

Latitude 38

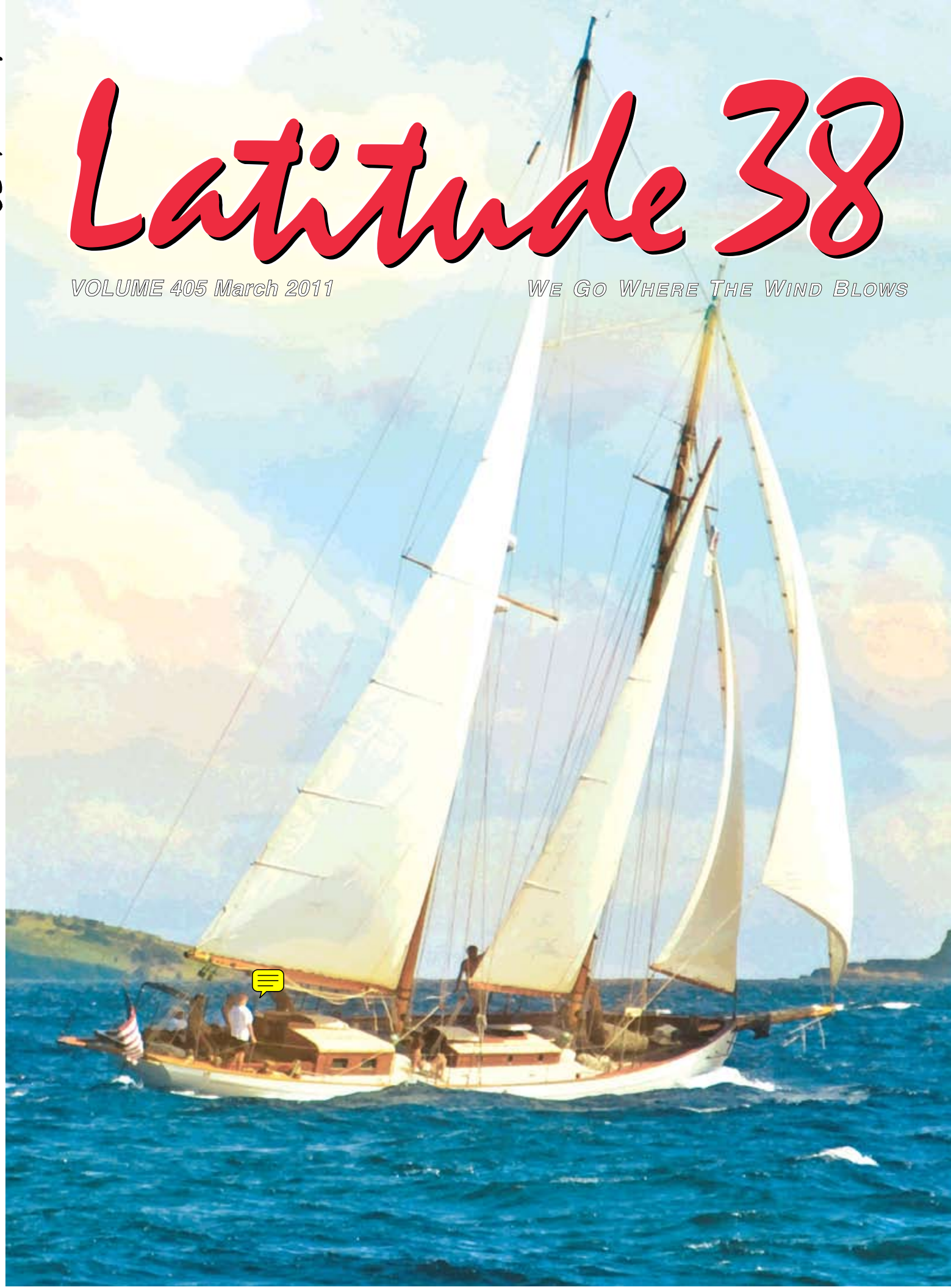
Latitude 38

VOLUME 405 March 2011

WE GO WHERE THE WIND BLOWS

MARCH 2011

VOLUME 405



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Tom and Lori Jeremiason are off cruising. Starting with the Baja Ha-Ha to Mexico, their dream is now a reality. Or more to the point, their dream became a plan which became a reality.

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Camelot*

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Cover: With a bone in her teeth,
is there anything as beautiful as a schooner?

Photo: Latitude 38/Nick

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

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Saturday, March 19

At our Alameda Marina Village Office Check out our new and used boats without the crowds of the April show. You will also get better-than-boat-show-deals at this special event. (Light refreshments provided.)

SELECT LISTINGS

This Month's Featured Boats



Beneteau 361
2000
\$105,000

Beneteau 310
1993
\$44,900

SAIL

50' Hollman	1989	\$169,950
47' Beneteau 473		SOLD
46' Amel Maramu		SOLD
45' Beneteau 45f5, reduced	1991	139,000
44' Norseman 447, new listing	1984	225,000
42' Beneteau 423	2005	199,500
42' Cascade	1971	39,900
41' Tartan 4100	1996	224,500
41' Beneteau 411		SOLD
40' Island Packet		SOLD
37' Tartan 3700	2006	239,000
37' Pacific Seacraft	1984	129,000
36' Beneteau 36s7	1998	99,500
36' Beneteau 361	2002	109,500
36' Beneteau 361, reduced	2000	105,000
36' CS sloop	1988	62,500
36' Island Packet 350	1999	169,000
35' Dehler CWS	1996	82,000
35' C&C 35 Mk III	1983	49,900
35' J/105	1999	94,000
34' Tiffany Jayne	1982	37,500
34' Aloha sloop	1984	49,500
33' Hunter 33.5, new listing	1992	45,000
32' J/32	1997	87,500
31' Beneteau 310, new listing	1993	44,900
31' Hunter, new listing	1987	35,000
28' Islander Bahama	1981	18,500

POWER

42' Californian aft cabin	1987	99,500
38' PC True North	2007	369,000
34' Sea Ray 340, trade-in	2006	134,900

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PDQ 36



1991, \$139,500

TAYANA 48 DS



2003, \$429,000

CATALINA 30



1984, \$19,900

C&C 32



1984, \$31,500

NORWEST 33



1979, \$35,000

WESTSAIL 32



1974. Perfect! \$69,500

C&C 41



1984, \$73,000

PETERSON 44



1976, \$115,000



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Latitude 38

"we go where the wind blows"

Publisher/Exec. Editor Richard Spindler richard@latitude38.com ext. 111

Associate Publisher John Arndt john@latitude38.com ext. 108

Managing Editor Andy Turpin andy@latitude38.com ext. 112

Editor LaDonna Bubak ladonna@latitude38.com ext. 109

Racing Editor Rob Grant rob@latitude38.com ext. 105

Contributing Editors John Riise, Paul Kamen

Advertising Sales John Arndt john@latitude38.com ext. 108

Advertising Sales Shawn Grassman shawn@latitude38.com ext. 107

General Manager Colleen Levine colleen@latitude38.com ext. 102

Production/Web Christine Weaver chris@latitude38.com ext. 103

Production/Photos Annie Bates-Winship annie@latitude38.com ext. 106

Directions to our office press 4

Subscriptions press 1,4

Classified class@latitude38.com press 1,1

Distribution distribution@latitude38.com press 1,5

Editorial editorial@latitude38.com press 1,6

Calendar calendar@latitude38.com

Other email general@latitude38.com

Please address all correspondence by person or department name

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42' BENETEAU 423	2007	\$188,500
40' BENETEAU 40	2008	\$189,000
40' HUNTER 40	1986	\$59,000
34' BENETEAU 343	2007	\$112,375

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Ranger 27 Tug, 2011	NEW MODEL! 159,937
Ranger 25-SC Tug, 2010.....	NEW MODEL! 129,937
Ranger 21-EC Tug, 2011	49,937

Preowned Ranger Tugs at Our Docks

Ranger 29 Tug, 2010	224,900
Ranger 25 Tug, 2010	139,950
Ranger 25 Tug, 2009	125,900



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CALENDAR

Non-Race

Mar. 1-31 — Celebrate Women's History Month at San Francisco Maritime National Historical Park with interactive exhibits and programs. **3/12:** Suffragette March, 12 & 3 p.m.; **3/12:** Ladies Salon, 2 p.m.; **3/13 & 27:** The Captain & His Wife, 3 p.m. aboard *Balclutha*. Info, (415) 447-5000.

Mar. 2 — Club Nautique's Winter Wednesdays Seminar Series continues with 'Heavy Weather Preparation Devices & Skills' by Arnstein Mustad at Club Nautique in Alameda, 6-8 p.m. Seminars run at the same time at alternating locations (A=Alameda, S=Sausalito) and are free. **3/16:** 'Understanding San Francisco Tides & Currents' by Kame Richards (A); **3/30:** 'Cruise Planning for North of the San Rafael Bridge' by owners Don Durant and Dave Moore (S). Info, (510) 865-4700 or www.clubnautique.net.

Mar. 2 — Ullman Sails Seminar Series continues with 'How to Win the U/S Offshore Series' at the Santa Ana loft, 7 p.m. \$18; others free unless noted. Seminars run at the same time and location. **4/6:** 'Team Building, Coaching & Management'; **5/4:** 'The Baja Ha-Ha Adventure'; **6/1:** 'World Class Yacht Designers Forum'. Info & RSVP, (714) 432-1860.

Mar. 2-30 — Wednesday Yachting Luncheon Series at St. Francis YC, 12-2 p.m., \$16.50. Enjoy lunch and a dynamic speaker every Wednesday. All YCs' members welcome. More info under the 'Events' tab at www.stfyc.com.

Mar. 3 — 'Emergencies at Sea' presentation by John Connolly at South San Francisco West Marine, 6:30 p.m. Free. Info, (415) 331-8250.

Mar. 5 — Sail a Small Boat Day. Free rides in a variety of different small sailboats at Richmond YC, 10:30 a.m.-3:30 p.m. Wear something warm and waterproof, like a wetsuit, and bring a PFD and change of clothes. Info, sebrowne@earthlink.net.

Mar. 5 — Basic Navigation Class at Gig Harbor (WA) Boat Shop, 10 a.m.-3 p.m. \$50. Info, www.gigharborboatshop.org.

Mar. 6 — 25th Annual Mariners' Sunday at St. Luke Presbyterian Church in San Rafael, 10 a.m. An ecumenical service dedicated to mariners with StFYC's Sons of the Sea Chorus, followed by brunch at Loch Lomond YC. Info, www.stlukepres.org. Brunch reservations, (415) 308-9878.

Mar. 6-27 — Free sailing at Pier 40 every Sunday courtesy of BAADS. Info, (415) 281-0212 or www.baads.org.

Mar. 9 — Free in-the-water liferaft training class by Sal's Inflatables, 3-5 p.m. at Golden Gate YC, just before the Crew List Party. Reservations and info, (510) 522-1824.

Mar. 9 — *Latitude 38's* Spring Crew List Party at Golden Gate YC, 6-9 p.m. It's early in the season so you can set up your crew sooner. \$5 for anyone 25 and under (with ID)! Only \$7 for the rest of us. See www.latitude38.com for details.

Mar. 9-13 — San Francisco Ocean Film Festival celebrates the sea with films that increase awareness. \$12 per program or \$85 for a Film Program Pass. Info, www.oceanfilmfest.org.

Mar. 10 — Single sailors of all skill levels are invited to the Single Sailors Association monthly meeting at Ballena Bay YC, 7:30 p.m. Info, www.singlesailors.org or (510) 233-1064.

Mar. 10-13 — Sacramento Boat Show at Cal Expo. Info, www.svmainc.com.

Mar. 11, 1968 — Otis Redding was awarded a gold record for (*Sittin' on*) *The Dock of the Bay* three months after he died in a plane crash. The song was conceived while Redding was staying on a houseboat at Sausalito's Waldo Point.

Mar. 12 — About Boating Safely course by USCGA Flotilla 17 at Yerba Buena Coast Guard Station, 8:30 a.m.-5:30 p.m. \$35 includes lunch & materials. Info, fso-pe@flotilla17.org.

Mar. 12-13 — America's Boating Course by Carquinez

See the Boat of the Year – Catalina 355 at Farallone Yacht Sales

The new **Catalina 355** has just been honored as the 2011 Best Mid-Sized Cruiser and 2011 Domestic Boat of the Year, joining the award-winning 445 and 375 and bringing to 11 the number of awards Catalina has received for its designs. No other sailboat manufacturer has ever achieved this distinction.

**Open Boat
Weekend
March 12 & 13**

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New Catalina Yachts in Stock

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- Catalina 375, 2010
- Catalina 355, 2011 **AT OUR DOCKS NOW!**

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- Catalina 440, 2005.....250,000
- Catalina 42 MkII, 1996.....149,900
- Catalina 42, 1993.....124,500
- Catalina 42, 1997.....140,000
- Catalina 400, 2004.....209,900
- Catalina 36 MkII, 2004.....126,000
- Catalina 36 MkII, 1999.....89,500
- Catalina 350 MkII, 2004.....125,663

- Catalina 34, 2007.....134,500
- Catalina 34, 2004.....107,000
- Catalina 34, 1988.....49,400
- Catalina 320, 2000.....68,500
- Catalina 310, 2007.....94,500
- Catalina 30, 1987.....34,500

Preowned Sailing Yachts at Our Docks

- Beneteau Oceanis 373, 2005.....\$139,000
- Hans Christian 43, 1989.....157,000
- C&C 38, 1979.....49,250
- Hunter 36, 2004.....119,000
- Hunter 340, 2002.....82,000
- Hunter 34, 1984.....42,000
- Bristol 31.5, 1984.....42,500

- Hunter 31, 2007.....84,900
- Nonsuch 30, 1981.....45,000
- Rustler 24, 2009.....65,000

New Ranger Tugs in Stock (base price)

- Ranger 29 Tug, 2011.....\$229,937
- Ranger 27 Tug, 2011.....**NEW MODEL!**.....159,937
- Ranger 25-SC Tug, 2010.....**NEW MODEL!**.....129,937
- Ranger 21-EC Tug, 2011.....49,937

Preowned Ranger Tugs at Our Docks

- Ranger 29, 2010.....224,900
- Ranger 25 Tug, 2010.....139,500
- Ranger 25 Tug, 2009.....125,900

Preowned Power Yachts

- Chaparral Signature 310, 2005.....95,900



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CALENDAR

Sail & Power Squadron at Vallejo YC, 9 a.m.-4 p.m. \$40. Info, www.carquinez.org/public_courses.html or (707) 55-BOATS.

Mar. 13 — Daylight Saving Time begins.

Mar. 17 — Take an Irish friend sailing on St. Paddy's Day!

Mar. 17 — 'Learn to Splice' at South San Francisco West Marine Rig Shop, 6-8 p.m. Free. Info, (650) 873-4044.

Mar. 18, 1848 — 'Captain Nat' Herreshoff, one of this country's most influential yacht designers, was born in Bristol, RI. During his 72-year career, Nathanael designed and built five winning America's Cup boats. In fact, every winning AC boat between 1893 and 1934 was built by Herreshoff Manufacturing Company.

Mar. 18 — Cruiser Tom Corogin shares his sailing adventures at a dinner seminar at Golden Gate YC, 6-9 p.m. \$30 for non-members. RSVP to Modern Sailing at (415) 331-8250.

Mar. 18-19 — Lin and Larry Pardey begin a West Coast seminar tour with 'The Compelling Power of Adventure' and '16 Ways to Insure Your Partner Shares Your Cruising Dream' at the Northwest Maritime Center in Port Townsend, WA. Registration limited. Info, www.nwmaritime.org.

Mar. 19 — Howl at the full moon on a Saturday night.

Mar. 19 — Suddenly In Command course by USCGA at San Jose West Marine, 10 a.m.-2 p.m. \$15 fee. RSVP to (408) 246-1147.

Mar. 19-20 — 4th Annual Potter Yachter Rendezvous at Peninsula YC in Redwood City. All West Wight Potters and trailerable pocket cruisers invited. Info, (650) 771-1945.

Mar. 19-20 — Basics of Oar Making at Gig Harbor (WA) Boat Shop, 9 a.m.-4 p.m. \$185. Info, www.gigharborboatshop.org.

Mar. 20 — Vernal equinox, a.k.a. the first day of spring!

Mar. 20 — North U. Tactics Tour, a one-day course teaching the latest in strategy, tactics and rules, continues at Seattle YC (WA). **4/3:** Anacortes (WA) YC. Prices vary; see www.northu.com for details.

Mar. 20 — Workshop for Women Sailors with Barbara McVeigh of Sailing Education Adventures at Bow Yoga in San Rafael, 10 a.m.-12 p.m. \$30 includes yoga class. Info, www.bowyoga.com/events.html or (510) 333-8846.

Mar. 20 — Paddlesports America course for kayakers and canoeists by USCGA Flotilla 12-1 at Berkeley YC, 11 a.m.-3 p.m. \$20 materials fee. Info, http://public.d11nuscgaux.info/PublicEd/paddlesports_america.html.

Mar. 20 — Tryouts for City of Oakland's Intro to Sailing Team spring session, 10:30 a.m.-2 p.m. at Jack London Aquatic Center. Info, (510) 238-2196.

Mar. 24 — Race Fundamentals seminar, part of Sausalito YC's Third Thursday Seminar Series, 6:30-7:30 p.m. Free and open to the public. Info, www.sausalitoyachtclub.org/calendar/whats-happening.

Mar. 24-25 — Lin and Larry Pardey continue their tour with a stop at Spaulding Wooden Boat Center in Sausalito. 'The Unstoppable Cruising Boat: From Nuts & Bolts to a Real Budget' will be presented Thursday at 7 p.m., \$15. Stop by Friday from 6-9 p.m. for the launch party (\$10) for Lin's latest book, *Bull Canyon — A Boatbuilder, a Writer and Other Wildlife*. RSVP, (415) 332-3179 or info@spauldingcenter.org.

Mar. 27 — Coyote Point YC (San Mateo) Open House & Chili Cook Off, 2-5 p.m. Come check out the club and get some grub! Info, www.cpyc.com.

Mar. 28, 30 — Lin and Larry Pardey close their tour at Orange Coast College in Newport Beach with 'Cruising Cost Controls Plus Paperwork' on 3/28 and 'Storm Tactics' on 3/30. Both talks run 7:30-9:30 p.m. and cost \$25 each. RSVP, (949) 645-9412 or sailing@occsailing.com.

Mar. 29 — Navionics World Mobile Apps seminar at South

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Cityyachts YACHTS AND THE CITY



45' Spaulding Sloop, 1961
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Jeanneau 40, 2005
\$189,000



36' Catalina MkII, 2002
\$115,000



Beneteau 370, 1991
\$79,000



Catalina 42, 1989
3 cabin • \$105,000



33' Hunter Sloop, 1980
\$29,900



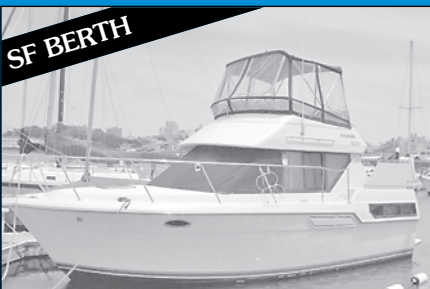
46' Moody, 2000
\$350,000



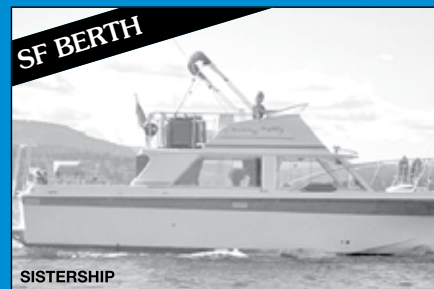
Hinterhoeller 26C Nonsuch
1981 \$25,000



Newport 30 MkIII, 1982
\$19,500



Carver 30, 1993
\$59,900



31' Uniflite, 1973
\$25,000



28' Blackfin, 1981
\$20,000

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2006 TAYANA 48 CC South Pacific vet with everything you need to go. 3 stateroom version in great shape. **\$425,000**



2000 BENETEAU 321

Excellent condition with low hours on Yanmar diesel. Air/heat, autopilot, plotter, bimini. **\$79,000**



AT OUR DOCKS

2005 TAYANA 48 CC

Mexico vet. In great shape and loaded with everything you need. **\$435,000**



1979 BABA 30

Classic bluewater cruiser designed by Robert Perry. Bristol condition and ready for her next captain. **\$54,500**



MINI!

1984 TAYANA 37

This is the one you want. Perfect shape with lots of new upgrades and electronics! **\$119,000**



1984 LANCER 40 CC

Roomy center cockpit model. Recent refit includes new standing rigging, sails, and Volvo diesel. **\$59,000**



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CALENDAR

San Francisco West Marine, 6-7 p.m. Free. Learn about the latest in marine navigation apps for 'smart' devices. RSVP, wmsosanfrancisco@gmail.com.

Mar. 30, 1817 — George Crowninshield, Jr.'s opulent 100-ft hermaphrodite brig *Cleopatra's Barge* set off from Salem, MA, on the first American pleasure cruise across the Atlantic. She was sold to Hawaii's King Kamehameha II, renamed *Ha'aheo o Hawai'i* ("Pride of Hawaii"), and wrecked on a reef in Kauai's Hanalei Bay just seven years after her launch.

March, 1981 — It Was Thirty Years Ago from the article 'Rebirth of *Sandpiper*' by Jocelyn Nash:

A glance at *Sandpiper* makes you wonder. She looks a lot like a cruiser, with her self-tending jib and aft cabin. But she also looks like a racing machine, what with that tall stick and triple-spreader rig. She appears familiar, too; kind of like a boat you thought you once knew. Perhaps you did.

Sandpiper is an aluminum sloop that sailmaker Jim DeWitt designed and had built in the late '60s. Narrow and fast upwind in a breeze, by '71 *Sandpiper* had won two prestigious Lipton Cups. She had also made a TransPac round trip and trophied in countless events in the Bay and offshore.

Things took a turn for the very worst late one night in November '71: Jim received an excited call from the Richmond YC. There was a fire aboard his houseboat, moored about 100 yards away at the end of Mallard Drive. The two-story wooden structure had been a floating home for several months and served as headquarters for DeWitt's artwork, sailing classes and boat storage. The blaze was out of control when first noticed — *Sandpiper*, tied with her starboard side snug against the burning houseboat, never had a chance. She had been the victim of unknown burglars who'd vandalized the houseboat and then set it afire to cover their tracks.

When the insurance company declared *Sandpiper* totalled, Jim and his fiend Bill Kimley bought the remains. Builder Wilton Colberg examined the hull and found it hadn't warped, despite the intensity of the temperatures, and therefore was theoretically worth renovating. Jim and Bill effected makeshift repairs to take her to Colberg's yard, where a new starboard side was sitting, then brought her back to Richmond on her own bottom. She was hauled out, placed on blocks, and sat for five years. Eventually, she was covered with gallons of Bondo, faired, and launched. It was only an extended period of indignity, as she still bore the ugly scars of her past. Finally, nine years after the fire, Jim was able to properly prepare *Sandpiper* for her second coming.

Apr. 3 — Cal Sailing Club's free introductory sail at Berkeley Marina, 1-4 p.m. Info, www.cal-sailing.org.

Apr. 5 — Line Splicing seminar at San Jose West Marine, 6-8 p.m. Free. RSVP, (408) 246-1147.

Apr. 5-May 31 — Boating Skills & Seamanship course by USCGA at Del Rey YC in Marina del Rey on Tuesdays, 7-9:30 p.m. \$80 materials fee. Info, jonathan.smaby@gmail.com.

Apr. 9-May 14 — Safe Boating course by Marin Sail & Power Squadron in Novato, 7-9 p.m. \$40 fee. Info, (415) 924-2712.

Apr. 14 — Louis Vuitton Cup PRO Peter Reggio, Oracle Racing's Tom Ehman and Olympic hopeful Genny Tulloch will speak at Golden Gate YC, 7-9 p.m. Sponsored by US Sailing, \$30. RSVP, PR@ggyc.com.

Apr. 14-17 — Strictly Sail Pacific at Jack London Square. Info, www.strictlysailpacific.com.

Apr. 16 — Encinal YC's Nautical Flea Market, the largest in the East Bay, 6 a.m.-1 p.m. Breakfast, lunch and beverages available. Info, (510) 522-3272 or www.encinal.org.

Apr. 23 — Boaters Swap Meet at Stockton SC, 8 a.m. Fuel up at a pancake breakfast, too. Info, www.stocktonsc.org.

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CALENDAR

Apr. 23 — Marinship Day & Flea Market at Sausalito West Marine, 8 a.m.-3 p.m. Prizes and more! Info, (415) 332-0202.

May 1 — Opening Day on the Bay! Info, www.picya.org.

Racing

Mar. 5-6 — California Dreamin' series, a new set of West Coast ISAF Grade 3 match racing events, continues at Long Beach YC. Info, www.lbyc.org.

Mar. 3-6 — Heineken Regatta, St. Maarten, West Indies. One of the world's great fun regattas — and some of the wildest parties. Info, www.heinekenregatta.com.

Mar. 5 — Long Distance #1. SSC, www.stocktonsc.org.

Mar. 5-6 — Spring Keel Regatta on the Cityfront. StFYC, www.stfyc.com, (415) 563-6363 or raceoffice@stfyc.com.

Mar. 12 — Mercury Series #1. EYC, www.encinal.org.

Mar. 12-13 — Big Daddy Regatta, a don't-miss Bay Area classic. RYC, (510) 237-2821 or www.richmondyc.org.

Mar. 12-13 — Spring Dinghy. StFYC, www.stfyc.com.

Mar. 12-13 — California Dreamin' series concludes at San Diego YC. Info, www.sdy.org.

Mar. 13 — Spring Series #1. SSC, www.stocktonsc.org.

Mar. 18-24 — Newport Beach to Cabo San Lucas Race. This 800-mile downwind dash serves as a great tune-up for the TransPac. Newport Harbor YC, www.nhyc.org.

Mar. 19 — Rites of Spring, includes all-female crew division. OYC, (510) 366-1476 or www.oaklandyachtclub.com.

Mar. 19 — Stockton SC Doublehanded Long Distance Race #1. Info, www.stocktonsc.org.

Mar. 19 — Rosenblum Regatta. SFYC, www.sfyc.org.

Mar. 19-20 — Spring One Design Invitational. StFYC, (415) 563-6363 or www.stfyc.com.

Mar. 26 — Island YC's Doublehanded Lightship. Proceeds benefit United Cerebral Palsy. Info, www.iyc.org.

Mar. 26 — Small Boat Winter #3. EYC, www.encinal.org.

Mar. 26-27 — San Francisco Cup. SFYC challenges StFYC. Info, www.sfyc.org or www.stfyc.com.

Mar. 26-27 — NorCal High School Championships. StFYC, www.stfyc.com.

Mar. 27 — Spring Series #2. SSC, www.stocktonsc.org.

Mar. 28-Apr. 3 — BVI Sailing Festival & Spring Regatta, British Virgin Islands. One of the Caribbean's best regattas, which includes a huge bareboat fleet. A great way to spend a week-long charter. Info, www.bvispringregatta.org.

Apr. 2 — SSS Corinthian Race, formerly known as the In the Bay Race. Info, www.sfbayss.org.

Apr. 2 — Andy Byrd Memorial Race. CPYC, www.cpyc.org.

Apr. 9 — 30th Annual Doublehanded Farallones Race. BAMA, (510) 769-0309 or www.sfbama.org.

Apr. 9 — Spring Tune-Up Race, the mother of all beer can races. RYC, www.richmondyc.org.

Apr. 9 — Corinthian Challenge. CYC, www.cyc.org.

Apr. 9 — North Bay Challenge #1. VYC, www.vyc.org.

Apr. 9-10 — J/Fest, one design and PHRF racing for the J/boat faithful. StFYC, (415) 563-6363 or www.stfyc.com.

Apr. 9-10 — Resin Regatta, for Melges 24s and Etchells. SFYC, (415) 789-5647 or www.sfyc.org.

Apr. 9-10 — Camellia Cup on Folsom Lake, for centerboards, multihulls and keelboats. FLYC, www.flyc.org.

Apr. 10 — Spring Series #3. SSC, www.stocktonsc.org.

Apr. 16-17 — BYC's 39th Annual Rollo Wheeler Regatta. One design and PHRF buoy races on Saturday, pursuit race on Sunday. Bobbi, (925) 939-9885 or bobbi@jfcbat.com.

Apr. 30-May 1 — The 111th annual Great Vallejo Race, one of the biggest races on the Bay, which also serves as the

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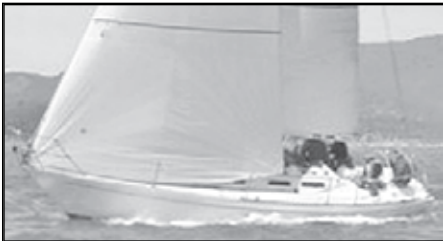
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53' J/160, '00, Novakane.....	\$560,000	40' Avance, '85, Caribou*.....	\$119,000	33' J/100, Hull #9, '05.....	\$106,000
52' Santa Cruz, Kokopelli.....	\$749,000	39' Schumacher, '96, Recidivist.....	\$99,000	33' Back Cove, '08.....	\$279,000
52' Santa Cruz, '99, Renegade.....	Reduced \$495,000	38' Sabre 386, '08, Kuai.....	\$289,000	32' J/32, '02, Tango.....	SOLD
52' Santa Cruz, '98, Hula.....	\$449,000	38' Sabre 38 Mk1, '84.....	\$89,900	32' Catalina 320*.....	\$61,000
52' TransPac with IRC mods, '03, Braveheart*.....	\$499,000	36' J/109, '03*.....	\$189,000	30' Peterson Half Ton*.....	\$27,500
48' J/145, Hull #9, '03*.....	\$675,000	36' Islander 36, '72, Absolute.....	\$45,000	29' MJM 29z, '07*.....	\$269,000
48' 1D48, '96, Chaya.....	\$125,000	35' J/105, '92, Hull #44, Orion.....	Pending	28' Alerion Express, '06*.....	\$99,000
47' Valiant, '81, Sunchase.....	\$110,000	35' J/105, '99, Life Is Good*.....	\$82,500	28' Alerion Express, '02*.....	\$72,500
44' Kernan, Wasabi.....	SOLD	35' J/105, '00, Hull #343, Nirvana.....	\$109,000	28' Islander, '79*.....	\$16,900
44' J/44, '93, Halcyon Days*.....	\$285,000	35' J/105, '00, Hull #347, Bald Eagle.....	\$109,000	26' J/80, '04, Heart Attack.....	\$34,900
44' Wauquiez 43 Pilot Station*.....	\$319,000	35' J/105, '02, Hull #520, Sea Room.....	Reduced \$94,900	26' Aquapro Raider, '02, enclosed hard top.....	Pending
43' J/130, '96*.....	\$209,000	35' J/35, '84, The Boss*.....	\$34,000		
40' J/122, '07, TKO.....	\$429,000	35' J/35C, '93.....	\$89,000		
40' J/120, '04, Mad Max.....	\$229,000	34' J/34, '85, The Zoo*.....	\$29,900		

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YRA season opener. Info, (415) 771-9500 or www.yra.org.

July 4-8 — 46th L.A. to Honolulu Race, better known as the TransPac, starts. Info, www.transpacrace.com.

Remaining Midwinter Regattas

BERKELEY YC — Chowder Races: Sundays through March. Bobbi, (925) 939-9885.

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

CORINTHIAN YC — Midwinters: 3/19 (bonus). Michael, racing@cyc.org.

ELKHORN YC — Frostbite Series: 3/6, 3/20. Paul, (831) 724-3875 or pputter@yahoo.com.

ENCINAL YC — Jack Frost Series: 3/26. Chris, rearcommodore@encinal.org. Small Boat Winter Series: 3/26. Charles Hodgkins, chodgkins@encinal.org.

GOLDEN GATE YC — Manuel Fagundes Seaweed Soup Series: 3/5. Leslie Anne, (415) 931-3980.

HALF MOON BAY YC — Midwinters: 3/20. Info, rcommodore@hmbyc.org.

ISLAND YC — Estuary Midwinters: 3/13. John, (510) 521-2980 or iycracing@yahoo.com.

LAKE MERRITT SC — Robison Memorial Midwinters: 3/13. Jackie, (510) 582-1048.

OAKLAND YC — Sunday Brunch Series: 3/6. John, (510) 366-1476 or j_tuma@comcast.net.

RICHMOND YC — Opti Midwinters: 3/5. Small Boat Midwinters: 3/6. Tony, (925) 200-4441 or amcastruccio@sbcglobal.net.

SANTA CRUZ YC — Mids: 3/19. Info, (831) 425-0690.

SAUSALITO YC — Sunday Midwinters: 3/6. John Mount, race@sausalitoyachtclub.org.

SEQUOIA YC — Redwood Cup: 3/6. Winter Series: 3/19. Tim Peterson, trp43@aol.com.

SOUTH BEACH YC — Island Fever Midwinters: 3/19. Info, www.southbeachyc.org.

TIBURON YC — Midwinters: 3/12. Ian Matthew, ian.matthew@comcast.net or (415) 883-6339.

VALLEJO YC — Tiny Robbins Midwinters: 3/12. Info, (707) 643-1254.

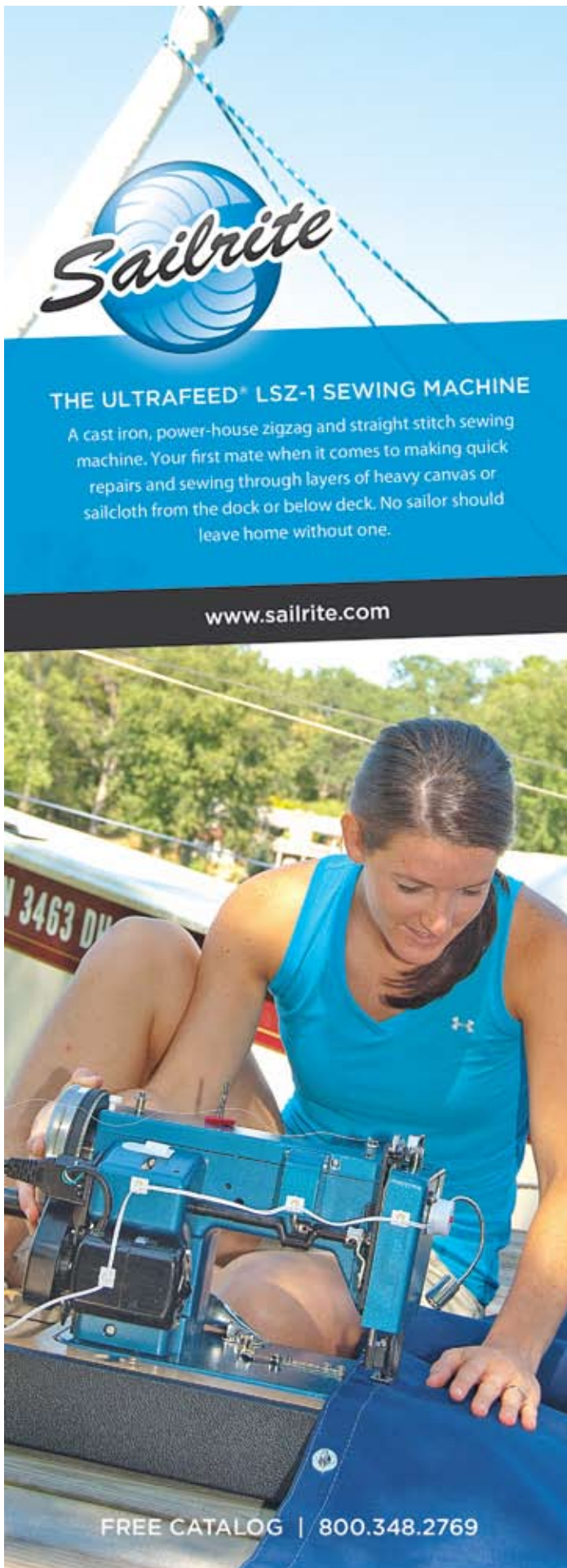
Mexico and Beyond

Mar. 8-12 — The 19th Annual Banderas Bay Regatta is five days of 'friendly racing for cruising boats'. The sailing conditions and the Paradise Marina venue couldn't be better. Everybody plays it safe because they're sailing their homes, and the entry is free. It's the perfect time and place to have family and friends fly down to join you in the tropics. In fact, you'd have to be nuts to miss this one. The regatta is part of the month-long Festival Nautico Vallarta. For details, visit www.banderasbayregatta.com.

Mar. 12-Apr. 30 — The 2nd Annual Cruisers Rally to El Salvador starts in Mexico and meanders 'rally style' to the Bahia del Sol Hotel in El Salvador, where owner Marco Zablah is donating \$1,800 in prizes. Info, elsalvadorrally.blogspot.com.

April 7-10 — La Paz Bay Fest. This will be the fifth year for this descendant of the (in)famous La Paz Race Week. An event for cruisers that includes races, potlucks, cruising seminars and other fun activities for the family. More info on Bay Fest 2011 can be found at www.clubcruceiros.org.

Apr. 29-May 1 — Loreto Fest and Cruisers' Music Festival. This classic Baja event, started to clean up Puerto Escondido,



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CALENDAR

draws a very large crowd of cruisers and Baja land-travellers for a chili cook-off, dinghy races and other water activities, the Candeleros Classic race, and lots of participant-created music. The goals are to have fun and raise lots of money for Mexican charities in Puerto Escondido and Loreto. Visit www.hiddenpartyachtclub.com.

May 2-7 — The Sea of Cortez Sailing Week will be just after Loreto Fest and sailed from Puerto Escondido 120 miles south to La Paz, with plenty of stops and lay days along the way. Don't miss the potlucks, hiking, volleyball, snorkeling, cocktail cruises, sunshine, instant friends and, of course, some of the most fabulous sailing you will find. Entry fee of \$25 is a tax deductible donation to Fundación Ayuda Niños (Foundation for Helping Children). The number of entries is limited to ensure room for the entire fleet on the infamous cocktail cruise aboard *Profligate*. Enter by emailing Patsy on *Talion* at patsyfish@gmail.com

June 24-26 — 6th Annual Tahiti-Moorea Sailing Rendezvous, hosted by *Latitude 38* and Tahiti Tourisme. This free event is focused on cross-cultural appreciation and includes a cocktail party, a sailing rally to Moorea, Polynesian music and dance performances, and cruiser participation in traditional Tahitian sports — the highlight of which is the six-person outrigger canoe races. Info, www.pacificpuddlejumper.com.

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

March Weekend Tides

date/day	time/ht.	time/ht.	time/ht.	time/ht.
	LOW	HIGH	LOW	HIGH
3/05Sat	0535/1.3	1147/5.3	1741/0.8	
3/06Sun	0015/5.4	0608/1.1	1226/5.0	1809/1.2
	0347/5.3	1100/0.6	1851/3.8	2239/3.2
3/12Sat	0551/5.3	1309/0.4	2054/4.0	
3/13Sun	0539/0.3	1205/5.9	1753/0.2	
3/19Sat	0029/6.2	0627/-0.2	1300/5.7	1835/0.7
	0518/5.5	1225/0.1	1958/4.4	
3/20Sun	0044/2.8	0631/5.2	1333/0.2	2057/4.6

March Weekend Currents

date/day	slack	max	slack	max
	3/05Sat	0129	0408/3.4E	0744
1337		1623/3.7E	2003	2253/3.1F
3/06Sun	0157	0442/3.6E	0820	1110/3.0F
	1417	1659/3.4E	2031	2322/2.9F
3/12Sat	0112	0303/1.5F	0544	0921/3.4E
	1338	1635/2.2F	2006	2201/1.3E
3/13Sun	0112	0511/1.5F	0755	1124/3.6E
	1541	1844/2.5F	2207	
3/19Sat	0132	0421/4.7E	0750	1048/4.4F
	1355	1644/4.7E	2013	2307/4.2F
3/20Sun	0209	0505/5.1E	0839	1137/4.5F
	1450	1731/4.3E	2055	2348/3.9F
3/26Sat	0145	0427/1.8F	0713	1031/3.6E
	1451	1811/2.9F	2117	2358/1.5E
3/27Sun	0304	0552/1.8F	0827	1150/3.4E
	1556	1915/3.0F	2214	



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Now is the time to start getting ready! Make your list and check it twice; here are a few things you might want to consider:

- Sails in good condition
- Running rigging in shape
- Motor in good running order
- Clean boat bottom
- Berthing slip

We can service your sails of course, and if you need assistance finding other service providers let us know. If you are coming from out of town, be sure to find your slip or berthing very soon as the Bay will get busy. Call us and we can help direct you to marinas that will suit your needs.

Let us know what we can do to help you get ready for America's Cup 34!



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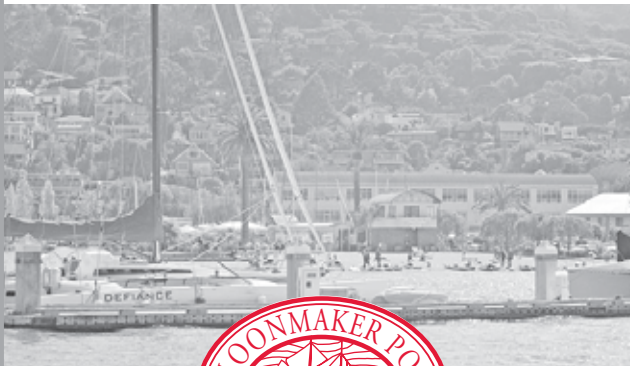
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LETTERS

↑↓ WHO CAN SHINE SOME LIGHT ON THIS PROBLEM?

Could someone please explain to me why the most simple piece of electrical equipment on my sailboat is the most unreliable?

I've got an AIS, which is somehow able to let me know where every ship is within 50 miles, what course it's on, how fast it's going, and how much of a threat it might be to me. It always works. I have a depthsounder that hasn't failed in nine years, and one part of that, the sensor, is always underwater, and another part, the display, is always out in the elements. Then there's my VHF radio, which never fails, even though it's pretty complicated. Even my handheld version, which has been soaked in a lot of salt spray, works like a charm.

No, the electrical equipment on my boat that reliably fails are the frickin' flashlights. I've bought the least expensive ones and the most expensive ones. I've bought the little tiny ones, and the big Maglites that cops use for hitting suspects over the head. I've bought the super simple ones that supposedly will just shine a plain beam forward. And I've bought complicated models, where you can narrow the beam, turn it into flashing mode, and even have it flash in red. Wowie!

But it doesn't matter what I buy, because after a couple of weeks, the damn flashlight doesn't work anymore. Guaranteed!

And don't get me started on the super powerful spotlights. They are basically oversized flashlights, so they don't last for squat either. I think I've dropped more of those in the dumpster than there are people in China.

It's not as if a flashlight is complicated. It's basically a container for two or more batteries, a bulb, and a switch that either sends or stops sending electricity to the bulb. Big deal. The batteries, which I can buy by the dozens for almost nothing at Costco, are never the problem. Sure, they eventually run out of juice, but they are supposed to. And all the replacements work like a charm.

No, it's the flashlight bulbs, or the switch, or the I-don't-know-what. All I know is that the life-

expectancy of a flashlight is measured in weeks, not months or years. The EPA ought to look into this because probably half of all landfill is flashlights that don't work anymore.

Come to think of it, I once did have a reliable flashlight. It was especially made for scuba divers. It was a little more cumbersome than normal, and it cost about five times as much as a regular soon-to-be-broken flashlight, but it worked every time it was asked to. Which, no doubt, is the reason that it walked off my boat in the hands of a sticky-fingered guest.

Has anybody out there had better luck with flashlights? Please God, let the answer be 'yes'.

Dick 'Flash' Gordon
Mary Lou Peggy Sue, Hunter 33
Fresno



LATITUDE / LADONNA

LaDonna's new LED flashlight, which lives in a clip next to the companionway (lower left corner), puts out far more light than her big, old Maglite.

Dick — Editor LaDonna Bubak feels your pain as her expe-

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LETTERS

rience with onboard flashlights has been similar. Luckily, her husband is a bit of a flashlight addict so he often brings new models down to their boat to try out (no doubt because they so frequently fail). His latest purchase was a \$20 West Marine three-watt LED light that has worked flawlessly for nearly a year now. Not only is it a fraction of the size of their big Maglite, but LaDonna reports that it puts out brilliant white light the old Mag can't touch, and features rubber O-rings to keep out moisture and a glow-in-the-dark grip.

But we're sure our readers have suggestions of their own. Send them to richard@latitude38.com.

↑↓HOT, HOT HOT!

I just watched the first video released by Oracle of the 45-ft catamarans that will be used by all the teams to ramp up



MILLICENT MILLER

their multihull game for the 34th America's Cup. They look hot, hot, hot!

Only as exciting as this?!

I can only imagine — and lust for — the performance and excitement of the 72-footers battling for the Cup itself! And battling for it on honking old San Francisco Bay in the honking month of August. What could be better? It's going to make watching the monohull America's Cup seem about as much fun as watching ladies' lawn bowling. Or curling. What's the deal with the guys with brooms in curling anyway?

As for the rumors that Bertarelli and some of the old school guys want to create a competing event using monohulls, I say let them kiss Ellison's behind. Say what you will about Ellison, but he's a proven winner. If Bertarelli and his bunch go ahead with their event, they'll be on the wrong side of history.

The multihull America's Cup on San Francisco Bay is not just going to be the bomb, it's going to be the nuclear bomb of sailing fun and excitement. And yeah, I bet at least one of the big boats will go over before it's all said and done. So count me in on the 34th America's Cup. And yes, I'm under 30, unlike all the old farts who keep bellowing to go back to leadmines.

Robert Jefferson
San Jose

Robert — We're with you. We think the big cat racing on the Bay is going to be spectacular. We can't remember where we saw it, but there's a clip going around of Tom Blackaller racing



GILLES MARTIN-PAGET

The AC 45s are indeed hot, hot hot!

Formula 40 cats on the Bay. After it was all over, Blackaller, the man behind Northern California's first America's Cup entry and a legend of the St. Francis YC, said if the Cup was going to be held in fast multihulls, he'd even be interested in doing another one. Unfortunately, he died of a heart attack at age 49, far too young.

We're also particularly excited about the Peyron brothers' Energy Team and the ALEPH Team France entries. The leaders of these two French teams have done it all on the oceans of the



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LETTERS

world with multihulls, and they will be bringing their experience and a certain je ne sais quoi and joie de vivre to the event.

↑↓ "MY NEW BOYFRIEND MIGHT GET HURT"

Has anybody considered how dangerous the upcoming America's Cup might be to the crews and other sailors? The new 72-ft cats with hard wings are going to be capable of speeds in excess of 30, and maybe even 40, knots. Can you imagine the damage to the bodies, not just the boats, if there were to be a T-boning at a combined speed of 50 knots?

These ultra-high performance cats are going to be about 46 feet wide, and it's certainly possible that one or more of them will flip. Can you imagine how badly a crewmember on a windward hull could get hurt if he were to free fall 46 feet onto the leeward hull?

Then there is the whole matter of the cats being built of carbon fiber. I'm no expert, but I've heard that when carbon fiber fails, it splinters into shards that can easily pierce the body. Once in the body, carbon fiber can't be detected by X-rays.

Lastly, these cats will no doubt be doing a lot of practicing on San Francisco Bay. Are they not going to be a danger to regular sailors, such as myself, on boats that have maximum hull speeds of seven knots or so?

As a sailor and a single gal not at all opposed to the idea of meeting buff young sailors raking in *beaucoup* America's Cup bucks, I love the idea that the Cup will be coming to San Francisco Bay. In fact, I'm planning to bring my boat down to the Bay to watch the action and be part of the social scene. I just hope that nobody — particularly me or my hoped-for new boyfriend — gets hurt or killed.

Carol Jensen
Cat's Cradle, Catalina 27
The Delta

Carol — It's true that carbon fiber can be nasty stuff, which is no doubt why the BMW Oracle crew wore body armor and helmets on USA 17 during AC33. If we're not mistaken, they



COURTESY TOMMY HILFIGER

It's exciting enough when a small cat like the Extreme 40 'Tommy Hilfiger' trips over herself, so if an America's Cup cat goes over, it certainly could be dangerous.

had a medical team follow the big tri on all her test sails off San Diego. We expect to see developments in these kinds of safety precautions.

As for getting out of the way of a giant, overtaking racing catamaran, forget it. We once sailed across San Francisco Bay on Bruno Peyron's 86-ft Commodore Explorer, and came up behind a startled powerboat operator at about 25 knots. Scared the daylights out of him when he turned around and saw a monster bearing down on him. All you can do in such situations is hold your course.

↑↓ THANKS FOR KEEPING UP WITH JEANNE SOCRATES

Unfortunately, we haven't seen much press coverage of Jeanne Socrates' attempt to complete a solo circumnavigation. So it's been great to see *Latitude's* various updates. As you know, this British woman — and Singlehanded TransPac vet — chose to start and finish in Victoria, British Columbia.

As you noted in your January 7 *Lectronic*, Jeanne's Najad



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380 *Nereida* was knocked down off Cape Horn and sustained substantial damage. Jeanne limped *Nereida* into the port of Ushuaia, Argentina, and has subsequently been working hard to mend what she can and source parts so *Nereida* can continue — although obviously it won't be a nonstop circumnavigation. For more details visit her website at www.svnereida.com. Jeanne updates the site with commentary and pictures frequently.

Jeanne's courageous voyage is inextricably joined to her determined wish to raise money for the Marie Curie Cancer Care Foundation. This is in memory of her husband, George, who lost his battle with cancer in '03 in the early years of their cruising life. There's a donation link on her website, and we're sure she would take any donation as encouragement.

Rose & Robert Brand
Tillicum, Seabird 37
Visiting in the UK from
Sidney, B.C.



COURTESY NEREIDA

Jeanne makes a repair to her windvane in Ushuaia, Argentina.

Readers — We're proud to say that Jeanne, who is 68 years young, is a good friend of *Latitude's*, and one of the world's more accomplished amateur sailors — let alone women sailors. Some of you may also remember that a problem with her autopilot put her previous boat on the

beach in Mexico less than 60 miles short of the completion of a singlehanded circumnavigation. Jeanne used to the insurance proceeds to have her new boat built, then left on her first nonstop circumnavigation attempt. Engine issues, among other things, forced her into Cape Town for months, which effectively forced her to abandon a circumnavigation. Instead of worrying about it, she sailed nonstop from New Zealand to Hawaii for the finish of last summer's Singlehanded TransPac. She left Victoria on October 25 on her second nonstop circumnavigation attempt.

⚡ A COLREG APP? SACRILEGE!

Did you guys see that there's a new iPhone and iPad app called *Lights and Shapes*? It provides a complete reference for the International Regulation for Preventing Collisions at Sea (COLREG), parts C and D. It's a fully indexed text of the COLREG (part C and D), so you can easily access each rule.

The app also includes 'electronic flash cards' of all possible light and shape combinations, and from all angles. But wait, as they say on television, there's more! It also includes signal sounds for rules 34, 35 and 36, with real sounds. And there are hundreds of tests so the owner can practice them all.

The App Man
Vallejo

T.A.M. — We weren't aware of the *Lights and Shapes* app, but we're not surprised. Like a lot of apps, it could be really helpful — if you remember that you have it. There are so many good apps, it's hard to keep up.

Of course, there are traditionalists who aren't very happy with the app way. For example, there is now an iPad app for — and we're not making this up — Roman Catholic confessionals. While the creators of the app had it blessed by some priests and a bishop, that old fogey the Pope apparently thinks it's the work of the Devil.



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LETTERS

↑↓ A GOOD DEAL ON A CATALINA 27

In January's *Letters*, John Gardner, who had lost his Catalina 27 *Mai Tai* at the entrance to Channel Islands Harbor, put out something of a request for another Catalina 27.

There is one for sale a few slips over from my freshwater home on Lake Millerton. I think the owner wants \$4k for his immaculate boat, which has only been sailed in fresh water. I bought the guy's trailer for my boat, but if Gardener bought the boat and needed to trailer her to the ocean, we could probably help.

He can reach me at jmmondeau@aol.com.

Jean & Denise Mondeau
Carmela, Cal 2-27
Madera



KEVIN MURRAY

More than 6,600 Catalina 27s were built in their 20-year production run.

Readers — An immaculate, freshwater-sailed Catalina 27 for \$4k sounds like an interesting proposition to us. The Catalina 27s are considered to be one of the better sailing boats of their size, era and type, and there was even a guy in the U.S. Virgins who beefed his up a bit and sailed her around the world. Not that we're recommending it, mind you.

↑↓ "SCREW IT, LET'S HAVE A BEER INSTEAD"

I'm a big believer in sharing mishaps involving sailing. Like the time we T-boned a Coast Guard vessel in Alameda, with all the Coasties on the rail laughing at us. Or the time we were smoking past a bunch of boats during a race through Suisun Bay, only to run aground. There are so many more stories, but I have a recent one I'd like to add.

My friend Andrea from New York wanted to do the Three Bridge Fiasco with me, and so I emailed the Singlehanded Sailing Society to see if they had set a date. We got a return email, and locked the date in. Having already done the event several times, I never bothered to look at the sailing instructions. Andrea flew out Thursday, and on Friday went up the mast to fix the Windex, and helped with other repairs and preparations.

We headed out of South Beach Harbor on Saturday morning, rigging all the gear while underway, and eagerly looking forward to the race. But after a while, I said, "Hmmmmmmm, something doesn't seem right. The Three Bridge Fiasco attracts hundreds of boats, but I don't see any." I knew that Andrea had printed the instructions, so I asked him to give them a look.

Oops, it was Saturday, January 22, and the race was set for January 29. We laughed hysterically at our mistake, then sailed to Sam's and drank a beer.

Art Hartinger
Pied-a-Mer, Beneteau First 310
South Beach Harbor

Art — Being able to admit one's mistakes, errors and screw-ups is, according to the Amateur Psychiatrist Handbook, one of the strongest indicators of a well-adjusted personality. Congratulations. You don't make it clear, but we presume the error was made by the SSS's emailing you one date and your writing down another.

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LETTERS

↑↓ KEHAULANI'S NINE-YEAR CIRCUMNAVIGATION

A friend of mine directed me to the November 8, 2010 *'Lectronic Latitude*, where it was reported that my Caliber 40 *Kehaulani* received assistance from the 134-ft steel, brigantine-rigged research and sail training vessel *Robert C. Seamans* during a passage to Hawaii.



COURTESY ROBERT C. SEAMANS

The crew of 'Robert C. Seamans' went to the aid of the crew of 'Kehaulani' mid-Pacific.

The facts that were reported were close enough. It was actually a shroud that broke at the spreader base, not damaged sails.

For the record, *Kehaulani* and I completed a nine-year circumnavigation when we arrived back in Tahiti. Patricia, my high school sweetheart, and now my wife, joined me in Australia in '06, and sailed most of the way with me to Hawaii via the Indian Ocean, Cape Town, Rio, the Caribbean, and the '10 Pacific Puddle Jump.

Kehaulani is now in Honolulu. I plan to sail her to our new home in Bellingham next July.

John Harris
Kehaulani, Caliber 40
Bellingham, WA

John — Thanks for checking in, and congratulations on completing your circumnavigation. We'll have to add you to our list of West Coast Circumnavigators.

↑↓ A FAIR TRADE

The recent article about Cita Litt's Rhodes 90 motorsailer *Sea Diamond* reminded me of an encounter that I had with the boat years ago, an encounter that left me puzzled for days.

It was during the mid-'60s, during which time I had a very pretty Angelman Sea Witch ketch. She had gold leaf and red enamel trail boards, nice varnish, and looked really good. Anyway, I was standing off Avalon Harbor, waiting for my turn to enter, as was *Sea Diamond*. As we drifted into speaking distance, we exchanged compliments on how pretty each other's boat was. The man on *Sea Diamond* then said he would like to trade with me, straight across, for my boat. I assumed he was not serious, but was puzzled as to why he would even suggest it.

Just a few days later, I read about his financial troubles, and how he was losing everything. The apparent source of



LATITUDE / RICHARD

It takes money and passion to keep a yacht like this looking like this.

the family wealth, Diamond Bar, was a huge ranch east of Los Angeles. It had lots of oil wells, but crude was only two or three cents a barrel back then, so he was apparently in deep trouble. There may have been a divorce, but I'm not sure about the nature of the problems.

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Photo by Billy Black

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LETTERS

Maybe I should have taken him up on the offer. But maintaining *Sea Diamond* probably would have broken me, too.

Ernie Copp
Orient Star, Cheoy Lee Offshore 50
Long Beach Marina

Ernie — It's unclear to us who might have owned Sea Diamond at the time, for she was owned by several members of the extended Bartholomew family, and then moved out of family hands for 47 years.

For those who didn't catch the news in 'Lectronic, Cita has apparently decided to cancel her TransPac and South Pacific plans in favor of shipping the mighty Sea Diamond to the Med. We think she is going to love that.

↑↓WHAT HAPPENED TO FAIR AND BALANCED?

I don't think you at *Latitude* are being balanced with your Mexico crime coverage. Your February 4 *Lectronic* makes it out that all is fine and dandy South of the Border, with statements like "but there had been three 'very minor [crimes]' near the cruise ship terminal this year," and "Furthermore, we didn't hear a single report of a cruiser, RVer, or ex-pat having any negative incidents."

Why not include in the report the photo of the Canadian injured in Mazatlan by stray gunfire that inspired the cruise lines to cancel trips? There's a link to it at <http://winnipeg.ctv.ca/servlet/an/local/CTVNews/20110119/mexico-incidents-110119/20110119?hub=WinnipegHome>. Then folks can make up their own minds without the media hype in either direction.

I was on my boat in Mazatlan last month, and in my estimation it's a pretty safe city. I won't go back, but that's because I found it to be a decaying, graffiti-laden tourist town well past its prime with not that much to offer.

Paul Lever
Jeorgia, J/37
Edmonds, WA

Paul — We have to agree that our "Mexican crime coverage" hasn't been balanced, because if it had been, we'd have excoriated every numbskull who has never been to Mexico, but who loudly proclaims to all who will listen that everywhere in Mexico is super dangerous. That's like saying San Francisco is super dangerous. It's a statement that's true or false depending on what part of San Francisco — or Mexico — you're talking about. Our role in 'balancing' has been agreeing that, yes, there has been horrific narco violence in parts of Mexico, but to date it hasn't affected members of the cruising community or the majority of places cruisers frequent. Indeed, things have been "fine and dandy" with regard to cruiser personal safety in Mexico. As we've said before, if this changes, we'll be the first to let you know — and the first to seriously reconsider having our boat in Mexico.

With regard to Mazatlan in particular, if you read our piece again, you'll note we said that, unlike most other places on the Pacific Coast of Mexico, we hadn't been there recently. As such, we couldn't offer any firsthand insight, which is precisely why we asked for input from cruisers who have been there or are there now, and therefore have some idea of what the hell they are talking about. Do you need any more proof that we're not trying to whitewash the situation in Mazatlan?

As for the Canadian gentleman who got shot, we were unaware of the incident at the time we wrote our 'Lectronic report, but did report on it on February 7. Nonetheless, aren't the first several paragraphs of the article, reprinted in the next

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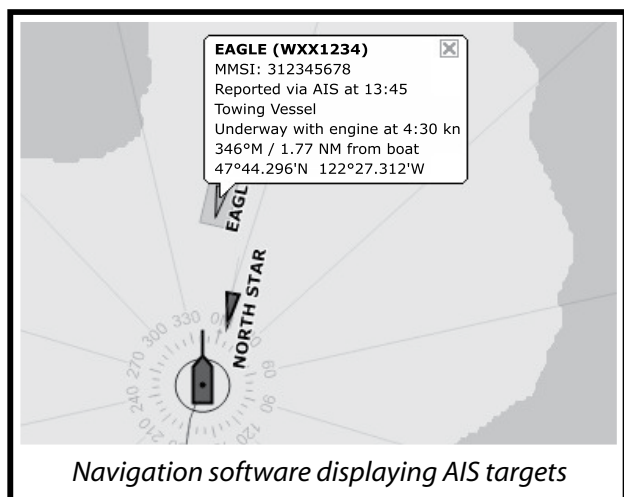
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LETTERS

paragraph, quite revealing?

"A 69-year-old man from B.C. says he still feels safe in Mexico despite being shot in the leg while walking from his hotel to a local plaza while on vacation Monday afternoon. Mike Di Lorenzo of Penticton, B.C. was hit by a stray bullet in Mazatlan, a city in the Pacific coast state of Sinaloa. Mexican police say the gunmen were trying to hit a man riding a motorcycle, when two bystanders were injured. The man on the motorcycle was killed. Di Lorenzo, who is recovering in a local hospital, said despite the violence and the fact he was hit just four blocks from his hotel, 'I feel safe here.' When asked if he had a message for family and friends back home, Di Lorenzo told CTV News Channel: 'I'm in very good hands here. I've been having help. I didn't know that they had so many good people, so many friendly people, nice people.'

For balance, the headline in the Winnipeg CTV edition on that same day read: "Two people were shot and killed in the Centennial neighbourhood of Winnipeg early Saturday morning after they were kicked out of a house party."

In a later story by Di Lorenzo's local British Columbia news station, he's reported to have said that he has every intention of returning to Mazatlan, his favorite vacation destination, and is even thinking about buying a home there. He also says he viewed the event as being "rare and random, and hope[s] it doesn't deter other people from travelling there."

↑↓ BELIEVE THOSE OF US ON THE SCENE

We are alumni of the '10 Ha-Ha and spent the last week of January at anchor off Stone Island outside of Mazatlan in company with Ha-Ha vets *Kokomo* and *Roksan*. Most days we bussed into town, walked around, and wondered why the streets were so empty. That is when we learned that, as you have reported, the cruise ships had pulled out of Mazatlan. This is too bad, since the town depends a lot on tourism. At no time did we feel uneasy or threatened, so we think the move by the cruise ship companies is an overreaction — as are most reports by the U.S. media. It may well be that the cruise

ships were looking for an excuse to break contracts because people afraid of violence were not booking their cruises to Mazatlan.

As *Latitude* has reported for some time, we think that Mexico has gotten a bad rap. We have been from La Paz to Santa Rosalia, from



Jim and Connie felt safe in Mazatlan.

Toplobampo to Los Moches up the Chepe railroad to Creel, and down through Mazatlan and San Blas, and found nothing but happy and helpful Mexicans. People should forget the newspaper stories and believe those of us on the scene.

Jim & Connie Merritt
Sound Effect, Dufour 385
Tacoma, WA

Jim and Connie — We don't think that people should "forget the newspaper stories," because it is factually accurate that there has been a horrific human toll in the narco wars in Mexico. However, we do think the news media need to do a better job of reporting by no longer painting all of Mexico with a broad and often inaccurate brush. Imagine if the news media portrayed all of the East Bay as a war zone — which, come to think of it,



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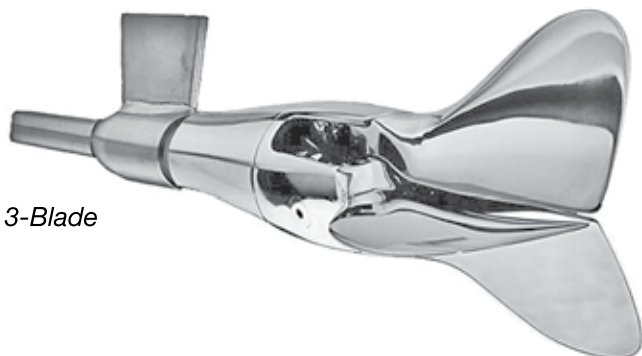
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LETTERS

they often do. While such a claim might be accurate for many parts of Oakland, it's not true for the Oakland hills or safe-as-milk Alameda, which is located just a stone's throw across the Oakland Estuary.

By the way, in less than a week, two of the three cruise ship lines changed their mind and are now having their vessels call on Mazatlan again. The third, Disney, said they will revisit the situation in the fall. Officials said Mazatlan welcomed 500,000 cruise ship passengers in '10 "without any problems." We find it hard to believe there weren't any problems, but that's the claim.

↑↓ MAZATLAN WAS FINE BUT WATCH YOUR DINGHY

I arrived in the Old Port section of Mazatlan at night after a crossing from La Paz. Thanks to the very helpful port captain's office, which hailed me on VHF as I was making my way up the channel, I was directed to the yacht anchorage and told about shore access for the next morning.

I found Mazatlan to be very welcoming to boatowners such as myself and my guests. We paid Club Nautico approximately \$20 for a week of shore access for the dink, and were soon enjoying the sightseeing, restaurants, bars, and shopping of the city.

After a week, it was time to say goodbye to all of my guests, which left me alone in the Old Port on my 68-ft Herreshoff schooner. My daily habit was to take the dink to Club Nautico in the morning, shop for a few hours, and return to the boat by nightfall. This worked out fine.

Fine until the morning I awoke to find that my 10.5-ft West Marine dinghy with an 8-hp outboard that I had tied to my rail, was gone. The painter had been cut, so my precious dinghy was history. I'd gone to sleep at 8:30 p.m. the night before and hadn't heard a sound during the night.

I announced my loss on the morning cruisers' net, and contacted the port captain — who sent an officer to my boat to take a report.

Fortunately, I had a second red-headed stepchild of a dink onboard, and I used that for the rest of the stay in Mazatlan. From then on, the nightly security measure that I and the rest of my Old Port neighbors employed was to hook a halyard to our dinks and raise them out of the water at night so as not to tempt the locals. Other than my dinghy loss, Mazatlan was welcoming and I felt safe everywhere I wandered.

Rory James Kremer
Condesa del Mar, Herreshoff 68
Monterey

Rory — We think it would have been more accurate if your second to last line had ended with, ". . . so as not to tempt the locals or other cruisers." We know it's hard to believe, but cruisers have been known to steal from other cruisers. Furthermore, a Mexican with a small inflatable and a small outboard screams "Incongruity!" as they are panga people through and through.

For cruisers who somehow haven't gotten the word, if you don't raise your dink out of the water or lock it securely to your boat at night, you are solely tempting fate. And that's true the world over, not just in Mexico.

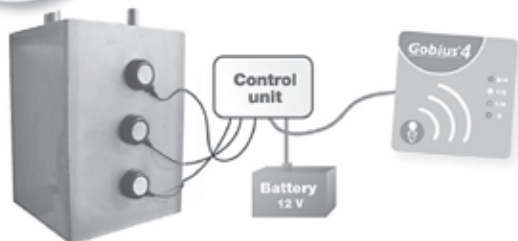
↑↓ MAZATLAN IS A GREAT CITY

I've lived in Mazatlan for the last seven years, and I have to say that I feel safer here than I did when I lived in the L.A. area and the Bay Area. Mazatlan is a great city, and the people are very friendly.

I sail between Mazatlan and Puerto Vallarta every year for



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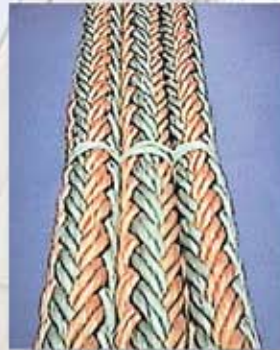
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LETTERS

the Banderas Bay Regatta, and plan to continue to do so until I no longer sail. That's how much I enjoy it down here.

Like everyone, I've heard reports of the violence around Mexico, but haven't run into any problems personally. I think most cruisers will agree that for them, Mazatlan is a great place to visit or stay.

Chuck Naslund
Saber Vivir, Catalina 30
Mazatlan

↑↓ **DEFINING THE 'WRONG SPOT'**

The Canadian who was hit in the leg by a stray bullet in Mazatlan says that it's his opinion that it could have happened anywhere — he was just "in the wrong spot" — and that he intends to go back. The day I think I'm in the wrong spot because I've walked two blocks to a market is the day I don't return to an area!

Michael Kew
Planet Earth

Michael — We understand exactly how you feel. That's why we no longer go to San Francisco, Oakland, Sausalito, Tiburon, Mill Valley, San Rafael, Vallejo, Sonoma, Richmond, Berkeley, Alameda, San Leandro, San Mateo, Redwood City, Santa Cruz, Santa Barbara, Ventura, Oxnard, Marina del Rey, Avalon, San Pedro, Long Beach, Newport Beach, Dana Point, Oceanside or San Diego. And after the cold blooded murder of Hollywood publicist Ronni Chasen, we don't go to Beverly Hills either.

↑↓ **"I HAVE NOT FELT DANGER IN MEXICO"**

We left Mazatlan last week after a month-long break in our cruise down from Canada. We stayed at the Marina Mazatlan, where we were treated well and got a reasonable monthly berth rate. We wandered the streets of the town wherever and whenever we chose, including passing by the cruise ship terminal several times, and experienced nothing which caused us to consider the town unsafe. In fact, on two occasions, local people approached us and just wanted to say hello and welcome us. Other cruisers we know, who have been in Mazatlan longer, have shared similar opinions.

We are aware that a Canadian tourist was shot during our

last week in Mazatlan, but there are conflicting versions as to what happened, so we have no idea if he was targeted or just unlucky. I suspect the latter. But to put this in perspective, during the same period a Canadian teenager was killed in a bar fight in the Caribbean, and a Canadian ex-pat woman was murdered in Costa Rica in a targeted attack.

By far the most dangerous thing we have done on our trip is make a car trip from Mazatlan to Durango on Highway 40. I would recommend this as a side trip to anyone, and would do it again given the chance. But driving the 'Devil's Spine' is not for the timid.

Over the years, we have traveled in Asia and Europe as well as North America, and I believe that I have good instincts for when I am in the wrong place and possibly at risk. Like the Wanderer, I have not felt in danger in Mexico — despite the serious narco violence that is obviously taking place. The sight



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Driving the Devil's Spine is more dangerous than walking in Mazatlan.

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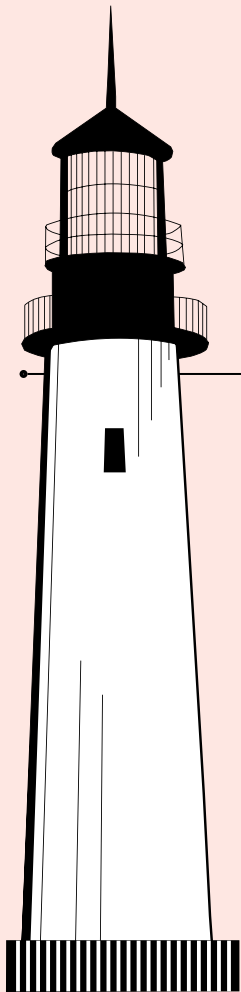
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LETTERS

of pick-up trucks full of balaclava-wearing soldiers brandishing automatic weapons is more sobering than reassuring.

Doug & Lyneita Swanson
Ka'sala, Coast 34
Comox, B.C.

⇅ NO IMMINENT CHANGE OF PLANS

Howdy from Marina Vallarta, which is a lot more run-down — especially the bathrooms — than most of the cruising guides had foretold. But as long as we buy drinks, we get to use the hotel pool.

I haven't heard of any violence toward cruisers down here, but the long-time yacht service outfit that identified itself as 'Julie Mazatlan' had their facility broken into. So much electronic equipment was stolen that they had to close up shop. In addition, a brand new TV/electronics store in town was held up by guys with machine guns who cleaned the place out. This happened just before Christmas. It made us a little nervous, but hasn't changed our plans. We will continue down to Barra and Zihua, then slowly work our way back north as the weather warms.



WEBB LOGG

Marina Vallarta tenants deserve better maintenance and some upgrades.

Marina Vallarta tenants deserve better maintenance and some upgrades. Jan — The condition of Marina Vallarta, which is the marina next to the airport and closest to downtown Puerto Vallarta, has been deplorable for some time now. As we understand it, it's been in a bankruptcy situation for many years, so nobody has been willing to put any money into maintenance or improvements. Its primary appeal has been its proximity to the hubbub of Puerto Vallarta proper. But after a recent 20% price increase, even the location wasn't enough, so some boatowners have opted to move to Paradise Village Marina or the Marina Riviera Nayarit. Both of those marinas are in excellent condition, right down to plentiful clean restrooms with great showers.

Jan Grygier
Neener3, Catalina 42
Richmond

⇅ THOSE WITH CITY SKILLS WILL BE FINE

I spent over a month in a small townhouse at the bottom of Ice Box Hill near the historic district of Mazatlan in '08. During that time, I pretty much explored the whole city by foot and public bus. One time, a sweet old lady on the bus warned me that it wouldn't be wise for me to get off at her stop, which was way south of town toward the airport. There is also a tough neighborhood near the Pacifico plant, between the giant Central Mercado and the cruise ship docks. If you take that shortcut any time of day, there could be trouble. But if anyone has any city skills at all, it's obvious you should only go there if you want to buy drugs or get mugged.

In the Golden Zone near the marinas, some of the low-paid construction workers, often brought in from other areas, can be rough. But they seem to keep to themselves, so it wasn't an issue for me.

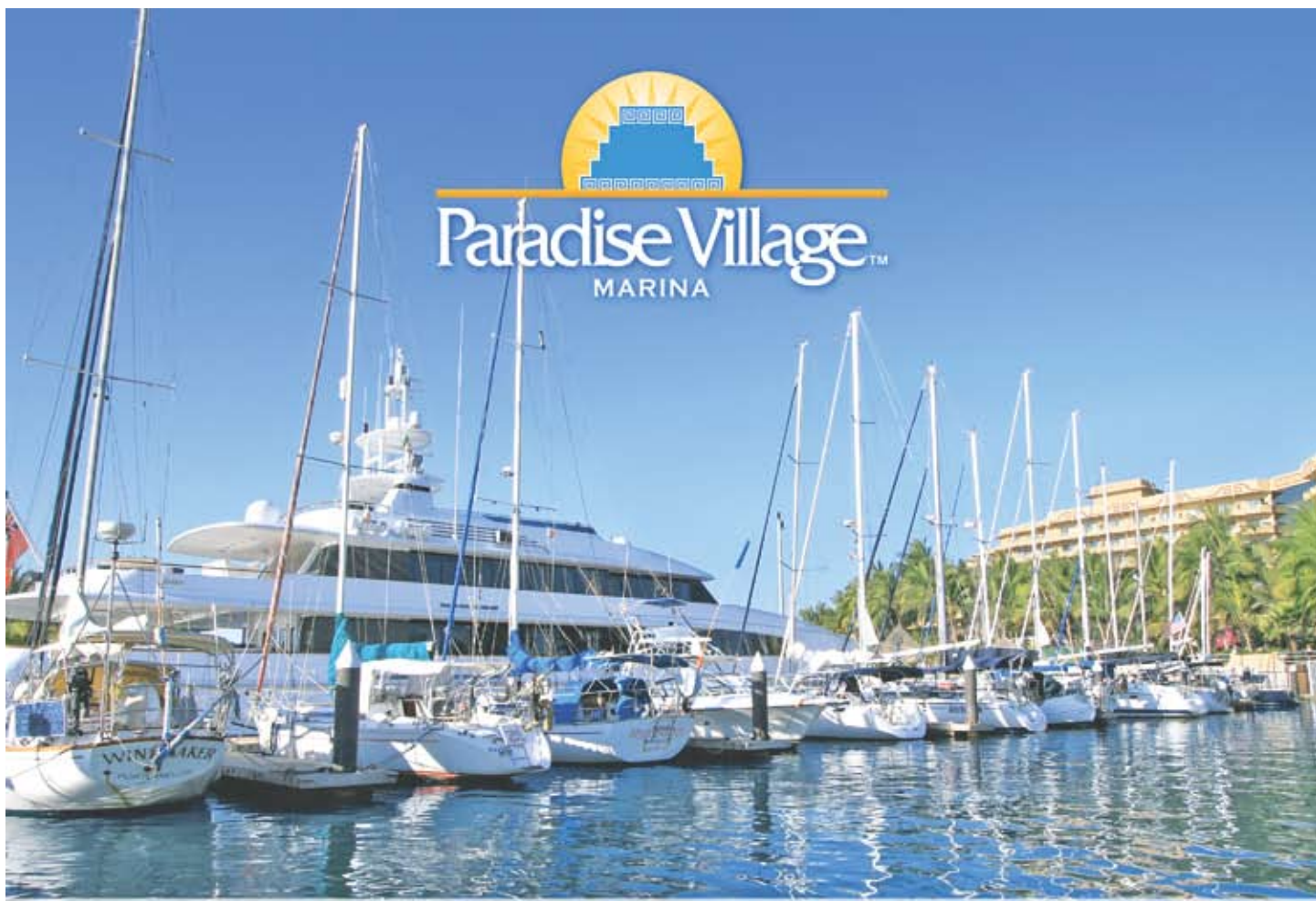
Old Town Mazatlan and the whole *malécon* waterfront are very family-oriented and well-patrolled by the authorities.

I hope to return to Mazatlan sooner rather than later, and I hope to stay longer.

Alan Johnson
Lake Tahoe



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LETTERS

↑↓ "IT'S THE POTHEADS' FAULT"

Generally speaking, I hate lawyers, but I'd like to see some of them sue the hell out of all the American consumers of illegal drugs, as they are the ones who are responsible for more than 35,000 narco deaths in Mexico. Are these people too stoned to connect the dots between their getting high and more than 100,000 young Mexican boys and girls now having to go through life without their fathers?

Furthermore, these drug consumers are responsible for the destruction of many tourist businesses, and therefore jobs badly needed by some of the nicest and most hard-working people on earth. You druggies and your 'it ain't my fault' stoner attitude make me want to puke. Don't kid yourself, that Mexican doobie you smoke is bright red with the blood of all those who died just so you can get 'fucked up'. You're disgusting and pathetic. If you got to smoke, grow your own damn stuff.

Jeff Danson
Sunnyvale

↑↓ COME ON DOWN!

Vets of the '09 Ha-Ha, we spent about 10 days in Mazatlan's Old Harbor on the hook, then we moved to Marina Mazatlan, and most recently to Isla Mazatlan. We have not had any personal safety or theft problems, nor have we heard of any others — except for the problems with dinghy thefts in the Old Harbor. We've heard that half a dozen dinghies were stolen in the last month, but haven't talked to any of the victims. We didn't lose our dinghy, but were careful to raise it every night.

In the north or marina part of Mazatlan, cruisers are a little remote from the hustle and bustle of downtown. As a result, we have ridden the bus to and from town many times, and spent many hours walking around and living with the locals. We have sensed nothing in the way of danger. The taxi drivers, as you might expect, are concerned about how we feel. We usually have a nice conversation with them about how we feel about Mazatlan, and whether we would return. We always tell them that there is never a doubt that we would return.

We tell all our friends back home that we feel much closer to potential drug-fueled violence back home in Alameda, which is just across from the seedy and dangerous parts of Oakland, than we have ever felt here in Mexico.

Our advice to others? Come on down!

Muggs & Larry Zabel
Peregrine, Fuji 45
Guaymas, Mexico

Muggs and Larry — With all due respect, we don't believe six dinghies have been stolen in the Old Harbor, or there would have been a giant stink about it. We think the number is one or maybe two, multiplied by hearing about them from others. If we're wrong, we'd very much like to be corrected. We'd also like to hear if any dinghy that had been raised or locked at night has been stolen anywhere in Mexico.

We didn't have space to include all the reports we received from Mazatlan, but they were overwhelmingly positive.

↑↓ IS SLAMMING MEXICO A CONSPIRACY?

We're not cruisers in Mexico — we leave our boat in Washington — but we live a few blocks from the marinas in Mazatlan about six months every winter. We have not witnessed any type of violence or felt uneasy during our winters here. We spend time in the Centro district shopping, attending the theater, dining out and enjoying the quality of life in Mexico. As many others have stated, we feel as safe down here as we



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LETTERS

would in any city in the United States. We do believe that the news media in the States have gotten out of hand, and they are hyping up stories to try to justify their existence. We'd like to read some nice stories about Mexico instead.

Tom & Diane Preston
Mazatlan

Tom and Diane — To the credit of the S.F. Chronicle, about two months ago they had a feature about people who loved living in Mexico. Naturally, it didn't get as big a play as the negative stories, which seem to be the specialty of the L.A. Times and CNN.

Normally we don't believe in conspiracies, but we believe there has been a low-grade conspiracy on the part of the U.S. government and U.S. media to portray Mexico as poorly as possible in order to benefit United States tourism interests. The truth of the matter is that U.S. tropical tourism — as represented by Hawaii, Puerto Rico, the Virgin Islands, and southern Florida — can't touch the 'bang for the buck' value of similar tourism in Mexico. Figure on the U.S. version being two to four times as expensive and with less pleasant service. After spending months in Mexico, we spent three days in San Juan, Puerto Rico, and felt as though we were being robbed. In a similar way, we believe the government and the U.S. media hammered away at Toyota as part of an effort to resuscitate General/Government Motors, which on its own was simply non-competitive.

↑↓ FINDING ROPE ON A BOAT

That was a good one about learning 'sailingo' in January 19's *Lectronic*. Being ex-Royal Navy and ex-Trinity House, I would like to correct an error regarding 'rope' in the article. You mention that once a rope is taken aboard a vessel, it's no longer a rope — it becomes, a warp, spring, halyard, sheet, etc. This is not exactly true, as there is one place on a ship where you will always find a rope, even on my 50-ft ketch: the bell rope.



The ship's bell turns out to be the only place you'll find a 'rope' on a boat.

David S Wheatley
Surabaya Girl, 50-ft ketch
Haslar Marina, Gosport, U.K.

↑↓ LEARN TO SAIL AT SEQUOIA YC

On page 78 of the February issue you had a section on where people could learn to sail. We think you missed us.

I'm the Junior Sail Program Director at Sequoia YC in the South Bay (Redwood City). We teach kids to sail and hold spring and fall sessions — 10 classes in each session — using Lasers and El Toros. Our spring session started on February 26.

By the way, *Latitude* does a great job, and I enjoy reading the magazine every month.

Peter McCormick
Sequoia YC
Redwood City

Peter — Thanks for the kind words. But as we missed your program, there's obviously room for improvement on our part.

↑↓ BILLY BONES REVEALED

In the last *Latitude* a reader inquired about me, and you replied, in part, that you liked and wondered about my 'Billy Bones' nickname. I got it as a result of a match race from

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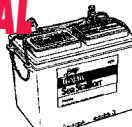
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LETTERS

City Island, New York, to Bermuda in '63. Yes, I'm that old. There were four of us Williams on the racing crew of 12 aboard the Alden 72 schooner *Chauve Souris*. The skipper, the well-known Hans van Nes (*Nina, Petrel*), got tired of saying, "Bill, go do this or that," and having the wrong person answer. So he gave us all nicknames: Billy Budd, Billy Bob, Billy Blue and Billy Bones. I don't know about the rest, but mine stuck.

I do appreciate *Latitude's* policy of not just giving out contact information, although in this case it was quite unnecessary. I did my time at 'Club Fed' in the late '80s, and have been quite the model citizen ever since.

By the way, did *Latitude's* Ocean 71 *Big O* once belong to Graham Kerr, the famous 'Galloping Gourmet'? If so, back in '73 or '74, I did a *Playboy* magazine photoshoot charter with her in Antigua, a shoot that also included Jol Byerly skippering his 72-ft schooner *Lord Jim*, and me skippering my cutter *Clover*. I then did a great Antigua Sailing Week with Don Street aboard his well-known *Iolaire*. Street was my insurance broker, via Lloyds, sail broker via Cheong Lee, and mentor of sorts.

As to great sailing nicknames, even Street called himself 'Squeaky' because of his voice. But my favorite is still 'Small Change', the nickname of a legendary sailor from Grenada.

William 'Billy Bones' Pringle
Sea/Scape, San Juan 24
 Mission Bay

Billy Bones — What a great trip down memory lane! As you know, back in the early '70s the Ocean 71s were the largest production sailboats made, and were extremely popular for charters. And smuggling pot. We can't tell you how many captains came up to Big O and told us they'd gotten their start on her or a sistership. Anyway, Graham Kerr owned a sistership to Big O, one with an unusual stainless steel aft cabin. He called us a few times to talk Ocean 71s.

We don't know if you're aware, but Lord Jim was eventually purchased by Holger Kreuzhage and Tracy Brown of Sausalito, who sailed her around the world at least three times. During her most recent go around, she ran aground on a reef, and for the last several years has been held hostage by a Brazilian boatyard. As for Jol, just last week Joe Hutchens, who used to run another Ocean 71, told us that Jol is still alive and kickin' in Antigua.

As for Squeaky, in the mid '90s Don's Iolaire and our Big O were hauled out together at Centro Marine Oriente in Venezuela. Don was suffering from hepatitis and didn't look so good. But he looked better than the engineless Iolaire, which at the time was showing both her 85 years and relentless lack of maintenance. At that point Don, weak as he was, started going on about what a bad boat Big O was. True, ours had been ridden hard and put away wet for many years, which is why we could afford her in her the first place. But given the dreadful state of Iolaire, he seemed to be the last person who should have been opening his mouth. We handed him a 'greenie', at which point he ceased to be as irascible.

Ah, what great times! We hope you get to make it back there from time to time.

⇕ BLOW ALL THE SMOKE YOU WANT

I'm not trying to blow smoke up your ass, but *Latitude's* cover photos over the last 18 months or so have seemed exceptional. In fact, the covers are among the things I look forward to most in a new *Latitude*.

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LETTERS

This February's cover was no exception. That AC45 cat looks smokin'! I've got a couple of dumb questions though: How come the two guys on the bow are on the leeward hull? Shouldn't they be on the high side? Also, how do the bows work with the reverse sheer? It looks as if that design would cause the hull to 'submarine' as the boat picked up speed.

Bill Nork
Emeryville

Bill — We're glad you like the covers. Our favorites of the last year have been the May issue cover with the four cats on the

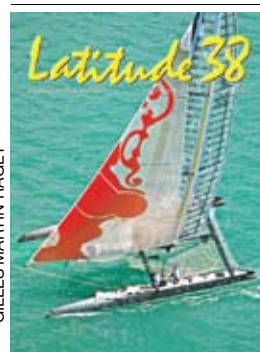


These are the Publisher's favorite covers from 2010.

hook in the blue and shallow waters of a cove at Caleta Partida; the August issue, with LaDonna Bubak's photo of Adrian Johnson's Olson 30 Idefix spinnaker reaching into cloud-ringed Hanalei Bay at the end of the Singlehanded TransPac; and, because we're a guy, the December issue with lovely Lindsay Leonard high on the seagull striker of Profligate, outlined by the spinnaker, on the last leg of the Ha-Ha.

As for your AC45 questions, Racing Editor Rob Grant has the following insight: "It's our understanding that the aerial session during which that photo was taken coincided with lighter air. In those conditions, the catamaran's beam already provides more righting moment than needed. Moving the crew weight to leeward can permit the weather hull to fly, which significantly reduces drag, and thus increases the boat's speed. At these kinds of boatspeeds, moving the weight forward also reduces drag by immersing the 'skinny' end of the hull. As the boatspeed increases, the crew weight will come aft to minimize 'wave-making' drag which becomes a bigger impediment as the boatspeed increases.

"As for the reverse sheer and dreadnought bows, you're absolutely right: 'submarining' is exactly what the design is attempting to accomplish. Multihull designers have found that this effect can be beneficial. Encouraging the bows to become immersed as they encounter waves makes the whole platform pitch less in a seaway, which means the boat spends more time going forward than up-and-down, which also creates the by-product of minimizing the disturbance to the air flowing across the sailplan.



GILLES MARTIN-RAGET

"There is a point where this bow shape can be taken to extremes that are unworkable, but the AC 45, at least in its hull shape, is considerably more conservative than some other racing multihulls. Look closely at the photo, and you'll notice that the volume in the hulls is distributed fairly evenly from where the forward-most crewman on the leeward hull is hanging on, back to about the aft-most winch. In fact, when sitting at the dock, the area in front of

"Why are the crew on the leeward hull?"

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LETTERS

that crewman is almost entirely out of the water. Look for the AC 72s to be waaaaaay more extreme, especially as they will most likely have curved or canted daggerboards that produce lift, thus reducing the requirement for buoyancy in the bows."

↑↓ **WORLD'S GREATEST BOTTOM PAINT OR . . .**

I keep my Catalina 25 slipped in Oceanside. I have the bottom cleaned monthly for \$30. The last time I had her hauled for cleaning and painting was six years ago. I'm going to have it done again this year.

I don't recall what type of bottom paint I have, but it's relatively hard and doesn't wipe clean with ease. I don't think it's an ablative.

Joe Wergers
Utopia, Catalina 25
Oceanside

Joe — You haven't hauled in six years? It makes us think that either you have the world's greatest bottom paint, or that all the water in Oceanside Harbor must be toxic.

We were kind of disappointed in the response to our 'Lectronic request for bottom paint reports. We think we'll revisit the question in the fall, after everyone has been using their boats all summer.

↑↓ **SERIOUSLY, WEAR THE PROPER GEAR**

Like many, I'm waiting with great hopes for the final results from the bottom paint test on Editor LaDonna Bubak's boat. I'd like modern ecologically correct bottom paints to actually work. Meanwhile, I'd like to warn anybody tempted, as I was, by a great deal on submarine paint, or any other heavy-duty U.S. Navy bottom coating.

Many years ago, I got a swell deal — \$75 for five gallons of submarine paint. I used it on the bottom of my Oldsmobile (a.k.a. Tayana 37). It worked great! Barnacles fell off pilings three slips away. My boat's bottom remained clean two years later. But I didn't use any extra precaution when I painted it on. I rolled and brushed and got it on me, and I breathed the fumes through a simple paper mask.

A few weeks later, I had arthritis so bad that I couldn't close my hands enough to grip and haul on a 5/8" halyard. My ankles got painfully creaky as well, and just walking up the dock was torture. I got invited to sail across the Atlantic on the Coast Guard's *Eagle* and leapt at the chance, but then had to force myself into the rigging, fighting pain in my hands and knees. The ship's medic gave me high-powered Motrin pills that took 20 years off my fast-deteriorating life and I was able to scamper around again, but if I forgot to take the stuff, I was one hurting puppy.

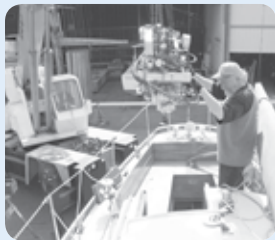
I visited enough doctors to make a herd and finally one figured out I had hemochromatosis, or iron overload. He had me bleeding a pint every three days for a year or two to purge the heavy metals, since new blood from one's bone marrow comes iron-free. It worked in that, years later, tests show I'm no longer full of oxides. I can pass a compass and not swing its needle. It appears it wasn't hemochromatosis but metals from that high-tin Navy paint that collected in my joints and organs. The timing of using that paint and symptom onset is too close for much doubt. Though the metal's purged, the damage is done. Walking remains a pain. I can haul on 5/8" lines again, but not 1/2". That's cut into my sailing a bunch!

So whatever you use, don't be silly as I was — cover up and use proper respirators! And hope the new paints the Birkenstock crowd likes won't contaminate painters and will really work . . . at last!



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By the way, I know a number of old boat workers who can also hardly walk now. Some have had feet amputated. One had amputations and died too early anyway. It's not always certain that the toxins are to blame, but the coincidences are remarkable. Gravity pulls metals down in the body to collect in the lower extremities, docs tell me, so it's expected for feet and hands to be most affected.

Brooks Townes
Port Townsend, WA

↑↓ **IF ONLY THE GOVERNMENT WERE SO EFFICIENT**

Slower shipping? In the January 28 *'Lectronic*, you reported that the world's 4,650 largest ships now travel the oceans of the world at a combined average speed of 11.7 knots, down 7% from a year ago. The lower speeds are to reduce fuel costs, which have risen considerably in the last year.

But what about these new monster ships that have a cruising speed of 31 knots? I'm referring to the likes of the *Emma Maersk*, part of the fleet of the Danish shipping line. No wonder 'Made in China' is displacing goods made in North America big time — this monster, which is 1,302 feet long and 184 feet wide, can carry an astonishing 15,000 or so containers from China to the States in just five days. Despite being longer than most U.S. aircraft carriers, which have crews of 5,000, and being nearly 100 feet too wide to fit through the Panama Canal, she has a crew of only 13!

The 31-knot cruising speed means ships like *Emma* can bring goods from China to California four days faster than typical container ships, which only travel at 18-20 knots. Thanks to 11 cargo cranes that can operate simultaneously, all 15,000 containers can be unloaded in just two hours. The result is that these ships are highly competitive — even when it

comes to delivering perishable goods from the Far East to the United States. *Emma* is one of seven such ships built to transport goods for Wal-Mart. The other two are slated for commissioning next year.

The 'Emma Maersk' can carry 15,000 containers from China to the U.S. in just five days.

Speaking of bottom paint, the silicone paint applied to *Emma's* bottom reduces water resistance so that 317,000 gallons of diesel for her 14-cylinder inline diesel engine are conserved. She cost about \$145 million to build, which is way less than the price tag on Roman Abramovich's new 536-ft *Eclipse*.

David Yearsley
Petaluma

David — *If only government could realize efficiencies like this in their operations. Let's see, 15,000 containers offloaded by 11 cranes in just two hours . . . according to our math that's a little over two containers every second. Smokin'!*

Emma notwithstanding, as a whole, ships have been deliberately slowed down to control fuel costs. Just as all of us should do.

↑↓ **DON'T BLAME THE WORKERS**

I have been a continuous reader of both the print and web versions of *Latitude* for at least the last 25 years, and I have



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LETTERS

never written to take issue with anything posted therein. Until now. The January 14 *Electronic Latitude* article on the recent visit to Cuba by the crew of *TerraNova* was an excellent vignette of a beautiful country — until the photo and caption about the dirty water in the bathtub of a Cuban hotel.

While it's undeniable that Cuba's infrastructure has been frozen — or rusted — in time since '59, to blame the Cuban workers for the water conditions is beyond the pale. Please remember that these folks live in a government-run, socialist state where they have to cobble up whatever is available to get the job done. In Cuban-speak, they have to "resolver" or make do.

The Cubans are hard, conscientious workers, who toil long hours to earn in a month what most people would leave for a tip at an average restaurant in San Francisco — and then they have to contend with the ration card.

If these are the conditions that are presented to foreign tourists, can you imagine what the average Cubans have in their own homes?

Please, a little more consideration next time.

J
Planet Earth

J — While it was not our intention, what we wrote certainly gave the impression that we think the Cuban workers are to blame. Our apologies. There is no doubt in our mind that what's to blame is old man Castro's refusal to admit that Communism is a failed economic model. You think he might have caught on after what's happened in China and Vietnam, which have a communist political system, but in many respects have hog wild capitalistic economic systems.

As for whether Cubans are hard and industrious workers, we're not sure. When we cruised Cuba, there simply weren't enough raw materials or real jobs for people to have much to do. Standing around waiting to die was their primary occupation, but through no fault of their own — except perhaps for the fact that they didn't start a counter-revolution.

↑↓ PIRACY IN THE MARSHALL ISLANDS

A recent series of boat invasions and burglaries aboard yachts has the yachting community in Majuro in the Marshall Islands very concerned. It being seen as a place to avoid the cyclone season in the South Pacific, more and more yachts have been coming to the Marshall Islands to spend the winter. Cruisers have been told that it is a safe place to leave their boats while they make family or business trips to their home country.

But the last three to four months have seen at least a dozen break-ins or attempted break-ins. Tens of thousands of dollars' worth of gear has been stolen, boats trashed, dinghies slashed, and yachts cut adrift in the night.

I have been here in the Marshall Islands this time around for over two years. I work here and live aboard my boat. I have been a liveaboard sailor and cruiser for over 25 years, and have circumnavigated once. I am not a newbie. In the two years that I have been here, I have been boarded by pirates/thieves on three occasions. The first time occurred shortly after my arrival two years ago. I was boarded by two men at midnight while I was sleeping. I was assaulted and my face was cut in the ensuing scuffle. I only managed to make them flee when I called for the assistance of other yachtsmen. This was reported to the local police and to the newspaper. I was called in to ID one man at police headquarters a week later. After giving them a positive identification, I never heard from them again.

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The second time was during the latest series of break-ins. While I was away from my boat for several months helping out the Jost Van Dyke Preservation Society's boat-building project on JVD in the British Virgins, my boat was boarded and trashed, and I was ripped off for thousands of dollars' worth of gear. It was reported to the police by fellow yachtsmen, and upon my return I followed up with another report of things stolen. At that time, I learned that other boats had been forcibly entered, and computers, fishing gear, dive gear and electronic equipment stolen.

I recently heard that the police had questioned five young men, one of whom admitted to being on my boat. I asked the police that he be charged with breaking and entering, criminal trespass and grand larceny. The police detective apologized to me, but said that since she was just one person with no car available, and no help from the other detectives, there was little she could do. The young man, she said, denied having taken anything while aboard my boat!

I might add that the young men involved have threatened bodily harm or death to anyone who turns them in!

The third time was even more recently, when my boat was boarded in broad daylight by one of four boys who pulled alongside in two kayaks. They were spotted by a neighbor and turned over to the police — who promptly told us that these were not the ones who were breaking into the yachts. The four were released to the custody of their parents.

Boats that have come north for the winter are leaving daily fearing for their safety and their property. As a result of this activity, the Marshall Islands have become one of the most dangerous places for yachtsmen to visit. It is unfortunate, because generally the Marshallese are very kind and welcoming. But these young men consider themselves to be gangsters, and above the law, which has proven unable to stop them.

Charles G. Handy
Deviant, 41-ft sailboat
Marshall Islands

Readers — We regret to say this, but Handy's report was verified by several sources in the Marshall Islands. A week after running it in 'Lectronic, we received the following two letters indicating that the situation in Majuro had improved.

↑↓ MORE POLICING IN MAJURO

I'm sure you've seen our local news reports that the police have taken the initiative on increasing security in the lagoon. I live right by the lagoon and can confirm that it has been quiet because of the increased policing. I also haven't heard anything else from the yachting community here lately. As far as the perps are concerned, I haven't heard anything new.

Dolores deBrum-Kattil
General Manager
Marshall Islands Visitors Authority

↑↓ NO MORE BREAK-INS REPORTED IN MAJURO

Following a number of boardings of yachts in Majuro, capital of the Marshall Islands, the Mico Beach Yacht Club has put a number of safety measures in place that will hopefully put a halt to any further problems of this nature. The club's committee has obviously been extremely disturbed by this recent trend, which is a completely different picture from that experienced by hundreds of cruisers over the past decade.

The club's safety measures are being backed up by regular night-time patrols of the lagoon area where yachts are moored by a small 'rapid response' vessel belonging to the National Police through its maritime division, Sea Patrol.

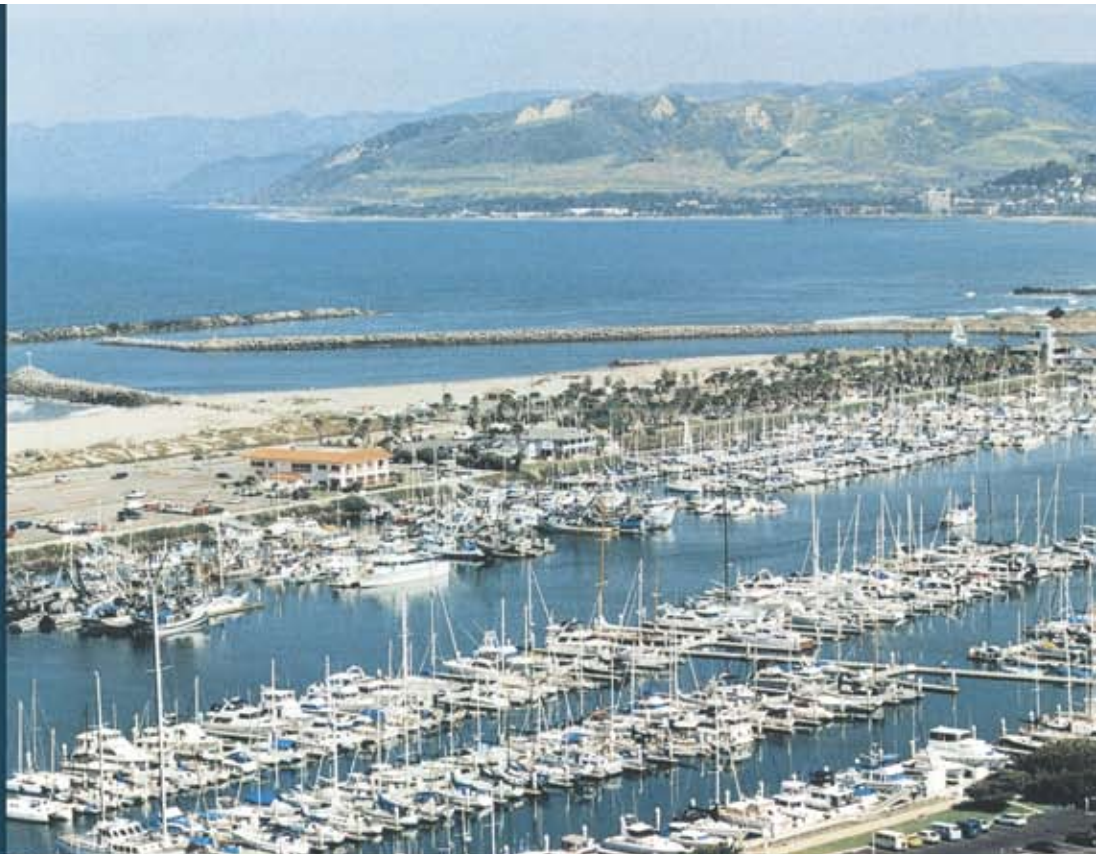
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LETTERS

Adding to its support of the yachts, on February 11, the National Police Commissioner, George Lanwi, had a letter published in the *Marshall Islands Journal* which stated, in part: "Since the last incident of January, 2011, the police have been carrying out a vigorous, 24-hour patrol of Majuro lagoon. This all-pervading police presence in the lagoon can be attested to by all yacht owners presently staying in and enjoying the Marshall Islands. There has never been a single case of yacht burglary since the commencement of these patrols. Police patrol is now a permanent feature of the lagoon."

The club's committee believes that it is one small group of people who have committed the great majority of the recent break-ins or attempted break-ins, and there are many people in the community, as well as the police and the cruisers themselves, who are working toward their apprehension. This is a relatively small place and things tend not to stay secret for too long.

That said, Majuro may be a small atoll (a rectangle of about 28 miles by four miles), but it is still an urban center with all of the inherent pressures that come with a low employment rate and high levels of poverty. Just as they would in any other part of the world, cruisers intending to leave their yachts in Majuro should have items such as motion detectors on board.

My husband Cary and I have worked hard to promote



MIECO BEACH YC

the Marshall Islands around the world's yachting community. As well as our being co-founders of the Mico Beach YC, our yacht seal is a 'Cruising Station' for the Seven Seas Cruising Association. I have also served with the Marshall Islands Tourism Association and

New on-the-water police patrols have curbed a rash of thefts from yachts visiting Majuro.

have created and sell a travel guide CD called *On the Move in the Marshall Islands*. We do all the above because we believe this a place that is truly remarkable for cruisers, who can sail to our many outer islands and enjoy great people, great diving and great fishing.

We don't want a couple of bad apples to stop yachties from enjoying this unique country, which has so many wonderful features. On this topic, Police Commissioner Lanwi stated in his above-mentioned letter: "Marshallese remain the friendliest and most hospitable people in Micronesia . . . Please be assured that our warm hearts and welcome await you as you sail here."

Komol tata (thank you very much)!

P.S.: Since the Police Commissioner wrote his letter, there have been no further incidents with yachts in Majuro.

Karen Earnshaw
Commodore, Mico Beach YC
Majuro, Marshall Islands

↑↓ MAJURO DOESN'T HAVE ANYTHING ON MONTEREY

If the crimes against cruisers in Majuro, Marshall Islands — as reported in the February 7 *'Lectronic* — increase any further, it will be as bad as here in the Monterey Municipal Marina. At least six boats were broken into last week. The 'pirates', probably bored teenagers, were apparently only interested in common stuff, as no expensive marine items were



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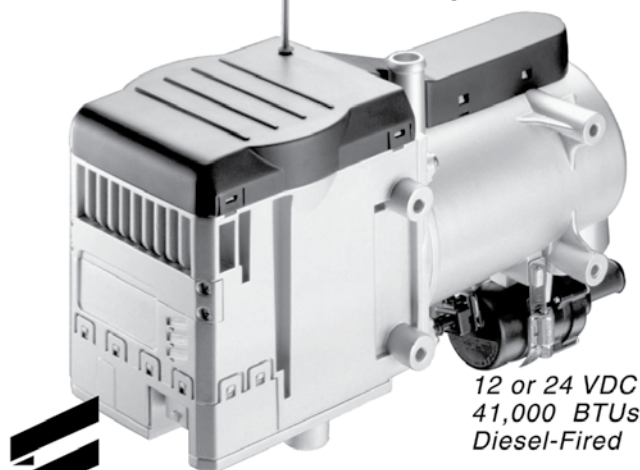
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LETTERS

taken. In the case of my Cal 36 *Euppsychia*, her hatch was pried open and the stores rummaged through. I don't think I lost anything significant.

Unlike in Majuro, the Monterey Police were of some help in locating a few of the items stolen from other boats. That said, it seems a bit of an overreaction for cruisers to leave the Marshalls because of a few petty thefts. However, it seems as if the police should be a little more sensitive to the problem. I'm headed to the Marshalls sometime this year from Palau on X, my Santa Cruz 50, so I want to thank everyone for the heads up.

Update: It's now a few days later and I have an update. The 'piracy' in Monterey is up to nine boats, as more owners have wandered down to their boats to discover forced entries. From what I understand, it's all been petty stuff.

By the way, I loved the Wanderer's great February 9 *Lectronic* about hunting down *Poco a Poco* and hoping that Olson 30 could become *Esprit de La Gamelle*. It's too bad she wasn't as good in real life as in the racing photo, for driving her downwind in the trades in the lee of St. Barth would be a blast!

David Addleman
 X, Santa Cruz 50
 Monterey

↑↓ "YOU'RE ALIVE AND LIVIN' IT!"

I'm so proud of the Wanderer, having read about his Puerto Rican 'Olson Quest' in *Lectronic Latitude*. He had a big dream, got his heart engaged, came up with a plan, and reached for the sky. What a great example to those who dream but haven't yet 'done'. I was grinning during the whole, sad, wonderful story. Hold your head high, by God; you are alive and livin' it!

Bill Kelly
Surface Time, Four Winns
 Rio Vista

Bill — To say we had a "big dream" and "reached for the sky"



LEIGHTON O'CONNOR

might be overstating it a bit, but the *Quest* was fun — and frustrating — and really did get the juices flowing. And god knows, the more we all age, the more critical it is that we be passionate and get the juices flowing.

'Poco' looked much fresher during a race last year than she did at the dock last month. By the way, our inspiration for the *Quest* came from a line in January's *Changes* from Kurt and Katie Braun, who have been out cruising for nine years now aboard their *Deerfoot 74* Interlude. When they noted that their motto was to "Go boldly until we can go no more," we saw something that we could believe in.

↑↓ **PURE POETRY**

I loved the Wanderer's New Year *Lectronic* report from Mexico's Gold Coast, and particularly his decision not to go to town with everyone else to celebrate the arrival of the new year. "We got to ring in the new year by communing with our beloved catamaran," he wrote. That's pure poetry, man.

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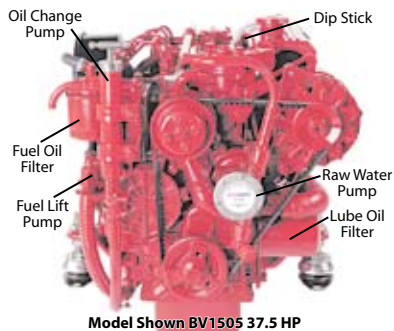


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LETTERS

The bad weather on the Bay on New Year's Day broke my string of New Year's Day sails, so your line in *Lectronic* is just what a landlocked sailor like me needed to hear.

Greg Carter
Origami, F-27
Sausalito

↑↓EVEN THE TYPOS ARE ENTERTAINING

I got a kick out of the following listing in the online *Classy Classifieds*: "... 2 two-speed electric wenchs, roller furling, nice interior. Boat is really BUILT."

Are these "electric wenchs" some sort of San Francisco sailing subculture thing that I wouldn't understand? It seems this could be painful, especially when it's time to lube them.

Pat Byrnes
Albuquerque, NM

Pat — *It was a particularly good typo, wasn't it? Thankfully our crack proofreader caught it before it went to print.*

↑↓BOGUS COUNTY BOAT ASSESSMENT UNCOVERED

My wife and I bought a new Catalina 42 from the dealer in Marina Del Rey in November of '06 and took offshore delivery. We kept the boat in Mexico for more than a year, and had followed all the rules, so we were therefore granted an exemption from sales tax by California's State Board of Equalization.

We had planned to go cruising, but due to an illness, had to change our plans. When we returned to Marina del Rey for the tax year '09, the L.A. County Assessor assessed the boat we had paid \$267,000 for two years before at \$255,000. The assessment seemed way too high to us, as new boats are generally thought to depreciate 15 to 20% as soon as you take possession.

We figured a correct assessment was about \$50,000 lower, so I called the Assessor's Office and spoke to the assessor assigned to our boat. Noting that the boat market was "in the toilet," she agreed with my evaluation over the phone. She said that if I agreed not to appeal, she would lower the assessment by \$50,000 — and thus our tax bill by more than \$500.

But get this: she said I first had to pay the higher tax bill to avoid any penalties, and then wait for the new tax bill to be approved by her supervisor. Only then would I get a refund for overpayment. So we paid.

Months went by, and after numerous phone calls from me to her, she said she would check the pile of requests on her supervisor's desk. And guess what? She told me her supervisor had turned down her suggested reduction, and the \$255,000 assessment would stand! If I wanted to file an appeal, I could.

By the way, I later learned that the woman was appealing her own personal property tax assessment. That 'one of their own' doesn't trust the system she works for gave me pause.

Since I was filing an appeal, I asked the assessor for all correspondence between her and her supervisor. Even though earlier in the day she claimed to have seen her supervisor's 'turn down' memo, she told me there was no correspondence between them. And if there had been, they wouldn't have kept it.

Frankly, I didn't believe her. And I would later learn that she hadn't been truthful with me. At my eventual appeal hearing, I 'accidentally' picked up the file they had on my boat and took it home with me. Looking into the file, I learned that the assessor had been telling me one thing and her supervisor another! I'm sure the assessor will have a story different than my version, but the proof in the pudding is that my assessment eventually got lowered substantially and that I have the

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LETTERS

documents that she told me didn't exist!

In order to contest my appeal, I needed to get the county's worksheets for my assessment. They insisted I had to request them in writing. Once I got the worksheets, it was obvious that not a lot of effort had gone into the work, and some of the valuations seemed questionable. More on that later.

After waiting more months, I made several calls to the appeals board to find out why my appeal wasn't being heard. They said they'd been slammed by appeals because of the recession, and it would be several more months.

After my hearing date was finally set, I got a letter from the assessor's office that would intimidate most people. They asked for nine items of information from me, including a request for a "Marine Independent Survey." I still don't know what that is for assessment purposes, who does them, or why I should pay to have one done. So I refused. They also claimed they would have to inspect my boat. I asked them to do it twice, but they never did. In my opinion, they never intended to, and were just trying to bluff me.

Some of the items they asked for — such as a copy of the bill of sale — were things I had sent to them when I first registered our boat with their office. When they asked for them again, I refused. Why should I waste my time giving them documents I had given them in the past? But get this. I later learned they had all of the information they were requesting from me in their files. How did I learn this? Remember how I 'accidentally' picked up the file they had on me? All the stuff was already in there!

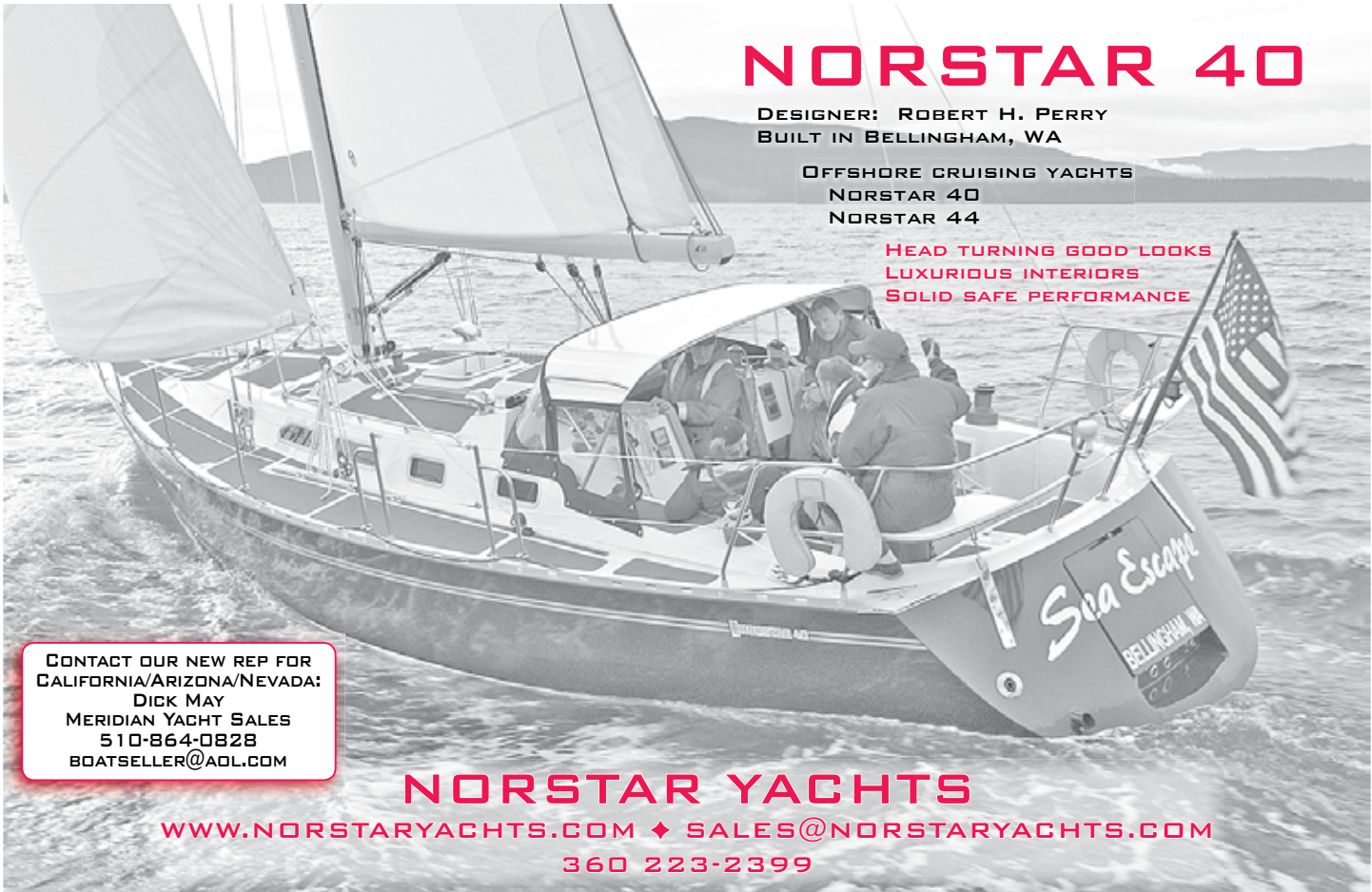
I don't like being lied to. And all things considered, I viewed their written requests as nothing but harassment. I sent a letter to them asking for all correspondence on my case. I got nothing from them.

A few weeks before my hearing date, and out of the blue, I got an email from the new assessor assigned to investigate my claim. She informed me that her supervisor had approved an approximate 10% reduction in my assessment from \$255,000 to \$231,000. If I agreed, I would get a refund of about \$300. They wanted to know if I would agree to that and not go to my hearing.

I was curious why they had made a reduction, so I asked for and received the worksheets for the new lower assessment. By law they were required to send me the stuff. I was surprised to find that the new lower assessment was based upon the exact same information as the original assessment! Upon closer examination, I discovered that the assessor had made several stupid and inexcusable mistakes in my original assessment. For example, instead of subtracting the depreciation/condition on my boat, she added it, creating a \$60,000 error! There were other problems, too. Instead of using the price of "comparable sales," as required, she used the asking prices for similar boats. As if the asking price is ever the selling price. She also made — and later admitted making — an erroneous 5% addition for 'geographic location' — even though the BUC book, which suggested the adjustment, said it applied only to powerboats, not to sailboats. By the way, the assessor relied heavily on the BUC price guide, despite the fact that BUC says their information may be inaccurate and that they won't stand behind their values in court.

So would I accept a \$300 reduction and cancel my assessment hearing? Fat chance!

When the time for the hearing came, my request to have it before a hearing officer was granted. It was an informal hearing, so I didn't need to bring a lawyer. I found the hearing to be conducted fairly, as the officer didn't take sides, and was competent. Further, he didn't lie to me and wasn't



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LETTERS

arrogant.

During the hearing, the assessor's supervisor apologized to me for their mistakes, and we did shake hands. After hearing both sides, the hearing officer, who seemed like a good guy, agreed with me and lowered our assessment to \$215,000. I would have liked more, but it was good enough for me. I had put in a lot of time checking out my assessment, and did so in the hopes that all boaters would learn from my experience to not trust the assessor's valuation of their boat.

What irks me is that the assessor, as far as I'm concerned, tried to cover her mistakes, never admitted them, and never apologized for it until the hearing. Too bad for them, as I told them all along in writing that I was a retired investigative reporter and activist, and win or lose, I planned to get this story out to the boating public.

I also told them that I had won a major press association award for a news series on property tax assessments in my home state of Maryland. Indeed, my series resulted in an overhaul of the Maryland assessment system and the assessor's losing his job. The public was furious when I exposed the flaws in the system that resulted in the public's being cheated.

The assessment supervisor actually seemed like a good guy, and I don't think his staff had fully informed him of the problems in my case. He did say that the assessment process was "an art, not a science," but I think that's a lame excuse for what happened. Two assessors in the same office using the exact same information should not be more than \$24,000 off in their determination of a boat's fair market value.

I was also shocked to find that, despite my not paying sales or use tax on the purchase of my boat due to a valid offshore delivery, the assessor added a phantom sales tax to the purchase price of my boat, and then assessed me on the new total. Thus they taxed my boat on a tax that didn't exist.

My advice to *Latitude* readers is to not blindly accept tax assessments. Your assessment may be correct, but it may be wrong. If you don't check, you'll never know. My advice is to pay whatever bill is due, but under protest, then ask for the last three years' calculation sheets on your boat's assessment. And if you just bought your boat, ask for the calculation sheet showing how they determined your current tax bill. In the case of L.A. County, filing an appeal online is as simple as going to <http://bos.co.la.ca.us/categories/Appeals/applications.htm>. It costs you nothing, and you can withdraw your appeal at any time until your hearing comes up about a year later.

By the way, we later moved our boat to San Diego, where she was assessed at . . . \$215,000.

P.S. I'm an avid reader of *Latitude* and learn a lot from it. You're the best!

Capt. Sandy Golden
U.S. Coast Guard Licensed 100 Ton Master
Sweet Angel, Catalina 42
San Diego

Capt. Sandy — Thanks for the kind words. But thank you even more for your investigation and case history.

You can imagine how shocked we were to learn that well-paid, coddled, big-pensioned government employees not only make bonehead mistakes on tax assessments, but seem to deliberately lie to and cheat the very citizens they are supposed to serve. The one obvious lesson of your tale, which is also one we've heard from citizens fighting traffic and other tickets, is that the strategy of the government bureaucracy is to make fighting them way more costly than simply paying the fine or tax, thereby discouraging objections. Nothing like paying tax dollars to institutions that are out to abuse you, right?

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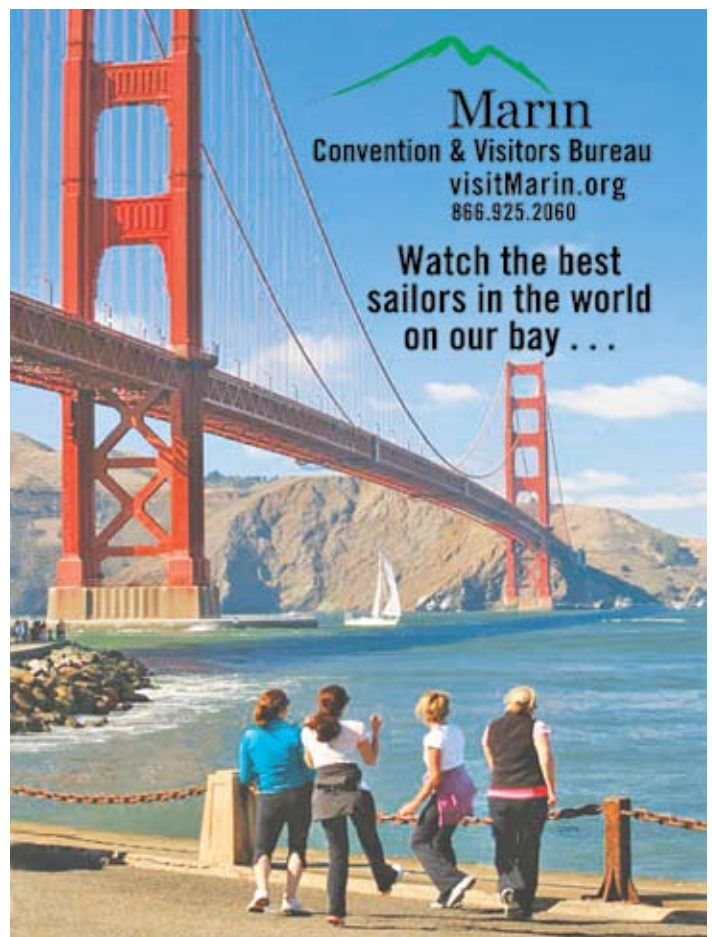
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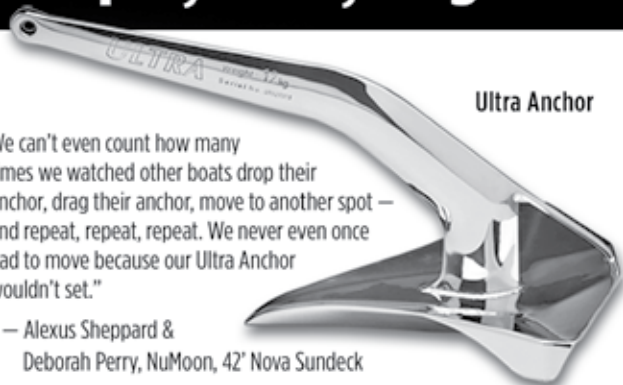
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LETTERS

↑↓ HOW TO WIN A GOOD CONTEST

Does the Grand Poobah/Wanderer have a thing for water? I ask this because he’s apparently the guy behind the From Here To Eternity Kissing contest at the end of the Baja Ha-Ha, and also the ‘Dropper’ during the Great Water Balloon Drop from the Sky Bar at Marina Riviera Nayarit during the Banderas Bay Blast.

I’d also like to know if there is a particular technique for winning either or both contests, as I plan to take part in both of them next year.

Terry Waintross
Walnut Creek

Terry — Yes, the Poobah/Wanderer believes that most things in life go best either in, on, around or with water. In the case of sailing, board surfing, bodysurfing, paddling, and From Here To Eternity-style kissing, preferably warm, clear, saltwater.



PETER MEYER

The keys to winning the FHTEKC are kissing during the maximum impact of the largest wave possible, the maximum intertwining of limbs, and red-hot passion. In other words, click on your exhibition switch and entertain your audience. You’ll probably be glad you took a little step outside what’s probably your normal comfort and maturity zones.

As for the balloon drop, you want to prepare yourself with your knees bent and shoulder-width apart, elbows bent, and hands, wrists and arms supple. But in the case of a properly filled and dropped balloon, it shouldn’t make any difference. You should still get drenched, which is, after all, the whole point.

↑↓ PART-TIME DELIVERY FROM BVIS TO CALIFORNIA

The ‘10 Ha-Ha, our second, cinched it for us: We love Mexico, so we left our O’Day 34, *Flibbertigibbet*, in La Paz and are currently commuter cruising. The problem is that she has gotten smaller during the 13 years we have owned and sailed her in the Bay, Delta, and up and down the coast.

The second part of our problem is that for 10+ years we have owned a Catalina 42 in the BVIs that we seldom use as it takes a full day to get there. It’s only a (cheaper) three-hour flight to get to Mexico, the Mexican people are friendlier, and we know many more cruisers (thanks to the Ha-Ha).

Although there are advantages to the Caribbean, air travel has become difficult, and let’s face it, remove the bars, mooring balls, smoking, rude Europeans, and New Yorkers from White Bay on Jost Van Dyke, and you have a typical beach in the Sea of Cortez. We have decided that having the longer, wider, faster and roomier Catalina closer to home makes more sense.

So we have four options: sell the Catalina there, where we’d compete with the flooded market of charter boats and she would fetch tens of thousands less than a replacement here; have her shipped to the West Coast, also tens of thousands; sail her to Florida or Texas and have her trucked here;

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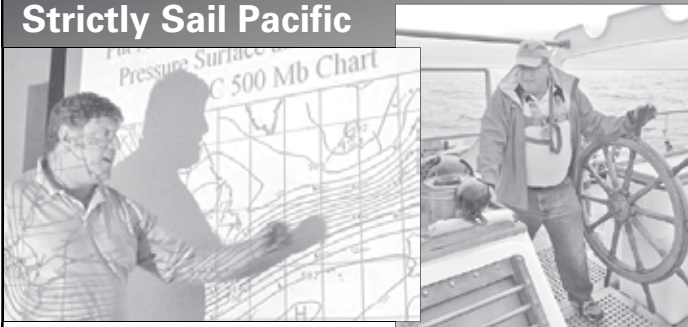
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LETTERS

or bring her home on her own bottom, which is also pricey, but would save us \$8-10,000 in California use tax since we already own her.

After reading Jimmy Cornell's book on cruising routes, we've decided that a straight-run type of delivery sounds more like work than cruising, so we are looking to you, Grand Poobah. Knowing that you and yours have done similar runs many times, can you suggest a route and time of the year that an almost-retired couple could 'commuter deliver' — 1-3 weeks on the boat, leave her for 1-3 weeks, and so on — and have her in California in one year or less?

Most of our friends and acquaintances are sailors, also fully or semi-retired, and many have offered to do a leg or two from St. Somewhere to St. Elsewhere, but none are interested in a grueling delivery. Of course, we would need to leave her in safe harbors with airports. Any suggestions would be appreciated.

Jim & Betty Adams
Flibbertigibbet, O'Day 34
Discovery Bay / La Paz
Silver Fox, Catalina 42
On the hard in Virgin Gorda

Jim and Betty — It's actually much easier to get your boat back to Mexico and California than you seem to think. Your first leg, from the BVIs to Panama's San Blas Islands and the Panamanian mainland, would be the longest, at about 1,200 miles. But it's all downwind and warm, and you'd have both the fantastic San Blas Islands and the Canal as the carrot at the end. You want to do this before hurricane season, June to November, and before the Christmas winds start hooting in late December. Even so, it's probably a good idea to have at least one reef in the main all the way across the Caribbean Sea. Once you arrive in Panama, you can leave your boat at Shelter Bay Marina on the Caribbean side, or at one of several other spots on the Pacific side.

The remaining three legs would all be 750-milers: Panama to Puesta del Sol Marina in Nicaragua, with pleasure stops in Costa Rica. You can leave your boat in total safety at Puesta del Sol and fly home from Managua. Then it's 750 miles from Puesta del Sol to Acapulco, including crossing the Gulf of Tehuantepec. Like the previous leg, this will no doubt involve a lot of motoring. We'd actually probably push it another 135 miles to Zihua, which hasn't had any drug violence. You can leave your boat at Marina Ixtapa. From Zihua, it's 750 miles to Cabo, where you can leave the boat and fly home, and then after the 750-mile Baja Bash you're back in California.

Timing is critical on these last four legs, too. It's best to do them in winter, starting in November or December, and just make sure you get back to California by July — assuming you don't want to leave the boat in Mexico over a hurricane season at a spot such as Puerto Vallarta, Mazatlan or La Paz. You don't want to do any of these four legs in the summer because of rain, hurricanes, lightning and humidity.

In a typical month, we receive a tremendous volume of letters. So if yours hasn't appeared, don't give up hope.

We welcome all letters that are of interest to sailors. Please include your name, your boat's name, hailing port and, if possible, a way to contact you for clarifications.

By far the best way to send letters is to email them to richard@latitude38.com. You can also mail them to 15 Locust, Mill Valley, CA, 94941, or fax them to (415) 383-5816.

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**BOATLOAD
PROVISIONS**

SIGHTINGS

west coast sailors killed by pirates

On February 22, American cruisers Scott and Jean Adam, 70 and 66, of the Marina del Rey-based Davidson 58 *Quest*, and their Seattle guests Phyllis Macay and Bob Riggle, 67 and 59, were shot and killed by Somali pirates off the coast of East Africa. Although kidnapping sailors and commercial mariners is common in that area, this is the first time American captives have been killed, as they are normally held for ransom.

Quest was seized by the pirates on February 18 while 240 miles off the coast of Oman — and 750 miles from the coast of Somalia.



The Adams and their guests had been on their way from Mumbai, India, to Oman. The hijacking occurred just three days after the Adams had decided to split off from a large group of yachts in the Blue Water Rally.

The military explained that the captured sailboat, which was making its way toward Somalia, where the captives would surely have been taken inland as ransom negotiations took place, was being shadowed by the U.S. Navy destroyer *USS Sterett*. Two pirates had gone aboard *Sterett* and negotiations were ongoing when a grenade was launched at the warship, followed by the sound of shots fired aboard *Quest*. When U.S. reaction forces reached the yacht in small boats, they found that all four Americans had been shot. Two were already dead and the other two succumbed to their wounds



COURTESY QUEST

Scott and Jean Adam, left, and Phyllis Macay and Bob Riggle were murdered by Somali pirates aboard 'Quest'.

shortly afterward, despite receiving medical attention. Two pirates died during the confrontation and 13 others were captured.

Pirate leaders told Reuters that they'd ordered their "colleagues" to kill the hostages because "they were being attacked by a U.S. warship." The Navy maintains that they fired no shots until after rescue forces had boarded *Quest*. We may never know exactly why the Americans were killed, rather than simply being held for ransom. But the fact that the bodies of two additional pirates, who had been dead for some time, were also found aboard *Quest*, suggests that there was possible dissension within the group of captors.

Scott and Jean Adam bought *Quest* in New Zealand in '02 and brought her back to Marina del Rey. After two years of living aboard, they left in '04 on what was supposed to be an eight- to 10-year circumnavigation. During the ensuing time, the couple were very adventurous cruisers, sailing more than 60,000 miles.

Some question the Adams' decision to make the passage from Mumbai, India, to Oman and then the Red Sea, and even more so for leaving what might be perceived as the relative safety of the Blue Water Rally fleet. To give some context to the first contention, see *Changes* for Randy Repass' account of his passage through the same area just days before the tragic incident. Others have been critical about their mission to deliver Bibles to the communities they visited, but friend Scott Stolnitz, who has been cruising for the last several years with his wife Cindy on the Marina del Rey Switch 51 *Beach House*, downplays this angle, saying that the Adams just passed out Bibles if needed or requested in remote areas. The Adams had been married for 15 years and had three children between them from previous marriages.

While attacks on commercial shipping continue unabated in the 'pirate alley' between the Indian Ocean and the Red Sea — 30 vessels and over 700 crew are currently being held hostage — attacks on cruising yachts have been relatively uncommon. It might be a co-

continued on outside column of next sightings page

l'hydroptère bound

Although we haven't been able to confirm it as of this writing, we have very good reason to believe that Alain Thébault's record-breaking 65-ft foiling trimaran *L'Hydroptère* will be lining up with the already impressive fleet in this year's TransPac sometime around July 4. Until American Rob Douglas took back the record for the kitters last year, the foiling trimaran had held the speed record over a 500-meter course at 51.36 knots. While the conditions on a TransPac course might not be ideal to replicate those kinds



GILLES MARTIN-RAGET

We couldn't get a 'oui' from the 'L'Hydroptère' camp, so if this turns out to be a false rumor, we'll be saying 'oof' as we wipe the 'oeuf' off our face.



for the west coast?

of speeds, *L'Hydroptère* nonetheless represents a significant threat to one of the softer records in West Coast sailing: the 5d, 9h, 18m, 26s-mark for multihulls set in the '97 race by Bruno Peyron's *Explorer*.

We've been wondering when the attention that an America's Cup on the Bay brings to the region would translate into attracting noteworthy international racing programs outside the Cup. If the rumor mill has it correct, that might just

continued in middle column of next sightings page

pirates — cont'd

incidence, but just two days before *Quest* was captured, a New York court sentenced the only Somali survivor of the attack on the *Maersk Alabama*, which had been successfully resolved by Navy sharpshooters, to 33 years in prison. If brought to the U.S. for their trials, the surviving pirates could face the federal death penalty.

"We've got to have a more effective approach to maintaining security on the seas, in the ocean lanes, that are so essential to commerce and travel," said Secretary of State Hillary Rodham Clinton after the killings. As international forces take their time in coming up with an "effective approach," it will be business as usual for the pirates. "I lost the money I invested and my comrades," the pirate leader complained. "No forgiveness for the Americans. Revenge. Our business will go on."

— *latitude 38*

The talk on the dock is that Alain Thébault might be bringing his kick-ass 65-ft foiling trimaran 'L'Hydroptère' to the West Coast for this summer's TransPac, and possibly to the Bay afterward.



SIGHTINGS

it's been a lovely cruise . . . out

The joys of cruise-outs have often been touted in these pages — they're a great way to make new friends, check out other people's boats, explore a new area, or simply get the boat out of the slip — so it was this reporter and her husband's pleasure to take part in our first cruise-out as new members of the Vallejo YC over Valentine's Weekend. This year's annual Sweetheart's Cruise sent the fleet of 15-or-so boats the nine miles to Martinez Marina.

One would think that a nine-mile jaunt shouldn't take more than a couple hours, if that, but one also needed to take into account the strong ebb current that was running that Friday. So unless you were an early riser — we most definitely aren't — you either had to push long and hard just to get under the Carquinez Bridge, or you hung out at the club until late afternoon. We did both.

continued on outside column of next sightings page

l'hydroptère

be now! Normally we try to confirm these things before blasting them out there, but this tidbit got us so excited that we couldn't restrain ourselves.

The rumor doesn't seem like too much of a stretch, given that Thébault and his team have been working on plans to build a G-Class foiler to set the Jules Verne record — they've already built a half-size prototype. The TransPac, a comparatively benign race course, would make a good testing ground. Also factor in that Thébault was a protégé of the late Eric Tabarly — who sailed his 72-ft trimaran



Family time — Grandma and Grandpa, Janet and Jim Pecorella, love taking Austin on cruise-outs aboard their Gulfstar 37 'Pelagian' — and Austin loves it, too! Spread, accompanied by Ruben and Robbie Gabriel on their Pan Oceanic 46 'Buffalo Spirit', we did our best to sail to Martinez but it was a lost cause. Regardless, the weekend outing was still a blast.



PHOTOS LATITUDE / LADONNA

— cont'd

Pen Duick IV to unofficial line honors in the '69 TransPac — and the idea seems even more plausible.

The boat will reportedly spend some time in the Bay after the TransPac. And while we wonder how it would fare in a lighter-air TransPac, we do think that it would be a good candidate to wrest the Ronstan Bridge to Bridge Race record from the boardsailors!

Multiple attempts to contact the team went unreturned, and TransPac officials say they are not on the entry list.

— rob

cruise-out — cont'd

As we watched the 'early risers' head out of the marina that morning, we wondered if we should forget the tea we were leisurely sipping and leave, too. "Nah, it'll be a good chance to blow the carbon out of the engine," we decided. Besides, we wanted to take showers.

All was well on our way out the Napa River, as one might suspect on an ebb, but as soon as we turned the corner, we fairly screeched to a halt. We quickly realized that it was going to be a long, boring motor — not a breath of wind ruffled the fast-flowing water and, after an hour, we hadn't even reached the bridge — so we flipped a U and spent the day at the club relaxing in the sun.

Good thing, as it turned out, because we almost certainly would have run aground in the marina at low tide. Depth sounder readings from the 'early risers', some of whom had issues finding enough water to accommodate them, confirmed that waiting was the right decision. So Mom was proven right once again — patience really *is* a virtue.

Just two of us left later that day —

the rest of the fleet would join us on Saturday — and though we put in a valiant effort to sail, once we actually started moving backward, on came the engine. We arrived at the marina at dusk with plenty of water to spare under our keel, then were whisked off to the Martinez YC for a fantastic — and fattening — meal of ribs with all the trimmings.

As the rest of the fleet did their best to race up the Carquinez Strait the next day, we spent time exploring downtown Martinez, relaxing in the cockpit, and joining an impromptu dock party. Sadly, the racers experienced the same conditions we'd had the day before, resulting in almost all of them calling it quits and driving over for that night's rockin' Valentine Party,

once again hosted by Martinez YC.

Everyone was more than happy to take advantage of that obnoxious ebb the next morning, most of all us, as we were heading back to our home marina in Sausalito. Just four hours after leaving, we were tied up, recounting the fun times we'd had to anyone who'd listen.

Perhaps we sound like a broken record, but it bears repeating: whether you belong to a yacht club or not, cruise-outs are an outstanding way to set a date to get your boat out of the slip. In today's hectic world, it's easy to say, "Oh, we'll go out next weekend." Then six months go by without your stepping on your boat. But if you've committed to an outing with friends, it's much harder to blow it off. So do your stress level a favor and either join your club's next cruise-out or organize one with some boat buddies — you won't regret it!

— ladonna



Several four-legged friends got in on the Sweetheart Cruise action, too.



Exploring new places is just one of the many reasons to go on a cruise-out with friends.



Becky Ronk of the Beneteau 411 'Bequia' and crew Lorraine enjoyed some much-needed girl time as husbands Dennis and Rudy bonded over beers on the dock.

cirque du sail

We've known circumnavigating sailors who've replenished their cruising kitties in all sorts of ways — by working at odd jobs ashore, repairing gear for other sailors, playing music in foreign bars . . . you name it. But last month we observed a new variation: As they slowly make their way around the world, French sailors Delphine Lechiffart and Franck Rabilier perform 'high-wire' circus acts from the rigging of their 40-ft sloop *La Loupote* — and pass the hat afterward for donations to their cruising cause.

Franck was trained in the circus arts as a kid, but gave it up — at least temporarily — to become an engineer. After he met the extremely

continued on outside column of next sightings page

cirque — cont'd

athletic Delphine, however, the couple began practicing acrobatic routines together just for fun — and Franck put his engineering career on hold. In their first years together, they expanded their interests to include dance, theater and improv, performing in Paris, Brittany and elsewhere in France.

They'd both done a little sailing as kids in Brittany, and those experiences must have planted a seed. Because at some point they



Beautiful family, beautiful life. The multi-talented 'Loupoite' crew will be in the Bay next fall.

hatched the unique idea of buying a sailboat and creating special shows that could be performed from its rigging. But they had to perfect their sailing skills before that dream could become reality. Their initial test cruise in Brittany aboard a chartered catamaran — with Franck as captain — went pretty well, except for the part when the cat went high and dry during low tide. Ah well, *pas de problème!*

After a lot of searching, the couple found *La Loupoite*, a cold-molded, flush-deck sloop that would give them a good potential performance space for an affordable price. An unfortunate craftsman had spent 17 years building her in his backyard but died before he had a chance to sail her. We think Franck and Delphine's active use of her would probably make the sloop's builder very proud. After four years

of upgrading her, they set sail from Brittany in '04 with their lovely daughter Loeva, who was then only 5, and began their dream of performing wherever they went.

They've now sailed thousands of miles and performed in dozens of harbors in France, Portugal, Morocco, the French West Indies, New England, Eastern Canada, Panama and Mexico. The second adorable daughter, Ondja, now 2½, was born in France between tours. When we saw Franck and Delphine perform last month in Puerto Vallarta, their two-part show had been honed to perfection. The first 20-minute segment, called *The Navigators*, was a slapstick comedy sketch reminiscent of the antics seen in silent movies, while the second piece, *Between Islands and Wings*, had a sweet romantic theme. Both required great skill and timing, and were flawlessly performed, even when the wind kicked up to 18 knots.

This exceptional sailing family will soon set sail for Hawaii — where they'll perform at the Waikiki YC — thanks to a chance meeting with the Club's ex-commodore Mark Hazlett, who's now cruising aboard his Outbound 44 *Pua'ena*. They'll be in British Columbia from June to September for a confirmed engagement, then will head south to San Francisco where they hope to perform — as always, for donations — at a number of yacht clubs and other waterside venues. (Email laloupoite@gmail.com if you'd like to host them.)

"We're not trying to get rich by doing this," says Franck. "We just love to perform."

"But we are rich inside," adds Delphine with a sweet smile. You only have to observe the joy they bring to audiences wherever they perform, and the love this couple and their daughters share, to know these acrobatic seafarers are indeed rich — in ways most of us will never know. We highly recommend that you catch their act when they sail this way. You can't miss *La Loupoite*. Her hull is colored with the same bright yellow paint used on school buses!

— andy

yasi's path

Australian cleanup efforts in the aftermath of Cyclone Yasi, which pummeled the beleaguered state of Queensland early last month, are making progress but, with the extent of devastation caused by the Category 5 monster, recovery will take many months, if not years. Officials have expressed relief that the damage caused by the largest cyclone to ever hit the continent — packing winds up to 186 mph — wasn't any worse.

While agricultural interests have been hit hard by the monster storm — the



of destruction

sugar cane industry is expected to take a \$500 million hit and 75% of the nation's banana crop was wiped out — the storm avoided highly populated areas and gave a pass to much of the country's lucrative mining infrastructure.

The yachting community along the Queensland coast was devastated, particularly at the normally well-protected Port Hinchinbrook Marina in Cardwell. The breakwaters weren't able to withstand the 12-ft storm surge — similar to

continued in middle column of next sightings page

crew list party time

Are you having trouble finding crew? Are you having trouble finding rides? With the sailing season just around the corner, it's time to do something about it. The *Latitude 38* Crew List has been a staple for Bay Area sailors for the past three decades, and it's still an extremely effective way to find both crew and rides. And it's not limited to just racers — lots of casual sailors enjoy having company on daysails. Oh, did we mention that it's totally free? You can find the Crew List online by clicking on 'Crew List & Party' on the home page of www.latitude38.com.

There you'll find details on our upcoming Spring Crew List Party, which is tailor-made for people who value face-to-face introductions to potential skippers and/or crew. Many crew listers find it's a perfect, neutral place to meet their new crew or skipper for the first time. Plus they're a ton of fun!

The last few parties have brought out great numbers of motivated

continued on outside column of next sightings page



Delphine and Franck make maximum use of 'La Loupoite's' deck space during their 20-minute comedy routine they call 'The Navigators'. Inherent in their slapstick antics is thrilling expertise in aerial arts.



PHOTOS LATITUDE / ANDY

SIGHTINGS

crew list — cont'd

skippers and crew, and a lot of fresh faces. They've produced some great success stories, and we hope the next one is yours.

So come on down to the Golden Gate YC on March 9 from 6 to 9 p.m. It still costs just \$7 — \$5 if you're under 25 (with ID) — and includes snacks to go along with the no-host bar. No early birds, please, and exact change is always appreciated. Before the party gets going, Sal's Inflatables will be holding an in-the-water liferaft demo starting at 3 p.m. The demo represents a rare opportunity to practice with a liferaft on someone else's dime, which is no small expense. Reservations are required; call Sal's directly at (510) 522-1824 to reserve a spot.

If you find yourself in need of either a ride or new crew in '11, you know where to go: www.latitude38.com.

— rob

yasi

a tsunami — that ravaged the 250-berth facility, sending boats crashing into the tony homes that encircle the port.

Amazingly, there was only one confirmed death from *Yasi* — that of a 23-year-old man who died of asphyxiation from running a generator in a poorly ventilated room. (A married couple and a solo sailor from Port Hinchinbrook had been declared missing aboard their yachts but all were found alive and well after *Yasi* had passed.)



Always wondered what getting into a liferaft would really be like? Don your wetsuit and try for yourself at a demo by Sal's Inflatables the day of the Crew List Party.



PHOTOS LATITUDE ARCHIVES

— cont'd

With that bittersweet fact in mind, we suppose it's now safe to share our favorite politically incorrect bit of levity that resulted from the tragedy — our thought being that even in sad times a laugh is good therapy:

What did Cyclone Yasi say to the coconut tree?

"Hang onto your nuts, this is no ordinary blow job!"

— *latitude*



Got crew? Get some at the Spring Crew List Party on March 9.

eight bells

The Sausalito waterfront lost another luminary last month. Jim Leech had retired from a 40-year career as a master sailmaker on December 31 and was looking forward to spending more time with his family. Though he'd been in poor health in recent years, his passing on January 27 of a heart attack was unexpected. He was 62.

Jim was a lifelong sailor who learned his craft at a young age. Having apprenticed at Larsen & Sutter Sails when he was just 13, he eventually managed Sutter Sails after Pete Sutter retired. Jim and Mark Rudiger later established their own loft, Leech & Rudiger Sails, and Jim had a successful 30-year career with Neil Pryde Sails. "He was one of the most experienced sailmakers in the world, and highly respected throughout our industry," said Tim Yourieff, president of Neil Pryde Sails.



COURTESY KATHLEEN LEECH

In addition to selling sails, Jim was known along the Sausalito waterfront for his stint as harbormaster at Pelican Harbor, as well as his role as manager at Anderson's Boatyard. "Jim was very well-known and well-respected in Sausalito," said friend John Skoriak.

Local sailmaker John Amen shared a fond memory of his old pal. "Jim and I grew up as Sausalito kids sharing the same back fence and the love of sailing. When I was 13, we drove down to Encinal YC with his new tricked-out mahogany 110 for a regatta on the Estuary. Since it was a round robin, we had to trade boats after every race, and the spinnaker halyard stuck on every take-down aboard the boat we were dealt. Even though we were struggling to get the kite down, Jim turned back upwind when he saw another 110 was swamped and almost sinking. They actually disappeared under water. When they surfaced we threw them life jackets (we didn't wear them back then). Jim saved the lives of those sailors and I will never forget that."

"That's just the kind of guy Jim was," confirmed Kathleen, who went on to explain that her husband had been responsible for saving several other lives as well. "In 1969, *Santana* was sailing back from Monterey when, just outside the Gate, Jim spotted a strange light so they turned around to investigate." Turns out five guys — one of them being Spec Simmons, owner of Spec's Bar in North Beach (Jim never again paid for a drink at Spec's) — were being swept out to sea after their boat had sunk. On another occasion, Jim saved a toddler who'd fallen in the water and become lodged under a dock. He performed CPR and the child ultimately recovered.

It's clear that sailing was in Jim's blood. Not only did he participate in a number of races to Tahiti, Mexico and Hawaii, but from 1971-73, he also circumnavigated aboard then-owner Charlie Peet's famed Sparkman & Stephens-designed 55-ft schooner *Santana*. In the '90s, Jim retired from ocean racing because of family priorities and health issues, his last race being the '94 Vic-Maui aboard the Tripp 73 *Atalanta*, which took first overall and first in class.

Above all else in his life, though, Jim's passion was his family, especially son Connor, now 21. After Connor's birth, Jim adjusted his work schedule to accommodate his dedication to fatherhood. "This was quite a blessing to me and our son," Kathleen said. Connor, in turn, has become an accomplished sailor himself, having sailed competitively in high school and college. He's even planning a South Seas cruise after he graduates this summer.

continued on outside column of next sightings page

SIGHTINGS

eight bells — cont'd

Jim's ashes were scattered on February 4, and a memorial was held the next day. Kathleen hopes that those who knew him will send remembrances to Connor at leech1@comcast.net for a family memory book. "His passing is a great loss to our family and his friends, of whom there were many in the sailing community," said Kathleen. "He was a fine man, a great sailor, a great father and husband, and an active agent here on the Bay his whole life. We truly miss him."

— *ladonna*

zihua sailfest's 10th anniversary

The 10th anniversary of the Zihuatanejo Sailfest raised nearly \$36,000 USD (431,000 pesos) to support the educational projects of Por Los Niños de Zihuatanejo, AC, Sailfest's Mexican foundation. Forty-four sailboats were joined by several motor yachts for a week-long festival of fun, games and heartfelt volunteerism.

Local and international musicians stole the show this year, donating their talents to perform at four sold-out benefit concerts. For the past five years, these musical acts have helped build 14 classrooms with their voices and guitars.

The cruisers this year had the novel idea of asking their friends and yacht club members back home to bet on their performance in the pursuit race by making a PayPal donation at www.porlosninos.com, raising \$3,400. A permanent trophy was created to celebrate this new annual fundraiser.

Sailfest's initiatives to send Zihua's less-fortunate children to school were enthusiastically supported by the local community. This year,

261 businesses donated gifts and services to the Sailfest auctions and raffles, raising nearly \$8,300.

Inspired by the vision of the cruisers, Rotary International awarded a \$22,000 humanitarian grant to the new primary school built with 2010 Sailfest funds. The grant provided classroom furnishings, teaching materials, a computer system, a playground/basketball court and a kitchen/lunchroom.

Over the past ten years, Sailfest/Por Los Niños de Zihuatanejo and their caring partners, including the City of Zihuatanejo, Rotary International and nearly 300 members of our local business community, have

helped build more than 40 classrooms, purchase thousands of reading books, fund hundreds of scholarships, create school nutrition programs and provide educational opportunities for more than 2,500 economically disadvantaged young scholars in our community.

For more information on Sailfest educational initiatives, please visit www.porlosninos.com. The Sailfest 2012 schedule of events will be posted soon at www.zihuasailfest.com.

— *lorenzo marbut*

call it persuasion

I prefer even the most boring sailing experience to jewelry. But jewelry is really nice, too. Sailors, you say that you want to persuade your loved one, male or female, to join you sailing? Call it persuasion or use the word bribery, but I have a suggestion that just might work. Let me explain how I came up with the idea.

Eagerly perusing a Gump's jewelry catalog in front of my husband

continued on outside column of next sightings page

boat-in dining

What could be better after a day of great sailing on the Bay than to sail up to the dock of your favorite restaurant for a bite to eat? There are literally dozens of options on the Bay: the Estuary has Quinn's, Scott's and Yoshi's among many others, Tiburon has Sam's, the City has La Mar Cebicheria Peruana at Pier 1½, Emeryville has Trader Vic's right next to the marina, Richmond has Salute at Marina Bay, and Sausalito even has a few — Fish at Clipper Yacht Harbor Basin 2, Le Garage at Schoonmaker Point Marina, and Horizons' private dock, which was recently repaired after being out of

COURTESY ZIHUA SAILFEST

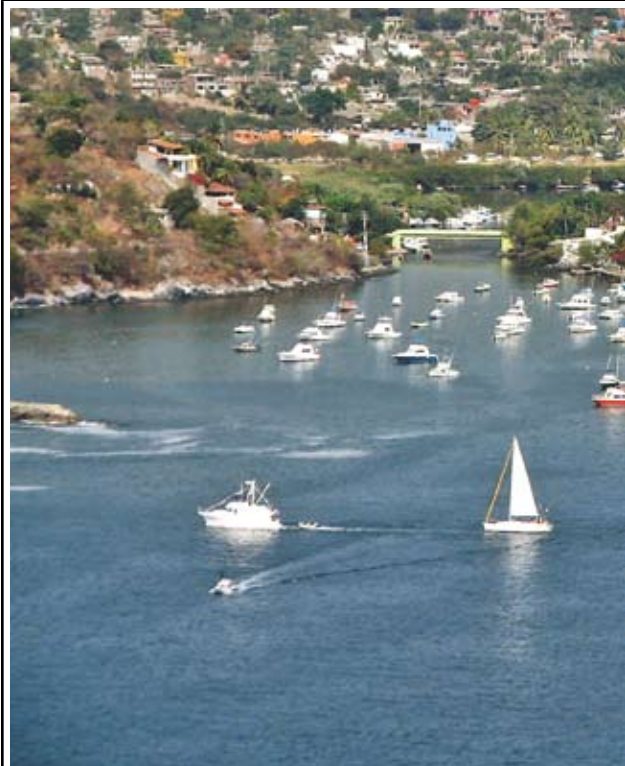


Sailfest's laid-back race is a highlight of the event every year.

COURTESY ZIHUA SAILFEST / LYNN BRADBROOK



COURTESY ZIHUA SAILFEST / JULIA



suggestions needed

commission for nearly a year. And that's just to name a few!

We're planning a full-featured article on sail-in dining for the April issue of *Latitude 38* and would like our readers' input. What's your favorite boat-in restaurant on the Bay or the Delta and why? Have you ever done a boat-based wine tasting tour? Is there a restaurant you've always wanted to try but didn't for some reason? Email your suggestions to ladonna@latitude38.com, and be sure to include your favorite boat-in dining story, as well as any photographic evidence you may have.

— *ladonna*

persuasion — cont'd

in January, I mumbled that Valentine's Day, my birthday *and* our anniversary were coming up — "Look, honey, aren't these just the prettiest earrings?" I circled my *objet du désir* in red pen, positioned the catalog in strategic places around the house with no apparent effect, and finally threw it away.

Imagine my surprise to find a little Gump's box on the kitchen table on Valentine's Day! Did I get my earrings? Well, no, but a picture of them from the catalog was nestled inside, with a promissory note from Gump's apologizing for the delay and assuring me that a salesperson would call when they arrived at the store.

The incident gave me an idea to help those who are having a hard time getting their loved ones to sail with them: call or visit any store within walking distance of Pier 1½, South Beach Marina or San Francisco Marina — perhaps Shreve's or Gumps, or even the Ferry Build-

continued on outside column of next sightings page



Zihua Sailfest — Clockwise from above, for indigenous kids from Zihua's hillside communities, a day at the beach isn't all that common; Team Jamaica Mistaica, with Doug Romain, Keith Forsey, Ken Ross and Jim Machado, served up the good stuff at the chili cook-off; the boat parade is a great way to show off; the 'Catch 22' of Mexico's mainstream school system is that you can't attend unless you speak Spanish, and Sailfest helps to bridge the gap; even 'los luchadores' helped to raise funds to build schools.



PHOTOS THIS PAGE COURTESY ZIHUA SAILFEST / MARGARET REID

SIGHTINGS

persuasion — cont'd

ing — and buy something unique to the City. It could be a necklace or a Gore-Tex jacket, but it must be a purchase for which you can reasonably argue that a sail is necessary in order to collect. In other words, a gift from the heart awaits the lucky recipient following a sailing expedition across the Bay. Make this your opportunity to lure that special someone into an experience that will forever be associated with that *objet de l'amour*.

Is this a crass and transparent effort? Perhaps. Might it be considered a pathetic last ditch effort on your part? Possibly. Is it worth the effort? Well, only if you really want that person to join you sailing.

From my own experience, as both the sailor *and* the recipient, collecting jewelry from Gump's presents me with an excellent and purposeful destination. If I have 10-12 knots of breeze and a flood tide, I can sail *Dura Mater*, my Cal 20, from the Berkeley Marina to Pier 1½ in a little over an hour. After a coconut gelato at the Ferry

continued on outside column of next sightings page

mark your calendar

That the Delta isn't chock-a-block with Bay-based boats all summer long has always been a mystery to us. After all, its warm, fresh waters, its easygoing atmosphere, and its soul-enriching heat are just what many Bay sailors — especially wannabe cruisers — dream about.

Two years ago, in an effort to entice more sailors to explore the Delta's deliciously warm waterways, we created a family-friendly little rally we dubbed the Delta Doo Dah, which took a group of 30 or so boats from the Bay as far as Stockton. The response was fantastic — we sold out in just three days — so last year we increased the entry list to 50 boats.



PHOTOS LATITUDE / LADONNA EXCEPT AS NOTED



GARY RYAN

A rockin' spinnaker run up San Pablo Bay will eventually lead you to the Delta's peaceful Potato Slough.

for the doo dah '3d'

Though more boats were able to sign up, the list filled within just 12 hours!

This year, we've decided to give you a little extra time to mark your calendar, so we moved registration to Monday, April 4. As soon as *'Lectronic Latitude* is posted on that day (usually around noon), follow the link in the Doo Dah story and fill out the registration form. The entry fee is \$59 and includes a burgee, a killer T-shirt, and a swag bag full of cool stuff from our sponsors. To keep things fair, we don't pre-sell space — it's first-come, first-served, which allows newbies and repeat offenders the same odds of snag-

continued in middle column of next sightings page



BETTY ADAMS

The inspiration for the Doo Dah's logo. Don't miss the fun — registration opens April 4!



Give your kids inspiration for their 'What I Did This Summer' essay.

persuasion — cont'd

Building, it's just a short walk up to Gump's to collect my prize.

Given this brilliant scheme, have I been able to persuade my own non-sailing beloved to join me on a trip to collect the beautiful jewelry he ordered for me? No way. Something about great whites and a dislike of confined spaces. But he did agree to take BART over and join me at Tadich's afterward.

I don't promise that it will work for you, either, but you never know until you try. In the meantime, I'm happy to go collect the earrings, wear them during lunch, and then run all the way home across the Bay singlehanded. That's what floats my boat.

— jackie philpott

alleged murderer captured in panama

Disturbing news came out of Panama last month when expat Don Winner of the Panamanian news site *www.Panama-Guide.com* reported that Spanish national Javier Martín, 42, was arrested on suspicion of murdering two sailors: American Don North, 56, of the North Carolina-based Morgan 385 *Windancer*, and Frenchman Jean Pierre Bouhard of the 50-ft aluminum catamaran *Levante*.

Apparently, Martín ran a business transporting backpackers from Panama to Colombia — a service Bouhard also offered — before his 44-ft Beneteau Oceanis *Twyla* was wrecked in San Blas. Winner reports that Martín left port in bad weather on December 8 with 11 backpackers aboard, and that when he was forced to turn back, he "missed the turn" and sailed onto a reef. All aboard reportedly saved themselves. *Twyla* is currently lying in 25 feet of water.



WWW.PANAMA-GUIDE.COM

Don North (and Kuna) and Jean Pierre Bouhard are believed to have been murdered in Panama by the man known as 'The Spaniard', Javier Martín.

Now without an income, Martín was allegedly hired by singlehanded cruiser Don North in January to help deliver *Windancer* to Colombia. North and his schipperke Kuna haven't been seen since January 10. But the connection between North and Martín wasn't officially made until Bouhard's body was discovered by divers on February 4 in the waters off Portobello with a gunshot wound to the head. He'd apparently been tied to an anchor or other heavy object and dumped overboard. Reports indicate that Bouhard disappeared after declining Martín's offer to buy his catamaran, *Levante*, on credit.

Levante was recovered not long after, and investigators reportedly discovered blood as well as Don North's passport aboard. *Windancer* was also recovered, and blood was again found to be present. Both boats had been renamed. *Windancer* had been abandoned, but *Levante* had allegedly been left at the Green Turtle Cay Marina by Martín himself.

On the tourist island of Chichemé, which is near where Don North went missing, two tents that investigators say were rented by Martín were searched. According to Winner, they found many items belonging to North, as well as papers indicating that Martín may not have been the legal owner of *Twyla*. Winner also claims to have received a report that, after North's disappearance, his credit cards were used to plunder his bank account. Winner heard similar news from Bouhard's sister.

When Martín was taken into custody on February 14 in Santa Fe, Darien, officials say he was in possession of three guns — a .38, a 12-gauge shotgun and a Glock 9 mm — ammo, \$14,000 cash, and North's credit card. He's currently in custody in Panama City and could get as much as 60 years if convicted of murdering both men.

— ladonna

missive from the big house

Here at *Latitude 38*, we get a surprising amount of mail — roughly six letters a year — from readers incarcerated in correctional facilities. The letters usually mention how much the magazine keeps the dream of sailing — and the freedom and autonomy it represents — alive for people who will take all the incentive and hope they can get to build a new life after they've finished paying their debt to society. They're faced with creating new chapters in their lives' narratives that will suddenly have to be forged without the regimentation of the institution that becomes second nature after so many days, months and years of having very little self-determination.



'Golden Compass' is an impressive model, especially since it was built by someone who's never even seen a boat outside of these pages.

We rarely run these letters because, by definition, they don't come from people actively engaged in sailing on a practical level. But we received one recently that caught our attention, primarily because it came in a big cardboard box and was accompanied by a 20-inch-long hand-hewn model sailboat. Well-proportioned, the *Golden Compass* is reminiscent of a Columbia 36 with the transom treatment of an Express 27. We were struck by the accuracy and attention to detail that went into its construction. Also in the box were a second letter and a pair of hull lines and offsets drawn by builder Jason Duran. *Latitude 38* subscriber and inmate at California Men's Colony in San Luis Obispo. The hull, which rests in a custom cardboard shipping cradle, is built primarily of popsicle sticks and tongue depressors, with the deck 'planks' stained to look like teak. There's marquetry in the form of a star on the foredeck. The hull is faired with Bondo. It has double lifelines — the top ones are made of silver chain — and gold-colored craft store metal details like the wheel, anchor and ornaments around the foredeck and transom.

A neighbor of Duran's carved a realistic soap figurine —sporting intricately-detailed Hawaiian shorts — that supposedly represents the builder. A compass rose is silkscreened onto the sails, which were made from a sacrificed pair of fresh boxer shorts and stitched by Duran's "bunky" or cellmate. The mast, made of drinking straws, is supported by a dowel that was added after it left prison grounds. It's rigged with two sets of geometrically accurate wooden spreaders and standing rigging made from hand-spun two-strand twine prepared by another neighbor.

According to Duran's well-written letter, the model was a big hit with the rest of the inmates, who cheered it on when he first floated it in the bathroom, despite the fact it didn't prove very seaworthy. The second letter was written by a paroled inmate whom Duran had trusted to send the model, and who added the dowel to support the mast. The sender explained that a piece of wood that long would be considered a weapon and, even if procured, it would be hard to hang on to. (He also noted that Jason's copies of the magazine had helped pass a lot of slow hours, and that his favorite part was Max Ebb's column.)

Duran's letter was too long to print here, but it detailed the process by which someone who claims to have never seen a sailboat up close, much less sailed on one, was able to create an impressively accurate representation, armed only with the photos in *Latitude* and a copy of the *Gougeon Brothers on Boat Construction*.

What struck this editor about the process Duran describes are the analogues to sailing: oftentimes it's a combination of getting help from friends, neighbors and mentors, plus making the best of what you have on hand in less-than-ideal circumstances — with a little ingenuity and lateral thinking — that gives one any measure of success as a sailor. As important as personal responsibility and liberty are — values Duran

continued on outside column of next sightings page

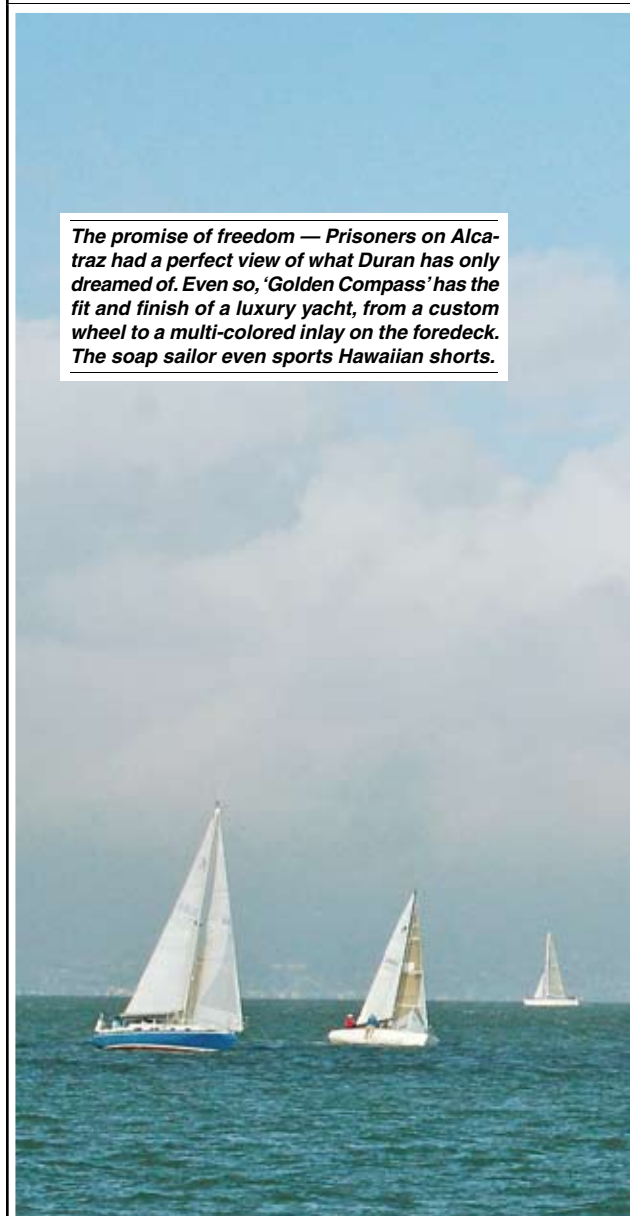
doo dah

ging a coveted spot.

But don't give up hope if the list fills before you can sign up. Since sign-ups happen so far in advance of the actual event, a number of boats will almost certainly drop out for any number of reasons. Last year we were able to offer space to every last boat on the waiting list!

The dates for the third annual Delta Doo Dah — a.k.a. Doo Dah 3D — are July 30-August 5. The itinerary is similar yet different, as we like to 'share the love' with the various clubs, marinas and other businesses that enjoy partnering with us. Though the exact details are still being hammered out, we can confirm that Berkeley YC is hosting the Kick-Off Party

The promise of freedom — Prisoners on Alcatraz had a perfect view of what Duran has only dreamed of. Even so, 'Golden Compass' has the fit and finish of a luxury yacht, from a custom wheel to a multi-colored inlay on the foredeck. The soap sailor even sports Hawaiian shorts.



— cont'd

on Friday, July 29. After the photo-op start at the Richmond-San Rafael Bridge the next morning, the fleet will pull into Vallejo YC for a Welcome to the Delta Party. From there, we'll enjoy a stop at Owl Harbor Marina and, of course, our annual Beach Party at Bethel Island, hosted by Peter Yates, Boyd's Marina and the Rusty Porthole. The fleet will have two 'free days' to explore on their own before making their way to the final Doo Dah Hoopla Party at Stockton Sailing Club on Friday, August 5. This leaves the weekend for boats to sail back to the Bay.

For more info on the Doo Dah, check out www.deltadoodah.com.

— ladonna

big house — cont'd

says he now holds as some of his core beliefs — being able to engender support for your adventures, and paying that forward by providing some measure of gratification to those who help you along the way, is essential to making it count for something.

We don't know why Duran is in prison. We know he's been in for eight years, and it doesn't sound as if he'll be getting out any time soon. It seems you'd have to do something pretty egregious to get that kind of time. Would knowing his crime influence this editor's emotional response to the model and letter? Almost certainly. Don't for a second think that this article represents an exoneration for whatever transgressions Duran was convicted of. But to be intellectually honest, if the point of incarceration is as much to rehabilitate as it is to punish, then you have to believe that something like this is a positive step, and that there are chances for redemption in *this* life.

We'd be happy to look at photos of whatever keeps the sailing dream alive for you, but, please, no more models.

— rob



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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2010 Finn Gold Cup World Champion Ed Wright picks up his rigging at our shop

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

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.



LATITUDE/ROB

Gary Helms

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)

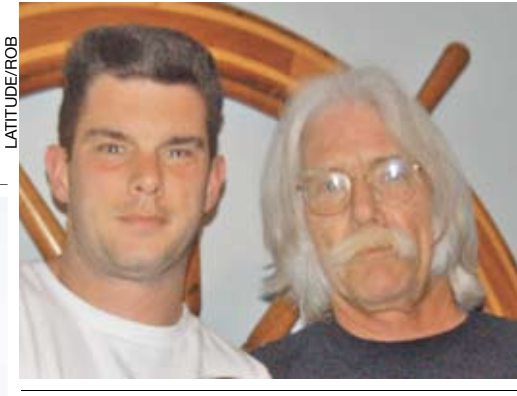
SH MULTI — 1) **Rice Rocket**, Corsair 750, Gary Helms. (1 finisher, 2 boats)

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



COURTESY DURAMATER

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 Sutcheck; 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

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CHASING THE SETTING SUN —

Just as many species of waterfowl feel an innate urge to migrate north every spring, hundreds of adventure-hungry sailors gather in ports along the West Coast of the Americas to join the annual springtime migration to French Polynesia — a 3,000-mile blue-water passage we like to call the Pacific Puddle Jump.



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

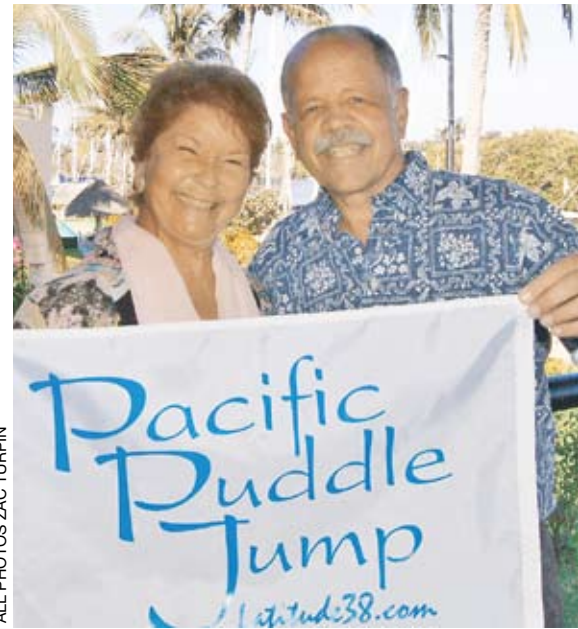
Don and Debbie don't mind telling how they met. "She picked me up in a bar," admits Don. "And it was pretty easy to do!" Although they have different roots — he's an Aussie and she's American — they hit it off immediately and have been together ever since.

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.



ple 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.

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-

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>Ceilidh</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'.



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

For additional Puddle Jump info see: 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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World Cruiser Tom Corogin

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- March 3 - John Connolly's Emergencies at Sea @ West Marine, So. SF (6 - 7pm)
- March 27 - Angel Island Hike & Sail (10am - 4pm)
- April 22 - 24 - Napa Flotilla and Club Cruise Out

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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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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

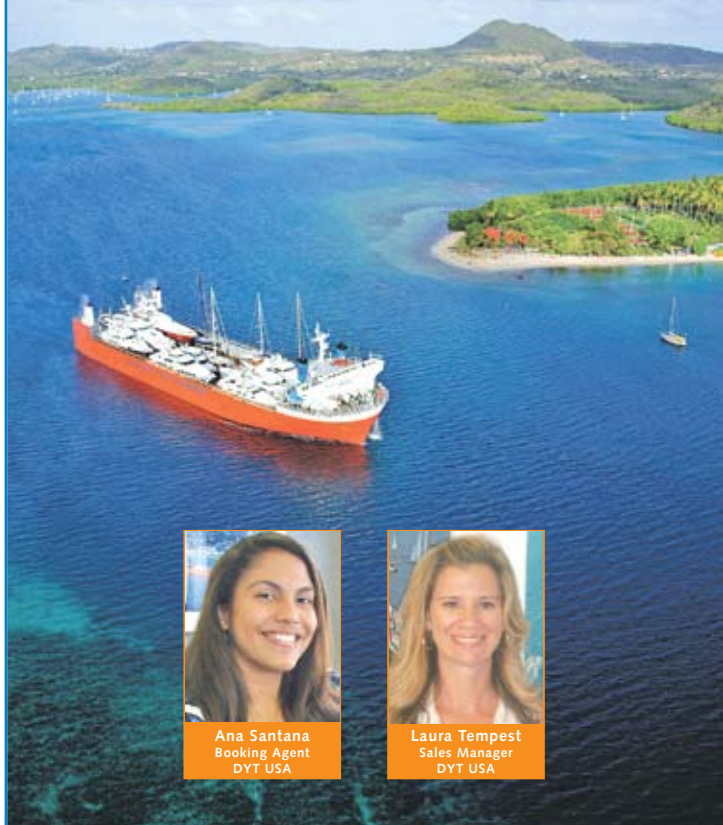


"To solo, or not to solo?" That's the big question for Kevin of 'Tuatara'.

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 skip-pers 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	➔	Golfito	06/2011
Port Everglades	➔	La Paz	04/2011
Port Everglades	➔	Vancouver	04/2011
VOYAGES FROM THE MEDITERRANEAN			
Palma de Mallorca	➔	Golfito	06/2011
VOYAGES FROM THE CARIBBEAN			
St. Thomas	➔	Golfito	11/2011
St. Thomas	➔	La Paz	11/2011
St. Thomas	➔	Vancouver	11/2011
VOYAGES FROM THE SOUTH PACIFIC			
Auckland	➔	Ensenada	08/2011
Brisbane	➔	Ensenada	07/2011

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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.

**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.

We'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.

— **latitude/andy**

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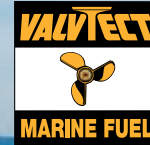
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THE COMPLETE DUMMY'S GUIDE

For 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:



Racing can be a great family activity.

• **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.** Poppycock! You

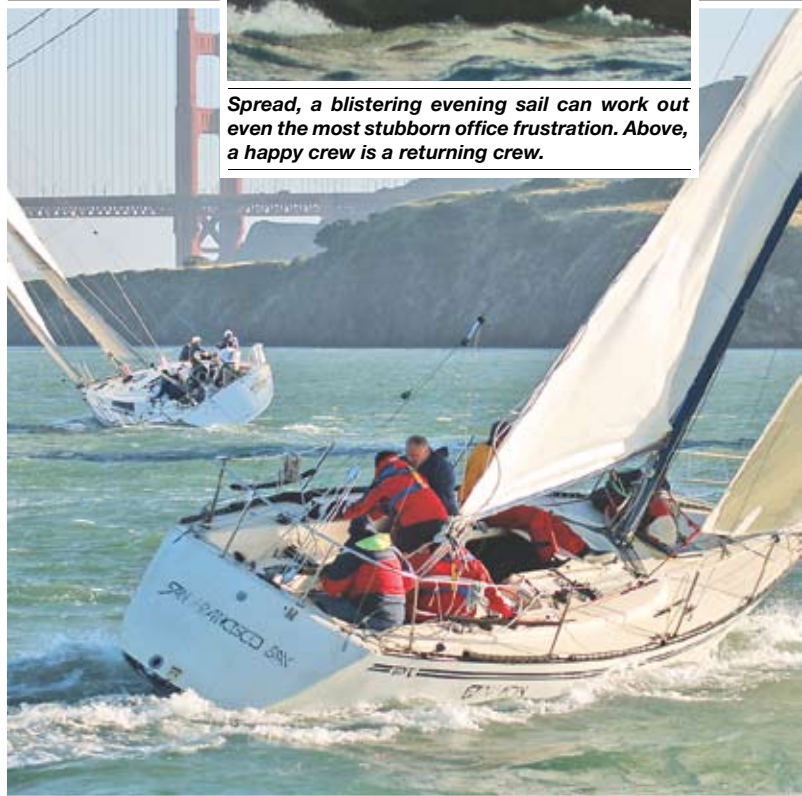
don't need high-tech sails, matching crew shirts, or a new boat to join in the fun — just sail what you own and have a good time. You'll have to pay \$55 to the Yacht Racing Association for your PHRF certificate (annual renewals are just \$40; see www.yra.org for details), and of course each race's entry 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.



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.*

Now 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.

If you're more interested in ocean racing, the Singlehanded Sailing Society (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) 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) 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). 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



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'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.

Neglect 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.

— 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!

After 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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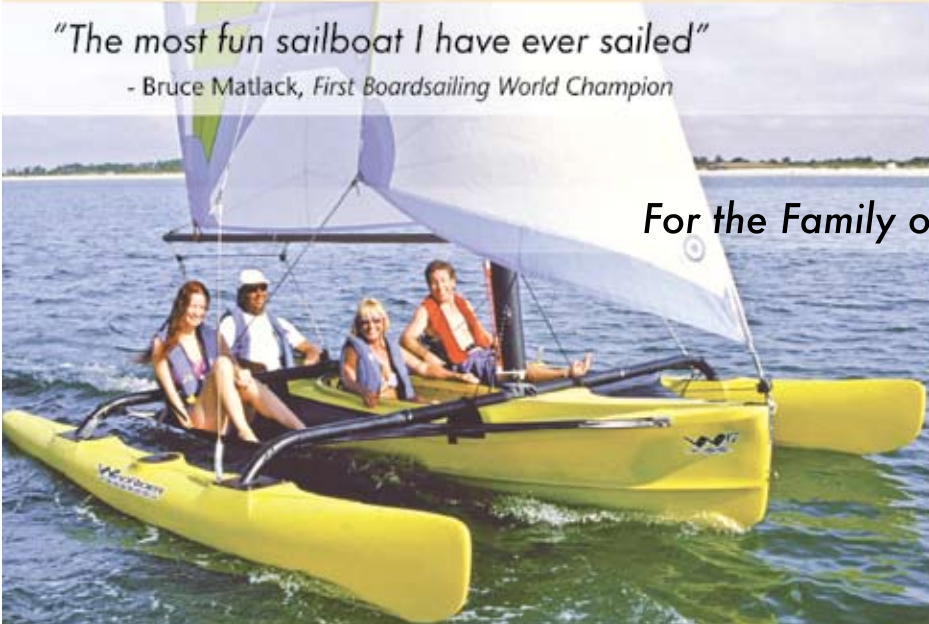
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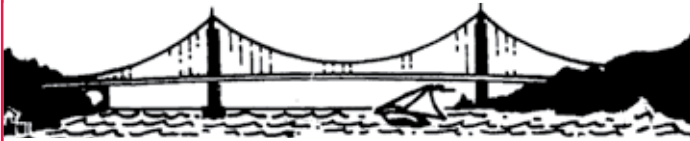
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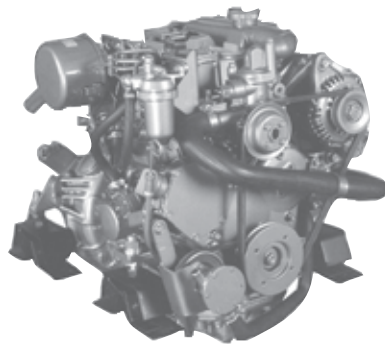
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TO THE RESCUE!

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.

More 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

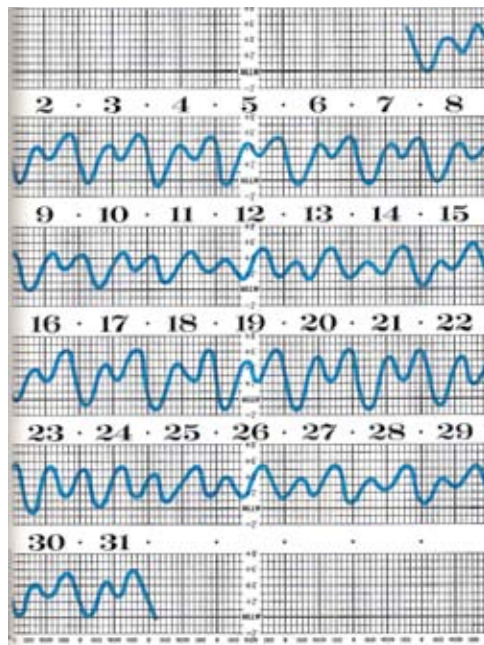
about the expected level of secrecy.

"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.**

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

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



Bruce Stone



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, 11)

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

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

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 *Tiburón*, 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. 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

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 Guilford. (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

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

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

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

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.

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.

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.

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

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.

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



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.

— 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.

— 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.

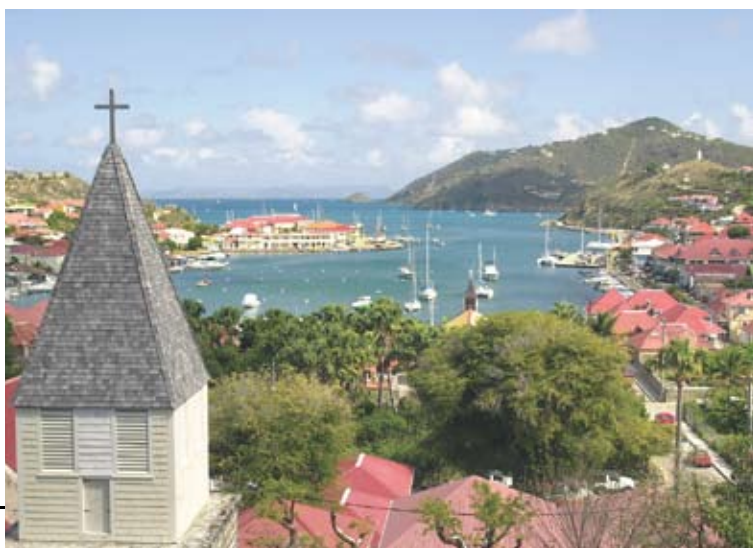
Is it much hotter during the summer months? Only by a few degrees, and we're still talking about daytime temps in the mid-to-high 80s.

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)

— 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). 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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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

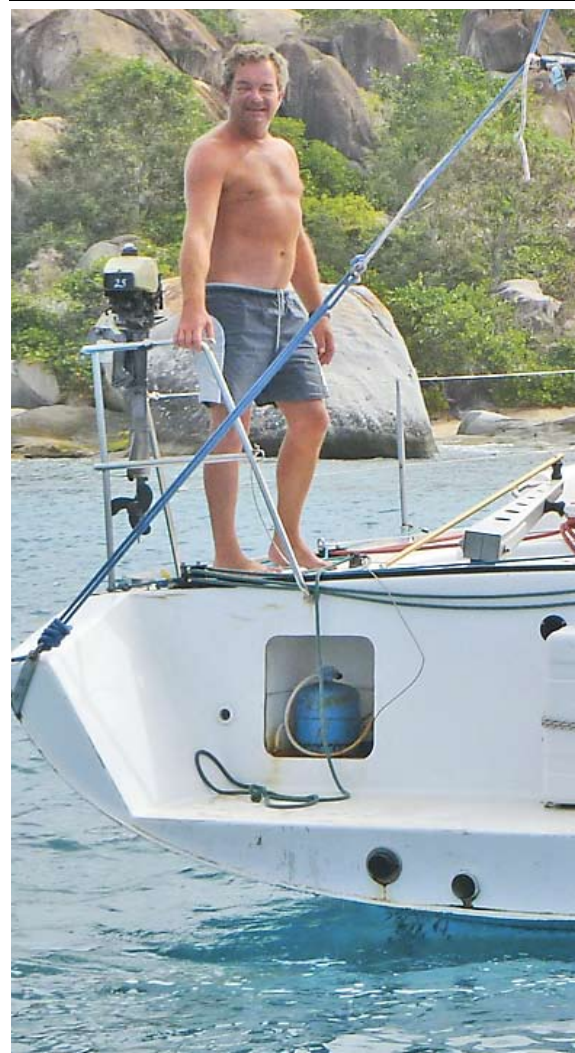
Lance and Susie bid adieu to 'Queen Emma's old Volvo as it's carted away by the Mecanique Plaisance crew at Le Marin, Martinique.

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.



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

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.



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

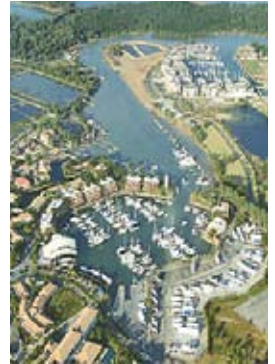
due to the holidays — but it always seems that work gets done faster when the owner is around. The work was generally very good and reasonably priced, and the workers very helpful.

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.

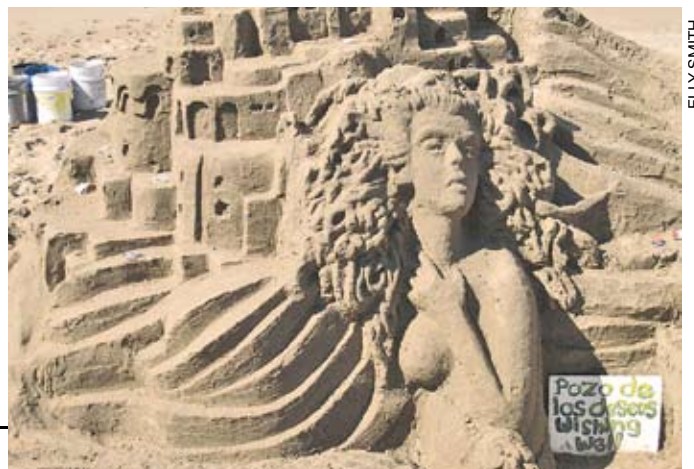
We're not going to claim that Punta Mita and the North Shore get consistently great waves — and that's probably a good thing, or it would surely end up as crowded and as youth-, surfer-, hippie- and dog-oriented as Sayulita. But check out the accompanying photos from one two-hour period on January 25.

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.



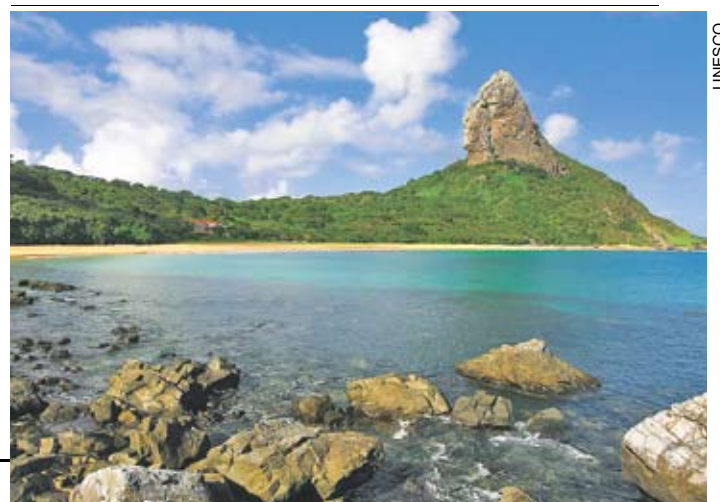
Jeff drinks to the excellent finish by 'Sailors' Run'.

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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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, 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.

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."

"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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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.

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24 FEET & UNDER

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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.



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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.



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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.



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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.

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29 TO 31 FEET



30-FT PEARSON, 1975. Pt Loma. \$15,000. Cruising ready, custom dodger, new rigging, full batten 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.



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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.



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SAILS

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.



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. 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 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.



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.



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.



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.



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/Welcome.html>. (805) 969-1991 or 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/Hobie33SailboatForSale/nAlamedaFastAndFun?feat=directlink#>. 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.



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.



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.



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.



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.

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. Email lucidsalt@gmail.com.

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COLUMBIA 34 MKII, 1973. SF Bay. \$42,000/obo. Cash or trade. A long cruise history, equipped, roomy. Redundant systems, tools/spare parts. Yanmar diesel runs great. 7' headroom. Refrigeration. Pressure water. Propane stove. More. Great cruiser, great liveaboard. Tons of pictures and details at our website: <http://thepinkpanty.net>. (415) 692-1330 or boat4sale@sapphire.net.



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.



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. Contact 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. (530) 424-8090 or forsale@catalina34.com.

35-Ft ATHENA, 1983. Montana. \$68,500. By Sodergren/Sweden, deep and narrow with fractional rig to weather like a witch, with OEM self-tacking jib, offshore equipped, Montana fresh water-based since 1985. Exceptional boat/opportunity, possible delivery. (Skype) Jim Lekander or dyh@mtsailing.com.



35-Ft BENETEAU 343, 2006. Marina Bay Yacht Harbor, Richmond. \$118,000/obo. Pristine condition, professionally maintained. Raymarine E-80 chartplotter, radar, autopilot, wind, depth, knotmeter. Lewmar electric windlass, furling jib, StackPack main, microwave, AM/FM radio with 10-CD player. (707) 545-6542 or roy@rnjlaw.com.

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, or call us and we will fax or email them to you. (909) 721-2095 or 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. (415) 205-2140 or 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.



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.

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/ (707) 364-0801 or rkhurt@comcast.net.



37-Ft BENETEAU 373, 2005. Emery Cove. \$135,000. You will turn heads for all the right reasons when you enter a marina aboard this boat. Fully loaded 373, one of the roomiest hulls for her length on the Bay and sails like a racer. Great weekend home to cruise and enjoy the Bay/Delta and beyond. This boat is very clean and is professionally maintained. In-mast furling, Yanmar 40hp, dodger, bimini, radar, GPS, feathering prop, two head sails with furling, dinghy with Honda 5 hp outboard and so much more. This model offers extra comfort in two cabins, convenient and well equipped galley and luxurious head. This is a great boat for quick getaways on the water or extended cruising! (916) 212-1322 or dave@davephilipp.com.

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.



CAL 39 MK III, 1982. Pt. Richmond. \$72,000. A sweet sailer, beautifully maintained, continually upgraded. Two time MX vet, ready to go again. Spectra H2O, solar panels, expanded diesel tankage means cruising independence, easy sailhandling systems. Website for complete info. <http://Cal39Allegria.com> or (510) 230-4979.

37-Ft CREALOCK CUTTER, 1980. Monterey. \$45,000. Ballenger tabernacled mast. New Yanmar w/saildrive, radar, GPS, easy access to all systems, 70gal diesel, 3 watertight bulkheads. Not in yacht condition, needs finish work. Great little sailing ship. Price firm. ddatpbio@gmail.com.

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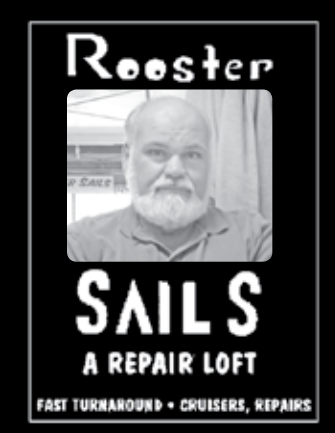


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CATALINA 36 MK II, 1995. Alameda, CA. \$85,000. Excellent condition, includes windlass, hot/cold pressurized water, inverter, VHF, electronics, low engine hours, 15hp Johnson motor and Zodiac inflatable. Contact (510) 523-4081 or roystark@aol.com.



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



38-FT C&C LANDFALL, 1983. Philip-pines. \$60,000. Well maintained and equipped fast cruiser. Many recent upgrades: Spectra watermaker, liferaft, Force 10 stove, genny, Zodiac, Raymarine ST60 group, more. See website for inventory, photos and 360 degree virtual tour. http://IrishMelody.com. (707) 540-3079 or (707) 529-3079.



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 cookcmm@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



45-FT SPARKMAN & STEPHENS. Seafarer yawl, 1962. San Francisco. \$75,000. The S&S 45 was designed for yachtsmen of another era who appreciated the classic looks and easy sailing characteristics that made sailing with family and friends such a pleasure. This is an opportunity to own a very special yacht and design. Quality fiberglass construction throughout. Contact Jerry. (415) 435-3513 or gsrumssey@yahoo.com.

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.



41-FT BENETEAU OCEANIS 411, 2001. Mediterranean. \$139,000. The perfect couple's cruising boat with offshore capabilities. Two-cabin owner's version. Designed by Groupe Finot and built by Beneteau in France. Well-equipped and meticulously maintained. Never chartered. Stored on the hard at least six months per year since new. Only 1,100 hours on Volvo 59hp engine. No sales tax, personal property tax, or value added tax for USA buyers. USCG registered. Lying in the Med. Contact (415) 269-4901 or sail@voleauvent.com.

42-FT CATALINA, \$180,000. 3 staterooms, 2 heads, Panda generator, air condition, dinghy, outboard, radar, GPS, radio reporting alarm system, pan-tilt-zoom CCTV top of mast, electric sheet winch, electric anchor winch. In-mast furling, 6-8 keel. Boat is 5 years old, one owner. New jib, dodger, cockpit cushions, autopilot, chart plotter. Ready for the next Ha-Ha. (707) 812-4003.



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40-FT PETERSON, 1979. Mexico. \$75,000. Alum. hull, Pathfinder, electric windlass, 66 Bruce, Profurl, full-batten 3 reef main, 3 headsails, winches-2 3 speed, GPS, depth sounder, autopilot, 100 amp alternator, stove/oven, Lavac head, refrigerator-7.2 cubic ft. (435) 513-1556 or s.blues1@yahoo.com.



47-FT BENETEAU 473, 2004. Beautifully maintained, lavishly equipped, lightly used, three staterooms. Elite upgrades: electric winches, bow thruster, air conditioning, heating, generator, MaxProp, Yanmar engine, epoxy barrier, forward scanning sonar. Best 473 buy. Possible tax advantages! For complete info and photos visit: <http://yachtamicus.com>.

45-FT DOWNEASTER CC, 1980. La Paz, Mexico. Best offer. This California-built boat was refitted in 2004. Our plans have changed and we will make this an excellent deal for new owner. Can be seen at website. www.mazmarine.com. (941) 204-3271 or kruz2004@aol.com.



41-FT MORGAN CLASSIC MODEL, 1991. San Carlos, Mexico. \$98,000. Primo condition. Equipped and ready to cruise. Center cockpit, great liveaboard, must see to appreciate roominess. Recent survey. See blog for equipment list and current photos. <http://sailboatvagari.blogspot.com>. Contact (520) 825-7551 or stanstreb@gmail.com.

46-FT KELLY PETERSON, 1982. Morro Bay. \$189,000. Cruise ready with long list of equipment. 2 staterooms, 2 heads with new electric toilets, reefer and freezer, large center cockpit, etc. Comfortable and great sailing boat that's ready to go anywhere! www.facebook.com/pages/Kelly-Peterson-46-sailboat/172704439424234. (805) 459-1909 or woodeneye53@yahoo.com.



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.

41-FT MORGAN CLASSIC MODEL, 1991. San Carlos, Mexico. \$98,000. Primo condition. Equipped and ready to cruise. Center cockpit, great liveaboard, must see to appreciate roominess. Recent survey. See blog for equipment list and current photos. <http://sailboatvagari.blogspot.com>. Contact (520) 825-7551 or stanstreb@gmail.com.



50-FT FD-12, 1981. Sea of Cortez. Unsinkable fully equipped blue water cruiser, AK/Mex/SoPac vet. Superb galley in pilothouse. 2 staterooms fwd and master stateroom aft w/berths for 5-6. Will consider partial trade for smaller coastal cruiser. See more at website. www.svdvaydreamer.com.

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, Hydro-vane, dodger-awning, Garmin GPSMAP, inverter-charger, Navman, radar detector, VHF, Martec prop. Reduced price. sailtime2002@yahoo.com.



42-FT CASCADE, 1968. Portland, OR. \$49,900. Very comfortable cruiser. This boat has been all over the Northwest. Two Ha-Ha's. Repowered with new Yanmar in 2007. Please check out the long list of equipment and many pictures. www.sailboatserendipity.com. (503) 297-5749 or dougc@teleport.com.

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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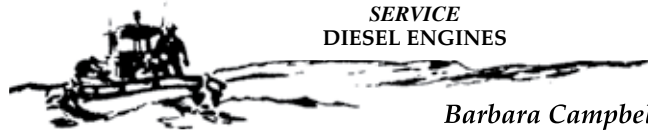
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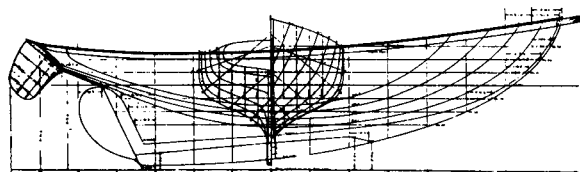
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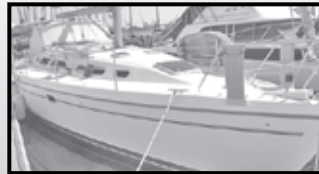
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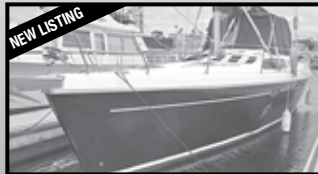
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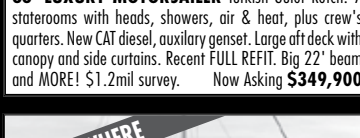
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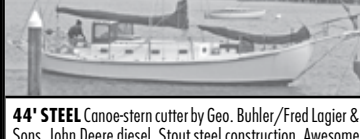


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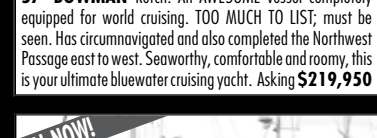


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*** We're also pleased to announce that KKMI has been nominated by the California Water Environment Association for their 'Small Industry of the Year' Award. The world is changing and KKMI is on the fast track toward a sustainable future for all.



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