats)

Complete results at: [www.ggyc.org](http://www.ggyc.org)

### Berkeley YC Mids

The Berkeley YC must have lodged their weather reservations well in advance, because the rain stayed away long enough for a brilliant weekend of midwinter racing February 12-13. Full sunshine, 6 to 10 knots of breeze and mild current during the days meant that sailors were left with little to complain about for their series' respective finales.

Fifty-five starters showed up on Saturday, and all 55 finished, which sounds trivial, but for some of the smaller boats, this was a red-letter day: they finally got to finish a race! There was a

warm 6- to 8-knot breeze and they were able to start on time.

"Our experiment of trying to create a course for our 10 deeper-draft boats in Division A almost worked," said the club's Bobbi Tosse. "Since it was a course featuring a downwind finish and since Division A was the only division sailing this course, I worried that we could experience a mess with the smaller boats finishing in both directions. That turned out not to be a problem as all eight Division A boats were done almost 15 minutes before the first Division B boat arrived."

But it wasn't a totally trouble-free arrangement. The Division A boats were sent to Southampton Shoal, then back downwind to GOC, and then back up to Southampton Shoal. When the Division A boats showed up at GOC, they were greeted with the Express 27s, which were rounding GOC as their weather mark! From a spectator's point of view aboard the *Latitude 38* photoboot, it was absolute hilarity, but if you had a podium finish on the line it probably wasn't too amusing.

"Even though this course was supposed to be in deeper water, a few boats still managed to find the muddy places — I won't mention names," Tosse said. "When I mumbled something about charts and depth sounders, I was told they 'needed' to go to the place of no water to dodge the current. . . Oh, well."

The series saw some tight battles for the top spots come down to the final race. In the whopper of an 18-boat Express 27 division, Ray Lotto's *El Raton* and Will Paxton's *Motorcycle Irene* went into the day tied with six points apiece. The two boats stayed close together at the start, and after splitting slightly from each other, the latter got to the top mark first. But Lotto and company — the class's '10

*The J/120s never take it easy. Here, series winner Richard Swanson's 'Grace Dances' tries to stay below the line with 'Chance' and 'Desdemona' (28486) charging hard with the leeward position.*



# THE RACING



ALL PHOTOS LATITUDE/ROB

**Clockwise from top-left — a day like February 12 puts everyone in good spirits at the Berkeley YC Midwinters's finale; Saturday Express 27 winner Ray Lotto; the crew of Phil Krasner's 'Wetsu' enjoys the day; a pack of Expresses soaking downwind; Division A gets off the line with series winner 'Family Hour TNG' (46595) nailing the boat end with clean air; Division B followed and series winner Andrew Macfie's Olson 30 'Hoot' gets launched; the bow/pit team aboard David Douglas' C&C 37 XL 'Maggie' earned their post-race beers on this drop... the kite never hit the water; Paul Kamen's Merit 25 'Twilight Zone' gybes away from Patrick Kohlman's Davidson quarter-pounder 'Joyicity'; Ray Lotto's 'El Raton' breaks free from rival 'Motorcycle Irene' en route to a race and series win.**

season champions — rebounded to take the race and the series win.

Saturday's other battle went to Robert Schock's Newport 30 *Achates*, which entered the day needing to put a boat between it and Emile Carles' Tartan 30 *Lelo Too* to win Division E. Schock was able to do just that to win on a countback.

The Bilafer family and their Henderson 30 *Family Hour* comfortably won Divi-

sion A, and Division B went to Andrew Macfie's Olson 30 *Hoot* with straight bullets. George Ellison's Schumacher 30 *Shameless* took Division C, while Patrick Kohlman's sweetly-restored Davidson "quarter-pounder" *Joyicity* halved the point total of the runner up in Division D. Division F was all about David Torrisi's Catalina 22 *Dumbo*, which notched straight bullets, and Richard vonEhren-

brook's Cal 20 *Can O' Whoopass* cruised to the Cal 20 title.

All 26 starters finished Sunday's race as the rowdy weather that followed later that week started rolling into the Bay. At 11:30 a.m. the breeze was coming from about 270°, but it was lighter than on the





day before, and there was thick fog.

"When we checked in with Vessel Traffic Service they assured that we should get some 'viz' soon," Tosse said. "Amazingly, they were right; we started on time for an 8-mile windward/leeward course. When the lead boats had managed only 2 miles in a little over an hour, we elected to shorten it to a 5-mile course. Naturally, as soon as we were set, the new breeze kicked in along with a 45-degree shift to the left. This meant each leg was now a speedy

little reach and all 26 boats finished in 30 minutes."

The closest contest in the Sunday series went to Richard Stockdale's J/24 *Froglips*, which carried the day to edge out Jim Fair's Merit 25 *Chesapeake* for a two-point series win in Division 3.

Although she didn't have anyone to race against, Bill Roberts' Corsair 31 *Emma* showed up for every race and took the multihull division. Dean Treadway's evergreen Farr 36 *Sweet Okole* took Division 1, and Division 2 went to Macfie's *Hoot* — the only boat to win its division in both the Saturday and Sunday se-

ries. Rachel Fogel's *Great White* took the smaller — but still competitive — Express 27 division, while Larry Telford's IS 30-2 *Antares* took Division 4 by a point.

Last up for the Berkeley YC Mids racers was the Champion(s) of Champions, aka the "Trophy Winners Race" on February 27, after we'd gone to press. By the time you've read this, the division winners from both days will have gone head to head for the Kirt Brooks Perpetual trophy. The second, third and fourth place finishers from both days of the regular series also had their respective starts.

# THE RACING

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

DIVISION A — 1) **Family Hour TNG**, Henderson 30, Bilafer family, 5 points; 2) **Jeannette**, Frers 40, Henry King, 8; 3) **Stewball**, Express 37, Bob Harford, 12. (8 boats)

DIVISION B — 1) **Hoot**, Olson 30, Andrew Macfie, 4 points; 2) **Mintaka 4**, Farr 38, Gerry Brown, 10; 2) **Flexi Flyer**, Soverel 33, Mitchell Wells, 12. (8 boats)

DIVISION C — 1) **Shameless**, Custom Schumacher 30, G. Ellison/H. Macartney, 7 points; 2) **Baleineau**, Olson 34, Charles Brochard, 10; 3) **For Pete's Sake**, Ultimate 24, Peter Cook, 15. (6 boats)

EXPRESS 27 — 1) **El Raton**, Ray Lotto, 7 points; 1) **Motorcycle Irene**, Will Paxton, 10; 3) **Eagle**, Ross Groelz, 16. (18 boats)

DIVISION D — 1) **Joycity**, 1/4 Ton, Patrick Kohlman, 6 points; 2) **Phantom**, J/24, John Guliford, 12; 3) **Chesapeake**, Merit 25, Jim Fair, 13. (7 boats)

DIVISION E — 1) **Achates**, Newport 30, Robert Schock, 7 points; 1) **Lelo Too**, Tartan 30, Emile Carles, 7; 3) **Harry**, Newport 30, Dick Aronoff, 14. (4 boats)

DIVISION F — 1) **Dumbo**, Catalina 22, David Torrisi, 4 points; 2) **Latin Lass**, Catalina 27, Bill Chapman, 14; 3) **Crazy Horse**, Ranger 23, Nicholas Ancel, 17. (6 boats)

CAL 20 — 1) **Can O' Whoopass**, Richard vonEhrenkrook, 5 points; 2) **Fjording**, Tina Lundh, 10; 3) **Recluse**, Cal 20, Howard Martin, 16. (5 boats)

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

MULTIHULL — 1) **Emma**, Bill Roberts, 4 points. (1 boat)

DIVISION 1 (<85) — 1) **Sweet Okole**, Modified Farr 36, Dean Treadway, 6 points; 2) **Abordage**, Melges 24, Erwan Le Gall; 2) **Salt Peanuts**, Dees GP 26, Steve Saperstein, 13. (5 boats)

DIVISION 2 (87-120) — 1) **Hoot**, Olson 30, An-



draw Macfie, 5 points; 2) **For Pete's Sake**, Ultimate 24, Peter Cook, 11; 2) **Flexi Flyer**, Soverel 33, Mitchell Wells, 11. (5 boats)

EXPRESS 27 — 1) **Great White**, Rachel Fogel, 5 points; 3) **Luffing Outloud**, Ray Wilson, 14; 2) **Wetsu**, Phil Krasner, 15. (5 boats)

DIVISION 3 (123-168) — 1) **Frogflips**, J/24, Richard Stockdale, 8 points; 2) **Chesapeake**, Merit 25, Jim Fair, 10; 3) **Two Irrational**, Moore 24, Anthony Chargin, 11. (5 boats)

DIVISION 4 (>170) — 1) **Antares**, IS 30-2, Larry Telford, 6 points; 2) **Latin Lass**, Catalina 27, Bill Chapman, 7; 3) **Zingaro**, Santana 22, Jennifer McKenna, 12. (4 boats)

Complete results at: [www.berkeleyyc.org](http://www.berkeleyyc.org)

## Corinthian Midwinters

Although the weather on the Bay was pretty wet and gray on February 19 — one sailor called it "freezing rain" — it certainly took a turn for the better, albeit colder, the following day as the scoring part of the 60th annual Corinthian Midwinters wrapped up with some thrilling finishes for the 150-plus boats in 15 divisions.

The stage had been set the previous month, when a pair of light-to-medium-air races with plenty of current saw people going from hero to zero and back again multiple times. But on the final weekend, which saw pretty consistent breeze — 6 to 10 knots on Saturday and 10 to 15 on



STEVE SKINNER

Sunday — a strong position was anything but a guarantee. Some boats leapfrogged the competition to nab podium spots in their divisions, and others gutted-out close ones — three of the division winners couldn't be determined without a countback.

Richard Courcier's Farr 36 *Wicked* won PHRF 1 on a countback after tying with Mark Howe's Farr 36 *War Pony* and Steve Stroub's SC 37 *Tiburion*, who took the second and third spots respectively. Scott Easom's Farr 30 *Easom Rigging* walked away from the rest of PHRF 2, al-

# THE BOX SCORES

The Bay's midwinter series are in their twilight, so without further ado, we get right to the results for those that are as of yet unresolved. Our style guide for midwinters results is right here in front of you. If you take the time to type them out in the format you see here, they are guaranteed to get into the magazine, as it just makes life that much easier for us when our results gnome decides to play hooky. We need the boat name, type of boat (for handicap divisions) and the skipper's name. When you've gotten all that info together, just send it on to the Racing Editor at [rob@latitude38.com](mailto:rob@latitude38.com). Thanks!

## SAUSALITO YACHT CLUB MIDWINTERS (2/6 1r)

DIVISION A (SPINNAKER) — 1) **Nancy**, Wyliecat 30, Pat Broderick; 2) **Gammon**, Tartan 10, Jeff Hutter; 3) **Razzberries**, Olson 34, Bruce

Nesbit. (11 boats)

DIVISION C (NON-SPINNAKER PHRF < 143) — 1) **Q**, Schumacher 40, Glenn Isaacson; 2) **Basic Instinct**, Elliott 1050, Jan Borjeson; 3) **Willow**, Centurion 40S, Bob Braid. (6 boats)

DIVISION D (NON-SPINNAKER PHRF 143 - 232) — 1) **La Mer**, Newport 30, Randy Grenier; 2) **Geronimo**, Lancer 30M, Michael Campbell; 3) **Willin'**, Catalina 30, Mark Tishler. (6 boats)

DIVISION E (NON SPINNAKER PHRF > 232) — 1) **Tackful**, Santana 22, Cathy Stierhoff/Frank Lawler; 2) **Inshallah**, Santana 22, Shirley Bates. (2 boats)

Complete results at: [www.sausalitoyachtclub.org](http://www.sausalitoyachtclub.org)

## ISLAND YC ISLAND DAYS #4 (2/13, 1r)

SPINNAKER 1 — 1) **Ragtime!**, J/92, Bob Johnston; 2) **Crazy Eights**, Moore 24, Aaron Lee; 3) **Invisible Hand**, J/111, Greg Nelsen; . (8 boats)

168 RATERS — 1) **Bewitched**, Merit 25, Laraine

Salmon; 2) **Bandido**, Merit 25, George Gurrola; 3) **Phantom**, J/24, John Guilloford. (4 boats)

SPINNAKER 2 — 1) **Wuvulu**, Islander 30, John New; 2) **Razzmatazz**, Santana 525, Bill King; 3) **Tinker**, Wilderness 21, Matthew Beall. (5 boats)

NON-SPINNAKER — 1) **Obsession**, Harbor 20, Lee Perry; 2) **Scrimshaw**, Harbor 20, Lee Perry; 3) **One More Time**, Rhodes 19, Steve Ritz. (4 boats)

COLUMBIA 5.5 — 1) **Wings**, Mike Jackson. (1 boat)

Complete results at: [www.iyc.org](http://www.iyc.org)

## SOUTH BEACH YC ISLAND FEVER SERIES STANDINGS (3r, 0t)

SPINNAKER PHRF ≤ 126 — 1) **Wasabi**, Kernan 44, Dale Williams, 6 points; 2) **Lazy Lightning**, Tartan 10, Tim McDonald, 8; 3) **Wild One**, FT 10, John Lymberg, 9. (11 boats)

SPINNAKER PHRF 127+ — 1) **Double Play**, Yankee 30, RDK partners, 4 points; 2) **Luna Sea**,



Enjoying "shorts sailing" during the Sausalito YC mids aboard Bob Braid's Centurion 40S 'Willow'; inset — it doesn't get much better than this.

though Frank Morrow's IMX 38 *Hawkeye* did manage to break Easom's stretch of bullets with a win in Saturday's race.

The Express 37 division went to Bob Harford's *Stewball*, while Charles James' *Roxanne* leaped into the J/105 division title. PHRF 3 was another really close one, with Robert Bloom's J/35 *Jarlen* beating James' son Elliott — sailing the family's Mancebo 31 *Bloom County* — on a countback after the two boats tied with

10 points a piece.

PHRF 4 was all about Bryan Wade's Ultimate 24 *Max*, which scored bullets on both days. Gordie Nash and his modernized Santana 27 *Arcadia* came out swinging, erasing a seven-point deficit carried over from the first weekend with a pair of bullets that put him in first in PHRF 5 after yet another countback. PHRF 6 went to Lon Woodrum's Moore 24 *Frenzy*, which cruised to a pair of bullets. George Ellison's Schumacher 30 *Shameless* romped in the SF Bay 30 class, also bulleting in both races.

Non-spinnaker 1 went to Glenn Isaacson's Schumacher 40 *Q*, while Non-spinnaker 2 went to Jim Erskine's Cal 33-2 *Kira*. Non-spinnaker 3 went to Richard vonEhrenkrook's Cal 20 *Can O' Whoopass*, which took the division finishing with three straight bullets.

The Catalina 34s went to Kurt Magdanz' *Amandla* by a healthy margin, and Kirk Smith's *Dream* scored three bullets and a second over the series to finish with a three-point win in the Alerion Express 28 division. The Cruising Cat division went to J.E.B. Pickett's Seawind 1160 *Serenity*, and Peter Stoneberg's *Shadow* took an uncontested win in the other multihull class.

The Aotea Team Trophy went to the Corinthian YC's own *Could-NaThinkaOne*, made up of *Kira*, Jim Snow's Cal 20 *Raccoon* and Jan

Borjeson's Elliott 1050 *Basic Instinct*. The trio pulled it off despite the fact that the San Francisco YC's *Can of Yuc@a* won two divisions head-to-head with the CYC team, and their lowest scoring boat — the team trophy is scored with a high-point system — finished third, only six points behind the division winner.

Off the water, superstar navigator Stan Honey showed his commitment to his hometown once again by appearing as a guest speaker on Sunday morning.

Of course the club has instituted a new value-added pursuit race on March 19. Even though it doesn't count for the series, it should be a lot of fun!

#### CORINTHIAN YC MIDWINTERS FINAL STANDINGS (2r, 0t)

PHRF 1 — 1) **Wicked**, Farr 36, Richard Courcier, 12 points; 2) **War Pony**, Farr 36, Mark Howe, 12; 3) **Tiburón**, SC 37, Steve Stroub, 12. (10 boats)

PHRF 2 — 1) **Easom Rigging**, Farr 30, Scott Easom, 5 points; 2) **Mirthmaker**, Archambault 35, Kirk Denebeim/Doug Holm, 11; 3) **Hawkeye**, IMX

*The Corinthian Mids had to have at least one day of rain... the view from Sean McGinn's 'Daisy Cutter'.*



ERIK SIMONSON/WWW.H2OSHOTS.COM

Islander 36, Dan Knox, 7; 3) **Smooth**, Santana 525, Mark Feinholz, 9. (5 boats)

SPINNAKER CATALINA 30 — 1) **Adventure**, Jack McDermott, 4 points; 2) **Huge**, Woodruff/Keen, 5; 3) **Friday's Eagle**, Mark Hecht, 10. (6 boats)

NON-SPINNAKER — 1) **007**, J/105, Bruce Blackie, 3 points; 2) **Seaview**, C&C 115, Peter Hamm, 8; 3) **Unanimous**, CS 30, Steve Eittrheim, 11. (6 boats)

Complete results at: [www.southbeachyc.org](http://www.southbeachyc.org)

#### RICHMOND YC SMALL BOAT MIDWINTERS SERIES STANDINGS

EL TORO SR. (15r/2t) — 1) **Michael Quinn**, 26 points; 2) **Gordie Nash**, 38; 3) **Buzz Blackett**, 66. (15 boats)

EL TORO JR. (13r/1t) — 1) **Robbie Englehart**, 40 points; 2) **Neil Marcellini**, 40; 3) **Michael Marlett**, 60. (20 boats)

OPTIMIST CHAMPS (7r/1t) — 1) **Lawson Willard**, 19 points; 2) **William McMullen**, 20; 3) **Teddy Hayden**, 22. (13 boats)

OPTIMIST GREEN (11r/1t) — 1) **Jack Landon**, 31 points; 2) **Sumner Strumph**, 31; 3) **Jonathon Andrews**, 37. (21 boats)

SNIFE (15r/2t) — 1) **Doug Howson**, 24 points; 2) **Tom O'Neill**, 45; 3) **Greg Miller**, 46. (8 boats)

BYTE (14r/2t) — 1) **Laurie Davis**, 24 points; 2) **Michele Logan**, 36; 3) **Bill Tieman**, 42. (4 boats)

WYLIE WABBIT (10r/1t) — 1) **Weckless**, Tim Russell, 14 points; 2) **Jack**, Bill Erkelens, 20; 3) **Bad Hare Day**, Erik Menzel, 28. (6 boats)

ULTIMATE 20 (10r/1t) — 1) **Michael Eisenberg**, 13 points; 2) **Tom Burden**, 18; 3) **Phil Kanegsberg**, 28. (8 boats)

29er (11r/1t) — 1) **Mackenzie Cook/John Marlett**, 13 points; 2) **Mike Pacholski/Haydon Stapleton**, 20; 3) **Jessica Bernhard**, 46. (5 boats)

LASER (12r/1t) — 1) **Mark Halman**, 42 points; 2) **Mike Bishop**, 45; 3) **Christine Neville**, 45. (17 boats)

LASER RADIAL (12r/1t) — 1) **Olivia McDonald**, 50 points; 2) **Kaitlyn Baab**, 71; 3) **Dominique Bertrand**, 79. (12 boats)

BREAKWATER OPEN CLASS (15r/2t) — 1)

**Steve Cameron**, Antrim Wing Dinghy, 30 points; 2) **Bill Guttoff**, Banshee, 65; 3) **Oliver Meldrum**, Laser 4.7, 119. (11 boats)

THISTLE (12r/1t) — 1) **Michael Gillum**, 52 points; 2) **David Rumbaugh**, 54; 3) **Mike Arrow**, 67. (6 boats)

FLYING DUTCHMAN (10r/1t) — 1) **Zhenya Kirueshkin-Stepanoff**, 16 points; 2) **Buzz Balenger**, 34; 3) **Mike Mezzaros**, 41. (4 boats)

WETA (10r/1t) — 1) **Gordon Lyon**, 5 points; 2) **Marc Simmel**, 10; **Christophe Allie**, 33. (4 boats)

I-14 (11r, 1t) — 1) **Rand Arnold**, 24 points; 2) **Lawrence Henderson**, 24. (2 boats)

SOUTHAMPTON OPEN CLASS (11r/1t) — 1) **Pieter Versavel**, Musto Skiff, 12 points; 2) **Wayne Clough**, Lightning, 36; 3) **Christopher O'Leary**, 505, 36. (8 boats)

MULTIHULL (6r/0t) — 1) **Ryan Schofield**, Hobie 18, 16 points; 2) **Nico Columb**, Tornado, 30; 3) **Brett Peterson**, Hobie 18, 42. (4 boats)

Complete results at: [www.richmondyc.org](http://www.richmondyc.org)

# THE RACING

38, Frank Morrow, 17. (13 boats)

PHRF 3 — 1) **Jarlen**, J/35, Robert Bloom, 10 points; 2) **Bloom County**, Mancebo 31, Elliott James, 10; 3) **Yucca**, 8-Meter, Hank Easom, 16. (12 boats)

PHRF 4 — 1) **Max**, Ultimate 24, Bryan Wade, 6 points; 2) **White-Jacket**, Etchells, John Sutak, 10; 3) **Kuai**, Melges 20, Daniel Thielman, 16. (8 boats)

PHRF 5 — 1) **Arcadia**, Modernized Santana 27, Gordie Nash, 11 points; 2) **Moonlight**, Express 27, Jim Gibbs, 11 points; 3) **Tule Fog**, Express 27, Steve Carroll, 14. (10 boats)



**Gordie Nash**

SF BAY 30 — 1) **Shameless**, Schumacher 30, George Ellison, 5 points; 2) **Gammon**, Tartan 10, Jeff Hutter, 11; 3) **Takeoff**, Laser 28, Joan Byrne, 12. (5 boats)

CRUISING CATS — 1) **Serenity**, Seawind 1160, J.E.B. Pickett, 5 points; 2) **Chat De Mer**, Belize 43, Leo Brodeur, 8; 3) **Lanikai**, Seawind 1160, John Brady, 8. (4 boats)

MULTIHULL — 1) **Shadow**, Formula 40, Peter Stoneberg, 4 points. (1 boat)

EXPRESS 37 — 1) **Stewball**, Bob Harford, 8; 2) **Golden Moon**, Kame Richards, 11; 3) **Bullet**, Michael Maloney, 12. (6 boats)

J/105 — 1) **Roxanne**, Charles James, 10 points; 2) **Donkey Jack/Donkey Jenny**, Rolf and Shannon Kaiser, 12; 3) **Blackhawk**, Scooter Simmons, 14 points. (8 boats)

CATALINA 34 — 1) **Amandla**, Kurt Magdanz, 5 points; 2) **Ka-Nina**, Gary and Erin Stypulkoski, 10; 2) **Sirius**, Diana Fischer, 11. (6 boats)

ALERION EXPRESS 28 — 1) **Dream**, Kirk Smith, 5 points; 2) **Snowbird**, Michael Tomlinson, 8; 3) **Spirit**, Nancy Rogers, 10. (6 boats)

NON-SPINNAKER 1 — 1) **Q**, Schumacher 40, Glenn Isaacson, 8 points; 2) **Basic Instinct**, Elliott 1050, Jan Borjeson, 10; 3) **Min Flicka**, Hanse 370,

Julle Le Vickie, 14. (14 boats)

NON-SPINNAKER 2 — 1) **Kira**, Cal 33-2, Jim Erskine, 6 points; 2) **Phoenix**, Catalina 320, Jon Rolien, 10; 2) **French Kiss**, Beneteau 350, Dave Borton, 12. (9 boats)

NON-SPINNAKER 3 — 1) **Can O' Whoopass**, Cal 20, Richard vonEhrenkrook, 11 points; 3) **Raccoon**, Cal 20, Jim Snow, 15; 3) **No Agenda**, Newport 30 MkII, Brian Forster, 15. (8 boats)

Complete results at: [www.cyc.org](http://www.cyc.org)

## Race Notes

*The Olympic Trail* — Northern California Olympic hopefuls were out in force at the **Rolex Miami Olympic Classes Regatta** January 23-29. Johnny Goldsberry and Charlie Smyth were third among the American teams in the 49er class, finishing eleventh, just one spot out of the medal race. Stanford's Oliver Toole, sailing with San Diego's Hans Henken, was 14th, and Max Fraser and Dan Morris were 22nd in the 29-boat fleet. Bay Area product and Yale sophomore Claire Dennis was 22nd in the 58-boat Laser Radial fleet. The Bay's Molly O'Bryan Vandemoer helped Anna Tunnicliffe pull down second place in the women's match racing, while the Bay's Genny Tulloch, with crew Alice Manard Leonard and Jennifer Chamberlin, was 16th in the 24-boat group. Complete Results are available at: [http://rmocr.ussailing.org/Rolex\\_Miami\\_OCR.htm](http://rmocr.ussailing.org/Rolex_Miami_OCR.htm).

*Warmer Latitudes* — Bay Area sailor Matt Noble can now add a win in the **Pineapple Cup** to his resume. Starting on February 12, the 811-mile race that starts from Fort



SLACKWATER SF

*The Estuary had beautiful weather for the Oakland YC's Sunday Brunch Series. You can find results at [www.oaklandyachtclub.net](http://www.oaklandyachtclub.net).*

Lauderdale, Florida, takes the boats around the eastern end of Cuba before finishing in Montego Bay, Jamaica. Noble served as the bowman aboard King's Point's Dubois 90 *Genuine Risk*.

*A preview of things to come?* — If you're interested in getting just a little taste of what the 34th America's Cup might feel like, your chance is just around the corner. Oracle Racing CEO Russell Coutts' very successful trav-

*How's this for a sense of scale? An Alerion Express sidles up to the 'Hawaiian Chieftain.'*



SLACKWATER SF

## OVERHEARD

### Owner:

*"I'm going to take my tactician up in my airplane and do some aerobatics without warning him. When he's upside down, wetting his pants, and saying, 'What the f#\*k are you doing?'*

*I'll say, 'What? You can't read my mind? Now you know how I feel on the water!'"*



eling roadshow — the RC44 circuit — makes its second-ever stop in the States in San Diego March 2-6 for the **Oracle RC44 Cup San Diego**. Eleven boats are already being readied on the Broadway Pier in the city's downtown

area for arena-style sailing inside San Diego Bay.

"The level and intensity of the competition is going to be greater than ever," said Coutts, who's returning to the site of his first America's Cup win. "It's always great to race in San Diego; it will be a natural amphitheater for those watching from onshore."

That's a familiar trope for anyone who has followed San Francisco's America's Cup bid, and while on a much smaller scale, we expect that the Oracle RC44 Cup San Diego will be somewhat of a proof of concept, and maybe even test lab for some facets of AC 34. There will be plenty of top-level talent in attendance. Nine different nations will be represented. There will be a pretty big shoreside production, and the racing — scheduled from 11:30 a.m. to 4:30 p.m. every day — should be immediately visible from the Broadway pier and other

shoreside viewing areas.

One aspect of the Oracle RC44 Cup San Diego that won't be like AC 34 is that discounted room rates at hotels throughout the downtown area's vibrant and historic Gaslamp Quarter are available for a limited time. The details on those deals, plus maps of the public viewing areas, are at: [www.oraclec44cupsandiego.com](http://www.oraclec44cupsandiego.com).

The circuit is Coutts' four-year-old brainchild, and it has attracted grand prix owners with its organization, efficiency and spectacle, not to mention the performance of the boats themselves. All the teams share a common spares-and-repairs container and a common crane.

Add in the savings produced by the removable transom scoops and two-piece rigs that allow the whole package to fit into a 40-ft container, and the reduction in costs for owners leaves more money for the parties! With all the buzz this class has generated, our expectations have grown, so we're hoping for the best.

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# WORLD

With reports this month on **Tall Ship Chartering in Downeast Maine**, an update on the **Southern Hemisphere Adventures of Alaska Eagle**, our take on **The Pros and Cons of Summer Caribbean Chartering**, and miscellaneous **Charter Notes**.

## **We Be Jammin' — Aboard a Maine Windjammer**

Looking for an out-of-the-ordinary summer vacation option that you won't have to sell the ranch to afford? Consider flying back to Downeast Maine for a week of "windjamming" aboard a traditionally rigged schooner.

Thanks to the generations of traditional boat lovers who have been raised with a reverence for the age-old arts of marlinspike seamanship, more than a dozen historic Maine coastal schooners were converted long ago to carry passengers rather than cargo. Seven of them have actually been designated as National Historic Monuments. There are also a few modern-built replica vessels in the fleet, which is based around the picturesque towns of Rockland, Rockport and Camden, in the mid-coast region of Maine.

These boys range in size from 46 to 132 feet on deck, take six to 40 passengers, and operate only from late May to mid-October. Although most, if not all, belong to the Maine Windjammer Association, they are all privately owned and operated, carrying crews of two to 10.

The experience you'll have aboard during a standard three- or six-day cruise will be unlike either a bareboat charter or a cruise aboard a luxury crewed yacht,

**Wherever you wander in the mid-coast region, you'll find quaint, picturesque towns and villages that welcome visitors.**

but will share aspects of both. You'll never be asked to take complete control of the boat, of course. But you will be encouraged to lend a hand hauling lines, taking the helm and even helping in the galley — but only if you want to. The meals served aboard aren't advertised as gourmet cuisine, but schooner trips are famous for hearty, home-cooked meals that often feature fresh local seafoods and fresh-baked breads and pies — all served family style. But the culinary highlight of each trip is a traditional Maine lobster bake, prepared in a pit on the beach as in decades past.

These vessels have private cabins with basic yet comfortable amenities, including hot showers. But such trips are definitely get-to-know-your-neighbor experiences. After all, one inherent aspect of sailing such vessels is that hoisting, trimming or furling sails requires many hands working together. And the shared camaraderie of such joyful work tends to forge lasting friendships quickly.

The beauty of the surrounding landscapes is a perfect complement to the romance of sailing aboard one of these classic beauties. As with cruising the Gulf or San Juan Islands, shoreside vistas are lush and green, and distances between islands and anchorages are short. While many islands and stretches of coastline are uninhabited, other areas feature quaint homes and classic colonial mansions perched above the water's



**Spread:** Although built as a replica and carrying a ketch rig, the 95-ft 'Angelique' was a welcomed addition to the windjamming fleet when she was launched in 1980. Others in the fleet date back to the 1800s. **Insets:** A traditional lobster bake; Even the replicas employ traditional rigging such as these mast hoops.

edge. In all, Maine has more miles of coastline than California, so you'll never run out of new areas to explore.

It goes without saying that you'll spend part of each day sailing to a new destination. But there will generally be plenty of free time to explore beaches, take a row in the ship's skiff, or explore historic harbors and villages.

One notable aspect of vacationing aboard these vessels is that you don't have to limit your guest list to seasoned sailors. Folks of all ages, from all walks of life are attracted to these trips. Some participants have a great deal of sailing experience, while others have none. So you could literally invite your grandma to join you, along with your adolescent kids — and teach them some 'traditional values' in the process.



MAINE WINDJAMMER ASSOCIATION / NOAH BARNES



MAINE WINDJAMMER ASSOCIATION / FRED LeBLANC

## 2011 Fleet Gatherings

- **Schooner Gam** — Wk of June 13  
Season kickoff gathering and raft-up of more than a dozen 19th-century-style sailing ships.
- **Windjammer Days** — Wk of June 20  
Grand sail parade through picturesque Boothbay Harbor. Ships come from up and down the coast to participate. Music and fireworks.
- **Great Schooner Race** — Wk of July 4  
More than two dozen tall ships gather for an exciting all-day race in which guests may participate. North America's largest annual gathering and raft-up of tall ships.
- **Maine Windjammer Parade** — July 15  
The entire windjammer fleet participates in an afternoon Parade of Sail past the mile-long Rockland Breakwater. Festivities ashore.
- **Music Festival** — Wk of August 1  
Windjammers gather for the Sweet Chariot Music Festival on Swans Island; groups perform traditional music of the sea. Friday night shipboard performances including sea chanteys and story-telling.
- **Camden Windjammer Fest** — Sept 2&3  
Parade of sail, live music, dancing and fireworks.
- **WoodenBoat Sail-In** — Wk of Sept 12  
The fall gathering of the fleet takes place in Brooklin, Maine, headquarters of *WoodenBoat Magazine* and WoodenBoat School. Live music, tours and a harbor full of historic schooners.

Speaking of which, even if you think you're a hot-shot racer who knows more about the subtleties of sail trim than Russell Coutts and Paul Cayard combined, you may find the experience of sailing a gaff-rigged tops'l schooner to be refreshingly humbling. Why? Because schooner folks are the ultimate traditionalists. To them, labeling which line is which is a sacrilege. When sailing a hundred-year-old schooner it's all about revering the methods of our maritime forefathers. That means heaving together as a group to hoist a sail, rather than grinding it up on a self-tailing winch, and working in concert with other crew members to 'sweat' lines onto the pinrail, rather than locking them into a modern sheet clutch. You'll probably also be inspired to learn all sorts of new lingo, as there are specifically named pieces of rigging and gear that simply don't exist on the modern Marconi sloop that you're probably used to racing on or daysailing.

To our way of thinking, to sail through Maine's historic waterways using the time-honored techniques of East Coast

fishermen and merchant mariners is a delightful challenge that will give you an instant connection to our maritime history, and insights into the roots of our modern gear and techniques.

It goes without saying that history buffs will love poking around this region, most of which still maintains its centuries-old charm. Similarly, the aesthetic beauty of the area's picturesque waterfronts, fishing fleets, and classic yachts will give shutterbugs an endless supply of subjects to shoot.

The most photogenic subjects of all, of course, are the ships themselves. Blasting along on a fresh breeze will all sails driving hard. . . there are few creations of man more beautiful than a tall ship under full sail. And when groups of these beauties gather together it's really a sight to behold. If your timing and berth availability allow, consider booking a week that coincides with a schooner race or festival ashore.

Due to the relatively short season, availability is obviously limited — especially since some schooner devotees come back year after year. So if you're interested, we advise you to book sooner rather than later. As we said, these trips are a great value for the money (\$1,100 or less per person, including all meals). And with a little luck you might even be able to use frequent flyer miles for the

*Although participation in the sailing chores is optional, everyone is encouraged to learn the ropes and take a turn at the wheel.*



MAINE WINDJAMMER ASSOCIATION / KEVIN PHAUJP

cross-country flight back to Boston or Portland, Maine.

For more info and a rundown of available vessels, check out the Maine Windjammer Association's website at: [www.sailmainecoast.com](http://www.sailmainecoast.com).

— latitude/andy

## Chartering at the Ends of the Earth: Alaska Eagle Tours South Georgia

Since being donated to the Orange Coast College School of Sailing and Seamanship in 1982, the ex-Whitbread racer *Alaska Eagle*, has sailed more blue-water miles than any other charter vessel we know of.

Built of aluminum at the renowned Royal Huisman Shipyard, this custom Sparkman & Stephens 65-footer has logged more than 185,000 miles with student crew of all ages aboard. She's crossed the Atlantic three times and the Pacific 40 times during her annual summer circuits.

As we've noted before, however, this year's ambitious cruise around South America may be her last under the OCC banner. Rumors have it that she may be sold after her completing her summer schedule this year — which includes yet another TransPac, as well as a variety of coastal legs. We certainly hope the School will reconsider, as the *Eagle* has been a tremendous resource for would-be voyagers. Crewing aboard her has boosted the confidence of many sailors, who later went on to safely cross oceans on their own.

We were both thrilled and a bit shocked to receive the killer photo (right) of *Eagle* navigating the frigid waters of

**Over the years, the 'Alaska Eagle' has visited some of the world's most idyllic anchorages — such as Cook's Bay on Moorea.**



ASHLEY PERRIN

remote South Georgia Island. It was sent to us by globe-trotting former Bay Area racer Ashley Perrin, who is currently on the island. We've always been proud that the 'Latitude network' extends all over the world, but South Georgia? Wow! That's a first. So a big thank you to Ashley for thinking of us, and best of luck with your frosty research.

The ship's blog describes the boat's awe-inspiring landfall February 13: "As of 1100 this morning we made landfall off of the west coast of South Georgia Island. The sun is shining, seals are jumping, albatross are flying, a couple of whales just passed by, and a few penguins swam out to the boat to greet us, or perhaps to warn the others. It was quite a dramatic shift from blue horizons all around to snow-covered peaks reaching up

to 6,000-feet, covered with bright white glaciers."

If you'd like a chance to sail aboard *Eagle* before she changes hands, we suggest to hurry. Visit: [www.occsailing.com](http://www.occsailing.com).

— latitude/andy

## Trying to Reason With Hurricane Season

For many would-be vacationers — especially those with school-aged kids — summer is not only the best time to take a vacation, it's the only time that's practical. And if you have hopes of booking a late-model boat in a popular destination this summer, we suggest you get your dates locked in on the boat of your choice — *pronto!*

Fortunately, the vast majority of prime charter venues are in the Northern Hemisphere and, of course, see their best all-around weather conditions during our summer or early fall — take your pick from the Pacific Northwest, the Chesapeake, Greece, Turkey, Croatia, the French Riviera, the Balearics, the Italian islands and others.

But even with all those choices it's probably safe to say that the islands of



OCC SCHOOL OF SAILING & SEAMANSHIP



# OF CHARTERING



**Former Bay sailor Ashley Perrin just happened to be hanging around on South Georgia Island when the 'Alaska Eagle' arrived.**

the Eastern Caribbean occupy the top spot on the vacation wish list of most West Coast sailors. Consequently, the question of whether or not it's safe to charter there during the 'dreaded' June-to-November hurricane season is often a topic of hot debate.

Here's our take on it. There are pros, cons and risks associated with summer chartering in the islands. The pros are: A) There are far fewer boats in every anchorage from St. Thomas to Grenada during the summer months than during the peak winter season, as many bareboats sit unused at their bases, many luxury crewed yachts cross the pond to the Med or go north to New England for the summer season, and many cruisers time their movements to be either north or south of the hurricane belt during summer. B) Another 'pro' is that bareboat pricing is substantially cheaper throughout the summer, with the mid-summer months — when there's the greatest chance of bad weather — usually being the cheapest. C) Also, you'll typically find that service workers, whether at

the bareboat base or in restaurants, hotels and shops, are more cheerful and appreciative of your business during summer than in the peak season, when they are overworked and overwhelmed.

The cons, of course, are that you could look forward to a killer sailing vacation for months, only to have it tarnished by several days of crappy, if not nasty, weather. But allow us to play devil's advocate for a moment. During the decade that this writer lived in the Caribbean, the conventional wisdom was that the odds of any given island in the Leeward Antilles or Virgin Islands suffering a direct hit by a full-blown hurricane were about 100 to 1. Not bad odds. And we're pretty sure a meteorologist would give you a better spread than that — even in this era of hard-to-predict weather patterns.

That said, it is common for so-called tropical waves to blow through, bringing temporarily overcast skies and variable winds. But these generally won't slow you down at all. In fact, if you're a San Francisco Bay sailor, you'll probably relish the increase in wind that sometimes accompanies them.

Tropical depressions are more serious, potentially causing you to sit tight while awaiting clear skies. But bear in mind that because there are no major land masses in the island chain for a front to cling to, even large hurricanes pass through in a matter of hours. Worst case: If a severe storm is forecast, you would most likely be called back to the char-

ter base (or sent to a 'hurricane hole') and a prorated portion of your charter fee would be refunded.

We should point out also that the farther south your charter venue is, the smaller the chance of seeing a storm, since cyclonic activity in the Atlantic almost always spins in a northwesterly arc. Consequently, places like the Grenadines and Grenada would be much safer bets during the theoretical peak of the storm season — late August and September — than venues farther north. In October, by the way, bareboat prices are just about half of what they are between Christmas and the end of April — at least with some companies that we checked out.

Is it much hotter during the summer months? Only by a few degrees, and we're still talking about daytime temps in the mid-to-high 80s.

There are plenty of reasons why the Eastern Caribbean is the most popular chartering region on the planet. But that status makes many anchorages quite crowded during the peak winter months. So as an alternative, we'd encourage you to consider the summer season instead. As we've pointed out here, the trade-off for taking a calculated risk on the weather will be lower pricing, much less crowded waterways and probably even more cheerful attitudes from the locals!

If you take us up on this proposition, we'd love to hear about your experience and see a few photos. (Email: [andy@latitude38.com](mailto:andy@latitude38.com))

— latitude/andy

***During the winter months a mere bareboat would never be allowed to tie up at St. Bart's prestigious wharf. But in summer they can.***



# WORLD OF CHARTERING

## Charter Notes

We had an infuriating experience lately that we'd like to share with you. After painstakingly accumulating more than **60,000 frequent flyer miles** with a certain *unmentionable* airline, we suddenly realized that they had disappeared. Poof! Gone!

What happened, of course, is that we hadn't booked a flight on that particular airline for **over 18 months**, which thereby gave the company the legal right to zorch our entire stockpile of credits. Did that piss us off? Uh, yeah. Just a wee bit.

The lesson learned, of course, is that all the unused frequent flyer miles folks have lying around represent a service owed to them by the airlines. And the airlines would love to wipe them off their books. The **responsibility** of keeping track of your mileage accounts **lies with you**. Just as your bank won't send you a friendly email warning you that you only have 34¢ left in your checking account, the airlines aren't about to



***If you've started a new Bay Area charter operation, we'll be happy to give you some free publicity in our April issue.***

warn you that your hard-earned miles are about to evaporate into the ether.

So our advice is not only to keep close tabs on your mileage accounts, but to find a way **use up the darned things**. These days, that probably means booking a flight many months in advance. But

if your air travel will take you to a sailing charter, you should be **booking months in advance** anyway, not at the last minute, when you'll end up with the least-popular boat in the fleet.

We'd also like to advise any and all Bay Area charter operators that we're now be putting together our April edition which will contain a **comprehensive listing of every bareboat charter vessel in the Greater Bay Area**, as well as **every crewed charter sailboat**. We know about the old hands, but if you're new to the game let us know about your operation — and please send us a selection of your best boat photos ([andy@latitude38.com](mailto:andy@latitude38.com)). There's **no charge** for the listing, which will also end up as a web resource that's accessible **online year-round**.

This April issue guide is a great resource for event planners or private individuals who occasionally get the urge to throw an on-the-water celebration for a gang of family or friends. So be sure to check it out.

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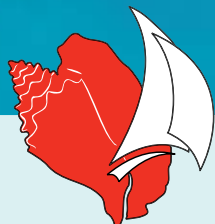


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# CHANGES

With reports this month from **Queen Emma** on repowering in the Caribbean; on **Edulis** in the British Virgins; from **Convergence** on a safe run up 'Pirate Alley' in the Arabian Sea; from the **Wanderer** on surfing Pt. Mita's 'north shore'; from **Zeppelin** on things to do in the La Cruz area; from **Sailors' Run** on the Recife (Brazil) to Fernando de Noronha Race; from **Carinthia's** Kurt Roll on surfing from sailboats; and **Cruise Notes**.

## Queen Emma — Oyster 45 Lance Batten & Susie Bowman Still Lovin' the Caribbean (Berkeley)

We haven't checked in for quite a while, but here goes. We are still — since '02 — cruising the Eastern Caribbean, and still think it's the best winter cruising ground. After all, the water is warm, the breezes fresh, and there is little or no adult supervision.



Lance is all smiles.

In '08, we decided to look for a larger and more solid boat, and most importantly, one that Lance could stand up in. Here's how to expand your social circle in three easy steps: 1) Approach interesting boat. 2) Explain that you're thinking of buying such a boat. 3) Enjoy a guided tour, and also get advice and libations in the process!

The net result for us was *Queen Emma*, a new-to-us Oyster 45 that we came across in Bequia. *Eaux Vives*, our Beneteau 40, originally part of The Moorings fleet, sold in St. Martin, and we've been learning all about *Queen Emma* ever since.

We spent our first summer in the Caribbean on the new boat thinking that we'd complete some of the more time-consuming jobs during the off-season. But it was too hot and too buggy to get much done. Furthermore, we got caught on the edge of hurricane *Tomas* while

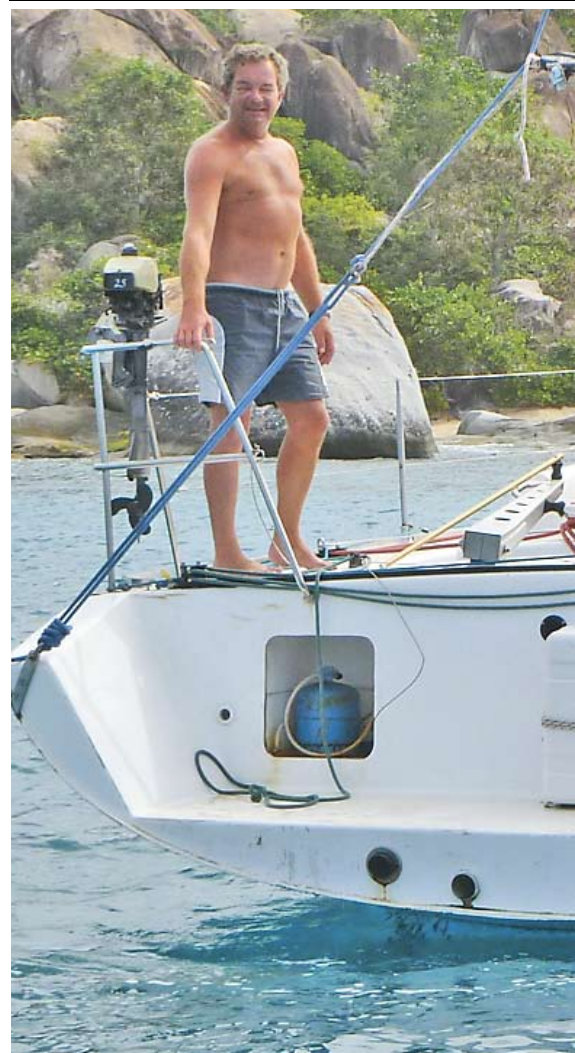
**Lance and Susie bid adieu to 'Queen Emma's old Volvo as it's carted away by the Mecanique Plaisance crew at Le Marin, Martinique.**

in Admiralty Bay, Bequia. Nothing bad happened to us, but one boat went up on the rocks and another lost her mast. Mostly we worried about all the charter boats dragging around with the famously bogus Bequia moorings in their teeth. *Tomas* was such a wobbler that it defeated our 'run south from the hurricane' plan. Our new plan is to go back to our old plan: leave our boat on the hard and spend the summer sailing other people's boats on San Francisco Bay.

We recently had family and friends visit, and caught up with several issues of *Latitude* that they had brought down. In the January issue, there was a letter about diesel engines being hard to come by, and bad boat repair services in the Caribbean. They were interesting reports, but they weren't true of everywhere down here. We know, because in March of last year we repowered *Queen Emma* with a Volvo D2-55 diesel in Le Marin, Martinique. Mecanique Plaisance had two of these engines on the shelf — in addition to a couple of 75-hp Volvos and a collection of other engines and generators. They did an excellent job installing the engine in seven days, and stuck to their written estimate. We have also had equally professional results from Caraiibe Greement, the riggers, and Diginav, the electronics guys.

A lot of cruisers ignore the French islands, fearing the language barrier. Our experience is that the gulf can be greater on the small Anglo islands. The problem is that most of the craftsmen on the small islands haven't had the practice or seen the volume of jobs to meet the American expectations. I'm convinced that the typical bargain hunter who goes to Trinidad ends up spending more — and getting 'vex' to boot — than if he/she just paid First World rates for First World service in Martinique.

As to the toilet paper in the head controversy, we haven't had such a good laugh in a long while. If someone is that squeamish about bodies, body fluids, body smells, and so on, they should book a cruise and skip the sailing. If, on the other hand, they relish life, they should go cruising.



For those who don't remember, eight years ago we came down to the Caribbean planning to charter for a month or so. We then realized that we could buy a boat, and if we found that we didn't like cruising, we could just sell her. In other words, we had no plan and no clue. We continue to amaze ourselves with how little we know, yet we're still having a great time. Fortunately, most of the people you read about in *Latitude*, and the people you meet out cruising, are regular folks who are generally willing to help new cruisers.

By the way, we recently came under the drawbridge at Sint Maarten behind Laura Dekker, the 15-year old Dutch girl who hopes to become the youngest circumnavigator ever. She got a warm welcome from her fellow countrymen — half the island is French and half is Dutch — upon the completion of her transAtlantic leg. She's now cruising Down Island. As for ourselves, we spent a few days enjoying St. Barth — it still doesn't cost anything to anchor at Anse



QUEEN EMMA

# IN LATITUDES



JAY AILWORTH

**Philippe and Marie pose on the beamy aft end of the Open 40 'E2dulis'. If you're looking for a boat with a big booty, the Jumbo is it.**

Columbier — and then sailed to Jolly Harbour, Antigua. The guy checking in before us was solo circumnavigator Mike Harker of the Manhattan Beach-based Hunter Mariner 49 *Wanderlust 3*. Mike has recovered well from the injuries he suffered at the hands of thieves in St. Martin, and continues to enjoy sailing.

We recently took friends Sarah and Quincy of *Mostly Harmless* up to Barbuda, where we anchored off Eleven-Mile Beach. We had 11 miles of pink-tinged beach off the bow, and a beautiful sunset off the stern. It kinda puts the TP issue in perspective, and explains why we, the 'Accidental Cruisers', are still at it.

— lance 10/15/11

**Edulis — Jumbo Open 40  
Philippe, Marie and Yann  
Leeward Islands  
(Brittany, France)**

One of the last places you'd expect to

come across an adventuresome cruising family, let alone an adventuresome French cruising family, is the The Baths in Virgin Gorda in the British Virgin Islands. Although the giant granite boulders that make up The Baths are a justifiably worthy scenic and dive stop, they are as much a mass tourist destination in the British Virgins as Fisherman's Wharf is in San Francisco. In fact, when we cleared out of the British Virgins at Spanishtown a day later, the woman at Immigration said we wouldn't be allowed to leave the country until we'd visited The Baths.

And visit The Baths we did, although not really because we wanted to see it for the umpteenth time. It was rather because it was late in the day, most everyone had left, and nobody seemed to be charging for the moorings. *Edulis*, the only other boat in the area, arrived at the same time we did. A Pierre Rolland designed Open Class 40 Jumbo design, she was the antithesis of the

BVI charterboat. She looked like an Olson or Santa Cruz 40 on steroids, but with much greater beam carried all the way aft, and an extra rudder. Other than a two-foot sugar scoop that had been added later, she was a boat without frills. She also flew a faded French flag, and it was clear that her crew consisted of a middle-aged couple and a young boy.

After exchanging pleasantries that evening, the next morning we decided to paddle over to *Edulis* to sea trial our 11-ft Uli inflatable surfboard. We were enthusiastically invited aboard for coffee by Philippe Maugan, a Frenchman with an Irish name, Marie-Gabril Capodano, an Italian who has lived most of her life in France, and Yann, their 4½-year-old son.

Even though *Edulis* wasn't glossed off to a high standard, hadn't been given any make-up, and had gear, food, and equipment strewn about, she still exuded a raw sailing sexuality. She had a powerful rig, her twin rudder tiller bar extended all the way across the large cockpit, and there was a large covered area at the back of the cabin where one could find shelter from green waves blasting over the cabin-top. Like all Open 40s, this boat was designed to be pushed hard offshore.

"*Edulis* is a fine sailing boat," agreed Philippe. "She regularly hits 15 and 16 knots. And displacing just six tons, she once hit 21 knots under main and jib alone." As we said, she's not your average Caribbean charter boat. And she did make our heart go pitter-pat.

**'Edulis' is designed for rugged offshore sailing, so her cockpit is very protected — even from green water coming over the house.**



**Yann is learning the pirate ways young — and liking them.**



LATITUDE/RICHARD

# CHANGES

The couple - who with their son live most of the year at Norbhon, near La Trinite-sur-Mer, in southern Brittany, a region that has produced many of France's top offshore sailors - have an interesting history. In '85, Marie was living in Isles de Saintes, the lovely group of

islands just off Guadeloupe in the Caribbean. In fact, she, her mother, and four brothers were renting a beautiful piece of property on the beach next to Pan de Sucre, where they operated a small beach restaurant. This just happened to be at the same time that Philippe, a fisheries student, needed to do his field studies.

**Ciggys, essential provisions on most French boats.**

Most of his classmates elected to go out on big fishing ships. but Philippe wanted to work and study with the fishermen who went out in small boats and pulled their catch in by hand with nets.

We don't know how well Philippe and Marie got to know each other, but we do know it was the last time they'd see each other for 17 years. Both would marry and have children, he three and she two.

In '02, Philippe became partners with a fellow who was building a Jumbo Open 40 that would become *Edulis*. Later that year, Philippe sailed her across the Atlantic in company with the Route du Rhum fleet, which finished in Guadeloupe that year. "When I said goodbye to my then-wife," he laughs, "it really was goodbye."

Early on in that crossing, he must have wondered if by saying goodbye he had somehow crossed the gods. The weather turned so bad that 17 boats, skippered by some of the best sailors in

**The navigation station in 'Edulis' isn't much, but both Philippe and Marie like simple boats, so it's not a problem for either of them.**

Europe either flipped, sank or otherwise were knocked out of action by a storm. "It was really terrible out there. At one point I had the very large cockpit filled to within one inch of overflowing into the salon."

But when he got to Guadeloupe, there was Marie, whom he hadn't seen in 15 years. While she knew Philippe was coming to Guadeloupe, it was by a fluke — needing to come to the island from her home in Paris to sign some family real estate papers — that she was there at all. But sparks must have flown, for the two immediately began cruising together on *Edulis*.

A year later, Philippe, a pregnant Marie, and the five kids from their now combined families, cruised Brazil. While not well appointed, *Edulis* is a rather cavernous and beamy boat, so at least there was space for everyone to sleep.

"When we got to Rio, we came around the corner of the Pan de Sucre, and pulled into the very fancy Rio de Janeiro YC," recalls Marie. "It's a very exclusive club, and the men were smoking big cigars and the women wearing beautiful clothes. But you can't imagine how friendly and hospitable they were."

"I think it was because we were a big family on a relatively small boat, because we weren't ostentatious, and because Marie was pregnant," says Philippe. "After staying for something like three days, I asked what we owed them. 'Nothing,' they said. 'We've been honored to have had you as guests.' They were *magnifique!*"

The couple would return to cruise in Brazil the following year with Yann, who was then but a few months old. They loved it. While a lot of people complain about crime in Brazil, the folks on *Edulis* didn't have any problems.

Late last year, their boat partner sailed the Open 40 across the Atlantic to Guadeloupe, at which time they took over the boat for their annual six-week cruise. Says Marie, "We visited Guadeloupe, Antigua, Barbuda . . ."

"Shush!" laughs Philippe. "We didn't check into Barbuda."

After joining in the laughter, Marie continued the list. "Then St. Barth, Anguila, here in the British Virgins, and soon we'll end up in the U.S. Virgins. From there, the boat will be taken to Antigua, where friends will sail her in An-



tigua Sailing Week. Then she'll be sailed to New York, then another friend will sail her to Brittany."

"In September," Philippe picks up, "*Edulis* will again be a mother boat for the 20-ft Mini Transatlantic Race fleet. So we'll be cruising her in Brazil again next year.

Talk about your busy boats.

"My recent stop in St. Barth was interesting," says Marie, "because I lived there back in '75 when I was just six years old. Back then the island wasn't even on the map. In fact, my mother started the first restaurant on the island in '75. It was called the Coffee Shop, and it was in the corner of the harbor at the current location of the Route du Boucaniers restaurant. My mother had a one-year lease, but after one year the restaurant was so popular the owner took it over instead of renewing my mother's lease." Marie laughs at the absurdity of it all.

"We left St. Barth because my father didn't like it. My mother loved it, and wished she'd never left. My not having been there in 36 years, it was obvious that it had changed a great deal. But I

LATITUDE/RICHARD



LATITUDE/RICHARD



# IN LATITUDES



COURTESY RANDY REPASS

**An unusual cat rigged ketch with free standing wishbone rig, 'Convergence' covered a lot of Arabian Sea miles quickly.**

still think it's wonderful. I'm not bothered by the rich people, who in any event don't destroy the beauty of the island and the water."

With their cruising time for this year almost expired, the couple began musing about returning to work. "We have an oyster hatchery," explains Philippe. "We put the male and female together, and make the little oyster. This is all done in a laboratory. When they grow to half a millimeter, we sell them to the people who do the aquaculture."

— *latitude/rs* 02/16/11

## **Convergence — Wylie 65 Randy Repass and Family Transiting 'Pirate Alley' (Santa Cruz)**

My wife Sally-Christine and son Kent-Harris have cruised our Wylie 65 across the South Pacific to Australia three or four months a year since leaving Santa Cruz in June of '04. This past summer we sailed from Darwin through Indone-

sia, then by Singapore up the Malacca Straits to Langkawi, Malaysia, and finally to Phuket, Thailand, where we left *Convergence* in October.

The best time for a passage from Thailand to the Med, our next destination, is January through April. Partly because of the potential for attacks by pirates, and partly because of the amount of time Kent-Harris would miss school, we decided to do the passage with friends and not the family crew.

Brother-in-law and Santa Cruz marine surveyor Joseph Rodgers and friend Kelly Waterhouse - who recently completed his circumnavigation aboard his and wife Kelly's (husband and wife are both named Kelly) Du-four 35 - and I arrived at *Convergence* in Thailand's Boat Lagoon on January 12. We spent nine days working with the service people there to finish the boat projects that we'd hoped would have been completed when we arrived. Work was delayed

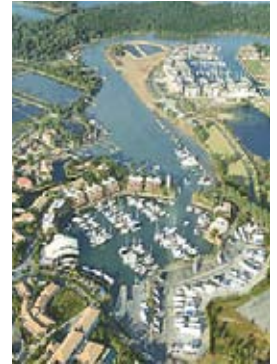
due to the holidays — but it always seems that work gets done faster when the owner is around. The work was generally very good and reasonably priced, and the workers very helpful.

We left Phuket on the 20th for the 1,552-mile passage to Uligan, Northern Maldives. We arrived on the 27th. Except for 36 hours of squally weather, the sailing conditions were ideal, with 10 knots or so of wind on the beam and smooth seas. The day before we got to Uligan, the anchorage was empty. We arrived the same day as four other boats headed to the Red Sea. When we left three days later, there were 20 boats in the anchorage! Uligan is a small and very clean Muslim island village with friendly and helpful people.

We knew that piracy had spread as far as 1,000 miles from Somalia, and from the previous center of activity, the Gulf of Aden, which had gotten the name 'Pirate Alley'. The good news was that in recent years no cruisers had been attacked on their way to the Red Sea — presumably because the pirates were after more lucrative prizes in the form of cargo vessels and tankers. In addition, the Arabian Sea is a big one, with 2,000 vessels on it, almost all of them bigger and easier than *Convergence* for pirates to see. So while we were concerned about piracy, kept a close lookout, and had a plan if an attack did occur, we thought the odds of being attacked were very low.

We left on January 31 on a direct

**The 'Convergence; crew: Joseph Rodgers, known as Yosef in Muslim countries, Randy Repass, and circumnavigator Kelly Waterhouse.**



**Boat Lagoon, Phuket.**



COURTESY CONVERGENCE

# CHANGES

route to the eastern edge of the 500-mile International Recommended Transit Corridor (IRTC) through what used to be the worst of the pirate waters. Our route



**The 'good guys' are doing what they can to patrol a vast sea.**

was several hundred miles south of the very busy main shipping lanes. We had excellent sailing conditions on this 1,200-mile leg to the IRTC, with the true wind just aft of the beam at 8 to 14 knots, and small seas all the way to the IRTC. If all sailing were this good, there would be more sailors!

We made good time, with 200+ mile days and a best 24-hour run of 227 miles. We saw fewer than 15 ships all the way to the IRTC, but neither saw nor had contact with coalition war ships. The wind lightened and came aft once we were in the IRTC, so we motored the entire 500-mile length of it — and then most of the way to the Bab-el-Mandeb, the narrow southern entrance of the Red Sea. At this so-called 'Gates of Hell', the wind picked up to 25 knots, as predicted, in the narrows.

There had been, of course, plenty of ship traffic in the IRTC. As suggested by the UK Marine Trade Operations, we went straight down the center of the two-mile-wide separation zone, so ships going our direction passed us on our starboard, and ships coming the other way passed on our port. We saw a number of NATO/EU/Coalition war ships on patrol, and were contacted by two. We did get a sense that the IRTC was being watched by the good guys.

**Located on the Red Sea, busy Port Sudan is the main port city for the Republic of Sudan, and a popular stop for cruisers.**



COURTESY CONVERGENCE

Within a few miles of the end of the IRTC, and about 100 miles before entering the Red Sea, we spotted what looked like a skiff about 1.5 miles off our starboard bow that was on course to cross near us. Skiffs are what pirates use to attack, and this was the first non-commercial vessel we'd seen since leaving the Maldives, so we were concerned. We didn't know if this was a pirate skiff or not, but I immediately put out an informational, "securite, securite" call on the VHF hoping that a war ship would hear it. A cargo ship answered, wished us luck, and called for a war ship. None responded. We changed course to head in the opposite direction from the skiff's, and were relieved to see that it kept on course.

We had notified UKMTO, Maritime Security Centre Horn of Africa and the Maritime Liaison Office — three groups that monitor shipping in pirate waters, and also coordinate war ship patrols and



pirate intervention — of our plans and sent them daily position reports, which we also copied to the cruisers in the Maldives. After we notified them of our intended passage, UKMTO and MSCHOA emailed a list of attacks in the prior 30 days, which we plotted. There had been very few on the route we chose.

We were very relieved to enter the Red Sea and be free of the threat of piracy. As one hears many reports of attacks

on commercial ships each month — there were more than 30 in January alone — we empathize with those cruisers debating whether to sail through the pirate waters, go around Africa, ship their boat to the Med, or return to Thailand. It's a tough decision that has to be made on an individual basis.

Because strong northerlies were predicted for the next several days for the entire Red Sea, we headed

for Port Sudan, halfway to the Suez Canal. We made the 2,429-mile passage from Uligan to Port Sudan in 12 days and three hours, which included about six hours at anchor behind reefs in the Red Sea for minor repairs. That's an average of 200 miles a day. *Convergence*, our pilothouse/salon-up Wylie 65 is fast, comfortable and easy-to-sail. Thank you designer Tom Wylie, and builder Westerly Marine.

After three days in Port Sudan, which I found to be a fascinating, very Third-World city with friendly people, we took off, having changed from a 'pirates are our primary concern' mode to a 'weather concern' mode. The GRIB files downloaded from SailDocs have been pretty accurate the whole trip, and show favorable conditions for the next few days. Our immediate destination is the Suez Canal 460 miles to the north, with our ultimate destination this passage being Marmaris, Turkey, a total of 950 miles away.

— randy 02/15/11



# IN LATITUDES

ALL PHOTOS LATITUDE/RICHARD



at the most crowded breaks.

If any other sailor-surfers have been catching some good waves, we'd like to hear from you and see some photos. And no, you don't have to identify the spot.

— latitude/rs 01/30/11

**Zeppelin — Stan Huntingford 47  
Wayne & Elly Smith  
Sightseeing Around La Cruz  
(Vancouver, B.C.)**



**There's something for beginners to experts on the north shore of Banderas Bay. Lefts, rights, rocky point breaks, reef breaks, neck-snapping sandy beach breaks, SUPing waves — all within about three miles of Punta Mita. What you often won't find, particularly on weekdays, are crowds.**

*Readers — As most readers know, Randy is the founder and chairman of West Marine Products.*

## **Surfin' the North Shore (Punta Mita)**

When surfers talk about riding waves on the 'North Shore', they are inevitably referring to the northern shores of the Hawaiian Islands and all the famous world-class breaks there.

But when West Coast sailor-surfers talk about the 'North Shore', they are sometimes referring to the Pita Mita area of the north shore of Banderas Bay, which is about 15 miles from Puerto Vallarta. While the waves may not be as big or as consistent as on Hawaii's North Shore, Mexico's North Shore does have some advantages: 1) You can easily paddle to any of about 10 spots from your safely anchored boat; 2) You can get

lots of waves to yourself; 3) You won't get no 'stink eye' from a Big Bruddah when you go for a wave.

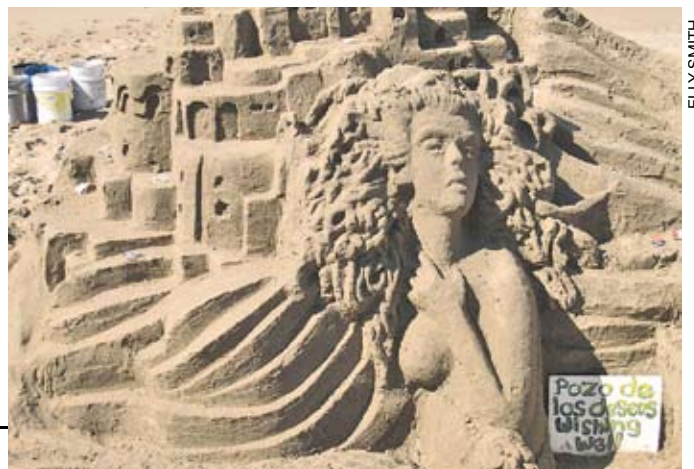
We're not going to claim that Punta Mita and the North Shore get consistently great waves — and that's probably a good thing, or it would surely end up as crowded and as youth-, surfer-, hip-pie- and dog-oriented as Sayulita. But check out the accompanying photos from one two-hour period on January 25.

When a decent swell hits Mexico's North Shore, all kinds of great breaks appear, seemingly out of nowhere. So while the most crowded spots had perhaps 20 people, you could still pick a break and have every single wave to yourself. Lots of waves went to waste, even

We've been at Marina La Cruz since December 18 and, between boat jobs and guests, we've managed to take in a few of the nearby sights. Every Tuesday morning in Puerto Vallarta, local gallery owner Gary Thompson guides a two-hour walking tour along the *malécon* which is dotted with about 15 marine-inspired bronze sculptures from local artists. Even down on the beach are the sand sculptors, making incredible art with sand, spritzing their creations with salt water to stay intact, and a guy that does an amazing job of balancing of boulders. The best part is that the whole thing is free, all they ask for is a donation to the local library.

Dozens of art galleries — I would say more than 20 galleries in the central downtown area alone — are tucked into the side streets, and it's great fun to just wander up from the *malécon* a block or

**As Elly and Wayne found, art sculptures abound in Puerto Vallarta, even on the beach.**



ELLY SMITH

# CHANGES

two and browse. The town also has a weekly 'Art Walk' for a couple hours just before sunset in which you can stroll around the neighborhood galleries and meet with the artists.

We rented a car and drove up the Sierra (4,600 feet) for a couple of hours to see historic San Sebastián del Oeste. On the way to the town we stopped at a Raicilla distillery called Hacienda San Sebastian, where we learned the whole distilling process (in Spanish, of course) and had a taste of true Mexican moonshine. A nice bolt at 11:00 a.m.!

The Church of San Sebastian, originally built in the 1600s, is dedicated to the town's patron saint and was rebuilt after an earthquake in 1868. We also stopped by La Quinta Café de Altura, a local organic coffee grower and roaster owned by Sanchez Alvarado and his family for the past five generations. He let us tour around in the back orchards to look at the coffee plants. We then found an awesome Italian restaurant called Montebello, run by Coco, her husband and chef, Walter, along with their two sons as our servers. Andrea Bocelli was playing in the background, while we were served the most fantastic fresh made pasta surrounded by gardens of orchids, rose bushes and fruit trees.

On our way out of the town we stopped in at the Hacienda Jalisco Museum & Guesthouse, an historic 1840s era structure that has been restored to its original state. Way up in the mountains, huge space, a variety of fruit trees — avocado, lemon and lime. Truly blissful!

Each Sunday here in La Cruz, we look forward to the local farmer's market. Filled with organic veggies and baked goods, along with local artists, jewelry and crafts, it's a fun place to people watch and pick up a few goodies. After-  
**Debbie and Jeff with 'Sailors' Run' in Recife before the start of the Noronha Race. Smiling while living life to the hilt is what they do.**

ward we mosey over to Abalon, the local coffee roaster/café & Huichol Indian art gallery (supporters of indigenous weaving) for live jazz and brunch. Such a great way to spend a Sunday morning. You can always count on running into fellow cruisers along the way.

During the evenings you have a choice of more great jazz at La Cascada or Abalon, or you can go back to the '70s at Anna Bananas for rock'n'roll, or Philo's Bar for great ribs or pizza. Three nights a week Philo and his band play a sort of country hoedown/folk music. Another institution here is Taco's on the Street, which is an open-air restaurant. You can have tacos, quesadillas or tostadas at prices ranging from \$1.00 to \$1.60 each. You bring your own beer or wine and all three dishes have the same main filling — skirt steak with different extras. There are several other excellent restaurants, including Masala, which has an Asian/Mediterranean fusion menu that is outstanding, and Frascati for great Italian food.

One day we took the 10-minute bus ride to Bucerias and walked around the town for a few hours. It's a touristy place with a number of timeshares and condos, but it has one of the best beaches in Banderas Bay. They have a few streets dedicated to local arts and crafts, along with the usual t-shirt and tourist trap stuff. A number of restaurants line the beach so, after touring around, we sat on the beach under an umbrella with *dos margaritas* and watched the surf roll in while constantly saying "No, *gracias*" to the beach vendors.

On January 24, we hauled *Zeppelin* at the La Cruz shipyard to have the bottom stripped down to the bare fiberglass and start from scratch. The quote was about 35% cheaper than the same work in Canada or the U.S., and they seem to do excellent work. After we relaunch, we plan to finish off our boat jobs, provision and head out of La Cruz en route to warmer waters and some much needed scuba diving.

— elly 2/17/11



## **Sailors' Run — Baba 40 Ketch Jeff and Debbie Hartjoy Recife to Fernando de Noronha (Longbranch, WA)**

Debbie and I have done some unusual offshore sailing in our 12 years of cruising. While doing last year's Recife to Fernando de Noronha Race wasn't as unusual as my singlehanded Cape Horn, it's not an event that attracts many West Coast sailors.

The bustling metropolitan area of Recife has a population of five million, and it gets its name from the coral reefs that line the city's shore. It's also known as the 'Brazilian Venice' because there are 50 bridges in the city center alone needed to cross the many rivers and connect the many small islands with the mainland.

Fernando de Noronha, 300 miles to the NNE, couldn't be more different. While there are 21 islands and islets in the archipelago, the largest is only seven miles by two miles, and has a population of just 3,000. But it's a spectacular natural environment, with great beaches,



# IN LATITUDES



BRAZILIAN NATIONAL TOURISM

***The contrast between the sparkling, warm waters of Fernando de Noronha and the concrete urbanity of Recife couldn't be more extreme.***

tropical diving and prolific sea life. At one time it was covered in forests, but the trees were all cut down to prevent prisoners — it used to be a prison island — from building rafts to try to escape.

*Sailors' Run* was the first of the 20 boats in our division to be subjected to the mandatory inspection by the Brazilian Navy. They had issues with my somewhat out-of-date flares, one of which had a 'use by' date of '86. Oops. They found it necessary to point out to me that it was now '10. They also wanted to see my captain's license. When I explained that no license is required in the U.S. for the operation of private yachts of less than 100 tons, they didn't believe me. I ended up gathering all my old log books, pictures of me sailing from as far back as '72, and showed them all the places we'd been. Even my proving that I had rounded Cape Horn singlehanded might not have done the trick were it not for

the fine performance by Debbie. She not only threatened to pull our boat out of the race, but she shed tears. Unable to take the latter, they signed us off.

Although we're in our 60s, Debbie and I were feeling pretty good about our physical condition for the race. After all, I'd been running daily for a month, and she'd been running one day and swimming the next. But my good feeling ended suddenly one morning when I tripped over a concrete block — in the middle of the sidewalk! — that had been used to hold down a politician's campaign sign. It wasn't the first time I'd fallen running, but it was the first time I'd fallen on a very rough aggregate surface and wasn't able to slide or keep my face out of it.

I'd tumbled next to a busy six-lane highway, and a driver who had seen what happened

pulled over to give me a ride. I was going to get in, but then I realized how heavily I was bleeding from around my eye. As a result, I was too embarrassed to accept a ride, and waved him off. I ended up stumbling the 1½ miles back to the yacht club, blood running down my arm from the saturated paper towel that I'd been holding to my bleeding head. The guards at the yacht club were horrified, thinking I'd been mugged.



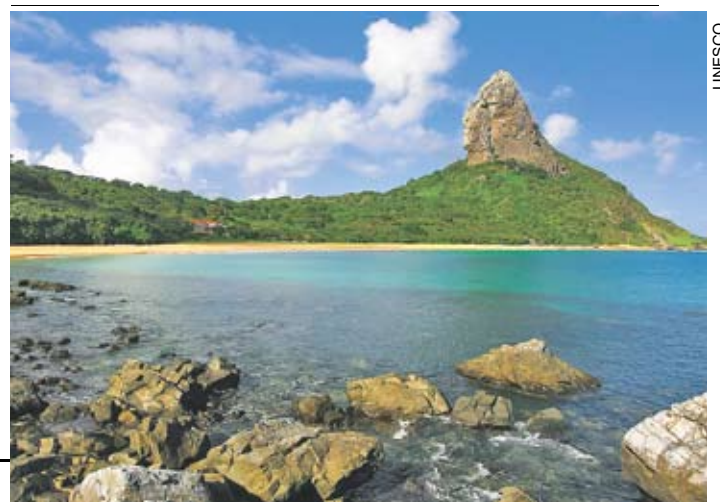
***Jeff drinks to the excellent finish by 'Sailors' Run'.***

Once back on the boat, I cleaned the cuts and a deep gouge, then applied the largest bandage ever to my head. When Debbie saw that I'd been hurt, she stopped her laps and rushed out of the pool. But as soon as she realized that I could be my own doctor and would live, she got back to her laps.

Hector and Patricia, two very special Argentinians who were to be our crew, arrived on September 23rd, which meant they only got in two days of pre-race partying. The last pre-race party was special, as the yacht club was decked out in linen and they put out a great spread. We even got all dressed up, with Debbie in heels. As you might expect, we got up on front of the crowd and sang, *I Got You Babe*, which is our song. We were even interviewed by a big television station, and were asked all about being married for 25 years and having been living on our boat for 12 years.

We were a little tired by the time the gun went off for our start at 3 p.m. That's because we'd had to leave the marina

***Fernando de Noronha, actually islands and islets, is a UNESCO World Heritage Site. This is the popular beach of Conceição***



UNESCO

# CHANGES

at 5 a.m. due to depth and tide issues. Nonetheless, we had a perfect start in a 30-boat group that included the Open Division and Open B Division. After three hours, we were seeing 25 knots of wind and hitting speeds of over 9 knots.

It proved to be an exhilarating race. The previous year's winner had sailed the course in 56 hours. But that was in much lighter air, so I was hoping to break 48 hours. As it was, we crossed the finish line after 14 hours, and were 33rd out of 150 boats across the line. We beat not



**Kurt, having decided that the big waves of Todos Santos are for kids.**

only a bunch of racing boats, but some catamarans, too. Not bad for a cruising ketch! It turns out we finished second in our division — to a twin-wheeled French racing boat that floated high in the water. What's more, we set a new boat record of 178 miles in 24 hours, five more miles than the old record we set in '01 on

our way to the Marquesas. The amazing thing is that the wind was never aft of a beam reach.

We enjoyed the eight hours after we finished, as we got to watch all the other boats come in, many with skippers who never figured they would be beaten by an "old overloaded ketch with baggy-wrinkles in the rigging." I take my hat off to Hector and Patricia, our crew, who gave it all they had. As much as Debbie and I like Hector and Patricia, we have to admit that we weren't sure what it was going to be like sharing our home with another couple for 17 days. But it

**Most of Kurt's photos were of too low resolution for print publication, so we have to illustrate his piece with the Todos Santos lighthouse.**

worked out great, so Hector and Patricia will always be welcome to spend time with us wherever we go.

We must also take our hats off to Bob Perry, our boat's Seattle-based naval architect. Thanks Bob, as it's great to have a traditionally beautiful boat that performs like the Baba 40 can.

Fernando Noronha Island was beautiful, and the people from the Cabanga YC who put the event together treated us wonderfully. There were lots of great beverages, food, and swag. As for Debbie, my first mate, she sang at all the parties and was no doubt the inspirational winner of the regatta, proving once again that she loves life and all the people who enter it.

We sailed with our crew from Noronha to Fortaleza, where we spent five days hanging out at the pool before Hector and Patricia had to fly home. That left Debbie and me to prepare to leave the wonderful country of Brazil for the 1,600+ mile passage to Scarborough Bay, Tobago, on the southern end of the Caribbean.

— jeff

## **Carinthia - Lagoon 440 Kurt Roll Surfing From Your Boat (San Diego)**

I loved the Wanderer's January 26th *Lectronic* about being able to paddle from one's boat to the surf breaks at Punta Mita, Mexico. [Editor's note: *That Lectronic* is reprinted earlier in this edition of *Changes*.] I crewed aboard Dietmar Petutschnig and Suzanne Dubose's Las Vegas-based Lagoon 440 *Carinthia* on the Puddle Jump a year ago. While getting the cat, which was berthed in La Cruz, ready for the crossing, I would sometimes dinghy the six miles out to Punta Mita to get waves. My only complaint was that I often found myself surfing some great stuff all by myself.

It also reminds me of the winter of '00. My wife and I had our new Catalina 320 berthed at the '90-Day Yacht Club' in Ensenada to legally avoid having to pay California sales tax. I would drive down from San Diego each weekend, sail out to Todos Santos, anchor, then hit the waves. In late October, the waves would come in at about five feet with perfect shape. It was more consistent in November, with five- to eight-foot waves. In December, we often had 8-12 foot sets, with some



bigger.

It got out of hand two weekends in January, with waves in the 20-ft range. I quit after dropping in on an 18-footer, making the bottom turn with my Linden gun, but not being able to outrun the curl. I was held down for two waves, and remember hearing the rocks clanking around on the bottom. After finally catching my breath, I was more than happy to film the "young guys" eating it while enjoying a beer on my boat. It got to where the only ones making the waves were the tow-in guys. Watching these huge waves was so mesmerizing and awe-inspiring that I will never forget it.

This year was my 20th year racing the Newport to Ensenada Race, and I've always looked at Todos when passing and thought of the amazing times I've had out there. The hiking and kayaking are awesome, too. So was trading beer for lobsters with the super friendly fishermen. The lighthouse keeper used to live out there with his German shepherd, and loved it when I brought him Marlboros and goat milk caramel suckers.

I can think of at least five other places





LITINH MINH

**Halong Bay is a spectacular creation of limestone, but the 'sailing' charters, be they day or overnight, are totally bogus.**

in Mexico I've surfed while sailing, but those are other stories. From all reports I heard, last year's Ha-Ha was another great one. As for myself, I'm soon heading off to New Zealand to sail with Dietmar and Suzanne on *Carinthia* again. We're headed to either Australia or Fiji. Either destination would be fine with me.

— kurt 02/13/11

### Cruise Notes:

Twelve tourists and one Vietnamese tour guide drowned after the large tourist 'sailboat' they were sleeping on at **Halong Bay, Vietnam**, sank at 5 a.m. on February 17. According to Colonel Vu Chi Thuc of the Public Security Agency, two Americans, two Swedes, two Russians, one Scot, one Japanese, one French, one Swiss, one Australian, along with a Vietnamese tour guide, were victims of 21-year-old captain Nguyen Van Minh and 27-year-old chief mechanic Do Van Thang "neglecting their responsibilities." When the boat was at anchor, the me-

chanic was supposed allow water in to cool the engine — but shut off the flow before the boat sank. He didn't do the latter. And the captain was supposed to oversee the night watch duties of other crewmembers. Nine foreign tourists survived and — you'll find this disgusting — so did all six crew.

We did a day-trip on one of the Halong Bay 'sailboats' last winter, and can report they are not typical charterboats. They are huge, boxy, crudely-built wood structures without functioning sails, and there are literally hundreds of them to handle the mobs of tourists who are funneled through the experience. Furthermore, they all follow the exact same route as though they were on rails, and often at a distance of less than 100 feet from each other. The limestone islands of Halong Bay — some of which have multiple interior lakes — are spectacular, but the 'sailing' is a joke. And as demonstrated, if anything goes wrong, it's every man, woman and child for him-/

herself. We're not slamming the Vietnamese or Vietnam, as we thought the people, the country and the culture were all fantastic. We're just noting they are in the early stages of their evolution toward satisfactory public safety.

The stink between Tonga and Fiji over the ownership of tiny and mostly underwater **Minerva Reef** — with cruisers caught in the middle — continues. Samiu Vaipulu, the Deputy Prime Minister of Tonga, advises cruisers that, "The best



**South Minerva Reef. A beauty.**

thing to do is not to go there until we get our differences solved with Fiji," Minerva Reef is part of Fiji's Exclusive Economic Zone, but has been claimed by Tonga for decades. In recent months Fijian naval vessels have ordered cruisers to leave unless they have specific written permission to stop there from Fiji. This is a pisser, because authorities say that more than 400 boats a year travel the often rough waters between New Zealand and Tonga and/or Fiji, and about half of them stop at Minerva to take shelter from the weather or to catch up on sleep. There is no other place to stop between New Zealand and the South Pacific. The beef between two countries is believed to be over fishing and underwater mineral rights.

"When is the last time you had a member of law enforcement — who probably inadvertently had a machine gun pointed at your crotch — ask you to fill out a form evaluating his performance?" So ask Steve and Pam Lannen of the San Francisco-based Beneteau 405 First **Full Quiver**. "Do I have to fill it out while all of you are aboard our boat?" I asked. He smiled and nodded 'Yes'. This happened

**Normally sleepy Chamela Bay is one of the last places you'd suspect officials to check papers. But they were professional and pleasant.**



NATAPAJA

# CHANGES

on February 2, when a Mexican naval vessel pulled into Chamela Bay and tagged the entire fleet. Two fully-armed groups went from boat to boat, checking all our paperwork and asking what kind of electronic equipment we had. They took pictures of our wind instruments, GPS and depthsounder, and did the same with all the other boats. The day before they'd done the same thing in Tenacatita Bay. How would we have filled out the evaluation if I hadn't had a machine gun pointing at my crotch and a man standing behind me with another machine gun? They were as professional as could be, and had good senses of humor. When they first came aboard our boat, they asked if anyone spoke Spanish. My wife Pam, a former Spanish teacher, took over and you could see the relief on the officer's face. He was so happy he could do the interview in Spanish. If I had any complaint at all, it would be that they should wear Toppers next time.

The Lannens report that the week before, Immigration officers came around to, but not onto, all the boats in the la-



LATTITUDE/NICK

*The week before the Mexican Navy checked vessels at Chamela, Immigration checked papers in the Barra lagoon.*

agoon at Barra to check for proper papers. The moral is to check in with the port captains where you are supposed to, and keep your paperwork up to date. It doesn't take much time, and it can sure

save you a lot of trouble.

In last month's *Changes*, we reported that **St. Brendan's Isle Mail Service** of Florida provides low cost mail services and street addresses. This allows California cruisers wishing to escape the Golden State's income and personal property taxes to easily and legally establish permanent residence in a state that doesn't have income tax. Cruisers say they've been pleased with the service. Now Dave Benjamin of Island Planet Sails and the Alameda-based Amel Maramu **Exit Strategy** reports that he uses a similar service offered by **Earth Class Mail**. In fact, this company offers mail receiving addresses in 19 cities across the country, and legal street addresses in a number of others — including Florida. You can find both outfits, and other similar ones, via the internet.

From time to time, we've made the statement that sailing catamarans often make better motoryachts than do most monohull motoryachts. Willing to back us up based on their experience are Tim and Marsha Schaaf of the Tortola-

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based Leopard 45 crewed charter cat **Jetstream**. Many Mexico cruisers will remember Tim as the dockmaster at Marina Cabo San Lucas about 12 to 15 years ago, and as one of the heroes who saved a number of cruising sailboats that were driven ashore at Puerto Escondido by hurricane *Marty* in September '03. Having done crewed charters for the last five winters or so in the British Virgins, Tim and Marsha decided to take their cat and cruise the Chesapeake. It would also give them a chance to replace the standing rigging while they visited with Tim's aged mother. Delays in getting boat parts prevented them from getting in as much Chesapeake cruising as they wanted. But with their cat's mast already down, they decided to put it on deck and motor down the IntraCoastal Waterway to Florida. It turned out to be such a fantastic experience that Tim has promised to write a *Changes* about it. Alas, he and Marsha have had such a busy charter season in Tortola this winter that he hasn't had time. But he said that spacious and shoal draft *Jetstream* made

her the perfect boat for doing the IntraCoastal Waterway.

"We were so low that we could go under low bridges without waiting for them to be raised — something most powerboats and trawlers couldn't do." Tim says the best time to head down the IntraCoastal is "right after bug season but just before the first frost". In other words, late October or early November. And he says to figure on a month if you really want to enjoy yourself.

Tim also raved about their cruising through the Bahamas on their way up to the Chesapeake. "The people in the more remote islands of the Bahamas are as friendly as the people in Mexico," he says. "Too bad the same can't be said for



**As much as Tim and Marsha enjoyed the clear waters of the Bahamas, the real treat for them was how friendly and kind the locals were.**

the people in the Eastern Caribbean, too many of whom aren't nearly as friendly to visitors as is in their own self-interest."

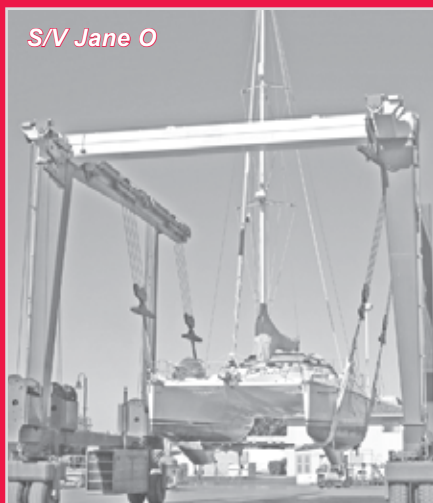
"We're enroute to Central America, and as *Latitude* recently wrote, there is nothing better for a surfer/sailor than to be able to jump off their boat and paddle into the line-up," write Mike and Leilani

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# CHANGES

Costello of the Oxnard-based Saga 43 **Lanikai**. "I'm an avid surfer, so I'm constantly on the hunt for anchorages near surf spots — or at least within a five-mile dinghy ride of them. Wanting to be close to surfable waves sometimes means having to anchor in less comfortable places, so God bless my wife for putting up with it. But a stern anchor set to orient the bow into the swell usually makes a huge difference. We're currently lying at Bahias de Huatulco, Oaxaca, Mexico."

"I have an opportunity to purchase a **30-ft Wharram catamaran**, but she is located in Huatulco, Mexico," writes Jake Thornberry. "I was considering sailing her south along the coast to the Canal, transiting it, and then sailing her up to Texas and eventually North Carolina. Do you have a feel for safety-related issues along the coast of Central America, given all the drug smuggling? By the way, I used to live in the Bay Area, during which time I owned a Folkboat. *Latitude* was always our 'bible'."

Thanks for the kind words. The 'bible' says that the drug-related safety issues along the route you propose — which, except for going to Texas, is a common one



LANIKAI

**A good boat, a nice swell, warm water, and an understanding wife — Tim Costello has a lot of things going for him in life.**

— are just about non-existent. It seems to us that the bigger question for you is whether it makes financial sense to deliver such a small boat all that distance. If you're in it for the adventure, that's one

thing, but even if she was nearly given to you, it still might not make financial sense. In fact, there's a *Sightings* to that effect in this month's issue.

There are four big events left in the sailing season for cruisers in Mexico. First, the Vallarta YC's **19th Annual Banderas Bay Regatta** March 8-12, which is three days of 'nothing too serious' racing for cruisers, plus two days of social activities, based out of Paradise Marina. Given that the BBR has one of the greatest cruiser racing venues and environments in the world, it's hard to believe there is no entry fee — and that hundreds of boats don't participate. If you're up north and have cruising friends who are going to enter, this is when you want to hit them up to be crew. For more info, Google 'Banderas Bay Regatta'.

Second, the **La Paz Bay Fest**, put on by the Club Cruceros de La Paz, will be held April 9-12. There will be all kinds of social events, with one day of racing around the bay. For details, check out [www.clubcruceros.org](http://www.clubcruceros.org), which will have more info as the event draws closer.

Third, the **15th Annual Loreto**

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**Fest**, the longtime most popular cruiser event in the Sea of Cortez, will be held at Puerto Escondido April 29 - May 1. Sponsored by the Hidden Port YC, this is more of a general social gathering than a sailing event, but it's still very popular with cruisers. There will be all kinds of games, entertainment, workshops, food, raffles, live music, swap meets, cook-offs, spaghetti dinners — and what started it all, an above- and below-water clean-up of Puerto Escondido. All proceeds benefit the educational needs of deserving Mexican youth. For details, visit [www.hiddenportyachtclub.com](http://www.hiddenportyachtclub.com).

Fourth, the revived **Sea of Cortez Sailing Week**, for semi hard-core sailors, will be held very shortly after Loreto Fest starting in the Puerto Escondido area. The dates have been pushed back from last year so the water will be warmer. Details to come. Of course, it's free, but it's also a fundraiser for youth charities in La Paz.

"A cruiser friend of mine in San Carlos, Mexico, reports that he had a **9.9-hp Yamaha stolen** off the back of his 40-ft trimaran — again!" writes John Hulburd

of the Port Townsend-based catamaran **Sunshine**. "There have been several reports of outboard motor thefts like this in the last two years. It's a shame, because San Carlos is otherwise a sweet, quiet town in paradise."

Thefts of dinghies, outboards, and outboard-powered dinghies are unfortunately common in most cruising regions. In fact, our sense is that it's less of a problem in Mexico than in many other cruising areas of the world — especially places such as Cartagena and the Eastern Caribbean. And if one thought cruisers visiting chic and ultra expensive St. Barth, for example, would be immune to dinghy thefts, they'd be wrong. In fact, it's not unusual for even modest dinghies in St. Barth to be secured with a big lock and thick stainless



**Theft of dinghies in St. Barth has resulted in the owners of even modest dinghies with outboards investing in big locks.**

steel chain — and for good reason. We'll once again remind readers that cruisers are, unfortunately, every bit as suspect in dinghy thefts as are locals. We know, because we've caught cruisers in the act of stealing dinghies.

Anyone willing to help an Italian furniture-maker who wants to change his life? "My name is Luciano Angeli,

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# CHANGES

and I'm a 57-year-old Italian who lives in Treviso, a small town near Venice. I've worked around the world, first as a buyer, then as a seller, of furniture and hotel furniture. But I want to change my life, and sailing is my biggest passion. Every year I've been able to take time to go to sea, but now I want to exploit my passion by becoming a full-time skipper. I'm especially looking for people who do not have time for long trips, but who want their boat in a certain place at a certain time. I've already done this work on a part-time basis. I can speak English and French quite fluently, also Spanish, and obviously Italian. I'm also a great cook who has no family ties. I can be reached at [luciano.angeli@yahoo.it](mailto:luciano.angeli@yahoo.it)."

"Simple snorkeling around the reefs of Palau is unbelievable," writes David Addleman of the Monterey-based Santa Cruz 50 X. "In fact, it reminded me of experiments with LSD. The healthy coral, the fish, the sharks, the turtles, the powerful currents, the vertical reef walls falling into the abyss. It's hard to believe that the diving in the Micronesian islands to the east, one of my future



PETER NEWTON

**Yes, snorkeling through a massive accumulation of jellyfish would be a like an acid trip. But Palau offers even better diving experiences.**

destinations, might be even better. Alas, I've recently been here in California doing chores: legal problems, taxes, engineering, piracy-induced fiberglass repair, buying new sails, attempting to recruit

yummy 'crew', and best of all, hanging out with my fabulous high school senior daughter Chloe. But I'll be flying back to Palau before this issue of *Latitude* hits the streets."

"We're hosting a Kiwi who has been all up and down the coast looking for a good cruising boat," writes a woman from Sausalito. "He's been having a tough time finding one that fits his needs and budget, but he has a line on one in Grenada in the Eastern Caribbean that needs a little work. He can do the work, but he's concerned about finding marine supplies such as epoxy, fiberglass, and so forth. Does Grenada have that stuff and/or can it be brought into the country easily?"

There are probably more medium to large sailboats in the Eastern Caribbean than there are in California, so naturally there are many more boatyards and marine supply stores. Budget Marine, which has 12 stores on 10 islands in the Eastern Caribbean, has a store at Spice Island Boatyard in Grenada that has all the basic stuff in stock. If they don't

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have something, they can get it right away. Another option is Chaguaramas, Trinidad, which is less than 100 miles to the SSE, and has everything. The import duty varies widely on islands in the Caribbean. In places like the British Virgins, it's pretty high. In Sint Maarten and St. Barth — where a few years ago Barritt Neal of the San Diego-based Peterson 44 **Serendipity** bought a new Carib inflatable and a new Yamaha outboard for a combined price of \$2,500 — it's non-existent or very low. Can you imagine where mariners, even those in the British Virgins, try to buy their marine supplies and gear? We think it would be worth calling Budget Marine in Grenada and a chandlery in Trinidad to compare the prices of basic materials. By the way, one needs to be careful investing too much money looking for promising-sounding boats in distant places. Having just gone through an moderately expensive 'Olson 30 Quest' to Puerto Rico, we speak from firsthand experience."

"Hello from the Arabian Sea," write Chay, Katie and Jamie McWilliam of the

Colorado-based Peterson 46 **Esprit**. "After our tour of Sri Lanka, we spent a few days getting *Esprit* repaired, refueled, and cleaned up in Galle, and then left for India. It was a very rambunctious sail for the first 36 hours, with 20 to 25 knots of winds, with gusts to 35, and seas of 10 to 15 feet. It's hard work to keep yourself steady and upright when the boat is heeling 30 degrees! None of our tummies felt too good, but we survived and are now in much lighter winds and calmer seas. It was our roughest trip since sailing to New Zealand. We're now seeing a lot of ships and fishermen in  *pangas* similar to those in Mexico. One of the fishermen got upset because he got Chay's fishing line caught in his prop. We wouldn't give him anything, so he cut the lure off Chay's line and took it! Most



**When it comes to cruising destinations, they don't get much more colorful than India. These are the famous fishing nets of Cochin.**

of the other fishermen just smile and wave as they go by. We expect to arrive in Cochin, India, sometime tomorrow."

When you get to live and work on the hook on an island with a heavily seasonal sailing population — such as we are unbelievably fortunate to be able to do several months a year on St. Barth in the French West Indies - 'catchin' up' at the beginning of the season is always packed

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# CHANGES

with surprises. There's all the local news, then there is all the news about boats and crews who took off for the summer, mostly to the Northeast United States or the Med. In this category belongs the sad tale of Ira Epstein of Bolinas.

Ira has been a St. Barth regular, often of the inner harbor 'trailer park', for about five years now aboard **Lone Fox**, his 65-ft Robert Clark classic wood ketch. For the second summer in a row, Ira took his ketch to New England for the lucrative charter trade. While we're hearing the story secondhand, it's our understanding that Ira chartered his boat to some America's Cup vet for a race, and for some reason the boat was driven beyond a warning mark and run aground onto a reef at about four knots. As if that weren't bad enough, the engine was turned on, and we're told that *Lone Fox* was driven onto the same reef again, but this time at a very destructive seven knots! In fact, one of *Lone Fox's* former owners tells us that the big yacht's keel had to be removed — and remelted back into the original shape! Apparently *Lone Fox* is ready to be splashed, but there's



LATITUDE/RICHARD

***Ira Epstein of Bolinas weaves his Antigua Classic class winning Robert Clark-designed 65-ft 'Lone Fox' through the Colombier anchorage.*** a dispute about the insurance settlement. Everybody on St. Barth is hoping that Ira can make it back for the busy last months of the season, because he's such a hardworking, hard-core wood

boat owner, and there aren't enough of those around anymore.

Blessed with big bucks and exchange surpluses, **China** has lots of forward vision. And among the things they are looking into are alternatives to the Panama Canal. Previously, the most frequently proposed alternative to Panama has been a canal across Nicaragua, which was originally going to be the site of the canal — before U.S. interests decided to create Panama from Colombia so we could build a canal there. But China is pouring big bucks into the idea of a 'land canal' across Colombia. Ships would run from China to the Pacific Coast of Colombia, where the containers of consumer goods would be put on trains for shipment to the Caribbean coast. They would then be loaded onto ships for distribution, primarily to the United States. Experts have staked out positions on both sides, with some saying such an idea is a joke, while others saying it's a no-brainer. The only certainty is that China is spending big bucks exploring the concept.

**We'd love to hear from you!** Send high res photos and email!

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**16 1/2-FT INTERNATIONAL 505.** Burson, CA. \$3,500. Built by Rondar. All F.G. new Selden spars - Ullman sails. Several other (3) 505's need TLC, but cheap; \$500, \$1,000, \$1,500. Ray Lopez, the "Old School 505 King". (209) 772-9695.

**19-FT POTTER, 2002.** Auburn, CA. \$9,900. Premium package, bluewater layup, Baja trailer, two rudders, dual gel batteries with solar charger, performance sails, new knot meter, '08 Honda 5hp, CDI furler with UV cover, much more. Excellent condition. (530) 885-0559.



**HERRESHOFF 12 1/2, 1994.** \$9,000. 16' LOA, Bull's Eye version, fiberglass, built 1994 by Cape Cod Shipbuilding. Nice mahogany trim, very good condition, sail-ready, trailer, boat stands for anti-fouling @ home, and more. (360) 565-6189.

**24-FT CAL, 1983.** Redwood City. \$5,000. All new standing rigging, Mainsail, 100%, 130% jibs, 6 hp outboard, new cushions, anchor, and safety equipment. Excellent condition. Ready to Sail! Contact Rich at rich@spinnakersailing.com or (650) 363-1390. 451 Seaport Ct. Redwood City, CA. 94063.

**24-FT MELGES, ALAMEDA BOATYARD.** \$20,000. Hull #14. Race ready. Full boat covers. Contact Frank. (512) 750-5735 or cabosportsfrank@yahoo.com.



**22-FT SANTANA, 1970.** Redwood City. \$3,000. New LP paint and non-skid. New mast and rigging less than 5 years old. Main, jib, 120%, safety equipment, 4hp OB. Very clean! Contact Rich. (650) 363-1390, 451 Seaport Ct. Redwood City, CA. 94063 or rich@spinnakersailing.com.

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**20-FT NESS SHETLAND SAILBOAT.** 2006. Sebastopol. \$13,000/obo. Hand-built sailboat with 22' Magic Trail trailer. Balanced lug or gaff sail rig with motor well and 2.5hp 4-stroke Yamaha motor. Mahogany lapstrake epoxy resin construction. 4-6 capacity. (707) 829-8405 or jstamp@sbcglobal.net.



**14-FT GIG HARBOR WHITEHALL, 2005.** Belvedere Lagoon. \$6,000. Classic design suitable for rowing, sailing or low impact slide seat rowing exercise. Includes cover, 2 pair oars, all sails/rigging. Excellent condition. \$8,290 to purchase new in 2011. www.ghboats.com/14\_whitehall.shtm. Contact jimmyredmond@mac.com or (805) 443-1822.

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## 24 FEET & UNDER

**24-FT ISLANDER BAHAMA, 1968.** Pittsburg Marina. \$3,000/obo. Excellent Bay and Delta cruiser. 4hp outboard, 2 mains, 2 jibs, and a genny. Sleeps 4, galley and Porta-Potti. Lots of gear. Recent bottom paint. Compass, VHF, fishfinder. (707) 964-1898 or knxtime@comcast.net.

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## 25 TO 28 FEET

**27-FT CATALINA, 1984.** Grand Marina, Alameda. \$13,000. *Bodrum Sunset* is a gem: Perfect for getting into beer can racing and spending a comfy night over at Angel Island! Professionally maintained. Email for extensive race and cruising equipment inventory. (510) 865-5454 or david\_492@yahoo.com.

**28-FT PEARSON TRITON 28.5, 1976.** Presidio YC. \$2,500. Classic racer/cruiser perfect for Bay and beyond. Major refit '09: Bottom, rudder, topsides. Rigging, cosmetics and interior medium+, but very solid, dry boat. Loads of spare hardware. Atomic 4 good shape. Pictures available. challengesea@yahoo.com.

**28-FT SANTANA, 1976.** Berkeley Marina. \$7,000. Volvo diesel, Martec prop, large sail inventory. Prime, upwind O dock slip. Well rigged for effective, easy sailing. 12- and 110-volt electrical systems, with Balmar charging, mounted VHF. Harken traveler and furler with 95 & 130 jibs. New asymmetrical spinnaker, clean teak interior, roomy headroom, enclosed head. October 2010 haulout, bottom cleaned and painted. Solid boat for Bay sailing. sylviaagrahamdvm@hotmail.com or (510) 812-4150.



**26-FT J/80, 2000.** Alameda. \$34,500. Fast & Fun. Hull #268 in super condition. North class jib and main. 3DL 135% genoa. Asymmetrical spinnaker. Genoa tracks. Harken roller furling. Tacktick SailMaster. Nissan 5hp outboard. Bottom painted 2010. Triad tandem axle trailer. (650) 479-6181 or sailsfj80@gmail.com.



**26-FT MACGREGOR 26S, 1995.** Redwood City. \$7,000. MacGregor 26 with lots of extras. 8hp Yamaha 4-stroke, solar panel charger, Neil Pryde sails. Swing center board design. Extra lead ballast. Contact (650) 867-4113 or oddwahl@yahoo.com.



**27-FT NOR'SEA, 1980.** Moss Landing, CA. \$16,000. Tough little blue water cruiser, safe, easy to handle junk rig, many offshore mods, Fiji vet, aft cabin. Check link for pictures and detailed info. www.kabai.com/seablossom. (408) 218-9604 or Kabai@yahoo.com.



**28-FT ALERION EXPRESS, 2007.** Sausalito. \$95,000. *Lizbeth*. Hull #359, commissioned Jan. 2007. One of a kind, active fleet racer/winner. Factory teak and Ultrasuede interior, Tacktick instrumentation including NEMA interface, handheld remote, running rigging upgrades too extensive to list. Pineapple sails, Kevlar jib, asymmetrical spinnaker, removable Selden carbon sprit, Lewmar 30 primary and secondary winches. Custom matching canvas including full boat cover, cockpit cushions, additional teak exterior trim, cockpit grate, more. A fully maintained and varnished yacht. Must see to appreciate. Contact (415) 608-6919 or mland2@ix.netcom.com.



**25-FT OLSON, 1985.** San Francisco. \$9,500. Very clean inside, good condition outside. Rigging replaced 5 years ago. Dacron main, Kevlar 95% jib, 3/4 & 1/2 oz. spinnakers. 6hp OB in excellent condition. (650) 759-7432 (cell) or (650) 474-7535 (day).

**28-FT WYLIE, 1973.** Portland, OR. IOR 1/2-tonner *Hawkeye*. Free to a good home. Derelict, hardware and interior stripped, includes mast and boom. Non-cored hull is solid; original plywood deck needs complete replacement. No trailer available. Pics available on request. Serious inquiries only please. Email wylie28ior@earthlink.net.

**26-FT MACGREGOR 26X, 2002.** LA area. \$20,000. Like new. Fully equipped with all manufacturer's options and accessories plus: VHF, autopilot, radar, 50hp Suzuki OB, furler, all lines run aft, more. Pictures available on request. (661) 886-1808.

**27-FT CATALINA, 1972.** Marina Plaza, Sausalito. \$7,900. Great condition, newer main and headsails, rigging, gel coat, decks, spinnaker, interior, boom, 9.9 long-shaft Envinrude, electric start/generator, well maintained and ready to sail! Great Bay boat for racing or family fun! (415) 999-5516 or tjfinnegan@pacbell.net.

## 29 TO 31 FEET



**30-FT PEARSON, 1975.** Pt Loma. \$15,000. Cruising ready, custom dodger, new rigging, full battens Neil Pride main, genoa, jib, roller furling, GPS plotter, Furuno radar, TackTick system, 4-burner propane stove/oven, BBQ, Yanmar. New bottom paint. (619) 852-5720 or (619) 852-5672 or hanson.chad@att.net.

**30-FT KNARR, 1975.** San Francisco Bay. \$28,000. 1975 fiberglass Borresen Knarr. #128 is in great condition and is in the process of having a new aluminum mast installed. Additionally the bottom is being faired and sprayed. Running rigging is new. With these changes, #128 will be very competitive in the best one-design fleet on the Bay. Will also consider 50% partnership. Contact (415) 827-6389 or steve@gmpc.com.



**CAL 2-29, 1975.** San Francisco Marina West Basin. \$30,000. Stock rig - 12hp Farymann. Overall boat is in good condition, transferable San Francisco Marina West Basin slip. GGYC Friday Night winner. As is - Where is. (650) 444-6016 or janeandwayne@comcast.net.



**30-FT LANCER, C&C DESIGN, 1980.** Marina Bay, Pt. Richmond. \$30,000. Fractional sloop, wheel steering, inboard Yanmar QM15. Upgraded: cabin, electronics, VHF, GPS and chart plotter, main and jib, safety lines, shrouds, dodger, lights, wheel pilot and roller furling. (916) 487-5351 or barronsdesign@surewest.net.



**31-FT PEARSON SLOOP, 1978.** Brisbane. \$18,500. Hull #6/65, dry, fast, very good condition, 2008 inspection, Volvo Penta MD13 23hp, new prop (2009), rigging led to cockpit, Hansen (2010), main + 100% jib, Hogan (2007), 130% genoa, Hogan (2010). Contact Tom. (408) 316-3744.

**ISLANDER 30 MK II, 1971.** Moss Landing Harbor District. \$7,500. 4-cyl gas inboard (Palmer P60). Fiberglass hull w/ teak trim. 3-burner alcohol stove/oven, BBQ. Depth/fishfinder, CB and VHF radio. Recent work: Sept '09 hauled out, tuned up, oil change, new head, replaced through hulls and zincs. Sails include spinnaker, 2 storm jibs, 100% & 130% genoa. Mahogany interior. 5 lifejackets, lots of extras. Sleeps 4 comfortably. Good solid boat. Ready to sail. Take over slip. (831) 915-6783 or (831) 659-1921 or drbradcase@sbcglobal.net.



**30-FT SANTANA 3030PC, 1982.** Ventura. \$27,000. Race or cruise. 2-cyl 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 dnclaws@aol.com.

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**30-FT WILLARD 8-TON CLIPPER RIG.** 1977. Loch Lomond Marina, San Rafael. \$25,000. Roomy sailboat, sleeps 5, roller furling, self-tacking staysail, Yanmar diesel, new traveler, heavy displacement, ocean-going, depth, GPS, hot water, AC upgraded, good condition, ready for cruising. Pix at: <http://bit.ly/hYdzuG>. (415) 260-4222 or [jeffkaye@sbcglobal.net](mailto:jeffkaye@sbcglobal.net).



**30-FT PEARSON, 1985.** Lakeville. \$19,000. This day sailer has been transformed into a little cruiser. The main saloon has a comfortable settee to port. To starboard, an artfully done galley with oak cabinetry, counter space, sink, new stove with oven, and refrigerated ice box. Teak veneer on the Formica bulkheads, etc. New engine, 30 gallon water and fuel, 15 gallon holding. VHF radio, etc. Call to learn more. (707) 217-8382 or [shmulik444@hotmail.com](mailto:shmulik444@hotmail.com). 141a Boxwood Ln, Bastrop, TX 78602.

**COLUMBIA 34 MK II, 1972.** Alameda. \$19,000. USCG Documented, 150 Hr. Yanmar 3GM30 diesel, hot/cold pressure water, microwave, Force 10 stove and refrigerator. Great liveboard/cruiser. For more details and pics, please email [b.bostrom@yahoo.com](mailto:b.bostrom@yahoo.com) or call (510) 316-0594.



**ERICSON 35 MK II, 1970.** Chula Vista, CA. \$16,500. New since 2007: standing and running rigging, Harken furler, 120% jib, batt car system, full batten main, head and holding, batteries and charging system, lots more. Atomic 4 with electronic ignition and new exhaust, reacher and staysail, sun awning and nice cockpit cushions. Needs paint and varnish work. LP paint included! Money has been spent, you finish before summer and enjoy a great sailing boat. (619) 997-7837 or [insideoverlap@yahoo.com](mailto:insideoverlap@yahoo.com).



**32-FT ERICSON, 1971.** Bruno's Yacht Harbor, Isleton. \$16,500. Great cruising and Bay boat. Well maintained, excellent interior, new bottom paint. Three headsails, spinnaker, self-tailing winches, Yanmar 3GF diesel, LectraSan sanitation, depth sounder, knotmeter. (510) 207-0111 or (510) 525-3572 or [don@dondommer.com](mailto:don@dondommer.com).



**29-FT CAL, 1972.** Novato. \$11,500. Great ocean cruiser/racer. New hull paint by pro. Atomic 4. Spinnaker and rigging, radial headsail (shown). 3 jibs (90, 110, 150), 7 winches, 2 mainsails. Autopilot, depth sounder, speedometer, 12V built-in refrigerator, whisker pole. (415) 883-5365 or [lagoonlovers@sbcglobal.net](mailto:lagoonlovers@sbcglobal.net).



**32-FT GULF PILOTHOUSE, 1980.** Brookings, OR. \$35,000. Universal 32hp diesel, inside/outside helm stations, AP, VHF, GPS, radar, windspeed indicator, waterspeed indicator, refurbished jib and main, new cruising spinnaker, large fuel/water tanks. (541) 247-6231 or [mel.githens@att.net](mailto:mel.githens@att.net).



**34-FT 11:METRE OD, 1992.** Santa Barbara. \$18,000/obo. The 11:Metre OD is very fast, responsive PHRF racer and a comfortable day-sailer. Self-tacking jib, masthead spinnaker, great downwind performance. L=33'-8", B=8'-2", D=5'-11". Disp.=3600#, fresh bottom (5/2010), custom kelp cutter, KVH / Nexus instruments, 2008 2hp Honda outboard (6 knots). Removable life lines. North 3DL main (new), 3DL class jib (good), spinnakers: (3): runner & reacher (good), asym. Code Zero (very good), 155% genoa, (very good). Custom aluminum, dual axle trailer included. <http://architect.com/cuidado/Site/Welcomes.html>. (805) 969-1991 or [TBA@Architect.com](mailto:TBA@Architect.com).



**33-FT HOBIE, 1984.** Alameda. \$15,900. Fixed keel model. New in 2010: Tiller, hatchboard, GPS, VHF, gel battery, charger, new Mercury 9.9 outboard. 10 bags of sails, Dacron and Mylar mainsails, two 120%, #2, #3, self-tacking jib on furler, storm jib, wind seeker, 1/2oz spinnaker. Spinnaker pole, whisker pole. To be competitive, you'll need new sails and ropes, and the price reflects this. Interior is open and clean and light. Priced for quick sale. <http://picasaweb.google.com/nelsonyachts/Hobie33SailboatForSaleInAlamedaFastAndFun?feat=directlink#>. [davidkory@gmail.com](mailto:davidkory@gmail.com).



**30-FT ALBERG YAWL, 1971.** \$9,500. Rare SF Bay Area built Oceana model. S/N 3 of 3 built by Clark Marine of San Carlos. Same owner 36 years, Albin AD-2 diesel engine, runs good. Fiberglass hull, solid. Good sails. (612) 791-9069 or [mnhucker@gmail.com](mailto:mnhucker@gmail.com).



**35-FT HINCKLEY PILOT, 1963.** Sausalito. \$39,000. Sparkman & Stephens design, 1963. Rebuilt Perkins 4-108, full batten main, radar, chart plotter, autopilot, well maintained. Sweet boat to sail, especially upwind. Estate sale. Contact (415) 720-5477 or (415) 339-0100 or [billbysfbay@gmail.com](mailto:billbysfbay@gmail.com).



**34-FT C&C, 1980.** La Paz, Baja Mexico. \$38,000. Just sailed 1500 miles from SF for Ha-Ha 2010, then to La Paz. \$28,000 of new cruising gear, electronics, new Yanmar 3GM30F since 2009. See details, photos at website: <http://sites.google.com/site/svlegacyforsale>. Contact (831) 726-3192 or (831) 345-9384 or [LK@wisdomseminars.org](mailto:LK@wisdomseminars.org).



**34-FT J/105, 1992.** Sausalito Yacht Harbor. \$70,000/obo. Hull #42. Jose Cuervo has new mast, furler, foil, pole rig and turnbuckles. Keel and rudder faired. Minimum class wt. Big Boat winner, light and fast. (415) 218-6312 or [mhm@4ibp.com](mailto:mhm@4ibp.com).



**35-FT YOUNG SUN CUTTER, 1981.** San Carlos, Mexico. \$64,800. Reduced \$10,000 to \$64,800. Bluewater cruiser located in San Carlos, Mexico, ready to sail the world, full cruise equipped, more information on our website: <http://youngsun.squarespace.com/specs>. Email [mohrmonte@gmail.com](mailto:mohrmonte@gmail.com).

**34-FT CORONADO, 1970.** Antioch. \$17,000. Easy singlehander: roller-furling jib, Dutchman mainsail. Autohelm, Garmin GPS, 2 VHF's. Hauled and painted 2010. New head and dodger, low hours on rebuilt A-4. Propane stove and cabin heater. 2 anchors w/chain and rode. (510) 676-4444.

## 32 TO 35 FEET

**35-FT PEARSON ALBERG, 1965.** La Paz, Mexico. \$17,500. 2001 Universal M-25XPB 1500hrs, monitor, ICOM SSB, solar panels, Furuno, Rocna, EPIRB, liferaft, gennaker, trysail, series drogue, Avon Redcrest, Sigmar heater, Xantrex Link10, STA-LOK, Adler Barbour, PUR survivor06, spares, needs cosmetics. See more at [www.lucidsalt.blogspot.com](http://www.lucidsalt.blogspot.com). Email [lucidsalt@gmail.com](mailto:lucidsalt@gmail.com).

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**35-Ft WAUQUIEZ PRETORIEN, 1985.** Port Townsend. \$79,500. *Caixa* has had a number of nice upgrades and has been well cared for. Only one of the few for sale in the PNW. Additional items are new dodger, wind vane, dinghy, freezer, fridge, anchor winch, A-sym spinnaker, SSB, radar, VHF, bottom paint (2010) and lots of other improvements. A safe and capable cruiser and ready to go again. Stored on hard during winter. Contact (360) 477-2857 or (360) 681-6411 or [janzoeteman@gmail.com](mailto:janzoeteman@gmail.com).



**34-Ft CATALINA, 1988.** South Beach Harbor, San Francisco. \$58,500 firm. Excellent SF Bay performance cruiser set up for a couple or easy single-handed sailing. Excellent condition. New standing rigging and Navtec hydraulic backstay adjuster. Upgraded 12V system with 440Ah house bank, separate starting battery, solar panel and monitor. Doyle sails with StackPack and roller furling headsail. Wheel autopilot, CNG, outboard hoist, Martec feathering prop, much more. [www.sfsailtours.com/about\\_boat.htm](http://www.sfsailtours.com/about_boat.htm). Contact [gsherwood@sfsailtours.com](mailto:gsherwood@sfsailtours.com) or (408) 910-0095.



**35-Ft GRAND BANKS (MAGELLAN), 1964.** \$4,300. Strip-planked mahogany with teak cabin sides, aft cabin, 80hp Ford Lehman diesel. Needs some deck work. SRYH covered berth-good liveaboard. Bronze fastened, lead keel. 18,000 lbs. 6'4" headroom. (562) 899-0774 (eve).

**CATALINA 34 MKII, 2005.** Berth Alameda. \$110,000. Like new, wing keel, awesome hard dodger, perfect sailboat for the Bay, professionally maintained 150 hours on engine, see *Letting Go* at website below. [www.Catalina34.com](http://www.Catalina34.com). (530) 424-8090 or [forsale@catalina34.com](mailto:forsale@catalina34.com).

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**32-Ft SABRE, 1985.** Sausalito Yacht Harbor \$49,500. 2009 refit: propane stove/oven, running rigging, all hoses, GPS, VHF, stereo, batteries, salon cushions, new jib, canvas dodger, engine heat exchanger. Westerbeke 21hp diesel. Avon 9-ft dinghy. (415) 272-5056.

### 36 TO 39 FEET



**38-Ft HUNTER 380, 2001.** San Diego, CA. \$96,950. Well loved Hunter 380 for sale by owner. Lots of equipment and extras... ready to go! You can go to her website for pics and full specs: [www.hunter380.com](http://www.hunter380.com), or call us and we will fax or email them to you. (909) 721-2095 or [dcafr2@yahoo.com](mailto:dcafr2@yahoo.com).

**38-Ft HUGHES, 1970.** \$20,000/obo. S&S design, built in Canada 1970. Approximately 74 hrs. on near-new engine. Great Bay boat with slip available in Monterey or Moss Landing. (831) 915-4984.



**36-Ft LANCER, 1982.** Huntington Beach. \$29,000/obo. Tabernacle/hinged mast. Main, roller furling genoa and cruising spinnaker. 3-cyl Yanmar diesel, GPS w/plotter, autopilot, radar and VHF. Boat is clean and ready to go. (562) 896-3797.



**36-Ft RAVAGE, 1981.** Alameda \$28,500. Danish fiberglass racer/cruiser. An X-Yachts design that was built for the round Denmark race. A very attractive boat with newish North sails and Westerbeke diesel. Recent haulout. See more at [www.flickr.com/groups/1577453@N21](http://www.flickr.com/groups/1577453@N21). (415) 205-2140 or [ravagesurf@yahoo.com](mailto:ravagesurf@yahoo.com).

**37-Ft PEARSON 365, 1979.** Moss Landing. \$58,000. Pearson 365 sloop completely upgraded with larger double spreader mast and sails, new interior, ports, life lines. New LPU paint on hull, bottom paint and deck. Low hours on 4-108 Perkins diesel. Good electronics, propane stove, water heater. Most beautifully restored and cleanest 365 on the West Coast. Photos available. Call. (831) 316-8282 or [mrgene@comcast.net](mailto:mrgene@comcast.net).



**38-Ft CATALINA, 1985.** Oyster Point. \$47,500. Replaced in 2002 - main, headsail, spinnaker, '03 - all rigging and battery charger, '05 - batteries, '09 - chartplotter C90W, depth, wind, knot log, 2010 - AIS, autopilot. Bottom maintained monthly. (415) 860-2248 or [billferrera@msn.com](mailto:billferrera@msn.com).

**36-Ft ALLIED PRINCESS, 1977.** Petaluma, CA. \$40,000. Well cared for cruising ketch. Recent refit includes new sails, running and standing rigging, electronics, hull LP paint. Perkins diesel w/500 hrs. [www.flickr.com/photos/54536845@N08/](http://www.flickr.com/photos/54536845@N08/) (707) 364-0801 or [rkhurt@comcast.net](mailto:rkhurt@comcast.net).



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**39-Ft FREYA IN STEEL, 1974.** Oxnard, CA. \$29,000/obo. Freya Halvorsen 39 steel sloop. Insulated, rebuilt 85hp Ford diesel. Autopilot, radar, GPS, fridge, shower, hot water. Hood roller furling, hydraulic windlass, sounder, dodger, refurbished aluminum mast/boom. 8-ft dinghy. (805) 200-6089 or [traim69@hotmail.com](mailto:traim69@hotmail.com).



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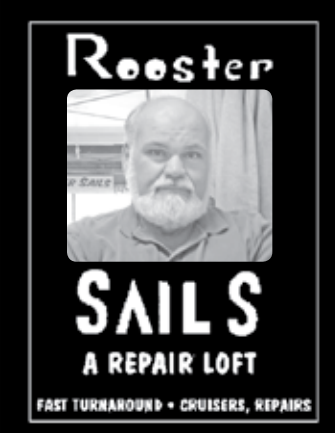


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**38-FT COLIN ARCHER PILOT CUTTER.** 1950. San Diego. \$52,000. *Marion D.* Built in Norway, pitch pine on pitch pine, white oak backbone, trunnel fastened, 85hp Ford Lehman 254. Hauling for maintenance in March/wooding hull. Surveys welcome by appointment. More information: http://mariond.squarespace.com .



**BENETEAU 36.7, 2005.** Port Angeles, WA. \$132,000/obo. Beautiful 36.7, all cruising amenities. Shows as new, see pics and details at website. http://beneteau367forsale.com. Contact (360) 452-1110 or (360) 460-1014 or bill@cpifiber.com. (54 West Misty Ln. Port Angeles, WA 98362).



**37-FT C&C, 1985.** Emeryville. \$54,000. Excellent condition, lovingly maintained, pure sailing joy, major refit 2009, fully equipped, all modern electronics, solid rod rigging, hydraulic backstay, N-S main, self-furling U-K jib, lines to cockpit, Yanmar 840 hrs, owner. (925) 788-6776 or cookmmm@aol.com.



**38-FT ERICSON, 1981.** Monterey Harbor. \$45,000. Great looking E38 in great sailing condition. Fully loaded and ready to go. Bottom and topsides just painted. All exterior wood just refinished with Cetol Marine. Standing and running rigging replaced in 2004. Mast was pulled and painted at same time. Universal 32hp diesel engine runs great. Monterey Harbor mooring available. (408) 667-8790 or tony1s@sbcglobal.net.

**40 TO 50 FEET**



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**41-FT RHODES, 1959.** San Carlos, Sonora. \$29,000. *Bounty II*, Hull glass over wood top. Totally rebuilt to new condition 1995. LaFiel mast, staylocks, North sails, Anderson 2-spdst winches, LaVac head, Force10 stove/oven. Needs engine and transmission. (520) 682-8457.





**45-FT LOA RACER/CRUISER.** Stockton Sailing Club. Now \$75,000/obo (was \$90,500). Laurie Davidson (Kiwi) design with modifications by Carl Schumacher. This is a perfect liveaboard - roomy 3-cabin layout has "big boat winner" speed with furniture boat-Swan-like interior. Self tacker-jib roller furler with like-new fully battened North mainsail, cruise ready, with many extra sails. Shown by appointment only. Ray Lopez. (209) 772-9695.



**50-FT GULFSTAR SAILMASTER, 1979.** Sausalito. \$50,000. The boat has gone through a major refit the last year which includes the following: New in-mast main sail. New Awlgrip paint on mast and hull. New standing rigging. Blister repair with barrier coat. Motor is a 65hp Perkins, it has low hours on it with many upgraded parts. New stainless portholes and hatches. New upholstery and foam throughout. I am including a dinghy with a 25hp. (415) 307-1304 or fnorgaard@aol.com.



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**48-FT ISLANDER, 1985.** Sausalito. \$185,000. This is a classic Ted Brewer design built by Islander. Pristine condition, 3-year renovation just completed. Just about everything is new, sails, rigging, plumbing, pumps, etc. Call or email for all the information. (415) 846-6919 or sailonbaby@gmail.com.



**43-FT TASWELL, 1995.** Bainbridge Island, WA. \$330,000. Pristine, center cockpit full enclosure, Leisure Furl main, electric winch, RF genoa, low hours on main and 5kw genset, watermaker, chart plotter, radar, ESPAR heat, much more. <http://nxtues.wordpress.com>. (206) 295-1024 or ntuesday1995@hotmail.com.

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**43-FT ORCA, 1972.** Mazatlan. \$129,000 asking. Admiral's Cup sloop, Dick Carter, Swan shape fiberglass, hull #6. Exceptional, high performance, fast, strong, racer/cruiser. Two-year extensive refit, twin spreaders, flush teak deck, Lewmar winches, North racing-cruising sails, Hood Profurl, 40 gal. fuel-water, SS stove-oven, all new, Yanmar 50hp. Instrument panel, windlass, Technautics fridge, rigging. Awlgrip paint, Edson pedestal, Yamaha Enduro, carb dinghy, Hydrovane, dodger-awning, Garmin GPSMAP, inverter-charger, Navman, radar detector, VHF, Martec prop. Reduced price. [sailtime2002@yahoo.com](mailto:sailtime2002@yahoo.com).



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**40-FT CAPE DORY CUTTER, 1986.** Kemah, Texas. \$118,750. *Como No* is for sale. Continuously maintained and upgraded and in excellent condition. Equipped for world cruising with solar, wind, vane steering, Alpha pilot, watermaker, etc. See more at website: <http://sailingtexas.com/scapedory40100.html>. (979) 864-7755 or yachtcomono@yahoo.com.



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**40-FT KIWI FLUSH DECK RACER, 1978.**  
 Marina Del Rey, CA. \$42,000. Beautiful 40-ft sailboat in great condition, lots of sails, full instrumentation including radar, autopilot, Yanmar diesel, 2 two-speed electric winches, roller furling, nice interior. Boat is really BUILT. (310) 920-1478.

## 51 FEET & OVER



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**35-FT ARTHUR ROBB LION, 1962.** San Francisco Bay Area. Complete restoration 2003-2005. Teak hull, copper riveted, Bronze floors, new galley, head, etc. Restoration too extensive to print here - complete documentation written and in photos. 2006 winner Stone Cup, 2009 Master Mariners Tee Shirt boat. Great sailboat for racing, cruising or just daysailing. (707) 462-3507 or (707) 972-1376.

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**40-FT 37 SEARUNNER, 1982.** Sea of Cortez. \$39,000. 37-ft Searunner, stretched to 40. All cruising amenities. New 4 108 Perkins diesel and bottom paint. On the Sea of Cortez. Email [feernaut@hotmail.com](mailto:feernaut@hotmail.com).



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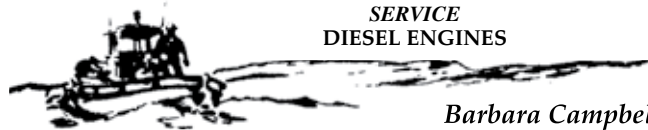
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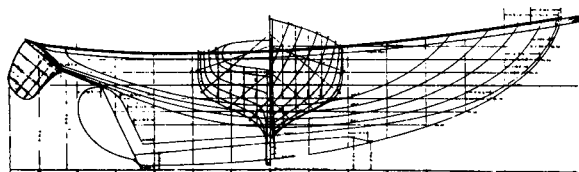
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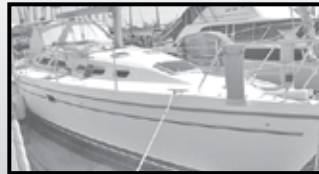
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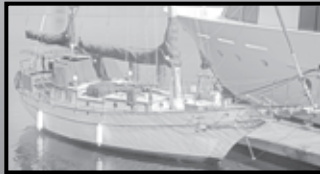
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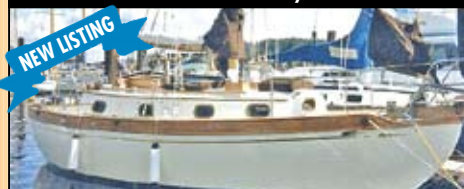
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\*\*\* We're also pleased to announce that KKMI has been nominated by the California Water Environment Association for their 'Small Industry of the Year' Award. The world is changing and KKMI is on the fast track toward a sustainable future for all.



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Indoor Production Bay



Mobile Crane

Trash Cans made of Recycled Plastic



Smoke Free Facility



Weather Monitoring System



Process Water Filter Tanks



Process Water Filter System



Process Water Filtration Control Panel