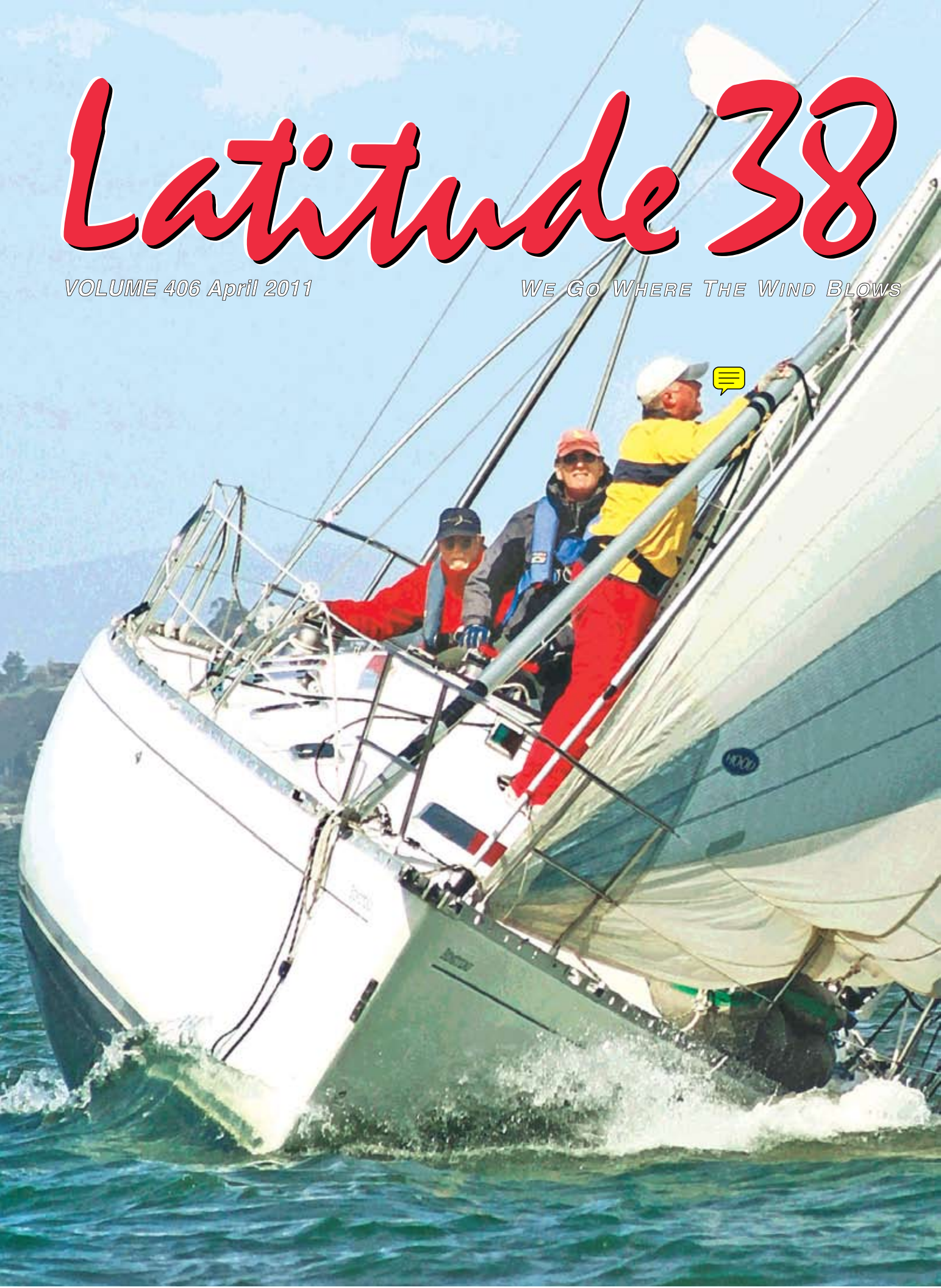


Latitude 38

# Latitude 38

VOLUME 406 April 2011

WE GO WHERE THE WIND BLOWS



APRIL 2011

VOLUME 406



# AMERICA'S CUP 34

**O**n-the-water action in the AC drama may have been limited, but plenty was going on behind the scenes. Here's our wrap up of changes, news and dockside rumors:

The America's Cup Race Management and AC Event Authority reached out to the local sailing community last month at a pair of meetings. The first was the local gathering of the Sailing Renaissance group, a collection of local sailing business leaders who've been meeting for the past couple years to try to come up with ways to boost local sailing businesses.

Naturally, the advent of an America's Cup on the Bay has attracted quite a few more people to the mix, and the meeting on March 8 packed the Golden Gate YC with over 150 people who showed up to get an idea of how the Cup could affect their businesses. Group co-founder and *Latitude 38* Associate Publisher John Arndt assumed the MC duties for the three-hour meeting which was kicked off by a instructive address by US Sailing President and Cup winner Gary Jobson.

Jobson, in his role as Cup commentator for ESPN going back to '87, touched on a variety of topics in the course of his speech, but the one that got our attention the most was his relating the story of how Annapolis came to host a stopover during the '98-'99 Whitbread Race.

"You have to realize that you're all on the same team, the same boat," Jobson said. "Once people in Annapolis realized that, then there was plenty to go around."

He then highlighted the importance of celebrity in getting mainstream attention for the Cup, citing the involvement of past U.S. presidents as being essential to the

**Back by popular demand, this is the last time we'll show the course area map for AC34, for now.**

Cup's prominence.

US Sailing board member and AC34 PRO — and former St. Francis YC Racing Director — John Craig was next up, touching on a wide variety of topics including the pier layouts and the impact on seagoing traffic on the Bay, topics on which he went into more detail a few days later at a meeting for yacht club and YRA representatives. Following Craig was a panel comprised of AC management veteran and sponsorship liaison Ashley Tobin, marketer Eric Holzheimer, and Protector USA's Howie Shiebler all of whom spoke to the need for positioning oneself, and one's business or club early to take advantage of the opportunities the Cup will bring.

Two days later Craig was back at the club, this time for a much smaller but no less important group of YRA and yacht club representatives — who had reached out to ACRM in January to start the dialog about how the event would affect local sailing. And while his address at the Sailing Renaissance meeting was worthwhile, the topics at the front of most Bay Area racers' minds were addressed in far greater detail at this more intimate gathering. There were a couple key takeaways.

"The races will be 45 minutes long," Craig said. "Not 44 minutes, not 46 minutes."

He went on to explain that due to the nature of the requirements for televising the races, the Dynamic Positioning vessels that will be used as marks will be interfaced with technology that will be able to predict the speed of the boats around the course and adjust leg lengths accordingly. When people in the crowd guffawed at the idea, Craig replied that he'd already turned



**A total of four AC45s are terrorizing the waters off Auckland, ahead of a test event in April.**

down the TV executives' idea of having a caution flag as in auto racing, in order to provide time for commercial breaks. The end result, as far as Bay Area sailors are concerned, is that the prescribed nature of the racing will mean that the interruptions will be pretty predictable.

"We don't want to shut down non-Cup racing on the Bay," Craig said. "The last thing we want is for the event to come and go and have people say, 'Well, that sucked.'"

The practical implications are far from being obvious at this point, but they will be much clearer at the end of April when ACRM runs a test event in Auckland.

## JOBS!!!

Not as in Steve Jobs, but rather as in jobs for sailors. One of the coolest things to come out of the smaller meeting is that the ACRM will be coming to the local clubs for two things.

First, they will need help — a lot of help — with course marshalling. They expect to



ACEA

# — SAN FRANCISCO BAY



GILLES MARTIN-CHAGET

quoted as saying, "The impact of those changes have been completely unknown until now, and those who negotiated on behalf of the city have some serious explaining to do. There were substantial increases in obligations and liabilities for the city."

Although the changes were apparently greenlighted by the City Attorney's office, the report stated that they significantly increased the City's obligations — prohibited under the agreement the Board of Supervisors approved.

Honestly, we don't know what bearing this will have on the event, and we hope that for America's Cup 34 it means little or no interruption. But one thing is for sure: given Larry Ellison's success in litigating both in the business world — he pounded rival SAP to the tune of \$1.3 billion in damages in a lawsuit last year — and the Cup arena, where he smacked Ernesto Bertarelli's Alinghi team around in the lead-up to AC33, we wouldn't bet against him.

## USA 17 Is In San Francisco

Oracle Racing seized yet another opportunity to build awareness of the 34th America's Cup when USA 17, winner of the 33rd contest, arrived at Pier 80 early on the morning of February 28. All the local mainstream media outlets, Golden Gate YC boosters, and sailing journalists were joined by the America's Cup Event Authority press officer Stephanie Martin and Oracle team members John Kostecki and Ian Burns. The unloading of USA 17 and its 223-ft wing didn't actually happen until the following day, and it was later placed

**'USA 17' is in San Francisco, having arrived at the end of February. But don't expect to see her tearing around the Bay any time soon, if ever.**

need upward of 200 marshal boats to help maintain order among a spectator fleet that's expected to reach in the neighborhood of 5,000 boats and surround a course area that is six times the size of the ditch zone the Coast Guard sets up for Fleet Week — an effort itself that requires 50 boats. So Craig and the ACRM came with their hands out, asking for help from the clubs and their members to find the boats and drivers they'll need. A training process is in the works, and we can guarantee you, there will be no better way to see the action from the water.

Second, Craig said that they will be recruiting almost exclusively from the Bay for Race Committee staff that will work on every America's Cup World Series event, the Louis Vuitton Cup and the Cup itself. These 60-80 people will need to be able to commit to roughly two-week stints for every ACWS event, and will get paid with more than just a million-dollar view.

If you're interested in either, go to [www.americascup.com](http://www.americascup.com) and click on the "Join our team" link. When you upload your resume, make a note that says "Attention

John Craig" and "Race Committee."

## Did the Deal Get Worse?

Early last month, City of San Francisco Budget Analyst Harvey Rose released his report on the changes negotiated by former Mayor Gavin Newsom to the Host Venue Agreement agreed upon by all 11 Supervisors in mid-December.

In an article in the *San Francisco Chronicle* by reporter John Coté, supervisor Ross Mirkarimi, who commissioned Rose's analysis, took exception to the changes made by Newsom and his team.

"We ratified a decent deal, but the proposal changed significantly by Dec. 31," Mirkarimi was



ERIK SIMONSON/WWW.H2OSHOTS.COM



# AMERICA'S CUP 34

in a massive shed at the pier. From what was said, it sounds pretty unlikely that USA 17 will sail on the Bay, and that it also may be some time before it's available for public viewing. Hopefully, Ellison will use some of that pier property he negotiated for to set up a *Spruce Goose*-style display space for the massive tri.

## The Challengers

The list of challengers has grown since last month with the announcement of a Team New Zealand campaign that has retained its title sponsor of '07, Emirates Airlines. Team boss Grant Dalton has been quoted as saying that despite the sponsorship, the team still isn't fully funded, although they have already taken delivery of an AC45.

Just four days before the entry deadline, the country that gave the world the fully-battened mainsail announced it will be rejoining the modern Cup era for another go. China Team announced March 28 that it will be back in the mix for the 34th America's Cup, after debuting in Valencia for AC32.



**'Cup Chat — A Revolution of Sailing' will take over the Golden Gate YC on April 14. It doesn't start until after Strictly Sail Pacific closes for the day, so you have no excuse not to go . . .**

## Dollars and Sensibilities

The Forbes list of the world's richest people came out last month, and with it the news that Bernard Arnault, chairman of

the Louis Vuitton Mœt Hennessy Group, surpassed Larry Ellison in the rankings. That's pretty funny considering that Louis Vuitton was the first sponsor to sign on to America's Cup 34, for what one Event Authority official called a "significant" dollar amount.

## Cup Chat

The Golden Gate YC is putting a new spin on its speaker series with "Cup Chat — A Revolution of Sailing." The next event will feature guests Tom Ehman, Genny Tulloch and headliner Peter "Luigi" Reggio, one of the world's preeminent PROs. Staff Commodore Marcus Young, is hosting the event at the club on April 14 at 7 p.m and reservations are required. Email: [pr@ggyc.com](mailto:pr@ggyc.com). The event will also feature a live jazz band led by Cyril Guirard, whom we know of first as crew aboard Mark Howe's Farr 36 *War Pony*, which set what we believe has to be the fastest time to Hawaii for a boat under 40-feet — 8.5 days — in last year's Pacific Cup. Granted, that'll look pedestrian compared to an AC 72 . . .

— **latitude/rg**

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Boating Magazine, Oct. 2010



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# BIG DADDY REGATTA



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Had Jeff Spicoli been a sailor he might have said something like, "All I need is some tasty breeze and a cool buzz and I'm fine." Spicoli, Sean Penn's character from the '82 comedy classic film, *Fast Times at Ridgemont High* would have found both at the Richmond YC's Big Daddy Regatta March 12-13. With a *Fast Times* theme, pre-race gin fizzes and one of, if not *the* most, brilliant race days of the year so far on Saturday, Spicoli would have undoubtedly dubbed it, "Awwwe-some!"

With sunshine, temps in the high-60s and breeze that started out at nine knots and built to the low teens throughout the

**Spread** — if you were in doubt about the conditions for Day 1 of the Richmond YC's Big Daddy Regatta, this photo says it all. Insets, from left — the Open 5.70s were the largest one design class at the regatta, and have since added two more boats to their contingent on the Bay; the fleets got mixed up at times.

day, there wasn't much to dislike about this annual event that bookends the Bay's summer racing season.

"If it were like this all the time, everyone would move here just to sail," said Gordie Nash, who sailed his modernized Santana 27 *Arcadia* to a 1-1-3. He had a one-point win in the seven-boat PHRF G division over Don Taylor's J/24 *On Belay* and brother Chris Nash's Hawkfarm *El Gavilan*.

The secret must have gotten out in advance, because 86 boats in seven one

design and five PHRF divisions showed up on Saturday for three buoy races.

The fastest PHRF division was labeled "B" and went to Jeff Pulford's Sydney 38 *Bustin' Loose*, which notched a 2-1-3 to finish two points clear of a tie for second in the 10-boat division — between Brad Copper's Tripp 43 *TNT* and Sy Kleinman's Schumacher 54 *Swiftsure II*, decided in favor of the former on a countback.

PHRF D — there was no "C" — was all John Wimer's J/120 *Desdemona*, a

ERIK SIMONSON/WWW.H2OSHOTS.COM



— AWWWWESOME!

STEVE HOLLOWAY/RUNEMEDIA



perennial contender for honors both on the water and at the party. *Desdemona* racked up three straight bullets to finish three points clear of Wayne Koide's Sydney 36 CR *Encore*. The latter scored a trio of seconds' to finish five points ahead of Dan Alvarez' JS 9000 *JetStream* in the seven-boat division.

Tied for the largest handicap division, PHRF E went to Dean Treadway's immaculate, bright-finished, cold-molded Farr 36 *Sweet Okole*. *Okole* and Gerry Brown's Farr 38 *Mintaka 4* each put up seven points, with the former taking the win on a countback by virtue of her pair of bullets in the second and third races.

Bryce Griffith's Antrim 27 *Arch Angel* rounded out the podium two points back.

Mitchell Wells' Soverel 33 *Flexiflyer* put up three bullets to take PHRF F ahead of OYRA President Andy Newell's Santana 35 *Ahi*, which scored a 2-2-2. Peter Cook's Ultimate 24 *For Pete's Sake* rolled on into third in the six-boat division.

The seven one-design divisions were made up of some regulars, some new ones and some that were returning after a hiatus. The Express 27s, which normally draw a decent crowd for the regatta pulled

only five boats, and Steve Katzman's *Di-anne* took honors with straight bullets.

The J/105s did a little better with six boats lining up to see Tom Kennelly's *Wonder* and Charles James' *Roxanne* battle it out for the honors. *Wonder* won on the strength of a 2-1-1 to *Roxanne's* 1-2-2.

One-upping the 105s were the Ultimate 20s, with seven boats. Tom Burden's *Layla* scored a 2-1-1 to finish one point clear of Michael Eisenberg's *Toon Town*, which scored a 1-2-2.

The Wylie Wabbits did one better than the Ultimate 20s, bringing out eight boats. The typically close fleet saw Erik Menzel's



# BIG DADDY REGATTA

STEVE HOLLOWAY/RUNEMEDIA



**Above — Tony Pohl's Farr 40 'Twisted' bears away around a weather mark. Spread — Chris Sears' Express 37 'Exy' charges upwind with her righting moment engineers earning their keep on the weather rail.**

*Bad Hare Day* win on a countback after tying with Sarah Deeds, who was sailing *Jack*, borrowed from Bill Erkelens. Kim Desenberg's *Mr. McGregor* racked up two bullets in the second and third races, but a sixth in the opening race meant that *Mr. McGregor* finished one-point out of first.

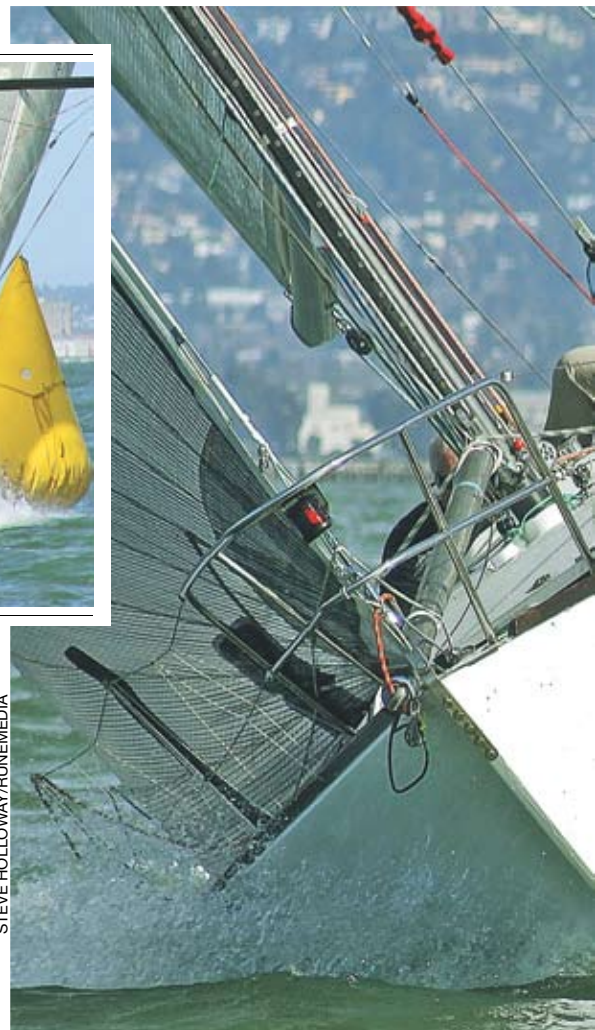
The Express 37s drew six boats, and the race wins were divided among the top-three boats, with Kame Richards' *Golden Moon* sailing to a consistent 2-2-1 to beat out Bob Harford's *Stewball* and Michael Maloney's *Bullet* in second and third respectively.

The Olson 25s brought out five boats, with Nesrin Basoz' *Sweet Ness* rolling to a 1-1-2 to beat out Tom Blagg's *Pearl* (3-2-1) and Daniel Coleman's *Baleineau* (2-3-3).

Although the smallest boats of any of the one designs, the Open 5.70s turned

out the largest fleet. In just a few short years, this phenomenon of a class has built a solid following on the Bay, with nine boats showing up for the regatta. Former Express 27 sailor Tom Baffico sailed *The Maker* to a 2-1-1, finishing four points clear of Barry Demak's tongue-in-cheek-named *Whale Tale* — Demak was aboard the late J/120 *J/World* when it was lost off the Baja Coast during the '09 Baja Ha-Ha after a collision with a whale. Two points behind Demak was Nik Vale's *Demonic*.

The Bay's Open 5.70 fleet now numbers 11 boats, attracting converts with a combination of user-friendly speed, compactness, and suitability for the local conditions. Their powerful, brightly-colored hulls and square-top mains undoubtedly help the boat catch eyes, and we'll be surprised if the fleet doesn't



STEVE HOLLOWAY/RUNEMEDIA

continue to attract more sailors in the coming years.

Saturday night is, of course, party night at the Big Daddy and the tunes provided by The Fast Times Band kept

**From left — The Fast Times Band has got to be one of the best we've ever seen at a regatta party, and the crowd thought so too; 'Desdemona's' Katie Cochrane owned the dance floor; you're in trouble . . . the detention list included some of the Bay's most notorious racers and those who weren't listed got the write-in nod from the crowd.**

LATTITUDE/ROB



LATTITUDE/ROB



LATTITUDE/ROB







the dance floor packed while a dinner spread that had everyone raving kept bellies filled enough to soak up excess libations.

Although Sunday was pretty much the opposite of Saturday on the pleasantness scale — it was cold, gray and rainy — it didn't stop 80 monohulls and seven multihulls from showing up for the 11-mile pursuit race, aka the Two-Island Fiasco, that allows the boats to choose what order they round Alcatraz and Angel Islands.

Although he's a lot more pleasant than the teacher played by Ray Walston in the movie, you can call Gordie Nash "Mr. Hand," as he gave the monohull fleet a follow-up lesson on how to win with *Arcadia* — capping off a successful weekend with the pursuit race victory. Baffico's *The*

*Maker* finished second and John Wolfe's *Ultimate 20 Breakaway* rounded out the top-three.

For the first time — that we know of — the multihulls sailed in a separate division for the pursuit race, which we think was a positive step for a couple reasons. First, the chances of later starters having more breeze are almost always better than the other way around, and due to their speed, multihulls almost always start later than the bulk of the monohulls. Second, the Bay Area Multihull Associa-



LATITUDE/ROB

**Naturally the PRO leads the statistics class right? Bill Gage was the head number cruncher.**

tion ratings — although much improved over the last couple of years — have always seemed exceedingly generous to the multihulls compared to the monohulls' own handicaps, especially on the random leg and downwind courses, like the pursuit races and Three Bridge Fiasco when they usually compete together.

If we're counting right, this year successfully marked the 28th anniversary of the regatta founded by its namesake, the late Richmond YC Commodore Bob "Big Daddy" Klein. His outsize presence continues to bring the Bay's sailors out *en masse* for one of the biggest regattas on the Bay.

— **latitude**/rg

**RICHMOND YC BIG DADDY REGATTA (3/12-13)**

**SATURDAY:**

PHRF B — 1) **Bustin' Loose**, Sydney 38, Jeff Pulford, 6 points; 2) **TNT**, Tripp 43, Brad Copper, 8; 3) **Swiftsure II**, Sy Kleinman, 8. (9 boats)

PHRF D — 1) **Desdemona**, J/120, John Wimer, 3 points; 2) **Encore**, Sydney 36, Wyne Koide, 6; 3) **JetStream**, JS 9000, 11. (7 boats)

**Below — Brooks Dees' GP 26 'Salt Peanuts' hangs in a tough spot above two progressively bigger boats. Left — Michael Maloney's Express 37 'Bullet' chases Kame Richards' 'Golden Moon'.**



STEVE HOLLOWAY/RUNEMEDIA



STEVE HOLLOWAY/RUNEMEDIA



# BIG DADDY REGATTA

PHRF E — 1) **Sweet Okole**, Farr 36, Dean Treadway, 7 points; 2) **Minataka 4**, Farr 38, 9; 3) **Arch Angel**, Antrim 27, Bryce Griffith, 9. (6 boats)

PHRF F — 1) **Flexiflyer**, Sovereil 33, Mitchell Wells, 3 points; 2) **Ahi**, Santana 35, Andy Newell, 6; 3) **For Pete's Sake**, Ultimate 24, Peter Cook, 10. (6 boats)

PHRF G — 1) **Arcadia**, Modernized Santana 27, Gordie Nash, 5; 2) **On Belay**, J/24, Don Taylor; 3) **El Gavilan**, Hawkfarm, Chris Nash, 9. (7 boats)

EXPRESS 27 — 1) **Dianne**, Steve Katzman, 3 points; 2) **Elise**, Nathalie Criou/Nathan Bossett, 9; 3) **Light'n Up**, Karl Gillette, 10. (5 boats)

J/105 — 1) **Wonder**, Tom Kennelly, 4 points; 2) **Roxanne**, Charles James, 5; 3) **Orion/Godot**, Keith Laby, 10. (6 boats)

ULTIMATE 20 — 1) **Layla**, Tom Burden, 4 points; 2) **Toon Town**, Michael Eisenberg, 5; 3) **Breakaway**, John Wolfe, 10. (7 boats)

WYLIE WABBIT — 1) **Bad Hare Day**, Erik Menzel, 7 points; 2) **Jack**, Sarah Deeds, 7; 3) **Mr. McGregor**, Kim Desenberg, 8. (8 boats)

EXPRESS 37 — 1) **Golden Moon**, Kame Richards, 5 points; 2) **Stewball**, Bob Harford, 7; 3) **Bullet**, Michael Maloney, 8. (6 boats)

OLSON 25 — 1) **Sweet Ness**, Nesrin Basoz, 4 points; 2) **Pearl**, Tom Blagg, 6; 3) **Balieneau**, Daniel Coleman, 8. (5 boats)

OPEN 5.70s — 1) **The Maker**, Tom Baffico, 4 points; 2) **Whale Tale**, Barry Demak, 8; 3) **Demonic**, Nik Vale, 10. (9 boats)

SUNDAY PURSUIT RACE:



ERIK SIMONSON/WWW.H2OSHOTS.COM

MONOHULL — 1) **Arcadia**; 2) **The Maker**; 3) **Breakaway**, Ultimate 20, John Wolfe; 4) **Toon Town**, Ultimate 20, Michael Eisenberg; 5) **Quiver**, N/M 36, Jeff McCord; 6) **Encore**; 7) **Split Water**, Beneteau 10R, David Britt; 8) **Golden Moon**; 9) **Always Friday**, Antrim 27, John Liebenberg; 10) **Tiki Blue**, Beneteau 423, Gary Troxel. (80 boats)

*Dan Alvarez' JS 9000 'JetStream' glides upwind during Saturday's champagne sailing.*

MULTIHULL — 1) **Adrenaline**, Modified D-Class Catamaran, Bill Erkelens Sr.; 2) **Carpe Diem**, Hobie Miracle 20, Tim Parsons; 3) **Shadow**, Formula 40, Peter Stoneberg; 4) **Beowulf V**, D-Class Catamaran, Allan O' Driscoll; 5) **n/a**, Hobie Fx one, Jacob Sailer. (7 boats)

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# THE 5,000-MILE WAVE

**T**hough nothing can compare to the devastation that occurred in Japan after the March 11 earthquake and tsunami, the tremendous number of firsthand reports we received from all over the Pacific on the effects of the tsunami were not only interesting, but very informative.

— **latitude 38**

We departed Ala Wai Marina in Honolulu about three hours before the scheduled arrival of the tsunami. There had been regular announcements that going to sea was the safest tactic. The port captains and the Coast Guard closed all Hawaii harbors to incoming vessels, and kept them closed until noon the next day so they could assess the damage.

It was a very unpleasant night at sea for us, between apprehension about the conditions and dodging the several hundred other boats seeking refuge in deep water. By daylight we were pretty tired. Jim and I dropped anchor off Waikiki in 60 feet and rested until the Coast Guard said we could return to our slip. There was still significant surge in the marina for the next several hours.

Our friends who stayed in their slips, either because they were too shorthanded to leave or thought staying put was the right thing to do, were glad to have survived, and spent an anxious night readjusting lines. Six more inches of tidal change and it would have been a whole different story for them.

Diana and Jim Freeland  
*Prufrock, Santa Cruz 52*

The tsunami was expected to hit Maui just before 3:30 a.m., so we had plenty of



time to get to the boat and take off. It was a beautiful starry Hawaiian night with a nice cool breeze and whales blowing all around us, so we weren't complaining.

**Lahaina saw plenty of damage but no state workers.**

Daylight came, and we started heading closer to Lahaina, thinking that the Coast Guard would soon signal the all-clear and let us return to the harbor. While we were making our way back, we

had the best whale-watching ever.

By 2 p.m. the harbor was still closed. With the help of a friend and his inflatable kayak, I managed to get my dog to shore to take care of business. I then walked down to assess the situation in Lahaina Harbor. I was astonished — so much water had gone out that there was no water under the docks! But after I'd turned away for just a couple of minutes to talk to a friend, the water had come in so high that it was covering the docks. (We don't have floating docks in Hawaii.) The surge was causing the water in the harbor to look like a river flowing in and then out. No wonder the Coast Guard hadn't let any boats back in the harbor!

One that hadn't been taken out of the harbor had her transom ripped off, and subsequently sank. A lot of the docks around the remaining boats were completely destroyed, along with the boats' swim platforms. Some boats sank and others were capsized. Dock boxes were destroyed, filled with sand, or relocated by the force of the water.

The most amazing thing to me was that nobody from Hawaii's Department of Land & Natural Resources — which is responsible for the operation and maintenance of the harbors — was anywhere to be seen in Lahaina Harbor on Friday or Saturday! It was left to us boatowners to replace missing dock planks, and put up 'caution' tape so people didn't fall through or off the docks where whole sections were missing. Boatowners were also pulling the flotsam and jetsam out to make the water safer. But where were our state workers? Didn't they care about the liability of electrical lines in the water, broken water pipes, docks with sections missing, sunken boats, and all the rest? Apparently not.

I then remembered it was 'Furlough Friday'. I guess a tsunami-destroyed harbor wasn't a big enough emergency for state workers to make an appearance.

The Coast Guard finally allowed the boats back in Lahaina Harbor on Saturday morning. There was still considerable surge, but it was manageable. Some boats had no slip to return to, but we are a resourceful lot and will come up with a Plan B. Fortunately, there was no loss of life or serious injury.

Anonymous

I watched a huge swell come in at Brookings, Oregon, and it was ugly and scary ([www.youtube.com/user/brookings97415#p/u/6/ihZkON\\_huRY](http://www.youtube.com/user/brookings97415#p/u/6/ihZkON_huRY)). It would have been bad news to have got-

ten caught in the channel when the surge came in, particularly with the Chetco River at a winter high. But the scene out at the bar was horrific. In addition, the forecast was for gale winds and big seas outside.

Some of the boats that escaped Crescent City lacked sufficient fuel to make it to Coos Bay or Eureka, so they were stuck outside hoping the Coasties would open the Chetco bar for them. But even after the surges were over, the harbor was a mess.

John Boye  
*Tom Thumb*  
Havsfidra 25

Like many people I thought the tsunami impact inside the Bay would be minimal but I was wrong. When I went to my boat in the Berkeley Marina ([www.youtube.com/watch?v=3kn4XcOqR38](http://www.youtube.com/watch?v=3kn4XcOqR38)) the following day, I found the remnants of the E37 dock finger in D36 next to my boat. The ends of D and E docks were badly damaged or broken apart. Some boats were damaged when they ended up partially under the docks or dock fingers. My liveaboard neighbors were jerked out of their bunks as the last major surge came through around midnight Friday.

I joined friends on a short sea trial of a boat in Sausalito and saw more than the usual amount of carnage and half-sunken boats in Richardson Bay. Several boats had sunk but no mention of this was made in the news. This was definitely not a non-event in the Bay.

My own boat was undamaged, and I attribute this to the fact that I keep fairly loose dock lines and the boat was able to ride out the surges. I think the boats that suffered most were those more tightly tied to their docks, allowing cleats to rip from the dock or the boat.

Bill Rathbun  
*Rhumblin, Islander 30 Mk II*





# — WESTERN PACIFIC TSUNAMI NOTES



USCG GROUP AIR STATION NORTH BEND

For me, the lesson was to move your boat to open ocean at the first warning of a tsunami! I subscribe to free tsunami email alerts (<http://ptwc.weather.gov/ptwc/subscribe.php>) that are delivered to my cell phone. I would urge everyone to sign up for this service.

Dick Drechsler  
*Last Resort, Catalina 470*

I took my boat out for a sail in San Diego the day after the tsunami and, when I returned to my slip, the water flow was so strong that I had to use full power to get upcurrent into my slip. And my boat motors at 5.5 knots! Even as late as Sunday afternoon we were still experiencing changes in directions of the 'tides' every 10 minutes.

Barney Van Fleet  
*Sequestered, Hunter Legend 35.5*

Our boat was unattended at Puerto Los Cabos. Jim Hart, who owns *Liberty*, the Hunter 36 a few slips down, reported that the water ran into and out of the harbor like a river for two hours, but there was no significant damage.

Craig & Diane Moyle  
*Concordia, Cape North 43*

Ours was one of the boats in the Nayarit Riviera Marina on Banderas Bay ([www.youtube.com/watch?v=d6lbcgUXH2k&NR=1](http://www.youtube.com/watch?v=d6lbcgUXH2k&NR=1)). One of the local harbormasters got on the VHF net to tell everyone that all ports in Mexico were closed. He said that if a

boatowner left a marina or port, he/she could be subject to fines up to \$5,000. At that point, I turned to the Pacific Tsunami Warning Center and brought up the graphic *Latitude* later used on *'Lectronic Latitude* (see



**Fourteen boats sank in Santa Cruz, which took an estimated \$30 million hit to docks and boats.**

*Sightings*).

Thanks to the internet, we knew that the tsunami was supposed to hit La Cruz sometime between 12:30 and 2:30 p.m. At 10:30 a.m. we still had no word from the Mexican government or the port captain, and over the internet we started to see the reports of damage in places such as Crescent City and Santa Cruz. We decided to go to sea, even though the port captain's office was still flying the red flag, indicating the harbor was closed.

## **Brookings, Oregon, suffered an estimated \$6.7 million in damages from the tsunami surges.**

A neighbor awoke me at 6 a.m. on Tsunami Friday to tell me of the warning, and suggested that I might want to check out my boat. My boat's engine was not working due to a problem with the exhaust system, and she was still in winter mode with double docklines — so I decided to keep her in port. Although mine was not one of the boats damaged in Santa Cruz Harbor ([www.youtube.com/watch?v=Zgt8qBSZE0](http://www.youtube.com/watch?v=Zgt8qBSZE0)), I did see all the damage it caused. Next time I would definitely head out to sea.

Robert Stege  
*New Bird, Ranger 33*

As it happened, I was in Long Beach on the Friday the tsunami hit the California coast, and there was nothing. A big fat nothing. And yet I went online and brought up a YouTube video of Cat Harbor at Catalina having some destruction from the current ([www.youtube.com/watch?v=ilcfGVvQztM&feature=related](http://www.youtube.com/watch?v=ilcfGVvQztM&feature=related)).

Gendon

I was scheduled to leave Avalon on the morning of Tsunami Friday. I began monitoring the VHF at about 6 a.m., and other than the general tsunami advisory being repeated by the Coast Guard, the Harbormaster's Office in Avalon was mum. I did, however, overhear another boat get advice from the office at 7 a.m. that,

"If you can leave, by all means, do so."

En route to Marina del Rey, I picked up a report that the water had receded approximately 20 feet in Cat Harbor, then flooded about the same amount when the first wave hit around 8:45 a.m. It was subsequently reported that the dinghy dock pier was damaged and 10 small boats capsized.

I learned that King Harbor had been closed. Fifteen knots of current were reported at the channel entrance, with damage to docks in Basin 2.

About a half hour out of Marina del Rey, I called the harbor department and was told the harbor was open, and to use the south entrance. All but three of the dozen or so shoal markers had been dragged off-station and out to sea. I was advised to watch the depth, as unmarked shoaling had likely occurred due to the currents. Once inside the marina, I found that the markers dividing the sail/no-sail lanes had been knocked asunder and the current was running in rivers at about five to six knots. I saw no damage in the harbor, and I docked without incident.



# THE 5,000-MILE WAVE

We motored 10 miles into Banderas Bay, where it was 400 feet deep. At that point we started getting reports of water surges in the various marinas around the bay. On the fourth and final surge in La Cruz, someone reported the fluctuation in the height of the water was 5½ feet, and caused currents in excess of 10 knots. Shortly after came reports of Dock 11 breaking up.



JOHN THOMPSON

Despite the tsunami, we had a nice sail, and had a great time watching whales playing off the Tres Marietas.

We returned to La Cruz around 5 p.m., and discovered that the marina was still closed due to surging water and floating debris from the broken docks. We spent the night in the anchorage outside La Cruz, and the next morning were one of the first boats to enter La Cruz Marina. The breakwater entrance still had a strong surge, and several of the channel markers were off-station by 50 to 300 feet. The most shocking evidence of the tsunami was the remains of the end fingers of Dock 11.

## The extent of the damage at Marina Riviera Nayarit in La Cruz was a few broken docks.

Nobody was fined for leaving closed ports.

Tom Jeremiason  
Camelot, Catalina 470

We were in San Blas, ready to get out of the shallow water, when everyone kept telling us that the port captain had closed the port. I had no idea what to expect by defying the closed port announcement, but I did know that a shallow estuary is about the worst place to be during a tsunami. So we motored out to sea, ignor-

ing the VHF and 'waving goodbye' to the people at the office who gestured for us to return.

About halfway to Isla Isabella — 20 miles or so out — a navy patrol boat gestured that we should return to port. They didn't speak to us, but they did take photos of our boat. Then they took off in a big hurry toward San Blas. We slowly motored toward San Blas until they were out of sight, all the while trying to figure out how much trouble we were in.

As we were trying to decide whether to continue north or return and face the wrath of the port captain, we noticed another sailboat on the horizon. It was Gerry on *Sol Seeker*. He said that he'd been told to return to San Blas, even though it was three hours away and only an hour before the tsunami was expected to hit. Both Gerry and I decided to keep going toward Isabella, and all was well. I just checked into Mazatlan and I was not arrested, so life is good again.

Arjan Bok  
RotKat, Schionning 43

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# GET 'EM OFF THE COUCH —

**F**or decades the sport of sailing has been trying to shake off the perception that it's an elitist activity only accessible to the upper crust of society. Here at *Latitude 38* we've always worked hard to debunk that myth by demonstrating that access to sailing is much easier than

opportunities for kids from 7 to 18 to access sailing — regardless of their socio-economic backgrounds. In an era when sports programs are being cut from school curriculums, and rates of both adolescent obesity and diabetes are sky-rocketing, introducing kids to sailing might be one of the wisest things a modern parent can do. Not only will they get a healthy dose of outdoor exercise, but they'll gain self-confidence while learning new life skills and meeting physical challenges.

Many Bay Area yacht clubs have instructional 'junior' programs for kids, particularly during the summer months. There are also a number of community sailing programs specifically focused on making the sport of sailing accessible to any and all Bay Area youngsters.

## Yacht Club Programs

As you'll see in the accompanying sidebar, there are at least 17 Bay Area YCs that offer summer sailing programs for kids, and nearly a dozen that offer them during the school year. Most have been operating successfully for many years thanks to dedicated club volunteers who organize events, teach classes, and do maintenance on the boats. Spring is the ideal time to check out their offerings in order to get your kids signed up well before summer begins, as most programs have a limited number of openings.

Although most YC summer sessions charge a fee, many offer scholarship programs for folks who can prove financial need. Parents usually *do not* have to be club members. At YCs where youth

membership is required, kids are typically offered a youth membership rate between \$15 and \$55. The idea, after all, is to bring new blood into the sport, not to set up deal-breaking obstacles. Young trainees typically need to know how to swim, but do not need previous boating experience.

At YCs, the focus is almost always on dinghy sailing, as the idea is to build basic skills which will serve as a solid foundation for a lifetime of sailing fun. By contrast, some non-YC programs are run aboard large keelboats, as their primary goal is just to give kids their first introduction to the nautical world.

A wide range of boats are used in junior programs, and in most cases they're provided at no additional cost. The vast majority of young sailors start out on El Toros or Optimist prams. Once they learn the ropes, they're likely to move up to Lasers, and eventually to two-person FJs or 420s (both jib-and-main boats). Some clubs also work with nearby high schools to provide race training and support racing teams.

YC junior programs tend to be a winning idea all the way around: The kids have a blast, get some exercise, gain an appreciation for the simple physics of wind power, and perhaps even pick up a lifelong hobby. The club members have fun sharing their expertise while getting to know potential future club members — or possibly future sailing rockstars. (John Kostecki and Melissa Purdy both spent a lot of time in the Richmond YC's program, as did Paul Cayard before moving on to the St. Francis YC.) And the kids' parents come away with the satisfaction of knowing they've introduced their son or daughter to a new form of active outdoor fun.

## Community Access Programs

For the purpose of this overview, we'll lump together all non-yacht club sailing options. But, in fact, they each have distinctly different qualities and offerings. All 'community-access' programs tend to share the same overarching goal: to expose as many kids (and/or adults) as possible to the joys of sailing in the Bay Area's unique aquatic realm. Often, kids also come away with a greater awareness of the Bay's delicate marine ecosystem,



**A first-time sailor takes the helm of the Alden 51 'Pegasus' during a daysail with her middle school class. All participants sail for free.**

most would-be mariners think: Check out our online *Crew List* and you'll find crew positions for rides around the Bay and across oceans. Show up at any yacht club's weeknight 'beer can' race with a positive attitude and a six-pack of suds, and you'll likely find a ride for an evening of competitive fun. And if you're in the market for a knock-around starter boat of your own, you can often find one for under \$5,000 in our *Classy Classifieds* and elsewhere.

And, as you'll learn in these pages, the Bay Area also offers a wealth of

**Once young sailors learn the ropes, they can participate in more advanced opportunities, such as this Encinal YC race program.**



RICHARD GILLETTE

BILLY ZLOTCHKA



# KIDS' ACCESS TO BAY SAILING



GREG TARCZYNSKI

***Ah to be young and innocent again, experiencing the joy of sailing without the help of mom or dad (at Treasure Island Sailing Center.)***

and an appreciation for the region's colorful maritime heritage. Most if not all such programs have provisions for kids to sail for free through need-based grants and scholarships. This fact has led to one of their greatest successes, as they are accessible to all kids, regardless of social status, some of whom might never have a chance to set foot aboard a sailboat otherwise, let alone learn to operate one.

For many years, savvy corporations have used 'team-building' exercises aboard sailboats to build character among their employees and foster an appreciation for mutual cooperation. The teamwork required to maneuver a big keelboat or rig and launch a fleet of sailing dinghies yields similar results in kids of all ages.

Here's a quick look at some popular community programs:

**Treasure Island Sailing Center** — Located literally in the middle of the Central Bay, this multi-faceted facility is well-named, as it is indeed a 'treasure' for the surrounding communities. Established by a group of Bay racers in 1999, the Center's programs have continually expanded over the years to promote sailing and ecological awareness to the broadest possible spectrum — including at-risk kids, and those who are mentally

or physically disabled. A wide range of programs give 7- to 18-year-old trainees exposure to sailing aboard dinghies as well as keelboats.

Thanks to extensive community support and volunteer fundraising, nearly 80% of participating kids sail for free. With its unique location at the edge of Clipper Cove — renowned for brisk winds over flat water — the Center conducts serious racing classes here also. ([www.tisailing.org](http://www.tisailing.org))

**Oakland Park & Recreation Dept.** — Two other 'gems' which greatly benefit Bay Area kids are the Lake Merritt Boating Center, near the city center, and the Jack London Aquatic Center, located along the north shore of the Oakland-Alameda Estuary.

A number of introductory programs are offered at the lake for grade-schoolers, including after-school learn-to-sail courses in El Toros. The action on the Estuary is geared primarily toward middle-schoolers and high-schoolers from any area school, who train and race aboard dinghies and keelboats. ([www.oaklandnet.com](http://www.oaklandnet.com))

**Blue Water Foundation** — As evidence that on-the-water experience for kids is a benefit to society, this nonprofit, volunteer-run group is heavily supported by both the San Francisco School District and the San Francisco Police Department.

Since its founding in 1992, more than 10,000 young salts from virtually every S.F. public school have sailed aboard the Foundation's 20-ft daysailers or its flagship, the 46-ft former ocean racer *Golden Bear*. ([www.bluewaterfoundation.org](http://www.bluewaterfoundation.org))

*The Pegasus Project* — Over the past

*Introducing kids to sailing might be one of the wisest things a modern parent can do.*

15 years, thousands of kids have been introduced to the joys of sailing the Bay aboard the well-kept Alden 51 ketch *Pegasus*. Drawing primarily from East Bay schools, the volunteer staff's mission is for young trainees "to become productive members of a sustainable society through positive outdoor environmental education, and by reinforcing life skills." With the support of several partner organizations and profits from mainstream charter work, all kids who attend these hands-on sessions sail for free. ([www.pegasusvoyages.org](http://www.pegasusvoyages.org))

**Call of the Sea** — This well-respected organization offers three-hour programs aboard the traditional, 82-ft schooner *Seaward* (which also offers private charters). Hands-on sessions focus on seamanship, local history and navigation, and align with 4th- and 5th-grade social studies curricula — yet are adaptable to other grade levels. ([www.callofthesea.org](http://www.callofthesea.org))

**In Marin County, Sailing Education Adventures introduces kids of all social strata to the joys of sailing.**



LATITUDE / ANDY



# GET 'EM OFF THE COUCH —

## A FULL MENU OF KIDS' SAILING OPTIONS

Investigate further details at: [www.latitude38.com/YRASchedule/youth.html](http://www.latitude38.com/YRASchedule/youth.html)  
and at the websites of individual organizations listed below.

### YACHT CLUB PROGRAMS

**Benicia YC** — Derith Lutz, (707) 746-0739, [www.beniciayachtclub.com](http://www.beniciayachtclub.com). Smr Prgm, ages 9-12 & 13-18; Two 5-wk sessions Jun-Aug, Tue; DeWitt Dinghies, Optis & El Toros (prov'd)

**Coyote Pt YC** (San Mateo) — Laurel M. Reid, [www.cpcy.com](http://www.cpcy.com). Smr Camp, ages 8 to 16; Wks of 6/20, 6/27, 7/11, 7/18, 7/25, 8/1, M-F 9-4; Optis & El Toros: \$275/ wk; 10% off second child.

**Encinal YC** (Alameda) — Mallory McCollum-Bozina, (510) 769-0221, [www.encinal.org](http://www.encinal.org); Smr Prgm, ages 8-18, all levels; 3-wk sessions, Jun-Aug, Mon-Thu; Optis, Lasers, FJs, 420s (prov'd); Spring, Fall Prgm, ages 8-18; Sat & Sun for 6 wks (dates TBA), 12:30-4:30; Optis, Lasers, FJs (prov'd); High Schl Prgm, grades 8-12; Wkends Feb-Apr; FJs (prov'd); Scholarships through Encinal Sailing Foundation.

**Golden Gate YC** — Dave Santori, (510) 693-9104, [www.ggyc.com](http://www.ggyc.com); High Schl Prgm, grades 9-12 from any high schl, esp. Lowell, Lincoln, or School of the Arts (middle schl students by arrangement); Tue & Thu, 4 til dark; FJs (prov'd); Free.

**Inverness YC** — Barbara Jones, (650) 474-1402, [www.invernessyachtclub.org](http://www.invernessyachtclub.org); Smr Prgm 6/27-7/15 & 7/19-8/5; Optis, El Toros, Lasers, FJs & Flying Scots (prov'd); \$800; Scholarships.

**Monterey Peninsula YC** — (831) 372-9686, [www.mppyc.org](http://www.mppyc.org); Smr Lessons, ages 8-16; Eight 1-wk all-day sessions starting early Jun, except wk of 7/4; Optis, FJs (prov'd); Scholarships avail. High Schl Team, grades 8-12 from Pacific Grove, Salinas & Monterey; Fri afternoons during schl year; FJs (prov'd).

**Richmond YC** — (510) 237-2821, [www.richmondyc.org](http://www.richmondyc.org); Parent or child must be RYC member (jr. membership: \$20 initiation + \$50/yr); Jr Slg Winter, ages 8-18; Most Sun, Oct-Mar, 9:30-3:30; El Toros, Bytes, Lasers (BYOB) & Optis (avail for rent, \$250/season); \$115 + two days of parent volunteer time. Dbhanded Prgm, ages 8-18; Most Sun, Oct-Mar, 9:30 am-3:30 pm; FJs, 420s (prov'd); \$250. Smr Prgm, grades 8-12; Wkdays, Jun-Aug; FJs, 420s. Smr Sleepover Camp (at Stockton Slg Club); Jul 10-16; El Toros, Optis (BYOB); \$275 + 3 days of parent volunteer time; Scholarships.

**St. Francis YC** (San Francisco) — Mike Kalin, (415) 820-3729, [www.stfyc.com](http://www.stfyc.com). Tinsley Island Smr Camp, ages 7-17; One-wk sessions, 6/21-25, 6/28-7/1, 7/5-9; Optis, Lasers, Bytes, 420s, windsurfers (prov'd); cost TBD; Scholarships avail. Begin Opti, ages 7+; Sat, Sep-May; Optis, FJs, 420s, 4.7s, windsurfers (prov'd); cost TBD; Scholarships. High Schl Slg; Sep-May; FJs (prov'd); cost TBD; Scholarships.

**San Francisco YC** (Belvedere) — Forrest Gay, (415) 435-9525, [www.sfyc.org](http://www.sfyc.org).

Spring & Fall Learn-to-Sail Prgm, ages 8-18; Apr-Sep; Optis, Laser Radials & 4.7s, FJs, 29ers, 420s (prov'd). Smr Prgm, ages 8-18, all levels; Jun-Aug; Optis, Laser Radials & 4.7s, FJs, 29ers, 420s (prov'd). High Schl Prgm, grades 9-12 from any Marin City high schl; After schl, Tue-Fri; FJs (prov'd); Scholarships through Belvedere Cove Foundation.

**Santa Cruz YC** — Peter Pillsbury, (831) 425-0690, [www.scyc.org](http://www.scyc.org). Pinto Lake Prgm, ages 8-14; Pinto Lake, Watsonville; Sun, Sep-Mar; El Toros (avail for rent); \$55 YC jr membership. Scholastic Prgm, grades 8-12 from Pacific Collegiate, Santa Cruz, & Soquel High Schls; Santa Cruz Yacht Harbor; Sat, Sep-Mar; FJs (prov'd), Lasers, 420s. Advanced Slg Prgm, independent competitors; Moore 24s (prov'd); Lasers, 29ers, etc. (BYOB).

**Sausalito YC** — Rob Dubuc, [www.sausalitoyachtclub.org](http://www.sausalitoyachtclub.org). Smr Prgm, ages 9-17; Jun-Aug. Begin, High Schl Varsity & JV Slg; Sep-May; Optis, Lasers, Laser Radials (prov'd); Scholarships through Sausalito Youth Slg Foundation.

**South Beach YC** (San Francisco) — Kevin Wilkinson, (650) 333-7873, [www.southbeachyc.org](http://www.southbeachyc.org). Jr Prgm, ages 9-16; one 1-wk Intermed session, Jun; one 2-wk Begin session Jul; one 1-wk Begin/Intermed session Aug; Lasers, FJs (prov'd); \$225/wk; Scholarships.

**Spinnaker YC** (San Leandro) — (510) 577-3462, [www.spinnakeryc.org](http://www.spinnakeryc.org). Smr Slg Camp, ages 10-18, must be able to swim; Three 1-wk classes Begin Jun, Begins & Intermeds; 9 am-4 pm; DeWitt Dinghies (prov'd); \$200/San Leandro res'ts, \$225/non-res'ts.

**Sequoia YC** (Redwood City) — (650) 361-9472, [www.sequoiayc.org](http://www.sequoiayc.org). Jr Begin/Intermed Prgm, ages 10-14; Dan Humphreys, (650) 941-9303; Sat, fall/spring, 9-11 am, (Begin); 11:15-1:15 (Intermed); El Toros (prov'd); \$125/10-wk session. Advanced Prgm, ages 12-16; Dave Pirron, (408) 966-5659; Sat spring & fall, 1:30-3:30 pm; Lasers (4.7, Radial & Full Rig); \$175/10-wk session. Peninsula Youth Slg Found Smr Prgm, ages 7-12; Eric Anderson, (650) 854-1048; One-wk session, Jun-Aug, 9-3 daily; Optis (Begin), 420s & FJs (Intermed); advanced racing (all prov'd); \$300/YC members & students who BYOB, \$325/nonmembers. Scholarships. PYSF High Schl Slg, Eric Anderson, (650) 854-1048, [www.pysf.us](http://www.pysf.us); Training & racing all yr; Sat & Sun practices & races; CFJs, 420s, Lasers, 29ers.

**Stockton Slg Club** — Leslie Pannell, [www.stocktonslg.org](http://www.stocktonslg.org). Learn to Sail Prgm, ages 9-18; One-wk classes, Jun-Aug; El Toros & FJs (prov'd); cost contact above + \$15 youth membership. Smr Sleepover Camp (with RYC); Jul 10-16; El Toros, Optis (BYOB); \$275 + one day parent volunteer time. Scholarships.

**Tahoe YC** (w/ Tahoe Community Slg &

Tahoe City Parks & Rec) — Bryce Griffith, (530) 583-3796 ext. 25/ext. 12. Youth Slg Prgm, ages 8-17; Jun-Aug, Mon-Thu 10-4 Race Prgm Mon eves & Fri days; CFJs, Picos, Nomad 17s, Lasers; cost contact above.

**Tiburon YC** — Pat Lopez, (415) 454-7228, [www.tyc.org](http://www.tyc.org); Schedule TBA (Begin Mar); prov'd Optis or bring your own; Cost \$40/day w/ your boat, \$65/day if using a TYC boat.

### COMMUNITY PROGRAMS

**Oakland Parks & Rec** — Sarah Herbelin, (510) 238-2196, [www.oaklandnet.com/parks/prgms/boating.asp](http://www.oaklandnet.com/parks/prgms/boating.asp). Slg into Science, fifth graders; Lake Merritt Boating Ctr; schl year; Pedalbits, dragonbts, kayaks, whalebts (prov'd); \$300 per class per day (up to 32 students) or \$150 (15 students). After-Schl Learn-to-Sail prgm, ages 10-17; LMBC; Wed or Tue & Thu during schl yr; El Toros (prov'd); \$145/10 wks. Basic, Intermed Smr Prgm, ages 7-18; LMBC; One-wk sessions, Jun-Aug; El Toros, Sunfish, Bytes, JY15s, Lasers (prov'd); \$145/Oakland residents; \$160/non-residents. Advanced Smr Prgm, ages 10-18; Jack London Aquatic Ctr (Oakland Estuary); One-wk session, Jun-Aug; windsurfers, cats, keelbts, JY15s, Bytes (prov'd); \$175 & up. Youth Slg Team, grades 8-12 from any schl; JLAC; practices & regattas on wkends; Laser 4.7s (prov'd); \$210 for 90 hrs of instruction. Scholarships for Oakland residents.

**Sailing Education Adventures** (Marin YC, San Rafael) — (415) 775-8779, [www.sfsailing.org/camps](http://www.sfsailing.org/camps). Mini Sail Camp, ages 8-10; 7/4-8/19, M-F, 9-12; Laser Picos; \$295. Scholarships. Basic & Intermed Sail Camp, ages 11-16; 6/20-8/26, M-F, 9-4; Laser Picos; \$360. Scholarships. Advanced Sail Camp, ages 8-16; 7/4-8/19, M-F, 9-4; Laser Picos; \$360-\$395. Scholarships. Dominican Univ. Slg, ages 16+, [www.sfsailing.org/dominican](http://www.sfsailing.org/dominican); Sess 1: Apr-May; Sess 2: Sep-Oct; Fri, 12-4; Laser Picos, Lido 14; \$150. Scholarships.

**Sea Scouts Marinship 1** (Tiburon YC) — Ronald Berliner, (925) 674-6120. Yr-round Prgm, ages 14-21; 1st & 3rd Tue eves each mo; Slg yr-round; Santana 35 & 22s, Lasers, FJs, 420s, tall ship Active (prov'd); \$60/year

**Stanford Smr Slg Camp** (Redwood City), John Vandemoer, (650) 387-2674, [www.stanfordsailing.org](http://www.stanfordsailing.org). Begin & Intermed Slg Prgm, ages 9-17; Jun-Aug; 420s, FJs (prov'd); cost contact above. Scholarships.

**Treasure Is Slg Ctr**, Lacey Todd, (415) 421-2225, [www.tisailing.org](http://www.tisailing.org). Spring Begin Prgm, ages 7-14 & Spring Race Team, ages 8-14; Session 1 Sat, Mar-Apr, 10-1; Session 2 Sat, Apr-May, 10-1; Session 3 Wed, Apr-May, 10-1. Opti Race Team, 10 practices Sat, 1:30-4:30, Feb-May; 3 races wkends: Opti; \$500/Sess. Scholarships. High Schl Race Team, ages 13-18, no experience nec.; Sun, Jan-Apr, 10:30-4; FJs; \$400. Smr Slg Camp, ages 7-18; One-wk Session, Jun-Aug; FJs, JY Trainers, Optis, Lasers, J/24s, Access Dinghies (prov'd); lifejackets, wet-suits & foulies prov'd; \$125/wk, half day; \$250/wk, full day. Scholarships.

**Nehemiah** — Like so many others involved with youth sail training, Capt. Rod Phillips and his wife Joni view sailing as a chance for troubled kids to see the world through a different lens. Years ago they decided to offer their boat — a classic 57-ft ketch — and their maritime knowledge to young people from nearby communities. They've taken hundreds of kids out for booming sails on the Bay, many of whom are underprivileged or 'at-risk'.

A longtime professional mariner, Capt.





# KIDS' ACCESS TO BAY SAILING

Rod, with other volunteers, instructs kids in the arts of traditional seamanship aboard *Nehemiah*, which has twice circumnavigated the globe. Free or nearly free youth programs are supported by occasional mainstream charter work. ([www.sailingacross.com](http://www.sailingacross.com))

**The Spaulding Wooden Boat Center** — This historic facility is one of the maritime treasures of the Sausalito waterfront. Its staff offers 14- to 17-year-olds vocational apprenticeships that include boatbuilding, sailing and marine ecology. During the program, which begins in June, students will construct a wooden sailboat designed in 1923 by Myron Spaulding and redesigned by Tom Wylie. In addition, apprentices receive sailing instruction meant to prepare them for

recreational Bay sailing and coastal cruising. ([www.spauldingcenter.org](http://www.spauldingcenter.org))

**San Francisco Maritime National Park** — A jewel of the San Francisco waterfront, the Park has a wide variety of offerings for both kids and adults. Interactive youth classes combine hands-on instruction in traditional seamanship and sail training with aspects of history and social studies, science, and math (all aligned with state curriculum standards). From sail training aboard the traditionally rigged historic scow schooner *Alma* to overnight Living History Programs on the tall ship *Balclutha* to after-school sailing classes on wooden Pelican sailboats, the Park promotes a full menu of unique offerings. ([www.nps.gov/sajfr/index.htm](http://www.nps.gov/sajfr/index.htm))

**Sailing Education Adventures** — This highly regarded, volunteer-run organization has been running kids' summer Sail Camps for 27 years. In partnership with San Rafael's Marin YC, they operate one-week, full-day dinghy-sailing courses (Beginning in June) for kids 8 to 16, at both the basic and intermediate levels. ([www.sfsailing.org](http://www.sfsailing.org))

With so many dynamic youth sailing options here, we'd love to see every Bay Area kid get at least a basic introduction to the joys of sailing. In fact, just writing this overview makes us wish we were young rookies again ourselves so we could join in the fun.

If you have young children, we strongly urge you to coax them off the couch and point them toward the water. We're pretty sure they will thank you if you do!

— **latitude/andy**

**Clockwise from upper left: El Toros clash in the Richmond Channel; Young navigators compare notes aboard 'Pegasus'; The 'downside' of sailing; A South Beach YC sailor exercises his abs; Student sailors from Treasure Island Sailing Center show their enthusiasm aboard a J/24.**



LATITUDE 38 / ANDY



RICHARD GILLETTE



RICHMOND YC



TREASURE IS SAILING CTR.



KEVIN WILKINSON



# CHASING THE SETTING SUN —

Most sailors are familiar with the Panama Canal's most popular nickname: The Ditch. But we like to think of the venerable waterway as The Great Funnel, because every winter and spring sailors from all over the world converge on this 50-mile track through the Americas en route to long-dreamed-about anchorages in French Polynesia, and the patchwork



ALL PHOTOS LATITUDE / ANDY

Finally, Midene and Michael will get to see the islands from the deck of 'This Side Up'.

of sunny tropical islands that lies beyond. As regular readers know, we call that 3,000-mile passage to the islands the Pacific Puddle Jump.

At our second annual Panama Puddle Jump Sendoff Party February 12 — generously co-hosted by the Balboa YC — we had a chance to meet dozens of international cruisers. Some had been out exploring for many years, while others were relative newcomers to the cruising life. But they all shared at least a few common attributes: thirst for adventure and genuine curiosity about the people and places they were about to 'discover'.

As a follow-up to last month's profiles of Puerto Vallarta-based passage-makers, we'll introduce you here to some representatives of the Panama fleet. May they all arrive safely with precious memories of the crossing to savor. (The complete fleet list for this year's loosely defined Pacific Puddle Jump rally can be found at [www.pacificpuddlejumps.com](http://www.pacificpuddlejumps.com).)

**This Side Up — Kanter Atlantic 45  
Michael & Midene Reynolds  
Seabrook, TX**

Michael and Midene got a taste of the South Pacific 15 years ago, but back then they were soaking in the scenery from the deck of a cruise ship. "We've been dreaming about cruising those islands on our

own boat ever since," says Midene. Although they're now based in Texas, they claim they "lived and breathed *Latitude 38*" during their 9-year stay in Sacramento. Are they anxious about making the jump? "Oh there's fear," admits Michael, "but we handle it. We raised five children, so we're used to living in fear!" They now also have 11 grandkids.

**WorldWind — Hiscock 40  
Thomas Colligan, St. Pete Beach, FL**

Cap'n Tom probably has more sea miles under his belt than any other member of the fleet. After all, he started sailing 60 years ago and had a career as a merchant marine officer. He's also designed a few boats along the way. Why is he heading off to Tahiti now, at age 67? "After easing into retirement, a good friend warned me I was rusting away in my waterfront condo in Florida, so I sold it, bought this boat, and here I am!" When we met him, he was interviewing crew for the crossing.

**Ocean Air — Beneteau 473  
Hilton de la Hunt, GBR**

One of Hilton's current goals is to combine "high adventure and peace of mind." How? By singlehandedly this recently purchased sloop to Thailand, where he intends to start a charter boat fleet and live the good life — that's where the 'peace of mind' comes in. If things work out, *Ocean Air* will be the first of 10 boats in his charge.

**Alcheringa II — Van de Stadt 44  
Bill Campbell & Benita Richardson  
Edmonton, AB**

According to Bill, the boat's name means something like The Garden of

Eden in the traditions of Aussie aboriginal spirituality. "Of course, when we chose it we didn't know how difficult it would be to pick out on the radio," admits Benita. After buying this sturdy yard-built ferrocement sloop in the Netherlands eight years ago, they crossed to the Caribbean and were seduced into lingering for six years. "We never thought we'd go around the world," explains Benita, "but about year ago we decided to break out of the Caribbean and head west."



Bill and Benita finally broke out of the Caribbean. They've now pointed 'Alcheringa II' west.

**Quicksilver — Nautique Santonge 44  
Mike & Hilde Gill  
Hamble River, GBR**

Mike and Hilde have owned this lovely boat for 18 years, and we'd bet much of that time they've been looking forward to someday making a world cruise. They





# PACIFIC PUDDLE JUMP 2011



*No wonder they're smiling. Hilde and Mike have waited 18 years to make the Jump.*

finally got started in September with an Atlantic crossing. Four months later they were in Panama, poised for a crossing to the Galapagos before making the big jump to the Marquesas. "We're really looking forward to the whole of French Polynesia," says Mike. At the end of the season they'll probably find themselves in New Zealand, where they'll assess their future options.

## **Wadda — Allied Mistress 39** **Moe Wick & Margaret Johnson** **Valley City, ND**

"Hmm. . . Wadda. Is that like, 'water'?" "No, in order to understand our boat's name," Margaret explains, "you have to understand cricket: It's like 'Wadda catch!'" The boat's hailing port is also a bit curious, but as we learned, Moe hails from North Dakota. He and Margaret picked this boat up in Florida 12 years ago at the very beginning of their sailing careers. They're now taking her across the Pacific to Australia, where Margaret was born and raised.

## **Kindred Spirit III — Venus 46** **Brad & Gloria Smith** **Philadelphia, PA**

Since setting out from Philly 10 years ago, Brad and Gloria have seen many different panoramas — stretching from Nova Scotia to Cape Horn. And they're nowhere near close to settling down. They've learned to keep their itinerary loose, but they're absolutely committed to making one Pacific stopover: "Our boat was designed by Bob Salthouse of Auckland," Brad explains. "A bunch

of them were built, but oddly enough, Bob's never had a ride on one. So we've promised to change that."

They hope to circumnavigate. "But we're not totally committed to the idea," says Brad with a laugh, "you see, we don't like to tack."

## **Good News — Cascade 42** **Michael Gallagher, Deer Park, WA**

In our experience, Michael has taken a unique approach to making friends while cruising: Being a chiropractor by trade, wherever he goes he offers free bone-cracking services to the people he meets, especially in remote areas. It's a gift that's opened many doors for him and led to many memorable experiences. His plan is to sail north to Hawaii after



*"It's a deal," says Michael (right), as Chris signs on as crew.*

touring French Polynesia, then eventually circle back home to the Northwest. Although he often sails solo, in Panama he picked up a fit, cheerful crewman named Chris who'll stand watches during the jump. It's worth noting that Chris has gotten at least three different rides pretty easily since setting out from Florida last year.

## **Pelagic — 46' custom cat** **Graeme Arnall & Iris Schepelmann** **Gladstone, AUS**

"We're basically on the homeward run now," explains Iris. After building this cat themselves to a Crowther design, they headed west in 2002 across the Indian Ocean, through the Med to Northern Europe, across to the U.S. and down to the Caribbean. Having proven herself during all those miles of travel, *Pelagic* is obviously a sound vessel, but we'd never before heard of a cruising cat built out of steel. "Due to my engineer-

ing background, it was a material I was comfortable with," explains Graeme. "We sacrificed some speed, but we've got a very strong boat that's really comfortable at anchor due to her weight."

## **Shango — Pacific Seacraft 40** **Roger Block & Amy Jordan** **Newburyport, MA**

Having grown up near Boston, both Roger and Amy started sailing before they were teenagers. They'd owned at least three previous sailboats before upgrading to this Bill Crealock-designed cruiser five years ago. And they intend to take her around the world. What do they value most about the cruising life? "The sense of independence you gain and the natural beauty you're exposed to," says Roger. "It's a great lifestyle to experience as a couple."

## **Reality — Flying Dutchman 50** **Vaughn & Sharon Hampton** **San Francisco, CA**

"We set out from San Francisco with a plan to go around the world in seven years," explains Vaughn with a laugh. "We're now 13 years into it and still have quite a ways to go!" "But now at least we're going in the right direction," Sharon adds, "downwind!" When they set out in '98 all their cruising friends were headed to the South Pacific, but they were determined to go to Europe, where they eventually spent five years. "By the time we got to the Red Sea," says Sharon, "we figured we probably would have had a lot more fun if we'd been heading in the



*Vaughn and Sharon of 'Reality' are happy to finally be heading in the "right direction."*

opposite direction." So this time they're happily sailing westabout. What are their favorite places so far? Turkey and Panama. "Although neither of them was on our radar when we started out."



# CHASING THE SETTING SUN —

## **Idyll Island — Voyager 440** **Derek Gale & Cathryn Corbett** **Victoria, BC**

Although we don't know Derek and Cathryn well, we think they're pretty wise. Not only did they take a sabbatical 14 years ago and spend a year sailing the



*We have little doubt that Derek and Cathryn of 'Idyll Island' are still in love.*

Caribbean with their son, but three years ago, when they were ready for another stint of cruising, they flew to the Virgin Islands and bought this boat there, in the heart of the prime Caribbean cruising region. Having spent the past three years exploring the islands of the Antilles, they're now ready to explore the Pacific. "We'll focus on the out-of-the-way places, as we always do," says Cathryn.

## **Endorfin — Coronado 35** **The Guesnel family** **Sault Sainte Marie, ON**

It's not often that a big, strapping guy introduces himself as "Swabbie." But

*Guy was thrilled when his parents asked him to crew to Tahiti aboard 'Endorfin'.*



once we got to know this family crew we understood why. While his parents, Gilbert and Katrina, have been sailing for 15 years, young Guy (aka Swabbie) has only been at it for two weeks! "I always assumed I'd never leave Canada," says the heavily tattooed recruit, "but when Dad asked if I wanted to go, it didn't take me long to say, 'Sure!'" After visiting relatives in Australia, they hope to go all the way around.

## **New Morning — Custom Paine 54** **Russ Irwin & Fay Mark** **Sausalito, CA**

"Sailing to French Polynesia hasn't just been a dream for us, it's been the dream," says Fay. "We both got into sailing early in life," she explains. "Not long after we met we started talking casually about the idea of sailing around the world together." This custom-built



*Russ and Fay are thrilled with their new custom-built ride, 'New Morning'.*

54-footer is a lot of boat for two people to sail, but she's a spectacular ride for crossing oceans. They had her custom-built in Maine, and took possession in the spring of 2008. "While cruising since then, a lot of the world cruisers we've met warned us not to spend too much time in the Caribbean. 'The Caribbean is great,' they'd say, 'but the South Pacific is awesome!'"

## **Irma — Hallberg-Rassy 40** **Otakar & Jana Hons** **Praha, CZE**

You don't often meet sailors from the landlocked Czech Republic, but Otakar and Jana are not typical Czechs. They were introduced to sailing 10 years ago on a Mediterranean



yacht charter. They honed their skills later by chartering on their own, then did offshore trips from Gibraltar to the Canaries and from France to Croatia. In 2009 they made a giant leap by buying this ocean-ready 40-footer in Sweden, where their much-anticipated round-the-world cruise began.



*Of course Jana and Otakar are happy. They're heading to Tahiti aboard the lovely 'Irma'.*

## **Sailaway — Motiva 45** **Werner & Anne Overhaus** **Bremen, DEU**

We can only imagine what it's like to find yourself sailing in the sun-baked tropics after beginning your sailing career in the ice-cold waters of the North and Baltic Seas. That's precisely what Werner and Anne have experienced, and they're lovin' it. Having upgraded from a heavy steel boat to this sleek fiberglass beauty, their plans are open. "We haven't



# PACIFIC PUDDLE JUMP 2011



*Rafted up after transiting the Miraflores Locks, two cruisers head west toward the Bridge of the Americas and the Pacific beyond.*

ruled out a full circumnavigation, but really, we just want to live aboard in warm areas." Knowing how cold it can get in central Germany, where they're from, we can understand why that would be a high priority.

## **Two Amigos — Gulfstar 50 Bruce Stevens & Clark Nicholson Dana Point, CA**

This curious pair obviously gets along famously despite the fact that they have fundamentally different personalities. "He's a gentleman; I'm a dog," explains Bruce, who is a former U.S. Marine and cop. "I don't have a leash," adds Clark, "so I let him do anything he wants." Wonderful memories from a trip to Polynesia

*These 'Two Amigos' are about as similar as oil and water, but they're happy shipmates.*



30 years ago inspired Clark to head west this year, while Bruce's motivations are more primal: "To meet women all over the world!"

## **Rio — Tartan 4300 George Greenberg Steamboat, CO**

When we met George in Panama he was solo, and anxiously waiting for at least one of several friends to commit to the upcoming passage. If necessary, he was prepared to go it alone. So how does a guy from Steamboat Springs, CO, end up on the brink of a 3,000-mile ocean crossing. "Well, when I was young I read a lot about

Lewis and Clark." Apparently that sparked his lust for high-risk adventures, and today his cruising plans are open-ended.

## **Pyewacket II — Aleutain 51 Noel & Jackie Parry, Jeriv Bay, AUS**

"We enjoyed cruising the Pacific so much during a trip in 2005, that we decided buy a boat on the West Coast in order to take in the whole stretch of islands," explains Jackie. After cruising previously on a 34-footer, their priority was to find the longest waterline they could afford. They eventually found this 51-footer in San Rafael. So what favorite places are they eager to revisit? "Actually, it's a bit hard to find a place you don't like," says Noel. "We're going to try some different islands, but I don't think you can go wrong no matter which route you take."

## **Aroha — Jeanneau 42 Eric & Monica Schwartz Nice, FRA**

When we asked Eric, who is French, and Monica, who is Austrian, what was the meaning of their boat's name, they both laughed. "Well, we *think* it means 'love' in Tahitian. We sure hope that's right, but we're not really certain because we looked it up on the Internet!" explains Monica. Even before they met, Eric had ideas about going cruising. "He talked about it for a long time," recalls Monica. "Then one day we just did it!" They left France three years ago, and now, as they head to the South Pacific, their itinerary is yet to be determined.

## **Theofania — Vagabond 39 The Ivanov family St. Petersburg, RUS**

In all the years that we've been reporting on the Puddle Jump, this is the first time we've ever encountered a group of Russians. But Maxim and his wife Natalia tell us there are others. Setting out from their home on the bitter-cold Baltic Sea nine years ago, they sailed all the way to Colombia in a boat they built themselves before upgrading to this sturdy Ron Amy design in Cartagena. They claim they're definitely heading west this season, but Panama has had a strong grip on them for the past four years. In



*If the 'Theofania' crew can break loose of Panama, they'll soon anchor in a Tahitian lagoon.*

fact their youngest daughter, Polina, was born there. Their elder daughter, Xenia, will help crew on the crossing as will a young friend, Tatiana Matrekhina.

**B**ecause a continuous parade of cruisers passes through Panama at this time of year, the folks you met in these pages represent only a small sampling of this year's roster of westbound voyagers. But we hope we've proved our contention that they're a truly diverse group.

Many of the sailors profiled here met for the first time at our Balboa YC fiesta, and many more will get acquainted after the crossing at the annual Tahiti-Moorea Sailing Rendezvous, June 25-27. No doubt they'll be sharing boatloads of passage tales during that three-day fun-fest, and with any luck you'll be able to read some of their anecdotes this summer in our annual Pacific Puddle Jump Recap article.

Until then, please join us in wishing this year's fleet fair winds and the best of luck during the crossing.

— **latitude/andy**



# LATITUDE 38'S GUIDE TO

**A**fter a long — and probably chilly — day of sailing on the Bay, few things are more satisfying than walking up the dock and sitting down to a meal someone else has prepared. If you're at your home marina, you probably already know all the good spots to grab some chow, but what if you've stopped at Pier 1 1/2 to drop off guests, or are near the Golden Gate when your crew and their stomachs start growling, or you've headed up the Petaluma River for the weekend?

In the March issue, as well as in *'Electronic Latitude*, we asked readers for their help in compiling a list of restaurants that are easy to access by boat. To keep

the list from filling the entire issue, we imposed one major limitation: The eatery in question must be within three blocks or so of a public dock, marina or yacht club. As a result, we were forced to omit several worthy destinations: Sausalito's Caledonia Street, all of Napa and, of course, hundreds of spots in the City, including the Marina District.

Our tour of Bay Area eateries starts in Sausalito and works its way clockwise as far as Benicia, then down to Richmond and on to the Estuary before heading to the South Bay and finally the Cityfront. The first listings under an area heading are restaurants with private docks

***Benicia offers more than a dozen dining options, including the Benicia Yacht Club.***

(they're also labeled with an asterisk). Keep in mind that these docks are generally first-come-first-served and, as you might imagine, are reserved for customers of the restaurant. Many will allow you to spend the night if you've enjoyed a few too many libations at dinner, or if you plan to go up for brunch, but it's best to ask first. If shallow depths have been reported, the listing is noted with an exclamation point.

Next you'll find the restaurants organized by proximity to any given public marina or yacht club (phone numbers





# BOAT-IN DINING

are provided to make berthing arrangements). Our readers' recommendations head the list and are in a bold font, followed by other eateries in the area. Each listing gives the type of food they specialize in, which meals they serve, a price range provided by *Yelp.com* — \$=cheap; \$\$=moderate; \$\$\$=spendy; \$\$\$\$=splurge — and contact info.

This list is far from comprehensive, so there are a few things to keep in mind when referring to it:

- Just because a restaurant made the list doesn't guarantee you'll like it; conversely, if a restaurant isn't listed, that doesn't mean it's not great.

- Price ranges and menu specialties are often subjective.

- Just because a listing isn't noted as shallow doesn't mean you won't run aground — always watch your depthsounder when entering an unfamiliar dock.

- Many establishments also offer entertainment so be sure to check their websites for upcoming events.

- Yacht clubs dinners are often open to the public — check their websites.

- If there's anything better than having someone cook for you, it's having them do the dishes, too.

— *latitude/ladonna*

ROD WITEL





# LATITUDE 38'S GUIDE TO

## SAUSALITO

**Horizons\*** - Seafood (Br,L,D) \$\$\$  
www.horizonssausalito.com  
(415) 331-3232

Sausalito YC - (415) 332-7400

**Scoma's** - Seafood (L,D) \$\$\$  
588 Bridgeway  
www.scomassausalito.com  
(415) 332-9551

**Spinnaker** - Seafood (Br,L,D) \$\$\$  
100 Spinnaker Dr  
www.thespinnaker.com  
(415) 332-1500

**Angelino** - Italian (L,D) \$\$  
621 Bridgeway  
www.angelinorestaurant.com  
(415) 331-5225

**Winship** - American (B,L) \$\$  
670 Bridgeway  
www.winships.com  
(415) 332-1454

**Piccolo Teatro** - Italian (L,D) \$\$  
739 Bridgeway  
piccoloteatrodissausalito.com  
(415) 332-0739

**Poggio** - Italian (L,D) \$\$\$  
801 Bridgeway  
www.poggiotrattoria.com  
(415) 332-7771

Clipper Yacht Harbor - (415) 332-3500

**Fish** - Seafood (L,D) \$\$  
At marina  
www.331fish.com  
(415) 331-3474

**Sea Horse** - Italian (L,D) \$\$  
At marina  
www.sausalitoseahorse.com  
(415) 331-2899

**Anchorage 5** - Mexican/American (B,L) \$\$  
475 Gate 5 Rd.  
(415) 331-8329

Schoonmaker Point Marina - (415) 331-5550

**Le Garage** - French (Br,L,D) \$\$\$  
At marina  
legaragebistrosausalito.com  
(415) 332-5625

**Sailors** - American/Mexican (L,D) \$\$  
2009 Bridgeway  
sailorsrestaurantandbar.com  
(415) 332-1512

**Fred's Place** - Cafe (B,L) \$\$  
1917 Bridgeway  
(415) 332-4575

## TIBURON



**Sam's Anchor Cafe in Tiburon has lots of dock space, but watch your depth, especially at low tide.**

Sausalito Yacht Harbor - (415) 332-5000

**Harbor View Grill** - American (D) \$\$  
303 Johnson St  
www.harborviewgrill.com  
(415) 332-1492

**Taste of Rome** - Cafe (B,L,D) \$\$  
1000 Bridgeway  
www.taste-of-rome.com  
(415) 332-7660

**Thai Terrace** - Thai (L,D) \$  
1001 Bridgeway, Ste B1  
(415) 331-8007

**Paradise Bay** - Seafood (L,D) \$\$\$  
1200 Bridgeway  
paradisebaysausalito.com  
(415) 331-3226

**Cibo** - Cafe (B,L,D) \$\$  
1201 Bridgeway  
www.cibosausalito.com  
(415) 331-2426

**Sam's\*** - Cafe (Br,L,D) \$\$  
www.samscafe.com  
(415) 435-4527

Corinthian YC - (415) 435-4771  
**Ginza** - Sushi (L,D) \$\$  
41 Main St.  
ginzasushi-tiburon.com  
(415) 789-5123

**New Morning** - Cafe (B,Br,L) \$\$  
1696 Tiburon Blvd  
(415) 435-4315

## ANGEL ISLAND

Cove Cafe & Cantina - Cafe (L) \$  
Ayala Cove docks  
www.angelisland.com/cove\_cafe/index.php

## SAN RAFAEL

**Seafood Peddler\*** - Seafood (L,D) \$\$\$  
www.seafoodpeddler.com  
(415) 460-6669  
Note: Tide-bound

## PETALUMA RIVER

**Papa's Taverna\*** - Greek (L,D) \$\$  
At Gilardi's Landing (Lakeville)  
www.papastaverna.com  
(707) 769-8545

Turning Basin - (707) 778-4303



LATITUDE / ANDY

## The Petaluma Turning Basin.

**Dempsey's Brewery** - American (L,D) \$\$  
50 E Washington St  
www.dempseys.com  
(707) 765-9694

**McNear's Saloon** - American (Br,L,D) \$\$  
23 Petaluma Blvd N  
www.mcnears.com  
(707) 765-2121

**Graziano's** - Italian (D) \$\$\$  
170 Petaluma Blvd N  
grazianositalianfood.com  
(707) 762-5997

**Volpi's** - Italian (L,D) \$\$  
124 Washington St.  
(707) 765-0695

**Himalayan Kabob & Curry House** - Indian (L,D) \$\$  
220 Western Ave.  
www.himalayankabobandcurryhouse.com  
(707) 775-4717

**Central Market** - American (D) \$\$\$  
42 Petaluma Blvd N  
centralmarketpetaluma.com  
(707) 778-9900

**Water Street Bistro** - French (B,L) \$  
100 Petaluma Blvd N  
www.waterstreetbistro.net  
(707) 763-9563

**Della Fattoria** - Bakery (B,Br,L) \$\$\$  
141 Petaluma Blvd N.  
www.dellafattoria.com  
(707) 763-0161

**Risibisi** - Italian (L,D) \$\$  
154 Petaluma Blvd N.  
www.risibirestaurant.com  
(707) 766-7600

**Graffiti** - Seafood (L,D) \$\$\$  
101 2nd St  
www.graffitipetaluma.com  
(707) 765-4567

## VALLEJO

Vallejo YC - (707) 643-1254

**Front Room at the Wharf** - American (L,D) \$\$  
295 Mare Island Way  
www.frontroomvallejo.com  
(707) 649-8889

**Panama Red Coffee** - Cafe (B,L) \$  
At ferry terminal  
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**Zio Fraedo's** - Italian (L,D) \$\$  
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www.ziofraedos.com  
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Emery Cove Yacht Harbor - (510) 428-0505

[www.scottsjls.com](http://www.scottsjls.com)  
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Jack London Square Marina - (510) 834-4591

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Hong Kong East Ocean - Seafood (Br,L,D) \$ \$  
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[www.hkeo.us](http://www.hkeo.us)  
(510) 655-3388

Roba's Pizza Cafe - Pizza (L) \$  
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(510) 547-7773

Berkeley Marina - (510) 981-6740

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At marina  
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**Ballena Bay Cafe** - Deli (B,L) \$  
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## SOUTH BAY

Redwood City Marina - (650) 363-1390

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(650) 568-0211

Westpoint Harbor Marina - (650) 224-3250

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[www.21st-amendment.com](http://www.21st-amendment.com)  
(415) 369-0900

**Gordon Biersch Brewery** - American (Br,L,D) \$ \$  
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(415) 243-8246

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[www.rocksnosalt.com](http://www.rocksnosalt.com)  
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**Delica** - Japanese (Br,L,D) \$ \$ \$  
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**Mijita** - Mexican (Br,L,D)  
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**Bubba Gump** - Seafood (L,D) \$ \$ \$  
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**Eagle Cafe** - Cafe (B,L,D) \$ \$  
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**Hana Zen** - Sushi (L,D) \$ \$ \$ \$  
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# BOAT-IN DINING GUIDE

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[www.hardrock.com](http://www.hardrock.com)  
 Hook & Cook - Seafood (L) \$\$  
 Luigi's - Pizza (L,D) \$\$  
 Neptune's - Seafood (L,D) \$\$\$  
[pier39restaurants.com](http://pier39restaurants.com)  
 Pier Market - Seafood (L,D) \$\$  
[www.piermarket.com](http://www.piermarket.com)  
 Players - Burgers (L,D) \$\$  
[www.playersf.com](http://www.playersf.com)  
 Sea Lion - Cafe (L,D) \$\$  
[pier39restaurants.com](http://pier39restaurants.com)  
 Swiss Louis - Italian (L,D) \$\$  
 (reopening April)  
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 Wipeout - American (B,L,D) \$\$  
[wipeoutbarandgrill.com](http://wipeoutbarandgrill.com)



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 286 Jefferson St  
[www.castagnolas.com](http://www.castagnolas.com)  
 (415) 776-5015  
 Lou's Pier 47 - Cajun (L,D) \$\$  
 300 Jefferson St  
[www.louspier47.com](http://www.louspier47.com)  
 (415) 771-5687

Fisherman's Wharf  
**Tarantino's** - Seafood (L,D) \$\$  
 206 Jefferson St  
[tarantinosrestaurant.com](http://tarantinosrestaurant.com)  
 (415) 775-5600  
**Scoma's** - Seafood (L,D) \$\$\$  
 Pier 47  
[www.scomas.com](http://www.scomas.com)  
 (415) 771-4383  
**Alioto's** - Seafood (L,D) \$\$\$  
 8 Fisherman's Wharf  
[www.aliotos.com](http://www.aliotos.com)  
 (415) 673-0183  
 Franciscan - Seafood (L,D) \$\$\$  
 Pier 42½  
[franciscancrabrestaurant.com](http://franciscancrabrestaurant.com)

Pompei's Grotto - Italian (L,D) \$\$  
 340 Jefferson St  
[www.pompeisgrottosf.com](http://www.pompeisgrottosf.com)  
 Cioppino's - Italian (L,D) \$\$  
 400 Jefferson St  
[www.cioppinosf.com](http://www.cioppinosf.com)  
 (415) 775-9311  
 Blue Mermaid - Seafood (B,L,D) \$\$  
 495 Jefferson St  
[www.blumermaidsf.com](http://www.blumermaidsf.com)  
 (415) 771-2222  
 Darren's Cafe - Vietnamese (B,Br,L) \$  
 2731 Taylor St.  
 (415) 673-3345  
 Sabella & La Torre - Seafood (L,D) \$\$

2809 Taylor St  
 (415) 673-2824  
 Fishermen's Grotto - Seafood (L,D) \$\$  
 2847 Taylor St  
[www.fishermensgrotto.com](http://www.fishermensgrotto.com)  
 (415) 673-7025  
 The Buena Vista - Irish (B,L,D) \$\$  
 2765 Hyde St  
[www.thebuenavista.com](http://www.thebuenavista.com)  
 (415) 474-5044  
 Hollywood Cafe - Breakfast (B,Br) \$  
 530 North Point St.  
 (415) 563-3779  
 Gary Danko - American (D) \$\$\$\$  
 800 North Point St.  
[www.garydanko.com](http://www.garydanko.com)  
 (415) 749-2060  
 Hot Spud - Potatoes (L,D) \$  
 2640 Mason St.  
[www.hotspudsf.com](http://www.hotspudsf.com)  
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 2850 Jones St.  
 (415) 577-4223  
 McCormick & Kuleto's - Seafood (L,D) \$\$\$  
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# MAX EBB

When you live on a hillside hundreds of feet of above sea level, and the radio warns that there's a tsunami approaching, there is only one sensible thing to do: Stay home. So I immediately hopped in the car and set a direct course for the marina.

"It can't possibly be all that dangerous," I reasoned as I drove down the hill. "The force of a tsunami will be mostly dissipated at the Golden Gate, and all we'll see in the marina will be some extra high tide." But morbid curiosity trumps common sense, and the slim chance of witnessing a minor waterfront catastrophe compelled me to be on the scene.

Everything at the harbor looked normal when I arrived. My boat was fine, and even my inflatable dinghy, left tied to the outboard side of my boat with a very thin bow painter after last weekend's overnight cruise, looked exactly as I had left it on Sunday evening.

"You just missed it, Max!" one of my dock neighbors hailed. "Huge current, and some of the dock fingers on the other side of the harbor were damaged."

"Things look pretty calm right now," I observed.

"Just wait five minutes," he said as he pointed at the tranquil water between the two breakwaters, then walked quickly toward his own boat with some extra fenders and dock lines.

I couldn't see any damage from my dock, so I fetched the oars from my boat and hopped into the dink to row across and investigate.

The water, however, had other plans. Facing backward for rowing, I chose the bow of one boat and the mast of another as my range. I had to turn away from the harbor mouth a little to compensate for some drift. Then I had to compensate some more. Then I was rowing as fast as I could just to hold position, and a minute later I was riding a tide rip right out into the main channel.

"Don't forget to write," someone shouted from the yacht club upper deck as I sped past the guest dock.

"Relax, it's going to reverse in a few minutes," said another spectator.

I drifted toward the breakwater at a very good clip, much faster than I could ever hope to row this clumsy little inflatable.

The water carried me just clear of the rocks, and by moving into a large back eddy on the down-current side of the rip-rap outside the harbor, I was able to more or less hold position, rotating around in a huge vortex as if I were in some giant toilet bowl. But I was not alone.

"Kowabunga, Max!"

It was Lee Helm in a kayak. She had been hidden by the breakwater, and was also using its current shadow to keep from being swept farther out to sea.

"Close call with that breakwater," I said. "I had no idea there would be so much current or I never would have tried to row across the harbor in this thing."

"Breakwaters are, like, hard to hit, Max. The water flows around them. But watch out for docks — the water flows right under them. Totally ugly if you get swept into one. Aim really, really carefully when we get sucked back inside."

"Got it," I confirmed. "How long will it keep flowing out? Are we going to have to wait for flood tide?"

"Give it five minutes," she said. "The harbor is oscillating at its natural seiche frequency."

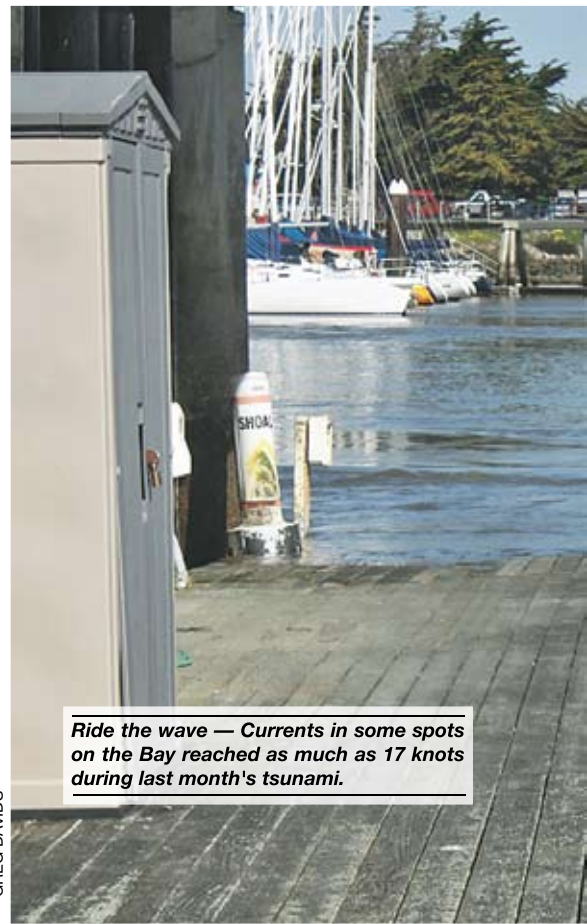
I rotated my dinghy in place to move closer to her kayak, so we could discuss what was going on with the harbor while we waited.

"Did the water level go way down before the first tsunami wave hit?" I asked.

"I've heard that the water goes down so far that you can run

out and collect live fish before a tsunami. And I was hoping to get here in time to see the bottom of the harbor."

"That usually requires a more gradually sloping beach. The drawback is part of the elliptical wave motion in advance of the crest. When the wave moves from deep to shallow, the volume of water in the drawback has to stay constant, so the deep water motion is amplified and causes the drawdown of the water



Ride the wave — Currents in some spots on the Bay reached as much as 17 knots during last month's tsunami.

GREG DAVIDS

level."

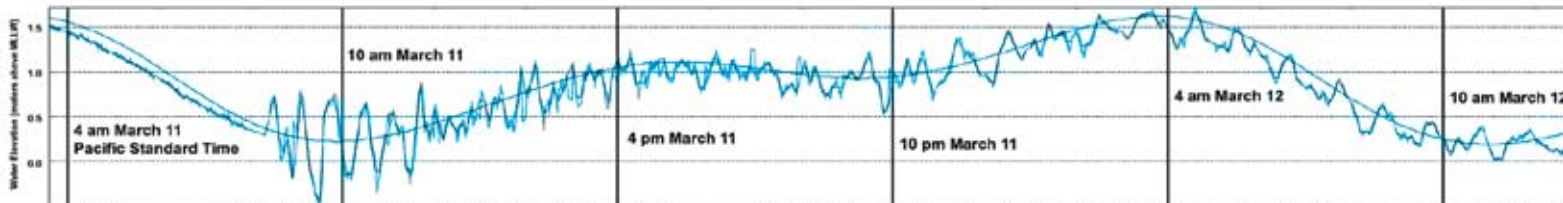
"I read that it just depended on whether the tsunami was caused by the sea bottom moving up or moving down. Upward motion would cause a tsunami with a crest that hits first, downward motion would make a wave that hits trough-first, so the water goes down before it goes up. Or, if a sloping piece of the bottom moves up and sideways, it could produce a trough-first wave in one direction and a crest-first wave in the other direction."

"Logical, but wrong," Lee informed me.

Before she could explain why, the current had started to pull me back around the corner of the breakwater.

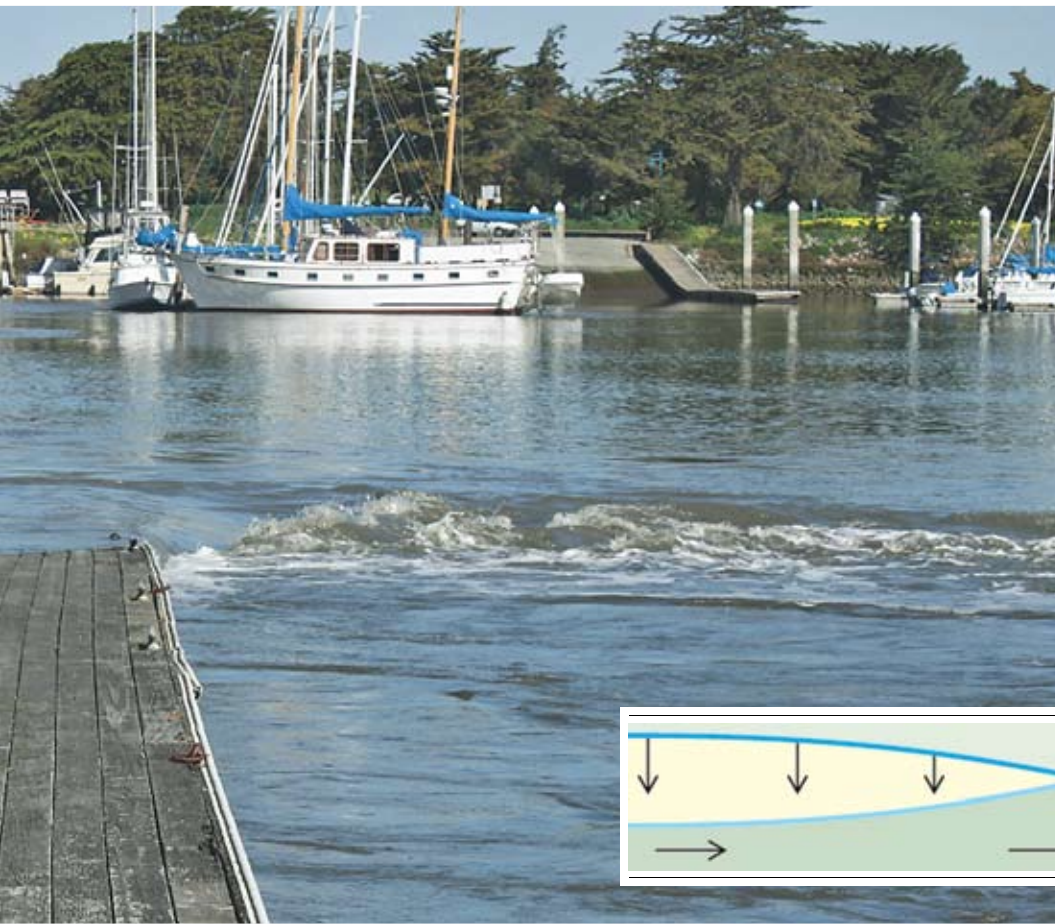
Lee's kayak followed, and she paddled a few strokes to catch up. We continued

*... with a few paddle strokes, she caught a small but very steep wave.*





# — TSUNAMI TWO-STEP



goes around in a circle, and the radius of the circle, at the surface, is half the wave height."

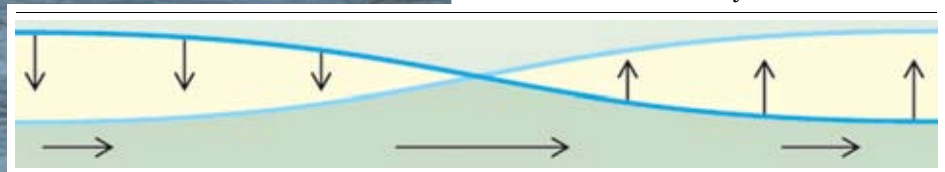
"Right, I've seen those diagrams of what they call the 'orbital' water motion inside a wave."

"And, like, because of that circular motion, the water in the wave trough is moving backward, relative to the direction of the wave, and the water in the crest is moving forward. There's no net transfer of water."

"I'm with you so far," I said.

"Tsunami waves are such big disturbances, they are virtually always shallow-water waves, even in mid-ocean. And shallow-water waves behave like solitons — a single wave crest with no trough — and the water only does the top half of the orbit. That also means that there is net transfer of the water forward, and unlike the deep-water wave, there's net forward momentum."

"Okay, that explains why cars, trucks, boats and burning buildings all get carried miles inland by the wave front."



**Seiche, or sloshing frequency, in a closed basin is a half wavelength.**

to accelerate as we approached the narrowest part of the harbor entrance, and I started to row over to one side so that I might be in a position to intercept one of the end ties once we were inside.

Standing waves were forming in the current, and each rock and piling had a bow wave and a rooster tail.

"We're totally busting the marina speed limit," Lee remarked, "if they mean speed over the bottom."

It felt to me as if we were doing 10 or 15 knots. I aimed for the vacant end tie, then thought better of it when I saw the spray flying in the air over the dock, and started to row back to mid-channel for all I was worth.

We drifted back down to sensible speeds once in the inner basin, moving slowly enough to grab the bobstay of a big cruising boat so we could hold position against the circular eddies and

cross-currents that persisted even in this far corner of the harbor.

"It's really funny how many different explanations of tsunami draw-down you can find on the internet," Lee continued as if nothing had interrupted our conversation. "Especially this idea that when the bottom moves down you get a leading trough. It turns out that most quakes push the bottom up, not down, and even when the bottom moves down, there is still drawdown more often than not."

"So what's the real story?" I asked, shifting my grip on the wire bobstay so I could put the other hand on the more comfortable-to-hold wooden dolphin striker.

"In deep-water waves, the water in the wave doesn't move very far at all. It just

We knew that. But were do you get the drawback effect?"

"Thing is, a tsunami is not always a true soliton. If there is some energy dispersion ahead of the wave form, which there usually is, especially if the tsunami has crossed a whole ocean, then there is a long shallow trough ahead of the crest. In offshore water, the drawback in the trough only translates to a small drawdown. In shallow water, to move the same volume of water back, the drawback and draw-down amplitudes both go way up. So, like, if you see live fish flopping around in the mud, you should run the other way."

I thought about this for a while. "That makes less sense than my explanation, I have to say."

"It's oversimplified," admitted Lee.

**The tide measuring station just inside the Golden Gate shows how frequently, and for how long, the surges from the Japanese tsunami affected San Francisco Bay last month.**





# MAX EBB

"To work it out for real, you have to use nonlinear shallow-water wave theory, then transform to a linear hyperbolic equation, then apply the Fourier-Bessel transform, invert the transform to the Green function representation, and then integrate numerically to get the actual solutions for drawdown, run-up, and inundation distance. It's not a very intuitive process."

By the time she had finished explaining how this worked, the current had reversed and I was having trouble holding on to my dolphin striker. Lee's kayak presented a lot less drag, but she let go when I did so she could finish trying to explain Green's theorem and triple integrals.

**B**ut soon we were going way too fast for a safe landfall at an end tie, and with so much cross-current there was no way I was going to get in between any of the main dock walkways.

"The standing waves got the same way as the wind waves on the ebb," Lee shouted. "I'm going to paddle ahead for

some surfing action."

She pulled ahead by a few lengths, turned around and, with a few paddle strokes, she caught a small but very steep wave.

"Totally awesome!" she screamed as she surfed past, close enough to send some spray over my inflatable's rail. But



**Drawback and drawdown as explained by the orbital motion of water in a shallow-water wave. See [wikipedia.org/wiki/Tsunami#Drawback](http://wikipedia.org/wiki/Tsunami#Drawback).**

the shore motion suggested that she was really more-or-less stationary in a standing wave, and I was the one who was moving fast down the harbor. Eventually she lost the wave and followed me to our original safe zone outside the breakwater.

"How long am I going to be stuck riding back and forth like this?" I asked

when we were within conversational range again. I was reminded of an old song about Boston subway fares.

"The harbor is resonating," Lee explained. "The tsunami waves must be coming at some even multiple of the harbor's natural seiche frequency. It's not hard to calculate a good approximation."

"Uh oh," I thought. "Not more math."

"No really, Max. This is a simple one. The speed of a shallow-water wave is just the square root of gravity times water depth."

"Is that the square root of gravity alone, or the square root of the product of the two?"

"Come on, Max, the units have to be consistent. Gravitational acceleration is meters per second squared. Multiply by meters of water depth, and you have meters squared per second squared. Take the square root to get speed in meters per second. So, like, it has to be the square root of the product. I mean, duh. The formula is even simpler than



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# — TSUNAMI TWO-STEP

the one for hull speed."

"So this is sort of a 'hull speed' for waves?"

"Zactly. Take the average depth of the Pacific basin as around 4,200 meters, gravity is 9.81 meters per sec squared, and you get . . ."

She pulled a plastic bag out from a pocket on her lifejacket, with what looked like a smart phone inside it, and worked some keys right through the plastic.

". . . 395 knots. Which sounds about right for a tsunami."

"But I asked about the harbor slosh frequency," I reminded her.

"For sure. If you draw some pictures of what the water does when it sloshes in a harbor or a bathtub, it's easy to convince yourself that the sloshing water is just a half wavelength of a shallow-water wave that gets reflected back on itself whenever it gets to one end of the basin. So the slosh period has to be the time it takes the wave to go one wavelength, which is twice the basin length divided by the wave speed, or two L over square root of G D. Slosh period is just wavelength

divided by speed."

"I'll make those diagrams if I ever get out of here," I promised.

We were starting to be pulled back into the harbor again. Time for another round.

"The equation even works for open harbors, continental shelves and basins that are open at one end, too," Lee added before her voice was drowned out by the sound of the waves and spray on the rocks as we were pulled around the corner of the rip rap. "But you only have one-quarter of a wavelength in an open bay — think half a bathtub — so you have to use twice the length of the bay to get the seiche period, and the formula is four L over square root of G D."

It was another wild ride through the length of the marina, but I was a little better at keeping clear of obstructions this time.

"Here's a problem for you to take

home," Lee said as she caught up to me at our high-water-slack rest spot under the bowsprit of the cruiser. "A tube full of water, with both ends turned up, is a simple form of a sloshing basin or seiche. The water has a natural period of oscillation, with the water at each end of the tube alternately going up and down. Isaac Newton proved that this natural period is the same as the period of a pendulum having half the length of the water in the tube. See if you can do the proof yourself."

With that, she was off to ride some more standing waves in the middle of the harbor.

I did one more round-trip before I finally timed it right to land safely at an end tie on my side of the marina during slack tide. My dock neighbor was there to take my line.

"What a wild ride," I sighed with relief, groping for the right words to sum it up. "Uh, KOWABUNGA!"

"That's 'kowabunga, DUDE' to you," he answered. "And you should have been here an hour ago!"

— max ebb

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# THE RACING

Whether you stayed on the Bay or went far away, chances are that if you went sailing in March, you got a pretty cruddy day. But that didn't stop the diehards from leaving their slips. First up this month, we take a look at the **Cabo Race**, then come back to the Bay for the **Rites of Spring**, the **St. Francis YC's Invitationals**, the **San Francisco Cup**, **Sadie Hawkins**, and the **Doublehanded Lightship**. After that we head south again for the **Harbor Cup** before finishing up with some **Race Notes**.

## NHYC Cabo Race

The Newport Harbor YC's biennial Cabo Race brought out a quality fleet of 29 boats for a race that had anything but "brochure conditions," for the March 18-19 starts. A large contingent of Northern California boats joined up with some of the country's finest for the 750-mile classic.

Nine of the 15 boats that started on Saturday fell victim to the 30-knot southerly that presented itself, along with a northerly swell, to Classes A and B. John MacLaurin's *Pendragon VI* was the first to

retire, followed by Hap Fauth's Newport, Rhode Island-based R/P 75 *Bella Mente*, which was dismasted south of Ensenada. Lorenzo Berho's Vallarta-based Kernan 70 *Peligroso* was next to retire, and a whole slew of boats followed, including the TP52s *Rebel Yell* and *Rio*, Peter Tong's SC 70 *OEX*, Chip Megeath's R/P 45 *Criminal Mischief*, Dr. Laura Schlessinger's brand new Kernan 46 *Katana* and Brack Duker's SC 70 *Holua*.

Most cited gear failure, and in some cases, the fact that they couldn't slow their speedy machines down while launching off waves at speeds of over nine knots and punishing their crews. Many skippers also felt the risk to their boats wasn't worth it

*'Grand Illusion' survived when so many of her competitors did not in the Newport Harbor YC's Cabo Race; it had to be the work of a certain mermaid.*

since this year's TransPac just around the corner.

In the end, only one boat from Class A finished, Bill Turpin and Dave Janes' Santa Cruz-based R/P 77 *Akela*. In Class B, Ed McDowell's SC 70 *Grand Illusion* took the top honors and 'won their start day' with Bay Area sailor Will Paxton aboard, while Ashley Wolfe's Bay Area-based TP 52 *Mayhem* took third.

The overall winner came from Friday's more mellow start and Class C. Not surprisingly, Jack Taylor's super-successful SC 50 *Horizon* corrected out less than an hour ahead of overall runner-up and Class 4 winner, Charles Etienne-Devannaux's Beneteau First 40 *Naos II*. The crew of Frank Sloomman's brand new Bay Area-based J/111 *Invisible Hand*, navigated by Greg Nelsen, clawed their way up to second in Division 3 and third overall.

### NEWPORT HARBOR YC CABO RACE (3/19-20)

CLASS A — 1) **Akela**, R/P 77, Bill Turpin/Dave Janes. (4 boats, 1 finisher)

CLASS B — 1) **Grand Illusion**, SC 70, Ed McDowell; 2) **Alchemy**, Andrews 70, Per Peterson; 3) **Mayhem**, TP 52, Ashley Wolfe. (10 boats)

CLASS C — 1) **Horizon**, SC 50, Jack Taylor; 2) **Bad Pak**, J/145, Tom Holthus; 3) **J/World's Hula Girl**, SC 50T, Wayne Zittel. (9 boats)

CLASS D — 1) **Naos II**, Beneteau First 40, Charles-Etienne Devannaux; 2) **Invisible Hand**, J/111, Frank Sloomman; 3) **Sarasvati II**, Beneteau First 50, Greg Stein. (5 boats)

IRC — 1) **Mayhem**. (3 boats, 1 finisher)

OVERALL — 1) **Horizon**; 2) **Naos II**; 3) **Invisible Hand**; 4) **Bad Pak**; 5) **J/World's Hula Girl**; 6) **Locomotion**, Andrews 45, Ed Feo; 7) **Grand Illusion**; 8) **Alchemy**; 9) **Sarasvati II**; 10) **Blue Blazes**, R/P 50, Dennis Pennell. (29 boats)

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

## Rites of Spring

The Oakland YC's Rites of Spring Race on March 19 was the "in like a lion" part of the old adage about March. Even Julius Caesar may have had a better March. On Friday, the weatherman promised light winds and scattered showers for Saturday. Instead, the fleet got



Frank Sloomman

LATITUDE/ROB



NHYC



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strong south winds, cold, rain, hail, and waves that fetched "all the way from San Jose."

In deference to the miserable weather, the courses were a little shorter than usual. From the start at Berkeley circle "E", the windward mark for most boats was YRA 21 or Alcatraz rather than usual Harding. After a short loop or two in central bay, the boats finished near Clipper Cove against a very fierce tide and good size waves — not the usual finish scenario at that location.

The race committee had an easy time setting the line as there was no way on earth to get a square line. Except for the cold, the hail and the rain, it was a fun race with lots of close reaching, lots of tide, and lots of opportunity to catch waves. Because of the weather, many smart sailors dropped out on the way to the race, at the harbor, or at home — it's supposed to be fun, right? Sixty-two boats signed up, 16 started, and 11 finished. Some of the best stories happened on the



NHYC





**Spread** — 'Invisible Hand' showed some chops in her first ocean race; inset — the 'Horizon' gang.

way to and from the race.

"Holy buckets," said Greg Mitchell of the Contour 34 *Hapa Girl*. "The Rites of Spring was fine as a race, but the delivery to it from Oyster Point was a nightmare. There were huge, square, closely set rollers, and the wind peaked at 31 knots. I think we had our fastest speed of the day surfing the waves without sails up. It was rough enough to have my crew barfin'."

Estuary sailors were particularly pleased to finally get the exciting post-race sailing that is usually reserved for the rest of the Bay sailors. Instead of a foulies-off-beers-open-downwind-ride home, they had to go back in the teeth of the storm with some of the day's biggest waves waiting for them at the estuary mouth.

— George Gurrola

OAKLAND YC RITES OF SPRING (3/12)

DH MONOHULL PHRF< 139 — 1) **Whirlwind**,

Wyliecat 30, Dan & Carol Benjamin; 2) **Vitesse Too**, Hobie 33, Grant Hayes/Volker Frank. (2 boats)

DH MONOHULL PHRF 140+ — 1) **Cassiopeia**, Islander 36, Kit Wiegman/Nathan Bossett; 2) **Nice Turn**, Cal 2-29, Richard Johnson/Jim Jessie; 3) **Sea Spirit**, Catalina 34, Larry Baskin/Herb Brosowsky. (4 boats)

DH MONOHULL NON\_SPINNAKER PHRF<141 — 1) **Tesa**, Catalina 42, Steve Haas/Jeff Walter. (2 boats, 1 finisher)

SH MONOHULL NON-SPINNAKER — 1) **Archimedes**, Express 27, Joe Balderrama; 2) **Georgia**, Black Soo, Ben Mewes. (3 boats, 2 finishers)

DH MULTIHULL PHRF 37+ — 1) **Origami**, Corsair 24, Ross Stein/Bill Pace; 2) **Wahoo!**, Dolphin 460, Gary & Wayne Thompson. (3 boats, 2 finishers)

Complete results at:  
[www.oaklandyachtclub.net](http://www.oaklandyachtclub.net)

### St. Francis YC Spring Invationals

**Spring Keel** — Fifty-two boats in six divisions showed up for the St. Francis YC's Spring

Keel Regatta March 5-6. The Moore 24s brought out 14 boats to take the honors as the regatta's largest division, with the Express 27s coming right behind with 13. Rowan Fennell's *Paramour* and Brendan Busch's *Get Happy!!* were the respective fleet winners, crushing their competition by wide margins. Peter Jeal's *Polperro* took the seven-boat Folkboat division, and Don Taylor's *On Belay* was tops among the six J/24s. Douglas Wilhelm's *Wilco* beat out five other Melges 24s for that division's title, and Don Jesberg — sailing *AmericaOne* — dispatched five other J/22s.

**Spring Dinghy** — The Spring Dinghy Regatta brought out 63 boats spread out over eight classes on March 12-13. The Lasers produced the biggest numbers, with a 18 boats, not far behind, the Radials brought out 10. The Wetas pulled eight boats to round out the "biggest fleets" podium. All the fleets were rewarded with champagne sailing on Saturday and a cold, gray and rainy Sunday.

**Spring One Design** — Eighteen J/105s and seven J/120s showed up for the St. Francis YC's Spring One Design Regatta March 19-20, and were treated to a gray, rainy, and breeze-on Saturday before being surprised by a decidedly drier Sunday that even saw the sun poke through. In the J/105s, Bruce Stone's *Arbitrage* got out of the blocks quickly, finishing 1-3-1 on Saturday. On Sunday, Stone posted a 3-6, which was just enough to stave off a challenge by Rolf Kaiser's *Donkey Jack*, which finished with 2-1. Stone took the regatta on a countback, with Walter Sanford's *Alchemy* rounding out the podium. The typically-close J/120s didn't disappoint, with Barry Lewis' *Chance* taking the division by a one-point margin over John Wimer's *Desdemona* and Don

'*Sea Spirit*' (108), '*Whirlwind*' (38608), '*Vitesse Too*' (87112) and '*Nice Turn*' took a lashing and still finished the Oakland YC's Rites of Spring. Sixty-two boats entered, 16 started, and 11 finished.





# THE RACING



SUSAN RUHNE



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RICH ROBERTS



SUSAN RUHNE



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*Clockwise from top-center — the little boats at the St. Francis YC's Spring Dinghy were lucky enough to get the nicest day of the month; the Wetas keep getting more popular; Bill Erkelens' 'Nevermoore' punches upwind at the Spring Keel Regatta; the Express 27s drew the second biggest fleet at Spring Keel; the crew of Rowan Fennell's 'Paramour' had reason to be happy, they won their division; more Moores; the Cal Maritime Keelhaulers won the West Coast's only college keelboat regatta, the Harbor Cup; Chris Perkins crosses the finish line on the way to reclaiming the San Francisco Cup for St. Francis YC; Perkins.*

Payan's *Dayenu*. The former beat out the latter on a countback.

ST. FRANCIS YC SPRING KEEL (3/5-6, 4r, 0t)

EXPRESS 27 — 1) **Get Happy!!**, Brendan Busch, 5 points; 2) **Magic Bus**, Marc Belloli, 15; 3) **El Raton**, Ray Lotto, 18. (13 boats)  
 FOLKBOAT — 1) **Polperro**, Peter Jeal, 10 points; 2) **Nordic Star**, Richard Keldsen, 13; 3) **Faith**, Brock de Lappe, 13. (3 boats)  
 J/24 — 1) **On Belay**, Don Taylor, 6 points; 2) **Downtown Uproar**, Darren Cumming, 8; 2) **Shut**

**Up and Drive**, Valentin Lulevich, 11. (5 boats)  
 MELGES 24 — 1) **Wilco**, Douglas Wilhelm, 6 points; 2) **Smokin'**, Kevin Clark, 9; 3) **American Lady**, Kristian Notto, 10. (6 boats)  
 MOORE 24 — 1) **Paramour**, Rowan Fennell, 7 points; 2) **Banditos**, John Kernot, 18; 3) **Nevermoore**, Bill Erkelens. (14 boats)  
 J/22 — 1) **AmericaOne**, Don Jesberg, 7 points; 2) **Cheeseburger**, John Gray, 11; 3) **Young Guns**, Kim Desenberg, 12. (6 boats)

ST. FRANCIS YC SPRING DINGHY (3/12-13, 5r, 1t)

29er — 1) **Green Machine**, Patrick Tara/Max Fraser, 4 points; 2) **Godspeed**, Mackenzie Cook/John Marlett, 8; 3) **Road-Rage**, Mike Pacholski/Haydon Stapleton, 11. (3 boats)  
 505 — 1) **505**, Tim Murphy/Garth Copenhaver, 6 points; 2) **Applied Neurotica**, Jeff Miller/Mike Smith, 8; 2) **Tiburón**, Ian O'Leary, 11. (4 boats)  
 FINN — 1) **Finn**, Vladimir Butenko, 4 points; 2) **Nowy**, Andre Skarka, 9; 3) **Finn McMissile**, Peter Aschwanden, 11. (7 boats)





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LASER 4.7 — 1) **A Salt Weapon**, Joe Carter, 5 points; 2) **Laser 4.7**, Markus Suorsa, 12; 3) **170402**, Michael Tan, 19. (7 boats)

LASER RADIAL — 1) **Radial**, Dominic Bove, 4 points; 2) **Laser**, Mark Halman, 12; 3) **Laser**, Christine Neville, 15. (15 boats)

LASER STANDARD — 1) **Laser**, Steve Bourdow, 6 points; 2) **Black Tulip**, Russ Silvestri, 8; 3) **Christine Robin**, Tracy Usher, 10. (18 boats)

WETA — 1) **Weta 4.4**, Dave Berntsen, 6 points; 2) **Bobanja**, Bob Hyde, 11; 3) **Loose Cannon**, Gordon Lyon, 11. (9 boats)

CLUB 420 — 1) **Club 420**, Drake Jensen/Erica Quinn, 14 points; 2) **420**, Mark Power/n/a, 16; 3)

**St.FYC Club 420**, Viviane Farke/Naomi Wolfe. (6 boats)

*ST. FRANCIS YC SPRING KEEL (3/19-20, 5r, 0t)*

J/105 — 1) **Arbitrage**, Bruce Stone, 14 points; 2) **Donkey Jack**, Rolf Kaiser, 14; 3) **Alchemy**, Walter Sanford, 22. (18 boats)

J/120 — 1) **Chance**, Barry Lewis, 10 points; 2) **Desdemona**, John Wimer, 11; 3) **Dayenu**, Don Payan, 11. (7 boats)

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

### San Francisco Cup

The almost-annual grudge match between San Francisco YC and St. Francis YC was played out in the context of

a sibling rivalry March 26-27. Sailing J/105s, San Francisco YC's Jon Perkins and his big bother Chris — sailing for St. Francis YC — went up against each other in a best-of-five series. Chris Perkins and his team of Russ Silvestri, Melissa & Tom Purdy (another sibling pair), Doug Robbins and John Collins jumped to an early lead with two wins on Saturday. On Sunday they picked up right where they left off, winning the third race, and reclaiming the trophy in the process.

### Sadie Hawkins

Nine boats in two division showed up



# THE RACING



RON WITZEL

Dave Kuettel's 'Serena' just pips Alexandro Mehjan's Open 50 'Truth' in the DH Lightship.

Dawn Chesney. (4 boats)  
Complete results at: [www.iyc.org](http://www.iyc.org)

for Island YC's Sadie Hawkins race on February 27, and were rewarded with a northerly breeze that meant even the five boats in the spinnaker division didn't get much time with their kites up.

Instead it was a close-reach affair under sunny skies on the Estuary. Sailing the Black Soo *Mirage*, Lori Condon took the Spinnaker division by correcting out by less than a minute over Deb Fehr's Merit 25 *Double Agent* after a 6.8-mile course.

Non-spinnaker division winner Christine Weaver — *Latitude 38* webmaster by weekday — sailing the Laser 28 *Stink Eye* finished so far ahead of rest of the boats after a shorter 5.4-mile course, that she had to take her own finish time. The race committee wasn't on station yet!

The Sadie Hawkins is the first event on the *Latitude 38* unofficial women's circuit. Given that no women skippers sailed the following one — the Oakland YC's Rites of Spring — these are the de facto standings for the circuit:

ISLAND YC SADIE HAWKINS RACE (2/27, 1r)  
SPINNAKER — 1) *Mirage*, Black Soo, Lori

Briton Ian Williams (in crimson blazer, at right) brought a crew of San Diegans including Bill Hardesty, Matt Cassidy and Steve Hunt along with Mark Callahan and Mal Parker to win his first Congressional Cup — all the more impressive given that he lost his mother to leukemia midway through the event.



RICH ROBERTS



RICH ROBERTS

Condon; 2) **Double Agent**, Merit 25, Deb Fehr; 3) **RacerX**, Mary McGrath. (5 boats)  
NON-SPINNAKER — 1) **Stink Eye**, Laser 28, Christine Weaver; 2) **Mull's Magic**, Ranger 26, Debby Ratto; 3) **Starshine**, Ericson 32,

injuries reported, but we were unable to confirm them as of this writing. Complete results are up at: [www.iyc.org](http://www.iyc.org).

## Harbor Cup

The Cal Maritime Keelhaulers won the fourth annual Port of Los Angeles Harbor Cup/Cal Maritime Invitational Intercollegiate Regatta March 11-13 with a race to spare.

Despite being hobbled by an injured foot, skipper John Gray led his team of Kyle Vanderspek, Scott Doyle, Sarah Himes, Matthew Van Rensselaer, Sean Kelly, and Andrew Lamb to a 12-point victory over eight other college teams

"I got used to it pretty easily," John Gray said of the right heel he injured the night before the regatta. "I just didn't carry as many things to the boat in the mornings. We just sailed every race as a team."

And they did sail all 10 races, even though their lead over the runner-up U.S. Naval Academy going into the final race was big enough that they could have called it a day. Upstart longshot Cal State Channel Islands finished third with 39 points, ahead of first-time participant Hawaii and defending champion USC at 41 and 45 respectively. After clinching the title with a third in Race 9 they stayed out and put up a fourth.

"It seemed like the right thing to do," Gray said about Cal Maritime's extra race.

Sponsored by the Port of L.A., organized by the Los Angeles YC and hosted by Cal Maritime, the event is the West Coast's only intercollegiate big boat regatta.

## Race Notes

The last of the midwinters races — The Berkeley YC Mids Champions of Champions race went down on February 27, and

Ray Lotto's *El Raton* — winner of the 18-boat Express 27 class (Saturday series) — beat out former winner Richard von Ehrenkrook and his Cal 20 *Can O' Whoopass* by a scant two seconds to put his name on the Kirt Brooks Perpetual Trophy.

The Golden Gate YC's Manuel Fagundes Seaweed Soup Series also wrapped-up last month, and Scott Eason's Farr 30 *Eight Ball* took home the perpetual trophy with an all-bullets scoreline.

*Filling the Shoes* — The St. Francis YC announced



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NICO MARTINEZ/RC44

The RC44s invaded SoCal for a week of extremely close action on San Diego Bay. Accessible to the public with the racing held right off the Broadway Street pier and the USS 'Midway', the event showed that if the same principles are applied to America's Cup 34, we're in pretty good shape; Pt. Richmond/Mill Valley-based Morgan Gutenkunst hikes hard aboard the Paul Cayard-led 'Katusha' which walked away with the fleet racing portion.

on March 11 that Robbie Dean will be taking over as the club's Director of Racing Operations. He replaces John Craig, who has moved on to the PRO role for America's Cup 34.

"I have always enjoyed racing at the St. Francis Yacht Club," Dean said. "The StFYC Race Committee and Event Chairs consistently produce amazing events. I'm just going to focus on continuing the tradition of racing excellence at St. Francis YC."

The club hired Dean away from the San Diego YC, but the Southern California native has a strong Bay Area connection. He previously served as the Executive Director

for the Treasure Island Sailing Center, where he and his staff garnered multiple awards and recognition for the program. His sailing background includes extensive coaching, winning the U.S. Youth Champs in '96, a Laser 2 World Championship, and a stint on the U.S. Olympic Development Team in the Europe Dinghy working on the mast and sail development project for the Athens Games.

Dean will have some big challenges ahead of him, not least of which is the need to hire people to replace Melanie Roberts, who is going with Craig to the ACRM, and

Mike Kalin, who is joining the US Sailing Team AlphaGraphics as a coach.

A new program for the Vallejo Race — The Great Vallejo Race and YRA Season Opener is just around the corner on April 30, and Vallejo YC's Jim Glenn updates us on this year's program:

"We are changing things up this year and having part of the party outside in a



## THE BOX SCORES

The Bay's midwinter series are in the books, so without further ado, we get right to the results for those that were resolved last month. Our focus next month will shift to Beer Can Series as they get underway. Our style guide for 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 goes on strike. When you've gotten all the info together, just send it on to the Racing Editor at [rob@latitude38.com](mailto:rob@latitude38.com). Thanks!

### SAUSALITO YC MIDWINTERS FINAL (5r, 1t)

DIVISION A (SPINNAKER) — 1) **Gammon**, Tartan 10, Jeff Huetter, 7 points; 2) **Razzberries**, Olson 34, Bruce Nesbitt, 14; 3) **Trasher**, Merit 25, Harriet Lehman, 15. (13 boats)

DIVISION C NON-SPINNAKER PHRF < 143 — 1) **Q**, Schumacher 40, Glenn Isaacson, 5 points; 2) **Basic Instinct**, Elliot 1050, Jan Borjeson, 6; 3) **Grey Ghost**, Hanse 342, Doug Grant, 12. (6 boats)

DIVISION D NON-SPINNAKER 143-232 — 1) **La Mer**, Newport 30, Randy Grenier, 4 points; 2)

**Geronimo**, Lancer 30M, Michael Campbell, 14; 3) **Homus**, Ericson 27, Josh Dvorson, 14. (7 boats)

DIVISION E NON-SPINNAKER > 232 — 1)

**Tackful**, Santana 22, Frank Lawler; 9 points; 2) **In-shallah**, Santana 22, Shirley Bates, 17. (5 boats)

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

### ISLAND YC ISLAND DAYS FINAL (4r, 1t)

SPINNAKER 1 — 1) **Ragtime!**, J/92, Bob Johnston, 3 points; 2) **Crazy Eights**, Moore 24, Aaron Lee, 5; 3) **Rascal**, Wilderness 30, Rui Luis, 7. (6 boats)

168 RATERS — 1) **Phantom**, J/24, John Guilford, 5 points; 2) **Bandido**, Merit 25, George Gurrola, 6; 3) **Bewitched**, Merit 25, Laraine Salmon, 7. (4 boats)

SPINNAKER 2 — 1) **Wuvulu**, Islander 30, John New, 3 points; 2) **Razzmatazz**, Santana 525, Bill King, 6; 3) **Tinker**, Wilderness 21, Matthew Beall, 9. (9 boats)

NON-SPINNAKER — 1) **Obsession**, Harbor 20, Lee Perry, 5 points; 2) **Galatea**, Ken Viaggi, 6; 3) **Scrimshaw**, Harbor 20, Michael Maurier, 7. (7 boats)

COLUMBIA 5.5 — 1) **Wings**, Mike Jackson, 5 points; 2) **Tenacious**, Group SCS, 8; 3) **Seabiscuit**, Peter Szaz, 8. (4 boat)

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

### SOUTH BEACH YC ISLAND FEVER SERIES FINAL STANDINGS (4r, 1t)

SPINNAKER PHRF ≤ 126 — 1) **Wasabi**, Kernan 44, Dale Williams, 5 points; 2) **Lazy Lightning**, Tartan 10, Tim McDonald, 5; 3) **Wild One**, FT 10, John Lymberg, 6. (11 boats)

SPINNAKER PHRF 127+ — 1) **Luna Sea**, Islander 36, Dan Knox, 7 points; 2) **Double Play**, Yankee 30, RDK partners, 4; 3) **Smooth**, Santana 525, Mark Feinholz, 9. (6 boats)

SPINNAKER CATALINA 30 — 1) **Adventure**, Jack McDermott, 3 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) **Unanimous**, CS 30, Steve Eitrem, 8; 2) **Seaview**, C&C 115, Peter Hamm, 8. (6 boats)

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

### SEQUOIA YC REDWOOD CUP SERIES (5r, 1t)

SPINNAKER — 1) **Head Rush**, Antrim 27, Charlie Watt, 4 points; 2) **Smokin J**, J/29, Stan Phillips; 3) **Pizote**, Santana 30, John Ryan. (16 boats)



# THE RACING

large 40'x80' enclosed tent," Glenn said. "The dance floor, music and food will be out in the tent. We have Eric Stone as the headliner from 8 p.m. until midnight and will have a disc jockey from 4 p.m. until Stone goes on. We have three different food vendors this year — Gracie's Barbecue (ribs & chicken) Nellie's Oysters (barbecued oysters, seafood tacos), and La Prima Pizza (woodfired pizza, pasta and salads).

"There will be grandstands at the start/finish line so spectators can see the racers as they jockey for the finish on Saturday and the start on Sunday. Beer & liquor will be reasonably priced, starting at \$2. Sunday we will have a pancake breakfast put on by the Mare Island Rowing Club."

If you need any more info, go to: <http://vallejorace.vyc.org>.

**Support the troops** — Club Nautique's American Armed Forces Cup will hit the South Bay on May 15. In its third iteration, the event pits teams from the Armed Forces against each other for a day of racing out of Ballena Bay. This year, the club has partnered with the Navy League to raise money for the latter's ongoing efforts to support the country's Sea Services. For

more information, including how to become a sponsor, visit: [www.clubnautique.net](http://www.clubnautique.net).

**Keep this in mind** — The revived Laser Heavy Weather Slalom will once again grace the Cityfront August 3-4 as a prelude to the Laser Masters Worlds. Both will be hosted by St. Francis YC. The catch is that entries are limited to only 32 boats for the former, so you had better enter early if you're planning on coming out to play. More info and signups are at: [www.sflaserworlds.com/page/Slalom](http://www.sflaserworlds.com/page/Slalom).

**Heavy hitters** — The San Francisco Leukemia Cup has gone from strength to strength for the last five years, breaking all the fundraising records for the nationwide series of events that benefits blood cancer research. A big part of that effort has been the VIP dinner that precedes the race, and its keynote speakers have included a who's-who of truly big names like Rupert Murdoch, Al Gore and Russell Coutts. Honorary chairman Tom Perkins — he of the *Maltese Falcon* fame — has conscripted business partner John Doerr, one of Silicon

Valley's most successful venture capitalists, as this year's speaker. Doerr is also an avid sailor, who keeps an absolutely bristol 1938, Philip Rhodes-designed 48' yawl. More info on the event can be found at [www.leukemicup.org/sf](http://www.leukemicup.org/sf).

**Not this year** — After last month's speculation, we finally received a response to our multiple attempts to contact the *l'Hydroptère* team about their plans for a shot at the TransPac record. It would appear that the team is indeed headed this way, but not this year.

"One of the future objectives for *l'Hydroptère* is to attempt the Pacific record," wrote the team's Matthieu Dujon. "As the boat is looking for additional partners, this adventure will take place in 2012, in order, as well, to optimize organization."

So it sounds as if they'll be after Olivier de Kersauson's 4d, 19h, 31m Los Angeles-to-Honolulu record, not the TransPac race record. Rumor has it that they've already booked space to moor the boat when they come to the Bay, which is no small feat given that she's 65 feet long, 78 feet wide and draws 13-plus feet!

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We depart from our normal format this month to bring you our annual springtime overview of **Greater Bay Area Bareboats & Crewed Charter Yachts**.

## Meet the Charter Fleet:

### A Wealth of Bay Sailing Options

It's time for us to make our annual pitch to you to think outside the box when it comes to on-the-water recreation. Even if you own your own boat or know boat owners who often invite you out for a ride, there are times when you might use the services of the Greater Bay Area's expansive fleet of (sail-it-yourself) bareboats and/or fully crewed charter yachts — nearly all of which are listed here.

As you peruse these pages, you'll learn that the Bay Area charter fleet encompasses boats of all sizes and descriptions. Some boast exhilarating speed and high performance, while others offer roomy accommodations and a ride so comfortable that even your timid great granny will feel safe and secure while blasting across the Bay. We encourage you to save this section for future needs, and make a mental note that these listings are available year-round on our website (with frequent updates).

**Bareboats** — There are roughly 240 bareboats available for rental here in the Greater Bay Area, but the businesses that manage them are not simply rental agencies. Almost all of the boats listed below are offered by sailing schools — usually called 'clubs' — which offer a full spectrum of courses, from basic sailing to coastal cruising and celestial navigation.

In most cases, you don't have to be a member of the club to rent a boat, although nonmembers may pay somewhat higher rental prices. Be aware also that the first time you charter with a company you'll probably have to do a 'check-out' with their staff so they'll feel confident that you're not going to run the pride of their fleet into a cruise ship. Getting checked out a few days in advance will save precious charter time.

Beyond rental discounts, there's usually added value to club membership such as dockside barbecues; 'social sails', where everyone pitches in a few bucks to cover costs; and charter flotillas to idyllic venues in the Caribbean, South Pacific or elsewhere.

If you don't own a boat and/or don't have close friends that are into sailing, joining a club can be a smart move. The friendly ambience of a club creates a low-pressure forum for advancing through the hierarchy of classes. And the natural camaraderie that comes with shared activities on the water often spawns lasting friendships.

As you can see by the listings below, many popular types of late-model production boats are available through Bay Area fleets, which

makes them an ideal resource for extensively 'road testing' boat types that you are considering buying.

Chartering a large, fully equipped bareboat in the Bay Area can also help you prepare for future cruising. Once you've taken total responsibility for a big boat in Bay waters — including anchoring practice — you'll be able to



Baseball season is upon us! Why not charter a sweet boat and take in the action with friends at McCovey Cove?

## BAY AREA BAREBOATS

As the following list demonstrates, there is a wide variety of sail-it-yourself bareboats available for rent in the Bay Area. Compiled here are listings from the area's principal companies (listed alphabetically). We've attempted to be as up-to-date and comprehensive as possible. We regret any errors or omissions.

### SAILING SCHOOLS

#### Club Nautique

Sausalito, Alameda

(800) 343-SAIL

www.clubnautique.net

AL = Alameda ; SA = Sausalito;

#### • 30' & UNDER •

Colgate 26 (7) AL, SA  
Hunter 290 AL SA

#### • 31' - 35' •

Hunter 31 (7) AL, SA  
Jeanneau 32 (2) AL, SA  
Hunter 320 (2) AL, SA  
Hunter 33 (3) AL, SA  
Beneteau 34 AL

#### • 36' - 40' •

Dufour 36 (2) AL, SA  
Hunter 36 (3) AL, SA  
Caliber 40 AL  
Jeanneau 40 SA  
Norseman 40 cat AL

#### • OVER 40' •

Hunter 41 (2) AL, SA  
Hunter 410 AL  
Gib Sea 45 AL  
Jeanneau 45 DS AL  
Hunter 49 AL  
Jeanneau 50 DS AL

#### J/World

Oakland, Puerto Vallarta  
(800) 910-1101, (510) 271-4780  
www.sailing-jworld.com

#### • 30' & UNDER •

J/80 [26'] (7)

#### • 31' - 35' •

J/105 [34'] (4)

#### • 36' - 40' •

J/109 [36']

C&C 38

J/120 [40']

#### • OVER 40' •

Dehler 41

Jeanneau 43 DS

Passport 46

Santa Cruz 50

J/160 [53']

#### Modern Sailing School & Club

Sausalito (800) 995-1668

www.modernsailing.com

#### • 30' & UNDER •

C&C 24  
Ericson 30  
Catalina 30

#### • 31' - 35' •

Beneteau 311

Pearson 32

Ericson 32

C&C 32

Beneteau 33

Beneteau 35

Hanse 350

#### • 36' - 40' •

Seawind 1160 cat [38']

Beneteau 38

Beneteau 381

Beneteau 393

Caliber 40

#### • OVER 40' •

Beneteau 423

#### Monterey Bay Sailing

Monterey (831) 372-7245

www.montereysailing.com

#### • 30' & UNDER •

Catalina 22  
Yamaha 25  
Wyliecat 30

#### • 31' - 40' •

Celestial 32

San Juan 33

#### • OVER 40' •

Coronado 42

#### OCSC

Berkeley (800) 223-2984

(membership required)

www.ocscsailing.com

#### • 30' & UNDER •

J/24 (20)  
Ultimate 24 (1)  
Olson 25 (4)

#### • 31' - 35' •

Catalina 320 (4)  
J/105 [34'] (5)  
J/109 [35']

#### • 36' - 40' •

Catalina 36 (3)  
Sabre 362  
Mahe 36 cat  
Beneteau 373

#### • OVER 40' •

Jeanneau 494

# OF CHARTERING



J-WORLD

step aboard a bareboat anywhere with confidence in your abilities, and spare yourself the angst brought on by trying to fake it.

**Crewed Charter Vessels** — The vessels listed in this section are accessible to folks of all ages with no sailing skills

*"Yee-haw! We're having some fun now. A charter party blasts across the Bay aboard a high performance J/105 from J/World."*

required whatsoever, as their charter prices include the services of professional crew.

Even if you are a long-time sailor with your own fleet of sailing craft, there are

special occasions when chartering one of the vessels listed here might be the perfect solution to a particular challenge, such as entertaining a large group of out-of-town family members, creating a unique office party, or a special 'benchmark' birthday celebration. By enlisting the pampering services of a professional crew, you'll maximize the time you have for socializing and playing tour guide, while minimizing potential headaches. And by hosting your guests on a classy, meticulously maintained crewed yacht, your guests will probably be a whole lot more comfortable than on your tired old daysailer, and you're likely to make a better overall impression.

Guests who care to pitch in with the sailing chores are usually welcome to lend a hand, while the rest of the group soaks in the salt air and takes in the sights.

The Bay Area's fleet of fully crewed charter vessels breaks down into two principal categories: 'Six Pack' boats, which are licensed to charter with up to six passengers for hire, and 'Multi-Passenger Vessels' (technically called Inspected Vessels). In some cases these can legally carry up to 49 passengers or more.

We've attempted to be as comprehensive and up-to-date as possible in these listings. We regret any errors or omissions.

**'Multi-Passenger' Vessels (7+)**  
(In alphabetical order.)

**Argosy Venture:** One of the largest and more unique yachts in Northern California, this 101-ft

**Pacific Yachting/Sailing**

Santa Cruz  
(831) 423-SAIL (7245)  
(800) 374-2626  
www.pacificsail.com

• 30' & UNDER •

Santa Cruz 27  
Catalina 28  
Olson 911s [30']

• 31' - 35' •

Beneteau 31  
Catalina 31  
Catalina 32 (3)  
Hunter 33  
Beneteau 33  
Catalina 35

• 36' - 40' •

Catalina 36  
Hunter 36

• OVER 40' •

Beneteau 46.1

**Tradewinds Sailing School & Club**

Marina Bay, Richmond  
(510) 232-7999

www.TradewindsSailing.com  
Brickyard Cove / Richmond Marina Bay  
(\*boats also at Folsom Lake)

• 30' & UNDER •

Capri 22 (7)  
Ericson 27  
Catalina 270  
Ericson 28  
Catalina 30 (4)  
Newport 30

• 31' - 35' •

Beneteau 323 (2) [33']  
Beneteau 31  
Cal 31 (3)  
Dufour 31

• 36' - 40' •

Beneteau 343 (2) [35']  
Catalina 34 (2)  
Hunter 356 [35']  
Catalina 36 (2)  
Catalina 38

• OVER 40' •

Beneteau 42  
Mull Chico 42  
Catalina 42  
Jeanneau 43

**Spinnaker Sailing of Redwood City**

(650) 363-1390  
www.spinnakersailing.com

• 30' & UNDER •

Santana 22 (2)  
Cal 24 (3)  
Merit 25 (10)  
Catalina 27 (3)

• 31' - 35' •

J/29 [29']  
Hunter 33  
Hunter 34  
J/120 [40']

**Spinnaker Sailing of San Francisco**

(415) 543-7333  
www.spinnaker-sailing.com

• 30' & UNDER •

Viper 640 [21']  
Ultimate 20  
Ultimate 24  
Santana 22 (2)  
Santa Cruz 27 (3)

• 31' - 35' •

Flying Tiger 10  
Catalina 320  
Catalina 34  
Catalina 35  
Hunter 356 [35']

• 36' - 40' •

Beneteau 393  
C&C 40

• OVER 40' •

Hunter 410

**NONPROFIT ORGANIZATIONS**

**Cal Sailing Club**

www.cal-sailing.org  
(membership required)

• 30' & UNDER •

Laser Bahia (8)  
JY15 (7)  
Precision 15 (2)  
Laser (2)  
Bytes (2)  
Merit 25 (2)  
Capri 25  
Pearson 26 (2)

**Sailing Education Adventures**

(415) 775-8779  
www.sfsailing.org

• 30' & UNDER •

Lasers (2), Lido 14 & FJ  
Catalina 16.5 (4)  
Santana 25 (2)



# WORLD

Nevins motorsailer does occasional charters on the Bay as well as annual expeditions beyond the Golden Gate. Built as a private luxury yacht in 1947, her gleaming brightwork and period styling make her an eye-catching sight when she roars across the Bay at 12 knots.

- Carries up to 12 passengers.
- Berthed at Brisbane Marina.
- Available for special custom charters locally (including corporate), family charters and expeditions, as well as film and dive charters.
- (650) 952-4168; email: [charters@argosyventure.com](mailto:charters@argosyventure.com); website: [www.argosyventure.com](http://www.argosyventure.com).



'Argosy Venture' is a rare classic.

**Adventure Cat:** A familiar sight on the Bay, this 55-ft catamaran was custom-built specifically for chartering here. Definitely one of the fastest local charter boats, she's been clocked at 20 knots with a full complement of passengers aboard. Guests can choose to ride on the open-air trampoline, forward, or within the sheltered salon.

- Carries up to 48 passengers.
- Berthed at Pier 39, Dock J, in San Francisco.
- Available for scheduled sails daily (individually ticketed), private group charters and special events, including weddings, whale watching and corporate programs.
- (415) 777-1630 or (800) 498-4228; [sharon@adventurecat.com](mailto:sharon@adventurecat.com); website: [www.adventurecat.com](http://www.adventurecat.com)

**Adventure Cat 2:** Designed by cat connoisseur Kurt Hughes, *Adventure Cat 2* was launched several years ago. Like her older sister (above), she is fast and fun, yet is much larger and, consequently, can carry twice as many passengers. For really big groups, consider chartering both boats and sail together in tandem.



'Adventure Cat 2' is fast and fun.

- Carries up to 99 passengers.
- Berthed at Pier 39, Dock J, in San Francisco.
- Available for private group charters and special events, including weddings, whale watching and corporate programs.
- (415) 777-1630 or (800) 498-4228; email:

[sharon@adventurecat.com](mailto:sharon@adventurecat.com); website: [www.adventurecat.com](http://www.adventurecat.com)

**Bay Lady:** At 90 feet in length, *Bay Lady* is the largest Coast Guard 'certified' traditional sailing vessel on the West Coast. Licensed to carry up to 80 passengers, she holds the second-largest capacity of any sailing charter vessel in the region. *Bay Lady* was built of steel in New England specifically for the charter trade. Her design combines modern strength and safety features with an old-time sail plan — she carries great clouds of sail on her traditional gaff rig. Guests are always invited to participate in sailing this great schooner.

- Certified for 80 passengers (most comfortable with about 70).
- Berthed at South Beach Harbor, San Francisco.



The steel schooner 'Bay Lady' carries 80.

- Some scheduled sailings (individually ticketed), private group charters, offshore charters (such as to Monterey) and special events including corporate and baseball parties to McCovey Cove.
- (415) 543-7333; email: [rendezvous@earthlink.net](mailto:rendezvous@earthlink.net); website: [www.rendezvous-charters.com](http://www.rendezvous-charters.com)

**Bay Wolf:** This pedigreed Santa Cruz 50 ocean racer is a veteran of many Hawaii and Mexico races. With her new mast, rigging and other upgrades, she promises fast, exhilarating Bay sailing.

- Certified to carry up to 30 passengers, but focuses on groups up to 18.
- Pickups in San Francisco and Sausalito.



'Bay Wolf' is a former offshore racer.

- Available for private group charters, corporate charters and special events. Passenger participation is welcomed.
- (650) 492-0681; email: [captkirk@sfbaysail.com](mailto:captkirk@sfbaysail.com); website: [www.sfbaysail.com](http://www.sfbaysail.com)

**Cat Ballou:** Originally a Caribbean charter yacht, this sweet-sailing Catana 42 catamaran joined the Bay Area charter fleet after owner Chuck Longanecker upgraded her substantially during an extensive refit. Chuck is a management consultant by trade, and specializes in teambuilding and

private charters.

- Carries up to 12 passengers.
- Berthed at Schoonmaker Marina, Sausalito.
- Available for private group charters, special events and corporate charters, including teambuilding.
- (888) 566-8894; email: [chuck@sanfranciscosailing.com](mailto:chuck@sanfranciscosailing.com); website: [www.sanfranciscosailing.com](http://www.sanfranciscosailing.com)



'Cat Ballou' on the move.

**Chardonnay II:** This sleek Santa Cruz 70 is one of the most popular charter vessels operating on Monterey Bay. She was custom built for fast sailing, yet with the comforts to accommodate up to 49 passengers. She offers a wide array of 'themed charters' such as wine tasting, sunset cruising, and corporate teambuilding.

- Carries up to 49 passengers.
- Berthed at Santa Cruz Harbor.



Sleek and sexy 'Chardonnay'.

- Custom private charters, ash scattering, and corporate teambuilding.
- (831) 423-1213; email: [charters@chardonnay.com](mailto:charters@chardonnay.com); website: [www.chardonnay.com](http://www.chardonnay.com)

**Derek M. Baylis:** Named after a famous Bay Area yachtsman, this distinctive 65-ft cat ketch was built specifically for conducting ocean research and marine education, and is operated by the non-profit Sealife Conservation organization. Tom Wylie designed her to be an "environmentally friendly way to keep up with whales and other marine life without using an engine."

- USCG-licensed to carry 49 passengers on daysails or 12 passengers for overnights.
- Berthed in San Francisco and Monterey; pickups in Santa Cruz and elsewhere by special arrangement.
- Offers scheduled daytime 'critter cruises' and sunset 'wine and cheese' cruises with Monterey Bay Aquarium, Thurs.-Saturday throughout the summer. Also available for marine research, custom group charters, including corporate events. Learn about white shark research, San Andreas fault mapping, and plastics work from naturalists. Educational and naturalist service available at no additional cost.

# OF CHARTERING



**The custom Wylie 65 'Derek M. Baylis'.**

- (831) 818-6112; email: [dave@sealifeconservation.org](mailto:dave@sealifeconservation.org); website: [www.sealifeconservation.org](http://www.sealifeconservation.org). For Monterey Bay Aquarium trips call (800) 756-3737.

**Gas Light:** Built in Sausalito by master shipwright and owner Billy Martinelli, this 72-ft schooner is a beautifully crafted modern example of an 1874 SF Bay scow schooner. *Gas Light* has a bright and comfortable 30' x 18' cabin with a 12' mahogany salon table, plenty of on-deck seating, and offers an exceptionally stable sailing experience, heeling only a few degrees, even in a brisk wind. She offers a unique glimpse into San Francisco's maritime history plus a hands-on experience for those eager to help raise sail.



**'Gas Light' is a replica of bygone days.**

- USCG certified for up to 49 passengers
- Berthed at Schoonmaker Point Marina, Sausalito.
- Available for private group charters; special events, corporate outings and teambuilding, weddings, birthday parties and educational excursions on the Bay.
- (415) 331-2769; email: [gaslightcharters@hotmail.com](mailto:gaslightcharters@hotmail.com); website: [www.gaslightcharters.com](http://www.gaslightcharters.com)

**Glory Days:** This classic Morgan Out Island 51 is owned and operated by Pam Powers, one of the few professional female skippers in the local charter trade. Before going out on her own years ago with the purchase of *Glory Days*, Pam skippered many of the Bay's biggest charter vessels.



**The Morgan O.I. 51 'Glory Days'.**

When Morgan Yachts first began producing the Out Island line in the late '60s, these comfy boats quickly became popular with both cruisers and charter companies — especially the 51-ft version, like *Glory Days*.

- Certified for 42 passengers — probably the only O/I 51 that is.

- Berthed Pelican Harbor, Sausalito.
- Available for corporate events, private charters, weddings, ash scatterings, team-building sails, and Angel Island BBQ sails. Occasional scheduled sails (individually ticketed) such as Friday night sunset sails and full moon cruises (see website for schedule).

- (800) 849-9256 or (415) 331-2919; email: [captbam@sailsfbay.com](mailto:captbam@sailsfbay.com); website: [www.sailsfbay.com](http://www.sailsfbay.com)

**Nehemiah:** Among the things that make this classic wooden ketch unique in the Bay's charter fleet is the fact that she has circumnavigated — twice — under previous owners.

Her current use is also unique, however. Capt. Rod Phillips and his wife, 'Admiral' Joni, enjoy doing Bay charters for the general public, which finance their true passion, youth sail training — particularly for 'at-risk' youth. Solidly built and traditionally rigged, she is an ideal platform for hands-on training, as well as pleasure sailing. A lifelong mariner, Rod also captains S.F. Bay ferries.



**'Nehemiah' has circumnavigated — twice!**

- Carries up to 33 passengers.
- Berthed at Richmond's Marina Bay.
- Available for youth sail training, scheduled sails (individually ticketed) and private charters.
- (510) 234-5054; email: [captain@sailingacross.com](mailto:captain@sailingacross.com); website: [www.sailingacross.com](http://www.sailingacross.com)

**Privateer & Santa Maria:** These two identical Islander Freeport 41 cutter ketches are roomy, yet can reach 10 knots with all their sails up. They have teak decks, finely varnished trim, and many bronze fittings. With their full keels they are extremely comfortable to sail.

- Certified for 28 & 36 passengers respectively.
- Berthed at San Francisco's Pier 39
- Specializing in scheduled 90-minute Bay sails (individually ticketed) and scheduled sunset sails (see website for schedule). Also available for private charters, including corporate events.
- (415) 378-4887; email: [erik@sailsf.com](mailto:erik@sailsf.com); website: [www.sailsf.com](http://www.sailsf.com)

**Ruby:** At 64 feet in length, this double-ended steel sloop has been a familiar sight on the Bay for as long as we can remember. In fact, *Ruby* has been chartering longer than any other boat on the Bay — 27 consecutive years. She's also become a landmark at her San Francisco Boat Works homeport, adjacent to The Ramp restaurant. Owner/skipper Josh Pryor designed and built her himself back in the '70s with thoughts of long-distance cruising, but once he started chartering her, he

discovered that both he and she were well-suited to the business. In addition to scheduled sailings, she does a variety of special charters — one of the most memorable was when The Playboy Channel brought a dozen bunnies aboard years ago for an Opening Day photo shoot in the waters off what is now AT&T Park.



**The custom steel sloop 'Ruby'.**

- Carries up to 31 passengers.
- Berthed at The Ramp restaurant, foot of Mariposa St., San Francisco.
- Available for lunch and evening sails daily (individually ticketed), private group charters, and special events including corporate functions and ash scatterings.
- (415) 861-2165; email: [rubysailing@sbc-global.net](mailto:rubysailing@sbc-global.net); website: [www.rubysailing.com](http://www.rubysailing.com)

**Seaward:** Originally based in Boston, this 82-ft staysail schooner has a different focus from most others. During the spring, summer and fall her primary function is running hands-on sail training for Bay Area youngsters, which is partially funded by adult sail training and private charters. When winter approaches, she heads for the sunny latitudes of Mexico, where she offers a series of programs that combine education in traditional seamanship, study of the marine environment, and fun in the sun. She is owned and operated by the nonprofit Call of the Sea organization.



**The sail training schooner 'Seaward'.**

- Carries up to 40 passengers on day trips; 15 for overnights.
- Berthed at Sausalito.
- Available for youth and adult sail training, day sails, scheduled (individually ticketed) sails, overnights to Drake's Bay and the Farallones, private group charters and corporate events, plus 'adventure sailing' in Mexico during the winter.
- (415) 331-3214; email: [info@callofthesea.org](mailto:info@callofthesea.org); website: [www.callofthesea.org](http://www.callofthesea.org)

**Tahoe Cruz:** This is a beautiful custom Santa Cruz 50, sails daily out of the Tahoe City Marina from May thru October. Captains Jim Courcier & Mike Pavel are accomplished racers and cruisers who love sharing the joy of sailing the pristine waters of scenic Lake Tahoe. Prevailing SW afternoon



# WORLD

breezes averaging 10 to 15 knots make for ideal sailing conditions.

- Certified for up to 25 passengers.
- Specializes in affordable & scenic 2-hour cruises with complimentary refreshments. Also available for private parties, company charters & Emerald Bay luncheon sails.
- Daily departures from Tahoe City Marina (home of the Tahoe YC).
- (530) 583-6200; website: [www.TahoeSail.com](http://www.TahoeSail.com)



'Tahoe Cruz' screams across the lake.

**Team O'Neill:** As her operators like to say, "For an Extraordinary Santa Cruz Adventure, just add water!"

Promising a unique and specialized sailing adventure on Monterey Bay, this 65-footer gives you a true appreciation for big catamaran sailing.



The 'Team O'Neill' cat is easy to spot.

Her length and 28-ft beam provide an exceptionally smooth and stable ride, with plenty of deck space to move around freely. Her full galley can accommodate catered sails, or guests may choose to bring along picnic-style meals. Ideally suited for both family and friends or groups.

- Carries up to 49 passengers.
- Berthed at Santa Cruz YH.
- Available for private group charters and now offering public 1-hour daysails on Saturdays during the summer.
- (831) 475-1561; email: [sailingsantacruz@gmail.com](mailto:sailingsantacruz@gmail.com); website: [www.oneillyachtcharters.com](http://www.oneillyachtcharters.com)

**Yukon Jack:** Although a remarkable amount of 'big boat' racing takes place on the Bay each year, only a minuscule portion of the sailing community ever gets to ride on those sleek, go-fast machines. But if you'd like to check out the adrenal thrill of blasting across the Bay on an ultralight, this proven Santa Cruz 50 is the boat for you. A former ocean racer, she once sailed from San Francisco to Tahiti

in an impressive 19 days.

- Carries up to 25 passengers.
- Berthed at South Beach Harbor, San Francisco.
- Race charters (including offshore), private group charters, and special events including corporate.
- (415) 543-7333; email: [rendezvous@earthlink.net](mailto:rendezvous@earthlink.net); website: [www.rendezvous-charters.com](http://www.rendezvous-charters.com)

### Six-Passenger Crewed Yachts

Please note that in addition to the six-passenger vessels that follow — many of which are operated by their owners — **virtually every sailing school (aka 'club')** listed at the beginning of this section also has boats available for 'six-pack' charters with captain and crew.

Some of the larger boats in those fleets are very nicely outfitted for both **comfortable daysails and overnight charters**. Call them for details and pricing.

**Agave:** The design of this new 38' Catalina 375 sloop won *Cruising World* magazine's '09 Boat of the Year Award. She has a large, comfortable cockpit and the latest equipment for a fast, safe and memorable cruise. Conduct a team-building session, reward your team for their hard work, or just experience an enjoyable sail on San Francisco Bay.

Robin Weber is a USCG-licensed captain who

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# OF CHARTERING

has been sailing and racing for 30 years, in the Chesapeake Bay, the Caribbean, and the Baltic Sea in Germany, Denmark and Sweden. He has been cruising and racing in the San Francisco Bay area for the past 10 years.

- Carries up to 6 passengers.
- Berthed at Westpoint Harbor in Redwood City, or pickups in San Francisco.
- Private group charters and special events including corporate.
- (408) 221-7084; email: [robinweber@gmail.com](mailto:robinweber@gmail.com); website: [www.southbaychallenge.com](http://www.southbaychallenge.com)

**Alsager:** This custom-built Maas 42 Cor-ten steel sloop was commissioned for offshore racing. She's done several Atlantic crossings and West Coast voyages. Skipper Evan Stolze's customized charters focus on personal attention for small groups.

- Carries up to 6 passengers.
- Berthed at Sausalito.
- Daytime and sunset sails, instruction, overnights (inside the Bay and out the Gate), Mexico in the winter.
- (415) 797-8008; email: [evanstolze@gmail.com](mailto:evanstolze@gmail.com); website: [www.goldengatesailing.com](http://www.goldengatesailing.com)

**Angelique:** New to the fleet in '08, *Angelique* is a sweet-sailing Columbia 57, built for comfort inshore or offshore. Her roomy, nicely appointed interior and stable racer-cruiser design make her



### Meet the lovely 'Angelique'.

a good choice for extended cruises.

- Carries up to 6 passengers.
- Available for 'captain-only' charters, full-service crewed group charters, as well as multi-day trips in the Bay and along the Coast.
- (707) 953-0434; email: [andy@sailingbiz.com](mailto:andy@sailingbiz.com); website: [www.sailingbiz.com](http://www.sailingbiz.com)

**Apparition:** Sleek and speedy, *Apparition* was custom-built in Sausalito with small-group chartering in mind. Captain Stan Schilz loves to introduce guests to the ease and comfort of multihull sailing by letting them take the helm. One of the few crewed charter yachts that does overnights, this 38-footer has two double cabins and a full galley. If you're planning to bareboat a cat soon, spending some time aboard *Apparition* would be good preparation.

- Carries up to 6 passengers for private charters. Can also be bareboated by special arrangement with up to 12 passengers.
- Berthed at Schoonmaker Marina, Sausalito.

• Available for private group charters, special events, multihull sailing instruction, and trips up the Delta or the Petaluma or Napa rivers.

- (415) 331-8730; email: [info@sailapparition.com](mailto:info@sailapparition.com); website: [www.sailapparition.com](http://www.sailapparition.com)



### This 'Apparition' is a familiar sight.

**Bolgeskrek:** This carefully maintained Irwin Citation 34 is a stiff and comfortable boat, well-suited to Bay sailing conditions. On blustery days she often does better than 7 knots, thus outperforming many other sailboats of her size. Her spacious cockpit is roomy enough to easily accommodate six passengers, and her teak interior is a delightful space for lounging and relaxing. Captain Bob has 20 years of experience sailing the Bay and he loves to share his knowledge of local geography and historical spots.

- Carries up to 6 passengers

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- Berthed at Treasure Island Marina
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- (510) 499-0134; email: [capt\\_bob@goldengatesailingtours.com](mailto:capt_bob@goldengatesailingtours.com); website: [www.goldengate-sailingtours.com](http://www.goldengate-sailingtours.com)

**Caprice:** This lovely Seawind 1160 was purchased new in Australia in '07, after which owners Dan and Carol Seifers spent most of '08 delivering her back to the Bay. Dan is both a licensed captain and sailing instructor. He and Carol would



'Caprice' has crossed the Pacific.

be pleased to introduce you to the joy of flat, dry catamaran sailing aboard *Caprice*. Her spacious salon offers a 360° view, while riding her trampoline offers thrill-a-minute exhilaration. Hands-on

participation is encouraged.

- Carries up to 6 passengers
- Berthed at Brickyard Cove Marina, Pt. Richmond
- Available for custom charters with catering specialized to suit your needs.
- (510) 232-5820; email: [seifers@pacbell.net](mailto:seifers@pacbell.net); website: [www.sailingcaprice.com](http://www.sailingcaprice.com)

**Carrera:** At the smaller end of the spectrum is Gene Maly's well-kept Capo 32 racer/cruiser. Based at Monterey, *Carrera* balances her busy schedule between intimate group daysails and instructional sails that feature plenty of one-on-one attention.

- Carries up to 6 passengers.
- Berthed at Municipal Wharf #2 (A-Tier Gate), in Monterey.
- Available for scheduled daysails including Monterey Bay Marine Sanctuary tours, private charters, accredited instruction, and "team-building challenges" for corporations.
- (831) 375-0648; email: [captaingene@sailmontereybay.com](mailto:captaingene@sailmontereybay.com); website: [www.sailmontereybay.com](http://www.sailmontereybay.com)

**Fanseae:** Captain Paul Adams takes great pride in keeping his Catalina 34 in bristol condition. Because she is set up for singlehanded sailing, it's easy for him to attend to the needs of his charter guests, and it's easy for guests to partici-

pate in driving and sail trimming, if they wish.

- Carries up to 5 passengers.
  - Berthed at Sausalito.
  - Prefers small groups, often two couples.
- Wedding proposal charters are a specialty, as are charters that visit less-traveled parts of the Bay.
- (415) 269-1973; email: [captainpaul@sailsausalito.com](mailto:captainpaul@sailsausalito.com); website: [www.sailsausalito.com](http://www.sailsausalito.com).

**Flying Tiger:** This sleek former racing yacht was originally designed to race in the SORC. She was later fitted out for comfortable cruising and explored both Mexico and Alaska. Kirk Miller (a.k.a. Capt. Kirk) gave up a successful career in the energy business to pursue his dream of chartering on the Bay aboard *Flying Tiger*.

She is ideally suited to charters with those who enjoy high-performance sailing — it doesn't take much to convince Kirk to put up the chute on the downwind run past the Cityfront. She has recently undergone an extensive refit.

- Carries up to 6 passengers.
- Based at Sausalito.
- Available for private group charters, corporate charters and special events. Passenger participation is welcomed.
- (650) 492-0681; email: [captkirk@sfbaysail.com](mailto:captkirk@sfbaysail.com); website: [www.sfbaysail.com](http://www.sfbaysail.com)

**Evening Star:** This fastidiously restored C&C Concours 43 is the 'dream boat' of 30-year charter

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# OF CHARTERING



**'Evening Star' is Capt. Marco's dream boat.**

skipper Mark Sange (aka Capt. Marco). He had been looking for a stiff, high-performance boat that was well balanced and responsive. And to hear him tell it, *Evening Star* fills the bill perfectly. Having skippered big luxury charter yachts in the Med for a decade, Mark knows a thing or two about putting excitement back in his clients' lives. "I like to introduce them to the therapeutic effect of bashing to windward in 20 knots of breeze with the lee rail buried."

- Carries up to 6 passengers.
- Berthed at Sausalito Yacht Harbor.
- Available for all types of private charters, including corporate and special events; specializes in instructional 'performance sailing' charters.
- (415) 868-2940; (415) 987-1942; email: [captainmarco@cs.com](mailto:captainmarco@cs.com); website: [www.captainmarco.com](http://www.captainmarco.com) or alternately, [www.sailingsf.com](http://www.sailingsf.com)

**Imi Loa** — A stiff and comfortable boat with many amenities, this popular racer-cruiser comfortably accommodates six guests, and with her

spacious cockpit and table, there's plenty of room for guests to enjoy cocktails and a snack during quiet evening sails or while cruising through Richardson Bay after a fast reach across The Slot.

Captain Gregory Sherwood is an ASA certified sailing instructor who's been sailing *Imi Loa* in the Bay Area since 1996. He's also an accomplished offshore racer and cruiser.

- Carries up to 6 passengers
- Berthed at South Beach Harbor, Pier 40, San Francisco
- Available for private charters, corporate events, wine tasting and sunset sails. Check the website for monthly specials. Passenger participation encouraged.
- (888) 319-SAIL or (408) 910-0095; website: [www.sfsailtours.com](http://www.sfsailtours.com)

**Karisma:** This sweet-sailing Catalina 470 is the queen of the Lighthall Yacht Charters all-Catalina fleet. Her roomy cockpit and nicely appointed interior make her ideal for either daysails or overnights. Primarily run as a crewed yacht by longtime Santa Cruz sailors Krista and Scott Lighthall, she can also be bareboated by special arrangement.

Catalina 42s and 34s are also in the Lighthall fleet.

- Carries up to 6 passengers.
- Berthed at Santa Cruz Yacht Harbor.
- Available for private or shared charters, corporate charters, sailing lessons, bareboating,

scattering at sea services, with affordable prices.

- (831) 429-1970; email: [sail@lighthallcharters.com](mailto:sail@lighthallcharters.com); website: [www.lighthallcharters.com](http://www.lighthallcharters.com).

**Little Wing:** In addition to her impressive speed, this sleek Cross 45 trimaran is extremely stable and has a spacious (24-foot-wide) deck layout. Because heeling is minimal, she gives a comfortable yet exhilarating ride that's ideally suited to both old salts and first-time sailors.

Her two licensed skippers are lifelong sailors with a wealth of experience in both the Bay and foreign waters. They're always happy to share their expertise and sailing yarns — and they always encourage guests to take a turn at the wheel or lend a hand with sail trim.

- Carries up to 6 passengers.
- Berthed at Loch Lomand; pick-ups also at Sausalito and San Francisco.
- Available for customized private charters, including North Bay, Petaluma and Napa River cruises; also on-board kiteboarding instruction and special events.
- (415) 272-3654; email: [littlewingtri@gmail.com](mailto:littlewingtri@gmail.com).

**Lotta'tude:** This 30-ft racing yacht was conceived, designed and built for shorthanded fun on the S.F. Bay — not requiring a big crew of brawny dudes to make it go fast! Want to drive? No problem. Captain Jon is always interested in

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# WORLD OF CHARTERING

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**Magnum:** The design of this sleek Nordic 44 combines sailing performance with a luxuriously appointed interior. She serves as a comfortable daysailer or comfy overnighter. (The owners also book large group charters on a variety of Bay vessels.)

- Carries up to 6 passengers; available for bareboat charter to qualified sailors, up to 12 guests.
- Berthed in Sausalito.
- Available for private group charters, sunset sails, and corporate events. This boat can be bareboated to well-qualified sailors.
- (415) 332-0800; email: [atlantis@yachtcharter.com](mailto:atlantis@yachtcharter.com); website: [www.yachtcharter.com](http://www.yachtcharter.com)

**Perseverance:** Captain Jeffrey Berman has been a mariner his entire life. An accomplished racer, cruiser and commercial captain, he enjoys sharing the experience aboard this Catalina 36 MKII through a wide variety of charter offerings, including lessons.



**'Perseverance' skirts the Cityfront.**

- Carries up to 6 passengers.
- Berthed at Alameda.
- Available for private group charters, sailing lessons, teambuilding, memorial services, and overnights to Drake's Bay or Half Moon Bay.
- (415) 302-0101; email: [captain@charterperseverance.com](mailto:captain@charterperseverance.com); website: [www.charterperseverance.com](http://www.charterperseverance.com)

**Pegasus:** For the past 18 years this beautiful 1972 John Alden 51-ft ketch has specialized in taking school groups and at-risk youth out on the Bay (at no charge to schools or parents). In order to subsidize those programs, they've recently made this Philippine mahogany beauty available for private charters.

- Carries up to 6 passengers.
- Based at Berkeley Marina.
- Available for private group charters, corporate

charters, and special events including weddings by the captain, and ash scattering, in addition to special youth sails. Passenger participation is welcomed.

- (510) 478-4600; email: [info-at-pegasusvoyages.org](mailto:info-at-pegasusvoyages.org); website: [www.pegasusvoyages.org](http://www.pegasusvoyages.org)

**Sensei:** Before joining the SF Bay charter fleet, this center-cockpit Norseman 447 cruised the world extensively, beginning in 1983, to places such as the Caribbean, Australia, Japan and Alaska. With her teak decks, ocean-tested design and old-world craftsmanship she will begin offering luxury day charters on the Bay this summer.

- Carries up to 6 passengers.
- Based at Marina Bay, Richmond.
- Available for private or shared charters, corporate charters, sailing lessons.
- (510) 926-2000; email: [senseicharter@yahoo.com](mailto:senseicharter@yahoo.com); website: [www.SenseiCharter.com](http://www.SenseiCharter.com)

As you can see, the Bay Area's charter fleet is not only big, but its quality is impressive. So keep these boats in mind the next time a special occasion arises. The fleet's professional crews and shore staff are ready and eager to serve you.

— *latitude/andy*

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# CHANGES

With reports this month from **Endless Summer** on good surf in the Tuamotus; from **Eros** on a return to the days of early chartering; from **Swell** on Liz Clark's five years of cruising — and her battles with hoses; from **Rachel Hurn** on an impulsive post graduation sail in the Med; from the biggest ever **Banderas Bay Regatta**; and **Cruise Notes**.

## Endless Summer — F/41 Cat Steve May Surf & Sail (Gualala / Emery Cove)

I want to thank *Latitude* for the great March issue discussion of surfing Punta Mita, Mexico. I very well remember some great sessions I had out at the point there. The locals would all show up in the afternoon after work, but earlier in the day I could get a couple of sessions alone or with one other guy. And what a fun wave!



South Pacific surfing.

The farther down the line you get, the faster the wave peels.

I've enclosed a few photos of some waves we found in the Tuamotus after coming to French Polynesia. The other guys in the water were super-friendly locals from the village, which has a population of 75. A couple had surfboards, but most were on boogie boards. But they ripped!

I know surfers like to keep spots such as this secret, but I think some of our cruiser friends would have a great time here. So I'm going to spill the beans — the shots are from the pass at Faaiti Atoll. The atoll is 12 miles south of the very popular south pass at Fakarava Atoll.

Our pals Jim and Kent Milski aboard their Schionning 49 cat *Sea Level*, along with a Dutch family aboard their 47-foot

**Although most of the locals have boogie boards rather than surfboards, they have Faaiti Atoll break wired. They rip — and they are friendly.**



aluminum boat *Elena*, accompanied us to this atoll. We were happy to be the only boats in the lagoon as, thanks to the many coral heads, the anchoring was very challenging. But Faaiti has a peculiar quality — there are no sharks in the lagoon or at the pass. The locals confirmed this. We rafted the two cats together and enjoyed the mahi mahi that Adam from *Elena* had caught on the way over.

My girlfriend Manjula and I are on our way back to our cat in Australia. After a cruise of the Great Barrier Reef area, we plan to visit New Guinea and Indonesia before parking our boat in the Philippines for our next trip home later this summer. We are having an absolutely great time cruising, and I would encourage everyone to get on it and go! Go to Mexico, the South Pacific, anywhere! Just get going!

Further, I think *Latitude* and other cruisers need to get the word out that the world is overflowing with wonderful, open-hearted people. And the poorer the people, the sweeter they usually are. Nonetheless, thanks to all the media coverage of narco violence in certain parts of Mexico, pirates in the Indian Ocean and Arabian Sea, earthquakes and tsunamis in Japan, and shark attacks in Australia, Manjula and I find that our families and friends are becoming more frightened for us. We think there is a real danger of Americans becoming afraid to set foot outside their own country. This would be a real tragedy, as it's a completely incorrect view of the world — at least based on our experience of cruising Mexico, crossing the Pacific, and visiting Bhutan and India. Over and over, we have experienced the kindness and goodness of local people.

We'll soon be sending you a report on our cruising this season, which will be through New Guinea and Indonesia, and up to the Philippines."

— steve 03/05/11

## Eros — 103-ft Schooner Bill and Grace Bodle Return To The Caribbean (Berkeley)

Having been gone from the Caribbean for nearly 25 years, Bill and Grace are back, with a



103-ft schooner no less. Although they've always been residents of Berkeley, they were part of the charter scene in the Caribbean and the Med from the very beginning.

For example, they not only knew Commander Nicholson, who started the charter trade in Antigua — and the Caribbean — with the schooner *Mollyhawk*, they eventually became good friends with him and knew his back story.

"When we arrived in Antigua in the late '60s with the 70-ft-on-deck schooner *Nordlys*," Bill remembers, "we Americans were not initially included in the English social scene. But eventually Grace's social skills won the Commander over. As a result, we were invited to the Powder Bunker, where he and his wife lived, for sherry on Friday afternoons. That signified that we were among the privileged ones who had been accepted.

"Eventually, the Commander told us a great story of his youth and the start of the chartering business. When he was just 16, he and his best school chum

# IN LATITUDES



LATITUDE/RICHARD

**Spread; We're not going to say 'Eros' is a big boat, but that's Grace and Bill near the bow. He's 76 and she's 70, yet the two of them cruise the 200,000-pound schooner with the help of just one crewmember, Patrick Delaney. Inset left; Pirates beware, Grace is cordon bleu-trained.**

from Dartmouth — England's equivalent of Annapolis — had been chauffeured down to their ship in his father's Rolls-Royce. The chauffeur placed their bags on the ground, and the two young gentlemen patiently waited for the help to pick up the bags and take them up the gangplank. After a while, the bosun set them straight. "Pick up those bags and get your butts on this ship."

"Days later, the two 16-year-olds were leaning on the rail when two women paraded by. Vernon, the future Commander, fancied the short one, while his chum fancied the taller one. They engineered meeting the women, and before long — and before the start of World War I — married them. Vernon's chum was killed in the war, widowing his wife. Vernon survived and went on to become a commander in World War II. Given his position, his family — wife Lisa and two sons — were provided with

simple quarters in London. But it came with no furniture whatsoever. However, there was a schooner on the Thames that, because of the onset of the war, nobody wanted. But she had furniture, so the Commander bought her solely for the furniture — which was quickly moved into the family quarters.

Prospects were dim in England after the war, as the economy was in a shambles and there wasn't much food. So the adventurous Commander loaded the furniture back onto the schooner — which, of course, was *Mollyhawk* — piled his wife and two kids on, and set sail for the West Indies. They found a home in the abandoned but historic English navy base at English Harbor, Antigua. And with their arrival began the charter industry in Antigua and the Caribbean.

There's more. When Lisa,

the Commander's wife, passed away in the late '70s, everybody worried how well he would get on without his wife of 60 years. He returned to his hometown of Cork, Ireland, but a year later he returned to Antigua — with a new bride. She was the widow of his chum on the ship as he was 16.



The *Nordlys*, a small Bluenose schooner, was the first of four big schooners Bill and

**Bill, a dentist, has been 'living' big schooners his entire adult life.**

Grace sailed in the Caribbean and the Med. They sailed *Nordlys* across the Atlantic five times. That's nothing compared to *Grace*, their 98-ft-on-deck Camper-Nicholson schooner, which they sailed across the Atlantic nine times. Then they bought *Panda*, which at 129 ft overall and 117 ft on deck, would be their largest schooner. They did a four-year circumnavigation with her in the early '80s.

Before the couple started their circumnavigation with *Panda*, she was being watched over in Charlotte Amalie Harbor, U.S. Virgins, by Warren Stryker. A longtime friend of *Latitude*, Stryker had sailed his Sausalito-based Bounty II *Fifties Girl* from California to the U.S. Virgins. "When I left Warren in charge of *Panda*," remembers Bill, "he was told in no uncertain terms that absolutely nobody was to be allowed onboard. Not my brother, not anyone! So Grace and I were sitting in our home in Berkeley one day, and I opened the most recent issue of *Latitude* — and there was a story and photos of Warren, his friend the publisher of *Latitude*, and others on *Panda*. 'What the hell is this?!' I roared." Despite

**Grace and Bill are powerful evidence that sailing keeps you young. They look and act more youthful than their true age.**



LATITUDE/RICHARD



# CHANGES

all that, they are still friends.

*Panda* would tragically burn and sink after a haulout at Fort de France, Martinique. "We were both just devastated by the loss of *Panda*," remembers Grace. "We'd sailed her around the world, and she was everything to us."



**Grace fiddles with the 'dog' on the mighty windlass.**

After 18 years of chartering in the Caribbean and the Med, the Bodles settled down by purchasing the historic Stone Boatyard in Alameda. One of their projects was to replace the decks on the 212-ft schooner *Adix*. They probably had an inside track on the work because Paul Goss, the schooner's captain and one of the most famous of all modern sailing captains, got his first sailing job with the Bodles on one of their schooners many years before.

One of the last big projects at Stone's was the restoration of the 103-ft *Fair Sarae*, a yacht that had been owned by Lucy Bancroft, one of Bill's relatives. After her husband died, Lucy sold the yacht to a wealthy German.

"*Fair Sarae* was of composite construction by Brookes Motor Craft of Burnham on Crouch, England, and had been commissioned in '39," explains Bill. "Back then, composite construction meant a boat was built of steel frames, beams and floors, and her hull, decks and houses were built of Burma teak. The wood structure was attached to the steel frame with bolts. Such boats are only good for 40 or 50 years, after which time they get scale on the steel frame. *Fair Sarae's* time was not only up, but she hadn't been as well maintained as

**Everything on the 70-year-old 'Eros' is big, including the mainsheet blocks. Nonetheless, Bill says she's actually very easy to sail.**



she could have been. You see, Scots such as Lucy and I don't like to spend money. In fact," laughs Bill, "it's said that copper wire was created when two Scots got into a dispute over who owned a penny."

Alas, the German aristocrat quickly tired of paying for the 30-man crew — who had disassembled the yacht to her steel frame so it could be sandblasted — and walked away from her. In thousands of pieces, with her masts down and machinery spread all over, there was no value to the once-proud schooner. Either the Bodles could sell the lead in her keel, or they could finish the rebuild.

They chose the latter option, of course, which started in the early '90s and wasn't completed until the fall of '09. One can only imagine what it cost. Bill laughingly put it at "everything we had." To give you a hint, each of the 20,000 new bolts needed to secure the steel frame to the planks and decks cost \$3. Fortunately, none of the 70-year-old planks needed replacing. Then again, the deck houses had to be replaced, and the interior redone.

What's Bill's attraction for large, classic, labor-intensive schooners? "You have to have something to do," he replies.

The Bodles did a "breakdown sail" to Mexico in the winter of '09-'10. They loved La Cruz and the rest of Banderas Bay, as well as Las Hadas, and felt completely safe. The only negative was their once-beloved Acapulco YC, which for decades they'd used as a fueling stop when coming up from Panama. They suspect that the club has been taken over by the narcos. Unlike before, they were not welcomed to the once very welcoming club, and noted a sign at the entrance that asked that all bodyguards be left outside. "They told us our schooner was too big and heavy for their fuel dock," recalls Bill, "which is ridiculous because we'd refueled there with *Panda*, which was a bigger schooner."

The couple and *Eros* just missed the start of last October's Ha-Ha because they were a couple of days late getting out of the yard. Nonetheless, they cast off from San Diego on October 28th, Bill's 76th birthday, for the Canal and the Eastern Caribbean. "Seventy used to be old," laughs Grace, "but it's not anymore. It would seem not to be, with the two of them sailing the 200,000-pound



schooner assisted by just one deckhand. Further, they won the Sweethearts of the Caribbean Regatta in the British Virgins with a crew of just six.

"*Eros* is easy to sail. Actually, she's very easy to sail," insists Bill.

We visited *Eros* on the hook off St. Barth, an island that the Bodles first visited in the late '60s. Back then it was not only *not* 'the St. Tropez of the Caribbean', it wasn't anything at all.

"We first came to St. Barth in '67, when it was a smuggler's place, and became friends with Alexander Magras, who had been a president of the island. Alexander, who is now 93 and still opens his little dress shop every day, came out to our yacht every time we visited. In fact, it was something of an event. St. Barth was terribly poor back then, as they had no soil to farm on, little water, and few other resources. In fact, in order to survive, a lot of Bartians had to move to what is now the Frenchtown



# IN LATITUDES



LATITUDE/RICHARD

*Because we didn't have a wide-angle lens, this photo doesn't begin to convey the spaciousness of the main salon on 'Eros'.*

section of St. Thomas. But those who stayed did what they could to stay alive — including selling food to the German submarines during World War II! There were no yachts at the island back then, just cargo schooners. Alexander would sell their captains booze and cigarettes, and they would smuggle them into the islands to the south. As for us, we'd start every season by stocking up on Mt. Gay rum at \$6 a case. Wine was \$2 bottle, and we'd buy 30 or 40 cases."

Magras had three sons, one of them being Lulu, who ran a chandlery across the street from the then sleepy Le Select, and who later became well-known as a good but somewhat eccentric sailor. "One day Alexander came to us and asked if we would take Lulu the next time we crossed the Atlantic," remembers Bill. "Sure we will," he said, "but why?" Alex-

ander explained that Lulu had named his little 23-foot sloop *Ché*, and often wore a *Ché* t-shirt. "I think he's becoming a communist!" Although the Bodles and Lulu never talked politics on their trip across the Pond, the couple was thanked by Alexander the next time they came through. "Lulu isn't a communist anymore," Alexander explained.

When we told the couple that Roman Abramovich had spent \$6 million to buy his UCSB-educated girlfriend a crumbling 100+-year-old pre-fab home from France on the St. Barth waterfront so she could open an art gallery, they laughed. "When we were here in the '60s," Bill says, "I told Grace that I wouldn't mind owning a little stone house that was right on the waterfront. But when we asked how much the two spinsters

wanted for it, they said \$10,000 U.S. We laughed at how much they were asking.

The Bodles plans are pretty open. They might keep the boat in the Caribbean for hurricane season. They might sail back to San Francisco. They might return to Las Hadas, Mexico. "We don't have anything pressing, so we're just going to make sure that we make it to the British Virgins for Foxy's Wooden Boat Regatta."

Did we mention that a very young Foxy sailed across the Atlantic with the Bodles in the early '70s, and they are directly responsible — in the most improbable way — for his meeting Tess, his wife of, what, 40 years or so? Wait until next month, because that's a wild story that's so typical of the old days in the Caribbean.

— latitude/rs



*Gustavia, St. Barth, was a poor and sleepy smuggler's port when the Bodles first called in the late '60s.*

## **Swell — Cal 40 Liz Clark Five Years Together (Santa Barbara)**

On January 30th, *Swell* and I celebrated five years of voyaging together. The top five lessons I've learned are:

- 1) Be grateful for what's good, and find the positive.
- 2) Try first, then decide if you can or can't do something.
- 3) Hard work will almost always get you there.

*Liz says she got the best holiday present ever — a visit from her dad. So neither one of them was bothered by the warm tropical rain.*



SWELL



# CHANGES

4) Even when it all seems impossible, trust that everything will work out.

5) Nature is the source of all, so love it, spend time with it, and fight for it!



**The 'enemy' doesn't actually appear to be that hostile.**

Some of the lessons came into play during an incident I call 'The Bilge Babe Versus the Sanitation Hose'. How bad could my opponent, the marine sanitation hose, really be? After all, it's a blandly white, 1 3/4-inch wire-reinforced plastic hose. Despite its beneficial qualities, the task of removing it or quickly placing it onto plumbing fittings, instantly makes me forget all its charms.

Sanitation hoses are the most stubborn on earth! It's as if they're intentionally made slightly too small for the fittings in order to — I don't know, maybe weed out the weak? But dealing with this hose is a task that makes me yearn for Marine Man, my fantasy boat-fixing Superhero. The idea is that he'll descend from the clouds to wrestle the dastardly hose into submission while I make him a sandwich.

Excuses and grudges aside, my bilge pumps had to be fixed. There was corrosion in the wiring somewhere, and one of the hoses was blocked. My wonderful dad and I had tried to fix them when he was here, but we didn't have all the necessary parts for the job. I'd now rounded them up, and seeing as neither Dad nor 'Mr. Right' nor 'Marine Man' was anywhere in sight, I found myself having to face my most detested foe alone.

**Five years of cruising and working on her Cal 40 'Swell' looks great on Liz, don't you think? She says it's made her much wiser, too.**



or quickly placing it onto plumbing fittings, instantly makes me forget all its charms.

The hose problem went back to the complication of my hull leak and the broken motor mounts. In short, my engine now sits lower than before, and was therefore pinching one of the two bilge pump hoses that ran underneath it toward the exit points at the stern. Since removing and replacing the crushed hose was going to be a very difficult job, I figured I'd wait until my next haulout, by which time Marine Man would have hopefully made an appearance. But I devised an interim plan. I used a Y-connector to link the pump that was connected to the crushed hose into the freely flowing hose of the other pump. This would make them both push water out the same open hose, right, Marine Man?

Wrong. Hours later, I'd dismantled half the boat and was caked in bilge slime. I'd nonetheless managed to wrestle only one of the hoses free from one of the pumps, and sat amongst my filth and tools, staring at the wiring diagram for the automatic float switch. The instructions made it look as if a kindergartener could do it, but nothing, I repeat *nothing* on a boat is simple. Except, maybe a bucket for a toilet.

But Bilge Babe kept at it, running, connecting, and testing the wiring configurations until the pumps whirled when the switches were flipped. I sealed the connections, so all that remained was to cut the hoses and force them onto the Y-fittings. Unfortunately, that is more easily said than done.

It took all my strength, determination and wit to will their insubordinate, white plasticness onto each fitting, one by one. I used heat, dish soap, grease, mean words, my favorite music 'Playlist' on repeat, and force from my Mula Bandha to get those hoses on. Then I secured them with double hose clamps. Yeah, I did it! I did some muscle flexin' and a victory dance to some M.I.A.! Yow!

Thinking the battle was over, I shoved the hoses back down into the bilge for proof that they worked. But no, no, no, nooooooo! The auto switches worked and the pumps turned, but they just pushed the water out of the other pump and back into the bilge — because there were no one-way valves in the pumps. So much for my great idea. After a deep breath, I told myself, "It's just a little more manual labor. Turn up the



music and get back at it."

So I hauled the pumps back out, wrestled the hoses off again, removed the Y-connector, and put the good hose directly onto the new pump with the new float switch. Simple. So much for the redundancy of a back-up pump, but one newly-purchased, newly-wired pump would have to do.

After four more wrestling matches with the hose, it was nearly 8 p.m. By the time the tools were put away and the salon restored to order, it was after 9 p.m., and my black slimed limbs and back ached. I wasn't really sure who had won the battle, the Bilge Babe or the hose.

I went out on the dock and found a water hose, then rigged it to hang from a nearby tree. Sitting beneath it, I let the cool water splash over me in the darkness, and scrubbed at myself with Monoi oil, Vaseline and soap. As for the bikini I'd been wearing, the official Bilge Babe's uniform, it was covered with



# IN LATITUDES



PHOTOS COURTESY SWELL

**Like all singlehanders, Liz knows that sometimes you have no choice, you simply have to get down and dirty in your bilge.**

grease. Never mind all that, I looked up to see the clouds parting on the eastern horizon and saw the full moon rising out of the sea. Nature rewards!

The trades sang through the masts and trees, not a soul was stirring on the other sailboats, and the fresh, cool water restored me. "It's lovely, it's perfect, it's absolutely spectacular," I thought. Just me, this tree, the sea, and the round, ginger moon.

By the way, those hoses are in still in the bilge. So I won! Marine Man must have known that I could do it

— liz 03/05/11

## **Reflections — Perry 47 Rachel Hurn, Crew The Med On \$5/Day (Brooklyn, New York)**

People are always asking what possessed me, a 21-year-old single female,

to crew on a random sailboat in the Med the summer after I graduated from college. First, I desperately needed to have something to say to people who asked, "So what's after graduation?" Each cocktail party with my parents posed a new threat in the form of those 'only-in-your-best-interest' questions posed by those 'only-asking-because-I'm-friends-with-your-parents' people. Little did they know their questions were making me want to scratch my eyes out.

So when my applications for a newspaper internship didn't pan out — I hadn't even taken Journalism 101, so go figure — I hopefully placed my future into the hands of Google. But really, what young person hasn't done this? Especially a 21-year-old, single female with no job prospects. And if it isn't Google, it's Craigslist. And if it isn't

sailing, it's nannying in France or being a personal assistant in L.A.. Everyone in my generation seems to need to do something cooler than everyone else. The grass-is-greener-on-the-other-side-of-the-fence mindset has, because of the internet, become more real.

Surprisingly, my Google search panned out. I typed "Crew Needed - Comma - Mediterranean Sea" into the search engine. Listings sprang into view, so right then, between my Victorian Literature papers and my Linguistics exams, I began the long process of reading and responding to ads.

Initially, I thought I'd be able to use the trip as an opportunity to make money — my version of an adventurous summer job. But I quickly found that most "female crew wanted" listings that paid cash seemed as though they would involve — how can I put it delicately? — my grinding more than just winches. One man in particular, a Spaniard with a 40-ft wooden schooner, was willing to pay \$2,000 a month for my work onboard. "But," he explained in his responding email, "There are no extra beds, and you will have to sleep in my cabin."

How convenient. For him.

Strangely enough, the boat I ultimately chose to crew on — a Perry 47 owned by Max Young of Antioch, CA — sort of looked like a floating brothel in the photos. And at any one time there were seven women and two men aboard.

**Dear Friends of Parents: After graduation, I went sailing in the Med with a bunch of strangers — and loved it!**



**Max Young turned out not to be a creep, but rather more of a father figure.**



COURTESY RACHEL



# CHANGES

I anticipated the questions forming in my friends' conservative heads. Questions such as, "What are all these women doing on a boat with this old man?" As it turned out, Capt. Max would become like a father to me.



**Flying the chute in the Med, an iffy proposition at best.**

Vagabonds, hippies, sailors? Sailors at heart, I suppose, but none of us were very experienced sailors. But we responded to Max's request for crew from computers plugged in at various places around the world. Terri, for example, was living in London and trying to find a way out of her 60-hour-a-week temp job. Rosie, living in England's verdant countryside, was in search of adventures outside her mother's kitchen. Karin, who would become 'Karinina of the Sea', was a wise and weathered 60-year-old from New Mexico. But apparently our tomato paste and cheese sandwiches were a little immature for her taste, and she left after little more than a week.

Rommy, my friend from Los Angeles, called me late one night while I was working at J Crew to say his mother had bought his plane ticket as a graduation gift, and he would be joining me and the others on *Reflections*. I had to do a little dance in the backroom to celebrate that my eternally flaky friend was committing to this huge adventure. While I was at least "small-boat certified", Rommy had never been on a sailboat in his life.

Cap published an online ad stating that he needed non-paid crew. At the same time, we, his future flock of wanderers, were responding to ads for free travel. When I emailed Max to ask him about the cost, he responded simply, "Five bucks a day."

Who is crazy enough to join an online party boat?

When Rommy and I joined *Reflections* at Milos, a tiny Greek island in the southern Aegean, we both felt a sense of relief. After all, Max wasn't a creepy old man and the rest of the crew appeared sane. As for Milos, it was sheer beauty. We felt excitement, too. In fact, as I unpacked the contents of my duffel into any available locker and cubby, I distinctly remember thinking, "This is the coolest thing I've ever done!"

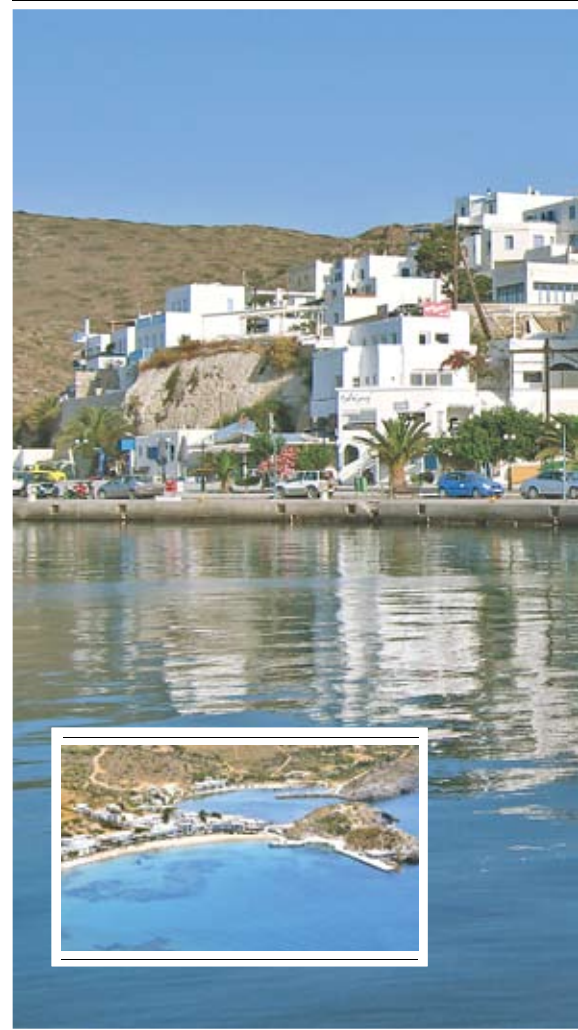
After a few days on the island, Rommy and I gained our sea legs and were officially ready to set out into open water. We women folk helped dog down the hatches and rig the sails, while Cap and Rommy shouted orders back and forth. I kept looking at Terri, who skipped in and out of the pilothouse for an interpretation of the commands. "Cap is not very clear with instructions," she assured me. "Don't worry if you mess up!"

Surprisingly, Day One on the water passed with ease. No one got sick, which was especially surprising since we sat around staring at each other and asking, "Do you feel sick?" People would reply, "I don't know, do you?"

After a few hours of calm sailing, Cap slowed the boat down for our first swim off the bow. Terri plunged into the pristine water, and I followed quickly. A cold shiver ran down my back, as the water a few feet down was shockingly cold. Glancing up at bobbing white hull of *Reflections*, I chose to ignore the parental warnings of my youth. So I grabbed a pair of goggles from Rommy's outstretched arm, took Terri's hand in mine, inhaled, and dove. We swam down, down, down, as far as we could go until our ears ached from pressure and our lungs seemed about to explode. We swam until the water in front of our eyes was dark. We swam until I was no longer afraid.

That night Terri, whom we adopted as the boat's official chef, made a dinner of stir-fry veggies and pasta. She

**The 'Reflections' pick-up crew was all smiles during their night out at one of the villages in the Greek Isles.**



strapped herself onto the stove with a harness, and juggled wooden spoons and took small tastes of sauce with her pinky while the boat rocked back and forth. Rommy volunteered to help in the galley, a daily routine that sparked their romantic relationship. Terri and Rommy are now married and living in Los Angeles! After I'd scraped the last bit of pasta from my small wooden bowl, Terri and I changed into our PJs to get ready for our four-hour, 8 p.m. to midnight watch. Cap fastened us into our life-vests, and connected lines from our chests to the helm. "Just in case you fall overboard," he said. It was an explanation I found





# IN LATITUDES



BRAZILIAN NATIONAL TOURISM

**Spread; 'Reflections' side-tied at Milos. Inset; Kythira was another popular spot. Greece may be flat broke, but it's still lovely.**

less than comforting.

By 10 pm, with the cabin lights switched to red for night vision, the rest of the crew was below in their bunks catching some sleep. The only thing besides Terri's weak hot chocolate that kept us awake was the radio. We tuned in, turned up, and eavesdropped on conversations going on across the Med.

"I will destroy you!" someone's voice came through the speaker loud and clear. Terri and I looked at each other in surprise. Two boats seemed to be threatening one another! Perhaps it was the dredging up of the old Greek versus Turk rivalry.

"What in the world is going on in this place?" Terri asked with a snicker.

"I'll tell you what," said Cap, his eyes catching a glimmer of red light from the overhead lamp. "Crazy things happen at night."

Perhaps Cap was right, and crazy

things really do happen. After all, my life had suddenly become very un-routine. What did I expect? Normality? Not during a summer of sailing in the Med.

In all, I would spend 44 days aboard *Reflections*, sailing from Milos to Monemvasia, Kythira, Kalamata in Greece. And on to Siracuse, Licata, Sciacca on Sicily, and finally, Tunis, Tunisia. I boarded *Reflections* as one person, but was completely different when I stepped off. Yes, I had a better tan, but it was more than that. I was also more open-minded, more ready to experience new cultures, and more open to new people — particularly, the ones aboard *Reflections*.

On my last day of sailing on the boat, Rommy and I sat on the bow eating chocolates and oranges, and talking about the next chapters in our lives.

We'd been traveling for six weeks, and I expressed my fear of the fact that soon thereafter I would be in grad school, and just 16 weeks later, done with that, too.

"Just don't forget to breathe," Rommy said. That sound advice, given to me by someone who had become like my brother, on the bow of a 50-ft sailboat sailing in the sunset toward the coast of Africa, has stood me well.

— rachel 11/10/10

## **Banderas Bay Regatta Vallarta YC (Banderas Bay, Mexico)**

This was the third year in a row that a new record was set for entrants in the Banderas Bay Regatta. Sixty boats registered, and 57 actually raced. It was a diverse group, with boats from California, Washington, Oregon, Arizona, Tennessee, Minnesota, Colorado, Florida and Nevada, as well as Canada and four different areas of Mexico.

Thanks to the tsunami, the second race of the three-race series had to be cancelled. The division winners were as follows:

A — *Cirque*, Beneteau 42S7, Louis Kruk, San Leandro. This is the third straight year *Cirque* has won her division.

B — *Dream Chaser*, home-built Farrer F-9 RXT, Cam McCannel, Salt Spring Island, British Columbia.

C — *Tabati*, Jeanneau/Farr 50, Fred Delaney, San Diego.

D — *J World*, J/80, Puerto Vallarta.

E — *Wave Goodbye*, Hunter 44, Pablo Garcia, Guadalajara, Mexico.

F — *Poco Loco Dos*, Catalina 38, Keith Sangster, Vernon, British Columbia.

G — *Pika*, Pretorien 35, Lauren and Lauren Bucholz, Seattle.

***When it comes to March sailing, it doesn't get more pleasurable than the Banderas Bay Regatta. This year's fleet was the biggest ever.***



STRANGE BIRD PHOTOGRAPHY



# CHANGES

For complete results and photos, visit the Vallarta YC website.

Lee Pryor and Cathy Sweet of the Oceanside-based J/130 *Sirocco* offered the following review of the event:

"I told my wife that we had to join the



**Keeping it together on a Banderas Bay Regatta spinnaker run.**

'10 Ha-Ha in October in order to get *Sirocco* to Banderas Bay in time for March's Banderas Bay Regatta. It was not too severe a burden spending November to March on Mexico's Gold Coast waiting for the regatta to begin. True, there were dozens of whales to see and avoid,

numerous coves to tempt with a deep draft vessel, several jungle-like lagoons with iguanas and crocodiles to get lost in, and decisions to be made such as which *palapa* bar had the coldest beer, cheapest tacos, and best bands. But the Banderas Bay Regatta proved to be worth the wait.

"Despite the loss of one day of racing out of three scheduled, the regatta was fun and offered good competition — especially in the 'A' division. Almost the entire division consisted of accomplished racing skippers and crews — who happened to be cruising in Mexico. Despite handicaps that ranged from -19 to 84, only one point separated the boats from second to sixth place.

I've raced sailboats for over 40 years, and based on that experience, can say that the Vallarta YC and the race committee did a superb job. Not only did they manage the race well, but they

**Lee Pryor and Cathy Sweet, seen here with their 'Sirocco' to windward of the other boats, found lots to like at the Banderas Bay Regatta.**



JAY AILWORTH

were great at communicating with the fleet — including those whose racing skills weren't that polished. As for the awards party on the beach at Paradise Resort, we had Philo's Shuffle Band, the space station flying overhead, and a chamber-of-commerce sunset. You wanted to pinch yourself to make sure you weren't dreaming up such a perfect setting.

Yes, we'll be back for next year's Banderas Bay Regatta.

— latitude 03/18/11

### Cruise Notes:

We regret to have to report the tragic news from Scott Stolnitz that his wife Cindy recently lost her courageous battle with depression. The couple have been cruising their Marina del Rey-based Switch 51 **Beach House** from California to the South Pacific over the last several years, devoting much of their time to taking some of the most spectacular underwater photographs and videos we've seen. People with no experience with depression often mistakenly dismiss it as either being not real or not serious, and foolishly suggest that the victims just 'snap out of it'. Depression is, of course, a devastating disease, every bit as hard to combat as the worst cancers. Our most heartfelt sympathies to the Stolnitz family — and everyone else who suffers from depression.

"I have a slightly unusual request," writes Steve Pope. "Down here in New Zealand, the only available **flares** are handheld ones, no matter if they are for dinghies or Category 1. Flare pistols and flare launchers are not available except for a prohibitively expensive European-metal model. I'm wondering if I might prevail on one of the Puddle Jumpers headed to New Zealand to bring a spare flare gun set. I would be happy to pay them in advance." Steve can be contacted at [pappas@xtra.co.nz](mailto:pappas@xtra.co.nz). By the way, some of the first Puddle Jumpers have already arrived in French Polynesia.

"It's really been blowing in the Windwards this season," reports Terry Drew, who lives with his wife Evelyn in Aptos, but who for the last nine years has kept **Aquarelle**, their Kirie-Feeling 446 ex-charterboat, in St. Lucia. "I got to the boat in late January to start on the annual bottom job, and there was lots of rain and wind. Evelyn arrived on February



14th, by which time my yard work was completed. I'd also installed a Spectra watermaker, because after last year's drought in the area, we wanted a reliable source of water. But the wind kept blowing at between 20 and 25 knots, with 35 knots in some of the channels between the islands. It seemed as though there was a weekly dismasting or broken boom between St. Lucia and St. Vincent. And you should see what our French flag looks like after three weeks at St. Anne, Martinique, which is normally a peaceful anchorage. Fortunately, the winds have died down to 10-15 knots since March 1, and it looks as though they'll stay that way for awhile.

"I've been following the Wanderer and Dona de Mallorca's Caribbean capers on *Lectronic*, and can't wait to get back there," writes Bob Smith of the Vancouver, B.C.-based 45-ft custom carbon cat **Pantera**. Smith, incidentally, has been threatening to continue on south of Banderas Bay, Mexico, for about the last five years, and has finally made it to Huatulco in southern Mexico. "My heart went out to the people of Japan after



# IN LATITUDES



PHOTOS COURTESY AQARELLE

**Spread; It's always 'safety first' when sailing in the Caribbean, where these sailors from Martinique sail a yole across 20-mile wide channels in often very rough conditions. Inset left; Terry Drew and what's left of his French flag. Inset right; 'Stad Amsterdam' and another big sailing ship.**

what I saw on television here. I'd spent the previous six weeks on the hook in Los Sietes Bahias de Huatulco — which is an absolutely wonderful area with really nice people. Anyway, I'd moved into the marina the night before the tsunami so I could return to Canada for a month. The morning we got the tsunami alert, the port captain closed the harbor. Had I not already spider-tied *Pantera* in and had a flight to catch, I would have gotten out to deep water no matter what the port captain said. Putting to sea and deep water — which I'd done from Laguna de Navidad last year after the earthquake in Chile — defines tsunami avoidance to me. But except for the tsunami parties, which were great, it was a non-event where I was."

"We're hoping that you'll be able to provide detailed information on the tsunami damage to ports and marinas between Mexico and Oregon, as we'll soon be doing the Baja Bash," write Randy and Sheri Schneider of the Sunriver, Oregon-

based Gozzard 44 **Procyon**. "Luckily, we had left Punta Mita heading north the day of the tsunami, so we didn't have to worry. But we hope that anyone who cared about their boat would have gone to sea rather than stay in port — no matter what the authorities said."

To our knowledge, the only ports that suffered enough damage to affect your being able to stop at them on the way north are Santa Cruz and Crescent City. So you shouldn't have much trouble.

With respect to the **Baja Bash**, there's are three age-old tips for making it as easy as possible: 1) Don't be in a hurry. 2) Don't be in a hurry. 3) Don't be in a hurry. Any questions?

Anybody familiar with **Voile et Voiliers**? It's not just a French sailing magazine; it may be the best sailing magazine on the planet. As a result, we at **Latitude** were chuffed to see that they devoted a 5.5-

page spread in their March edition to a story by Amélie Padioleau on last fall's Baja Ha-Ha. We can't read French well enough to understand it, but we're lead to believe it's highly complimentary. On the other hand, we're a bit puzzled by the editor's choice of photos. He/she went big on photos of people in costumes instead of on the great Baja scenery and sailing shots. Oh well, *C'est la vie*.

Heading back to their **Leopard 47 Azure II** in Italy are Alamedans Rodney and Jane Pimentel, with their sons RJ and Leo. Knowing that after this summer in the eastern Med, including Greece and Turkey, they'll be back to California for the grind for a quite a few years, they are hitting all the spots on the way to their boat. For example, they passed through London where they recreated the Beatles' famous walk across Abbey Road. It's hilarious, so it's too bad the resolution is so small.



**On Abbey Road on the way to 'Azure II' in Italy.**

Speaking of London, if you've been there in the last few years, you know that the cost is staggering for even half-decent accommodations. So when Ed and Sue Kelly of the Ames, Iowa-based **Catalac 41 Angel Louise** reported they'd be sailing across the Atlantic to spend the winter at St. Katherine Dock near Tower Bridge, we couldn't help wondering what it was going to cost.

"The six-month rate for St. Katherine is around \$800 U.S. per month — if I did a good job of converting pounds to dollars," responded Ed. "Their best rate requires paying all six months in advance. I read somewhere that their winter rates are something like 30% more than their summer rates. But we want to do it whatever the cost. As an

**St. Katherine's Dock in London. A winch handle's throw from Tower Bridge, and not far from the famous 'Gherkin'.**



NATAPAJA



# CHANGES

unappreciative student earlier in life, I daydreamed through too many classes on English history and the like. But now that I'm 65, I will attempt to redeem myself by visiting every museum, library, and walking tour I can find."

Based on our currency calculations, the berth fee for St. Katherines would be more like \$1,200/month. Nonetheless, it's still a heck of a bargain. Color us jealous.

When we receive self-published books from friends, we invariably wince. First of all, we don't have the time to read most of them. Second, too often they aren't very interesting or well written. So it was that we didn't great around to reading friend and Caribbean legend D. Randy West's 184-page tome, **The Hurricane Book, A Sailing Captain's Memoirs**, until after it came out in print. We're haunted by our procrastination, because it's a pretty good, and very entertaining, book. It's basically D. Randy — who can happily tell stories for days if not weeks — recounting his experiences with, count 'em, 18 hurricanes. The worst of all was *Luis*, which hit D. Randy and



LATITUDE/NICK

*Hurricane author D. Randy with Joanne, his latest — and we think greatest — sweetheart. He's still kickin' after 18 bouts with hurricanes.*

his "11" then-girlfriend Michelle with up to 175 knots of wind while they were aboard his 60-ft catamaran **Shadowfax** at St. Martin. As D. Randy tells it, they and the cat ended up 119 feet from the

water's edge — on top of a seaweed-covered bulldozer! And yeah, he's got the photos. After patching nine holes in one hull, he threw a huge party and got all his friends to carry the cat back into the water. The book is full of stories like that. You can buy **The Hurricane Book** from Amazon.

When your boat and mooring go floating down the channel in Bahia de La Paz, it's usually your fault. But not always. As Bill Lilly of the Newport Beach-based Lagoon 470 **Moontide** explains, "The API — port authority folks — in La Paz attached their big channel marker to my mooring instead of theirs! Not only that, they used too short a chain, so when the wind came in with the tide, my cat and the mooring went floating down the channel."

Where to get boatwork done, Mexico or the Caribbean? According to Bill Bodle of the 103-ft schooner **Eros** — see the *Changes* item toward the beginning of this section — there's a slight financial advantage to having the work done in Mexico. "We were able to find good

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workers for basic jobs in Mazatlan for \$30 U.S. a day. When we got to Antigua and had the same work done, the labor rate was \$30 U.S. — an hour! Antigua, of course, is a megayacht center with some very skilled and experienced workers. Alas, the less skilled workers think they should be paid as much as the best craftsmen.

"Enthusiasm to join sailing rallies, whether as a boatowner or crew, continues to grow," according to the World Cruising Club. For example, despite the fact that their 26th annual **Atlantic Rally for Cruisers** (ARC) doesn't start until late November, they've already exceeded their limit of 225 entries. Lord knows how many entries they'd get if they weren't limited by dock space in the Canary Islands and at the finish in Rodney Bay, St. Lucia. Twenty-five multi-hulls have signed up, the largest number ever. The oldest entry is **Cruinneag III**, a Campbells & Dickies ketch built in '36. Thirty-eight of the entries are less than 40 feet, and the smallest is **Sibilation**, a Sigma 33. With the ARC selling out

every year, it's going to be interesting to see if there is greater participation in the **Caribbean 1500**, from Virginia to the British Virgins, now that World Cruising has purchased it from founder Steve Black.

By the way, entry for this fall's Baja Ha-Ha won't be possible until early May, as the staff is still in winter hibernation.

In this month's letters, Tom and Judy Blandford of the motor vessel *Imagine Me and You* asked about the price of diesel fuel in various places such as Mexico, Central America, and the Caribbean. These are some of the reports we got:

"It's a little over \$5 U.S. a gallon for diesel in Belize," reports former San Francisco sailor Cliff Wilson on the La-



**Folks in St. Barth paid \$5.15/gallon for the diesel to burn Vaval at the stake. It seems to us the fuel was much more expensive last year.**

goon 47 **Aubisque**.

"Diesel was \$4.40 U.S. a gallon in El Salvador," report Bill Yeargan and Jean Strain of the Honolulu-based Irwin 37 **Mita Kuuluu**. The couple founded and manage the El Salvador Rally.

"I paid \$5.10/gallon for diesel last week in Red Hook, St. Thomas, U.S.



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# CHANGES

Virgins," reports Kipp Hammon of the Island Packet 440 **Snowflake**.

"Diesel at the fuel dock in La Cruz, Mexico, is 10.99 pesos/liter, which at the current exchange rate equals \$3.52/gal. U.S." reports John Foy of the Alameda-based Catalina 42 **Destiny**. "This does not include the 'docking fee', which is commonly assessed all over Mexico. Interestingly enough, the Pemex station in La Cruz charges \$2.95/gal U.S., which is nearly 20% less than at the fuel dock a few blocks away, and that doesn't include the docking fee."

"I paid about \$3.40/gal U.S. at Las Hadas in Manzanillo," reports Alan Jacob of the motorvessel **Beverly**.

Tom Perry and Marion Dallond of St. Barth, and their crew Edmund Murray, were sailing the 10-year-old luxury — \$25,000/week — CNB 77 sloop **Four Devils** 25 miles NNE of St. Martin on their way to Martinique on March 2, when Marion noticed water over the floorboards. Tom and Marion couldn't have been more shocked, as they'd been running the boat for three years, and over the last 10 months had sailed her across the Atlantic to Sweden, to the Med



LATITUDE/RICHARD

*Having sailed 'Four Devils' across the Atlantic twice and back and forth across the Med recently, it was a surprise to have her sink.*

and Croatia, did a long haulout, then sailed her back across the Atlantic to St. Barth. That the incident happened so close to help was a good thing, because they were never to find the source of the

leak, let alone stem it, and the aluminum boat went down in a matter of hours. Fortunately — and uncharacteristically — there was little wind and a small sea as the boat was sinking, and the Dutch navy ship **Rotterdam** quickly responded to the mayday with a helicopter and the ship itself. Even a salvage vessel appeared, but by then it was too late, and the mighty yacht went down 2,000 feet to the bottom.

With 25 years of experience, Perry is one of the most experienced and competent big sailing yacht skippers around. We asked him if sinkings like the *Four Devils* happen very often. "I've heard of maybe five or six in my time. Big motoryachts sink more frequently than big sailboats. For example, **Big Eagle** sank in the Med, **Miss Turnberry** sank off St. Martin, and there was another big motoryacht that went down off Puerto Rico. Aluminum boats tend to fail catastrophically. But we have absolutely no idea what happened to *Four Devils*, as we've been actively sailing her for a long time, and had just sailed her across the Atlantic. We can only speculate that she

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must have hit something that caused major damage to the hull."

"After 1,000 miles of sailing from Tarawa, I arrived at the harbor of the Micronesian island of Kosrae," reports Glenn Tieman of the Southern California based **Manu Rere**, a replica of an ancient 38-foot Polynesian catamaran. "I was sailing in a hard gale under two small crab claw sails and pulling the drogue. The harbor entrance is narrow and faces directly into the wind, so I first let my cat round up and nearly stop with foresail backed, making it easy to pull the drogue aboard. Then I brailed the mizzen and used only the small mainsail for a controlled run down into the harbor. Had it been necessary for me to suddenly beat back into the wind, I could have easily snapped open the mizzen. When abeam of the spot where I wanted to place my first anchor, I opened the mizzen and put the helm over to bring her right around up into the wind, then quickly brailed the mainsail and lowered the hook. With the mizzen centered, *Manu Rere* backed straight down from the first anchor. But I did have to use my canoe to place

the second anchor for a proper and reliable Bahamian mooring. I had been asked how I would get out of this harbor without an engine. In practice it wasn't hard, and simply required a bit of short tacking.

"After that," Tieman continues, "I had a fast 150-mile sail to Pingalap Atoll. Although I prefer to visit new places compared to walks down memory lane, how could I bypass the best place I ever stopped during my 10 years of cruising on my 26-ft cat **Peregrine**? One of the reasons I liked Pingalap was the challenge, as it has no pass into the lagoon. Further, it has only a very hazardous indentation that has been blasted in the steep barrier reef, where a yacht can sometimes briefly and perilously anchor. I had sighted the island from 10 miles upwind in the late



**The incredible sailing Glenn Tieman, as seen aboard 'Manu Rere' in Turtle Bay several years ago. Talk about adventurous cruising!**

afternoon, so hove to to await dawn. The GPS showed that I was still moving about a knot to leeward toward the island, which could shipwreck me again before daybreak. So I set the mainsail to get *Manu Rere* forereaching against the current and keeping her distance from the reefs. After I anchored in the morning, I walked around with some young

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# CHANGES

men. When one of them said, "Before I was born, a man named Glenn brought his catamaran over the reef and into the lagoon, and anchored right over there for quite some time. Then one day the people here looked out, and he was gone." It's as though the young man was talking about a legend, not me.

"This time I brought *Manu Rere* into the lagoon again, at spring tide. This was only barely possible because my cat draws only 22 inches and I was willing to hit rocks on the way in. Anchoring in the 20-ft wide indentation outside the barrier reef was only temporarily acceptable, with an anchor off each beam onto the reefs on each side, as well as an anchor forward. And even then, when the wind came westerly, I had to sail off at a moment's notice, leaving my anchors and tender behind for the night. I stayed for a month. Unfortunately, Pingalap had changed for the worse over the years."

Mexico has a vibrant social life for cruisers, but can anywhere compare with Georgetown, Great Exuma, in the Bahamas? Steve and June Jones, who after many years of working in the Bay



PETER NEWTON

***The water around Georgetown is thin, but it's also undeniably gorgeous. No wonder so many gather for the Georgetown Cruising Regatta.***

Area, bought **Windrose**, a Tatoosh 42, in Florida, and resumed the cruising life they had interrupted for decades. They have recently been anchored off Stocking Island for a month to participate — with 300 other cruising boats! — in

the Georgetown Cruising Regatta. We'll have a detailed report from them next month.

It's already April, but there are still several events to go in the Mexico cruising season. For example, the great folks at the Club Cruceros in La Paz will be hosting **Bay Fest** April 7-10, with lots of social activities and a day of fun racing. The Hidden Port YC will be hosting the very popular **Loreto Fest** from April 29 to May 1. This will be the 15th year for the fundraiser for great local causes. Loreto Fest will be followed by the **Second Annual Charity Rally**, starting from Puerto Escondido the day after Loreto Fest, with stops at San Juanico, Punta Domingo, Bahia Concepcion, and Santa Rosalia, and ending at San Carlos on the mainland side of the Sea of Cortez on May 8. Unlike the other events, there is a \$175 entry fee. But, we're assured that this is a Lion's Club-sponsored event, with all proceeds going to support local charities. What if you want to head south to La Paz after Loreto Fest? There's **Sea of Cortez Sailing Week**, the

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starting date and stops of which are still being determined by Patsy Verhoeven of the La Paz-based Gulfstar 50 **Talion**, following consultations with interested parties. Information on all these events can be obtained on the various cruising nets and on the internet. Have fun, everyone!

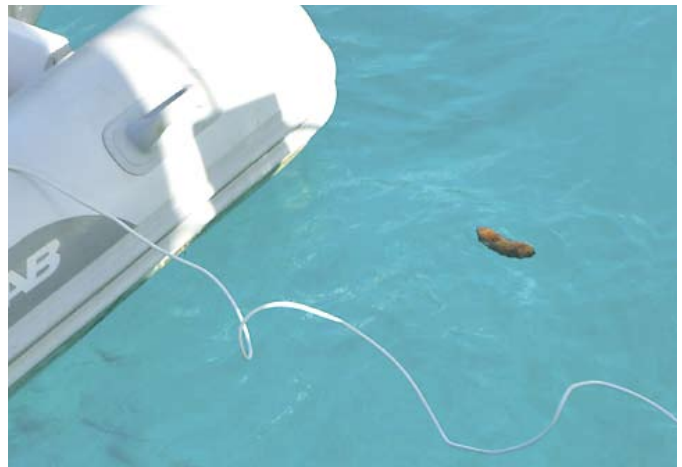
The European cruising season is about to resume. We know this because Jack Van Ommen of the Gig Harbor- and world-based Najad 29 **Fleetwood** reports he's about to resume his unusual 64-lock canal and river passage from the North Sea to Romania and the Black Sea. He was stalled with engine problems last fall, so *Fleetwood* is currently high and dry on the banks of the Danube in Zimnicea, Romania. "I should be going down the rest of the Danube in June, and sailing the Med this summer," he writes. Van Ommen's goal, which he could have accomplished years ago, is "Around the World In Less Than 80 Years".

In the March 4 *Lectronic*, we published the following item — which seemed to bother some of our more

squeamish readers:

"We were just about to jump off the transom of our Leopard 45 catamaran **'ti Profligate**, anchored off Gustavia, St. Barth, when we got a terrible shock. For there, floating on the blue, blue waters, right where we had intended to jump in, was a huge 'Lincoln Log'! We're not squeamish, but it was disgusting.

Our suspicions immediately turned to Doña de Mallorca, who, minutes before, had disappeared into one of the four heads. But no, this was one big log, and anything that goes through a marine head comes out in little pieces that fish seem to find irresistible. 'Wegman!' we cursed, knowing that the singlehanded circumnavigator uses a bucket, not a marine head, on his 32-ft ketch **A Friggin' Queen**. But then we remembered



**Yes, we know what it looks like. On the other hand, it's a legitimate sweet potato, an excellent and delicious source of nutrition.**

he was still in the British Virgins. When Mallorca came out of the head, we cautioned her not to jump in.

'Are you sure it's not a sweet potato?' she asked. 'Two of them went bad, so I just chucked them over the side.'

'We don't think so,' we responded, 'cause it sure looked like the real thing to us.' Five minutes later we were swimming in the blue, blue water, knowing

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# CHANGES

that sweet potatoes, from a distance of 10 to 15 feet, do indeed look exactly like Lincoln Logs."

We thought the incident — and photo — was humorous not because it was about poop, but because of the hilarity of mistaken identity. As one reader wrote, "It brought back memories of the movie *Caddy Shack*, when the kid sees what looks like a log in the crowded pool during Caddy Swim Day at the Bushwood Country Club. After everyone is cleared out and the pool drained, Bill Murray picks 'it' up, examines it, and proclaims "Baby Ruth!" — before eating it." We liked the movie, too, so that gives you a frame of reference.

"If you ever get bored paddling around on your SUP, you can always ski behind my cat like Joe Cool," writes Arjan Bok of the San Francisco-based Lidgard 43 cat **RotKat**.

The SUP boards are a lot of fun, but they are pretty large — in many cases too large for most sailboats. That's when the option of inflatable SUPs comes into play. We use an 11-ft Uli inflatable that



ROTKAT

*Joe Cool doing his SUP thing behind 'RotKat' as she pulls out of La Ventana. In many cases, SUP-ing is best done with an inflatable.*

can be pumped up to nearly 20 psi to keep it stiff. And you can drag it all over the decks without ruining the board or your boat. Check 'em out.

It's never too late for good news, and

Pamela Bendall of the Port Hardy, B.C.-based **Kristen 46 Precious Metal** happily reports that this year's 10th Annual **Zihua Sail Fest** raised over 430,000 pesos for the education of Zihua's poorest children. That's more than \$35,000 U.S. "Over 50 boats were in Zihuatanejo Bay for the event, which is more than double the past two years, and everyone who participated certainly gave it their all," says Bendall. "After three years of being the chairperson for the cruising activities, the thing that amazes me the most is the instantaneous cohesiveness of our cruising community. Most boats arrive in the Bay within the week of the event, many not really knowing what Sail Fest is, many not knowing each other, and no one really knowing the hidden talents aboard each boat. But within a week, we all combine enthusiasm, energy and talent, and remarkably host two noteworthy events almost flawlessly. If we all put the same energy and talent toward a business, I'm confident we would give Carlos Slim — richest man in the world — some competition!"

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**9-FT ACHILLES INFLATABLE LSI-96.** 2005. Alameda. \$2,500. Here is a package deal. An Achilles LSI-96, 2005 and a Honda 2hp 4-stroke outboard, 2006. These have never been in the water. Also, 2 West Marine 4000 lifevests. All for \$2,500. Contact (510) 928-9100 or rbybarra@aol.com.

**12-FT HENSHAW TINKER TRAVELLER.** 2001. Auburn, CA. \$2,500. Tinker Traveller, English made, inflatable dinghy with oars, sloop rig with reefing jib. Rows like a hard dinghy. Up to 5hp. Great sailer. Folds to 47" x 24" x 17". (530) 392-5651 or (530) 885-3232 or nrowland@inreach.com.

**J-24, 1980.** Alameda. \$4,000/obo. Turn key, ready to sail, very good condition, great hull, new spreaders, hatch, running rigging, stereo, etc. (2009), good inventory of sails, 3.5hp 2-stroke Nissan outboard. Must see. (510) 227-5372 or (408) 893-5992 or brad.murphy.sf@gmail.com.

**FOLBOT FOLDING GREENLAND II.** \$1,600. 2-person sea kayak with red deck. Like new, used only about twelve times. Includes storage bags, paddles, boat cart, safety bladder and foot rudder kit. (303) 674-2197 (H) or (510) 427-0393 (cell).

**24-FT MELGES, ALAMEDA BOATYARD.** \$20,000. Hull #14. Race ready. Full boat covers. Contact Frank. (512) 750-5735 or cabosportsfrank@yahoo.com.



**21-FT CAL, 1970.** \$2,700. Price reduced. Swing keel, low trailer, new tires, 5 sails (main, jib, genoa, spin. drifter). 3.3 Merc OB, radio. Beautifully refinished by Peter Schoonmaker. Has won, and can win the short races. PHRF 264/268. (949) 837-5712.



**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.

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## 24 FEET & UNDER



**23-FT DEHLER SPRINTA SPORT, 1981.** South Beach Yacht Club. \$2,000. Fun, fast German-designed racer/cruiser called *Momentum*. New Pineapple mainsail used 2x, 3 jibs. Ready to sail. Owner upgraded to bigger boat. Email/call for details! <http://sites.google.com/site/sprintasport23>. (415) 683-3632 or tanyak@gmail.com.



**24-FT SAN JUAN, 1977.** Loch Lomond Marina. \$2,500. Clean and dry. Great for Bay and Delta. Newer 6hp 4-cycle Nissan outboard. Also for sale: 10'4" inflatable rigid bottom \$1,200. (831) 419-0369 or dlaquino@yahoo.com.

**24-FT ISLANDER BAHAMA, 1968.** Pittsburg Marina. \$3,000/obo. Excellent Bay and Delta cruiser. 4hp outboard, 2 mains, 2 jibs, and a genny. Sleeps 4, galley and PortaPotti. Lots of gear. Recent bottom paint. Compass, VHF, fishfinder. (707) 964-1898 or knxtime@comcast.net.

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## 25 TO 28 FEET

**25-FT CATALINA, 1986.** Delta. \$5,500. Convertible (cabin top raises for fair weather shade). Delta fresh water berth on secure island. 15hp 4-stroke outboard. Health issues force sale of our sweetheart. First \$5,500. (916) 777-5510 or (916) 217-6908.

**27-FT CATALINA, 1973.** Berkeley Marina. \$2,500. 15hp Johnson outboard, main, 120% genoa, 95% working jib. All lines lead aft for singlehanded/short-handed sailing, knot/depth meter, two anchors, safety equipment. Contact Mark. (775) 825-7556.



**28-FT ISLANDER, 1976.** South Beach Marina, SF. \$9,000. Club and singlehand raced. Spinnaker, Code Zero, 8 bags North sails, good to very good. Oversize mainsail, cockpit sheeting; Lewmar 40ST; autopilot. Some signs of abuse. Owned 22 years. (415) 246-3584 or diamondawine@yahoo.com.

**25-FT PACIFIC SEACRAFT, 1976.** Marina Green. \$7,995. Great Bay boat, convenient Marina Green berth \$208/mo, \$1,250 transfer fee or relocate. Roller reefing, sleeps 5, 8hp inboard diesel. Can email pics. (530) 284-6618 or (530) 284-6642 or blugoose@gmail.com.



**28-FT ALERION EXPRESS, 2007.** Sausalito. \$95,000. *Lizbeth*. Hull #359, commissioned Jan. 2007. One of a kind, active fleet racer/winner. Factory teak and Ultrasuede interior, Tacktick instrumentation including NEMA interface, handheld remote, running rigging upgrades too extensive to list. Pineapple sails, Kevlar jib, asymmetrical spinnaker, removable Seldon 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 CATALINA 250 WATER BALLAST.** 1996. Stockton Sailing Club. \$11,995/obo. Roller furling, Edson pedestal steering, Boomkicker, depth/speedometer, kick up rudder, spare tiller, bimini, lifevests (auto inflatable), Honda 9.9 engine, sail cover, tandem trailer with mast raising system. Contact (559) 479-2014 or kbernstein@gmail.com.

**27-FT CATALINA, 1981.** Hidden Harbor Marina. \$6,800. Universal diesel 5411, roller furler, new rigging, full batten main, new tinted windows, tiller with Autohelm ST2000, spinnaker, standard plan with bulkhead folding table. Call Scott. (916) 997-8446.

**28-FT WYLLIE, 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.



**27-FT NOR'SEA, 1980.** Moss Landing, CA. \$11,000. Tough little blue water cruiser, safe, easy to handle junk rig, many offshore mods, Fiji vet, aft cabin. Check link for pictures and detailed info. www.kabai.com/seablossom. (408) 218-9604 or Kabai@yahoo.com.

**MACGREGOR 26X, 2000.** Redwood City. \$18,500. Trailer w/spare, 50hp Evinrude 4-stroke, 2 gas tanks, low hours, top condition, main, jib, UPS reacher on roller, bimini, depth, stove, icebox, Sanipottie. Great lake/Delta/Bay boat. Many extras contact for list. (650) 703-6514 or sv\_murmur@hotmail.com.

## 29 TO 31 FEET



**31-FT CAL, 1979.** \$6,950/obo. Lapworth design, great coastal cruiser, wheel steering, Lewmar self-tailing winches, good rigging and sail inventory, VHF, Dorade vents, sleeps 5. No engine. No interior cushions. Contact Mike. (310) 821-4392 or catshadowzoo@yahoo.com.



**29-FT CAL, 1972.** Novato. \$11,000. Good condition, great Bay/ocean cruiser/racer. New hull paint by pro. Atomic 4. Spinnaker, radial headsail (shown). 90, 110, 150 jibs, 2 mainsails. Autopilot, updated instruments, 12V built-in refrigerator, whisker pole. Contact (415) 883-5365 or lagoonlovers@sbcglobal.net.



**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.

**30-FT PEARSON SLOOP.** Delta. \$8,500. World class sloop. Upgraded with Volvo diesel that cost over \$10k. New bottom paint, zincs, etc. Force 10 cabin heater. Surveyor valued last year at over \$12k. FIRST lucky sailor with \$8,500... (916) 777-5510 or (916) 217-6908.



**31-FT HUNTER, 1984.** Ballena Isle Marina, Alameda, CA. \$25,000. Very good condition. Full dodger, roller furler, Quest 150 custom genoa, spinnaker pole, Raymarine radar/chartplotter and autopilot, cockpit table, Yanmar diesel, VHF radio, CD with 6 speakers, low wattage inverters, (2) new batteries, 2009 bottom paint, H/C pressurize water, 2-burner stove with oven, BBQ, inflatable mini-dinghy, self climbing Top Climber. All Coast Guard required safety equipment, charts and books, (2) anchors and rodes, Buoy hook. Too much more to list. (775) 626-2679 or (775) 722-1600 or pcscarli@aol.com.



**29-FT BRISTOL, 1968.** Pier 39. \$15,500. Beautiful and well-maintained Bristol with rebuilt and modified engine plus Monitor self-steering system. Full set of sails, including asymmetrical spinnaker with snuffer sock. All recommended fixes from recent survey completed. It's ready to sail! (323) 630-0000.



**CAL 2-29, 1969.** Sausalito. \$8,500. Wheel steering, Yanmar 20hp diesel, custom interior, three jibs, swim ladder, AM/FM, older electronics, teak trim needs some work. Sausalito slip may be transferable. (707) 877-3551 or (707) 357-5555 or ndevall@mcn.org.



**30-FT TAHITI KETCH, 1949.** Sausalito. \$34,500. *Taihoa* for sale. Kauri planking on apitong frames/copper rivets. Shipwright owned and lived for six years. Ocean ready, new electronics/radar/EPIRB/depth. Professionally rebuilt Yanmar 3GM. Diesel stove/oven/heater. (415) 272-4203.



**CAL 2-29, 1969.** Sausalito. \$8,500. Wheel steering, Yanmar 20hp diesel, custom interior, three jibs, swim ladder, AM/FM, older electronics, teak trim needs some work. Sausalito slip may be transferable. (707) 877-3551 or (707) 357-5555 or ndevall@mcn.org.

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**30-FT ISLANDER BAHAMA, 1979.** Alameda. \$18,500. Very nice Islander Bahama 30. Roller furling, good sails. Beautiful interior. New valve job on Volvo MD7A. Raytheon chartplotter, Tri-Data and autopilot. Refrigeration, propane stove w/oven. Pressure hot/cold water. Ready! Contact (510) 778-3373 or onemauijim@yahoo.com.



**30-FT HUNTER 306, 2002.** Isleton. \$45,000. In great condition, looking at bigger boat. Dodger, battery charger, bottom paint Feb 2010. Yanmar 18hp 2GM20F, about 500 hours. Rigging led to cockpit. Roller furling jib. Fuel 20, water 40, waste 20. Force 10 2-burner propane stove/oven. Raymarine ST 60 depth sounder and knot meter. Hinged helm seat with walk through transom. (925) 876-8817 or afterfifty@sbcglobal.net.



**ISLANDER 30 MK II, 1971.** Moss Landing Harbor District. \$6,000. 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.

## 32 TO 35 FEET



**32-FT RANGER, 1974.** Alameda. \$18,000/obo. Atomic Four. Many sails. Internal halyards. Full race gear. (510) 521-2299 or holorraal@comcast.net.



**CATALINA 320, 1995.** San Diego. \$49,950. Excellent boat for California. Easy to sail short-handed, yet has plenty of room for family and friends. Harbor Island slip. Many recent upgrades. For more information please see: <http://sites.google.com/site/catalina320forsale>. (619) 200-1018 or SDCatalina320@gmail.com.

**35-FT ALBERG, 1964.** Sausalito. \$8,500. Kubota diesel. New - epoxy bottom, rudder, propeller, shaft, transmission, Raycor filters, starter, alternator, fresh and raw water pumps, 12 volt system, standing rigging, halyards. Original interior, needs cushions and engine box. Contact (415) 332-7501 or (415) 308-6904 or chrislamb007@comcast.net.

**33-FT CUSTOM STEEL, 2001.** SF Bay Area. \$5,000. 33-ft steel gaff cutter diesel. See link for pic and specs. Sound, but needs work and TLC. Possible trade for what have you. See photos at <http://i51.tinypic.com/ftn1ft.jpg>. Contact (707) 829-9671 or sfsvrhea@yahoo.com.



**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. Contact (541) 247-6231 or mel.githens@att.net.



**35-FT SANTANA, 1980.** SF/Sausalito. \$18,000. 3 jibs, 2 mains, 3 spinnakers, 10 winches, radar, VHF, stereo, Volvo 18 hp w/new fresh water cooling, new mast, rod rigging, running rigging, halyards, new folding prop, topside teak, cushions. (415) 652-2009 or (415) 929-0789.

**32-FT ARIES SLOOP, 1987.** Anchors Way Marine Center, Oxnard. \$17,500. Monitor vane, 4-cyl Westerbeke 33hp diesel. Too much to list. Currently in dry dock. Contact F. Quigley. (541) 497-0224.



**34-FT TIFFANY JAYNE, 1981.** Vallejo. \$7,000. MUST SELL, great project boat, everything is here and has not been foolishly changed, [original] set of old, but in good condition, racing sails, 1-cylinder diesel, new bottom, J-29 rig. More at <http://vallejboatworks.com>. (707) 554-2813 or vallejboatworks@yahoo.com.

**35-FT GRAND BANKS (MAGELLAN),** motorsailer, 1964. \$7,000. 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).



**33-FT HOBIE, 1984.** Alameda. \$13,900. 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. [davidkory@gmail.com](mailto:davidkory@gmail.com).



**34-FT CONTESSA OOD, 1979.** Moss Landing. \$15,000. Doug Peterson-designed Contessa OOD 34, 1979. Sleeps 7. Nav station, dinghy, near new Kevlar main and headsails, plus Dacron headsails, 3 spinnakers. Diesel engine and transmission requires work/re-power. Transferable slip. Recent survey. [craigcuff@hotmail.com](mailto:craigcuff@hotmail.com).

**35-FT ERICSON, 1974.** Downtown Sausalito. \$29,500. Upwind slip with view of Angel Island from the cockpit, forest green canvas, dodger, roller furling, gennaker, D.S., K.M., VHF, GPS, Yanmar diesel-950 hrs. A very pretty boat. (707) 357-1309.



**32-FT SLOOP.** Designed by Gary Mull, 1970. Sausalito Yacht Harbor. \$35,000/obo. *Chico* was built by John Lidgard in NZ in 1970. She is cold molded out of kauri using the West system. I have owned *Chico* for over 20 years. Age forces sale, mine not *Chico*'s. She has new sails, three-cylinder Yanmar diesel, fathometer, log/knotmeter, VHF, compasses, Awlgrip topsides, backstay, full cover, wiring, etc. A great boat and reputation. Email Jim Hobart at [hobart\\_james@hotmail.com](mailto:hobart_james@hotmail.com).



**35-FT HINCKLEY PILOT, 1963.** Sausalito. \$39,000. Sparkman & Stephens design, 1963. Rebuilt Perkins 4-108, full batten main, radar, chart plotter, autopilot, well maintained. Sweet boat to sail, especially upwind. Estate sale. Contact (415) 720-5477 or (415) 339-0100 or [billbysfbay@gmail.com](mailto:billbysfbay@gmail.com).



**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. Contact (510) 207-0111 or (510) 525-3572 or [don@dondommer.com](mailto:don@dondommer.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.

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**33-FT NEWPORT, 1982.** Napa, CA. \$15,000. Universal diesel, new standing and running rigging 2009. Full dodger and sails good condition, wheel steering, pressure water, CNG 3-burner stove. Too much to list. Solid coastal cruiser. (775) 853-3925 or (775) 853-6662 or wineandseacharters@yahoo.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 dyh@mtsailing.com.



**34-FT HART...** beach firm. Excellent cruiser set up for extended 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.



**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.

**CATALINA 34 MARK II, 2007.** Alameda. \$129,500. Loaded, all electronics, radar, VHF, stereo, autopilot, Vacuflush head, Dickinson heater, all canvas and covers, low hour Universal 35 diesel, Ultraleather interior, bristol condition, folding prop, cockpit cushions, furling main and jib. Email for pictures. (925) 323-7181 or stuarth609@aol.com.

**32-FT JEANNEAU ATTALIA, 1984.** MDR. \$26,000. Racer/cruiser, all lines lead aft. Yanmar FWC, folding prop, hydraulic backstay, new batteries, new RWC pump, racing sails, new spinnaker, Tuff Luff. New anchor and rode. Tiller/pilot. Original Dacron sails. [www.flickr.com/photos/windhorze/sets/72157626168401808](http://www.flickr.com/photos/windhorze/sets/72157626168401808). Call (310) 592-5701.



**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>. Contact (415) 692-1330 or boat4sale@sapphirefire.net.



**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 mbm@4ibp.com.



**33-FT...** ego. main and spare main. Trav, batteries '08, Technautics cold plate, Kyocera, Blue Sky '07. a.p., knot and depth, two anchors, Magma, two Martecs, many spares, much more. Non-skid redone '09, new windows ready to install, best of everything, excellent condition, a true turnkey.



**35-FT JASON, 1979.** Shilshole Marina, Seattle. \$65,000. Ted Brewer-designed cutter. Launched 1998 with new mast and deck hardware, 2008 refit for cruising: new engine, Monitor windvane, liferaft, and more. Just back from Mexico, ready to go again. <http://svpisces.blogspot.com>. Call (206) 673-0656.



**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. Go to <http://youngsun.squarespace.com/specs>. Contact mohrmonte@gmail.com.

**36 TO 39 FEET**



**38-FT C&C, 1976.** San Pedro, CA. \$46,000. Extended carbon fiber spinnaker pole and longer boom, creating better balanced performance. A competitive local cruiser/racer (99 PHRF), same owner last 25 years. Yanmar diesel, 950 hours. Contact (310) 832-8532 or (310) 256-0549 or rwininsurance@yahoo.com.

**36-FT CHEOY LEE PEDRICKS, 1985.** Ventura, Ca. \$39,000. 16,000lbs performance cruiser. Beautiful joiner work classic yacht accommodation. 44hp Universal Kubota diesel, Maxwell windlass with all chain, large Barient winches, autopilot, refrig HW inverter. (805) 646-2460 or (310) 428-3317 or ddw.kiaora@yahoo.com.

**36-FT ISLANDER, 1972.** San Francisco. \$30,000. Updated mast and rigging, new Universal diesel, new head and holding tank, lead keel. Contact (415) 850-4323 or cijppr@gmail.com.

**36-FT CATALINA, 1984.** Sausalito. \$51,000. Richardson Bay Marina. Great slip. Close in. Free parking. Well maintained. Universal diesel with low hours. Dodger. Autopilot. Lots of sails. Electric halyard winch. Call Roger. (510) 734-0506 or rkarsrud@comcast.net.



**38-FT HUNTER 380, 2000.** Alameda. \$79,900. Great shape. Excellent sailboat. Ready to go, lots of extras, autopilot, radar, VHF, electric winches, dodger, new bottom paint. Contact (916) 817-0081 or pbpme@hotmail.com.



**37-FT PACIFIC SEACRAFT CREALOCK,** design, 1980. Moss Landing. \$99,000. World class blue water performance cruiser. 6-foot plus headroom. This boat is cruise ready with GPS, radar, solar panel, wind generator, liferaft, cruising spinnaker, Raymarine wind instruments and more. Very well maintained. Recent haulout included LPU on spars, new standing rigging, bottom paint and thruhulls. Also new external canvas and internal cushions throughout. Sailboat Hall of Fame inductee for outstanding design, comfort, performance and seaworthiness. (831) 588-8502 or kspirit90@yahoo.com.



**36-FT HUNTER, 2004.** South Beach, San Francisco. \$110,000. Dark blue hull which I believe is the only one on the Bay. Furling jib and main, dodger, nice interior, well maintained. She is a real beauty. (408) 375-4120 or stan.wilkison@yahoo.com.

**37-FT RAFIKI, 1978.** Long Beach. \$64,900. Cutter rig, in great shape, 1300 hrs, no teak decks. HD furling jib and stay, newer electronics, radar, LP, varnished, bottom paint and interior. Many extras, moving up. (310) 251-8860.



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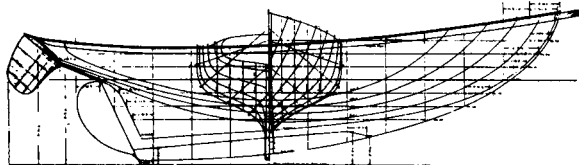
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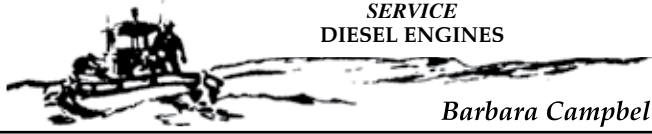
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**38-FT HUGHES, 1970.** \$20,000/obo. S & S design, built in Canada 1970. Approximately 74 hrs. on near-new engine. Great Bay boat with slip available in Monterey or Moss Landing. (831) 915-4984.

**36-FT ALLIED PRINCESS, 1977.** Petaluma, CA. \$40,000. Well cared for cruising ketch. Recent refit includes new sails, running and standing rigging, electronics, hull LP paint. Perkins diesel w/500 hrs. [www.flickr.com/photos/54536845@N08](http://www.flickr.com/photos/54536845@N08). (707) 364-0801 or [rkhurt@comcast.net](mailto:rkhurt@comcast.net).



**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>.

**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](mailto:roystark@aol.com).



**38-FT C&C LANDFALL, 1983.** Philippines. \$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: inventory, photos and 360 degree virtual tour. <http://IrishMelody.com>. (707) 540-3079 or (707) 529-3079.

**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. Contact [ddatpbio@gmail.com](mailto:ddatpbio@gmail.com).



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**36-FT ISLANDER, 1979.** North Bay. \$34,500. Excellent I 36. Good condition. Diesel, wheel, roller furling, clean, good sails. No problems! Other extras. jdedmond@pacbell.net.



**38-FT ERICSON, 1981.** Monterey Harbor. \$38,500. 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.

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**37-FT C&C, 1985.** Emeryville. \$49,500. 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 UK jib, lines to cockpit, Yanmar 840 hrs, owner. (925) 788-6776 or cookcmm@aol.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 mgrgene@comcast.net.

**38-FT DOWNEASTER, 1979.** La Paz, Mexico. \$30,000. Great boat to sail or live aboard, roomy and comfortable. Complete extensive rehab in 2005, new rigging, thru-hulls, electronics, fittings, instruments, appliances, roller furling, head, holding tank and more. Needs TLC. (503) 839-8761 or mike1040@gmail.com.

## 40 TO 50 FEET

**40-FT CHALLENGER, 1974.** Emeryville, CA. \$39,000/obo. Two boat owner must sell our Coastal Cruiser. Well equipped with radar, GPS, Autohelm, newer sails, roller furling, SS ports, large galley with standup reefer. 6'6" headroom, two staterooms. Needs some appearance projects completed. (530) 228-1827 or lorechristopher@sbcglobal.net.



**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.

**44-FT BENETEAU OCEANIS 440, 1995.** Sausalito berth. \$110,000, partnership considered. Excellent shape, cherry wood interior with 3 cabins, 3 heads. Garmin 10" HD color radar, weather. 11'3" inflatable 15hp, Autohelm ST7,000, Sea Frost. Contact Bob. (415) 713-9515 or bob.irby@marincounty.net.



**45-FT SPARKMAN & STEPHENS** Seafarer yawl, 1962. San Francisco. \$65,000. 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 gsrumsy@yahoo.com.

**41-FT MORGAN CLASSIC MODEL.** 1991. San Carlos, Mexico. \$93,000. 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 stanstrebig@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.



**MORGAN 462, 1981.** Vallejo Marina. \$160,000/obo. Bulletproof center-cockpit cruising ketch, keel-stepped masts, integral ballast, skeg-hung rudder, external chainplates, two cabins/heads, many new systems, immaculate. <http://s766.photobucket.com/albums/xx309/tmessaer/Morgan%20462%20Cruising%20Sailboat/?albumview=slideshow&tr>. (707) 334-3670 or baryb@aol.com.



**CAL 2-46, 1974.** San Carlos, Mexico. \$109,000. Ready to cross oceans. Lovingly maintained and restored. Engine overhauled 2011, standing rigging 2010, electric winches, davits, watermaker, dive compressor, spares! RIB, standup engine room, teak/holly sole, much more! Contact (250) 505-4941 or (250) 352-1312 or nelson2bed@gmail.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, Hydrovane, dodger-awning, Garmin GPSMAP, inverter-charger, Navman, radar detector, VHF, Martec prop. Reduced price. [sailtime2002@yahoo.com](mailto:sailtime2002@yahoo.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, Alpa pilot, watermaker, etc. More at website, <http://sailingtexas.com/scapedory40100.html>. Contact (979) 864-7755 or yachtcomono@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](http://www.sailboatserendipity.com). Contact (503) 297-5749 or dougc@teleport.com.

**45-FT DOWNEASTER CC, 1980.** La Paz, Mexico. \$Best offer. This California-built boat was refit 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](http://www.mazmarine.com). (941) 204-3271 or kruzn2004@aol.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! More at [www.facebook.com/pages/Kelly-Peterson-46-sailboat/172704439424234](http://www.facebook.com/pages/Kelly-Peterson-46-sailboat/172704439424234). Contact [woodeneye53@yahoo.com](mailto:woodeneye53@yahoo.com) or (805) 459-1909.



**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.

**42-FT CATALINA, \$169,000.** 3 bedrooms, 2 bath, furling main, air condition, autopilot. Easy to singlehand, has been from Canada to Mexico, 5 years old. (707) 812-4003.

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

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**44-FT TARTAN 4400, 2003.** Channel Island Harbor. \$439,000, or trade? Dark green hull, low hours, bow thruster, electric winches, VacuFlush heads, spinnaker, new batteries, recent bottom paint, numerous other options/upgrades. See test sail at <http://YouTube.com>, search Tartan 4400, our actual boat! (530) 318-0730 or [amjohn@sbcglobal.net](mailto:amjohn@sbcglobal.net).

**43-FT JOHN ALDEN #309N, 1930.** Marina. \$85,000. Beautiful staysail schooner. Must sell, not living in Cali anymore. Recent hull, deck, wood spars upgrades. New rigging. 43hp diesel. Hull is cold-molded with Awlgrip paint. Documentation of all work, surveys available. Dry-dock. [alden309n@gmail.com](mailto:alden309n@gmail.com).



**44-FT NORSEMAN 447, 1984.** St. Croix, USVI. \$209,000. Center cockpit, new listing. Excellent condition, beautiful. Cruise ready, all the equipment to travel in extreme comfort and style, fast passage-maker, outstanding liveaboard, 110/220V. Full stall shower, hot water heater. More at <http://djarrka.blogspot.com>. Contact (340) 514-1607 or [djarrka@yahoo.com](mailto:djarrka@yahoo.com).



**54-FT ALDEN, 1970.** Honolulu. \$70,000. Alden centerboard yawl lovingly restored with old world character with newer sails, low hour Ford Lehman, mahogany and teak. Perfect liveaboard. (510) 332-4900 or [vernoncthompson@yahoo.com](mailto:vernoncthompson@yahoo.com).





**60-FT STAYSAIL SCHOONER, 1935.** \$115,000/obo. *Volunteer (Zoe H)*. Designer, Edson B. Schock; builder, Port Boat Works, Wilmington, CA. Veteran of four TransPacs (winner 1939, Aloha Class B). On-screen home of actor Jack Klugman in Universal Studios long-running television series, *Quincy, M.E.* Colorful history including WWII submarine coast watch, Mexican charter service and El Salvadoran registry. Old world craftsmanship, needs considerable TLC to restore to former grandeur. Replacement value \$2-3 million. Sacrifice. (650) 255-0632 or schoonervolunteer@yahoo.com.



**50-FT CATAMARAN, 2001.** Whangarei, New Zealand. \$510,000. An exceptional 15.3 meters offshore cruising catamaran. Configured during construction as a comfortable and safe liveboard, capable of single handed passage making. Ron Given-designed, NZ built, launched in December 2001. Well known in Vanuatu, New Caledonia and New Zealand. Professionally maintained, fully refitted, in excellent condition. Lying Whangarei, NZ. More details at website. First go to [www.theyachtmarket.com](http://www.theyachtmarket.com), then search: Used Catamaran Sail 50 to 55-Ft. Contact (504) 201-3888 or amderne@yahoo.fr.



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**42-FT CROSS TRIMARAN, 1983.** South San Francisco. Best offer. Needs paint and fiberglass on deck. Hulls are in sound condition and have been painted in a gloss white. Surveyed by John Marples. (805) 453-4261 or (831) 588-1848.

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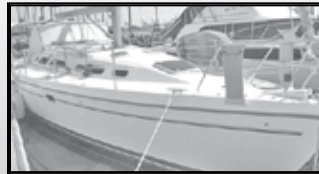
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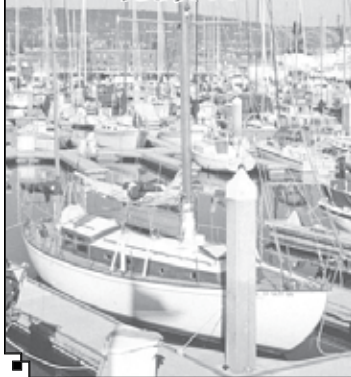


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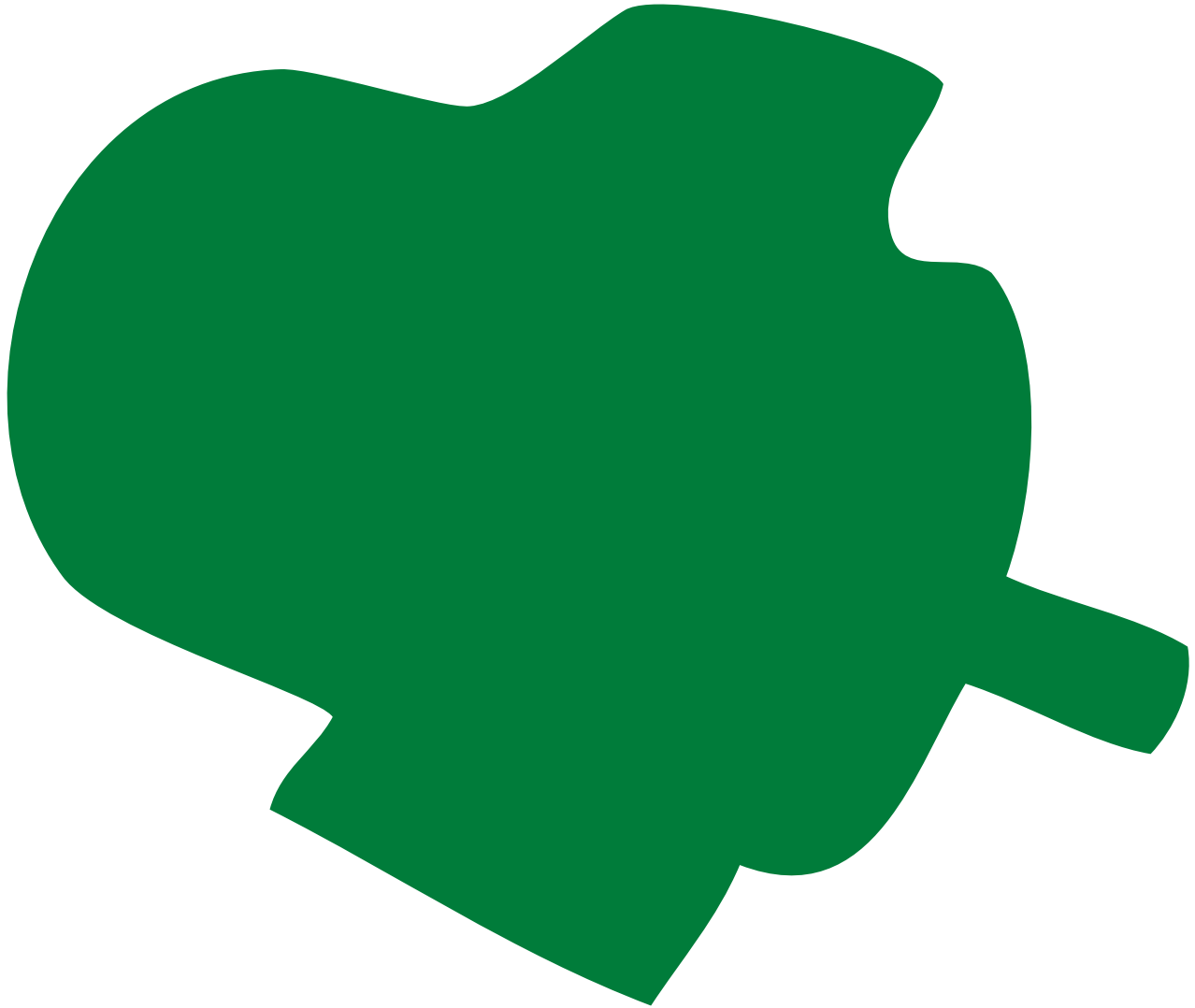
**49' CUSTOM** Cold-Molded Ketch by Reliant. Beautiful Hankerson design. Powerful and seaworthy bluewater cruiser in great shape. Built '91. Yanmar diesel, furling, self-tailers, aux. genset, full galley, full electronics and MORE! MUST BE SEEN. Asking **\$119,950**

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