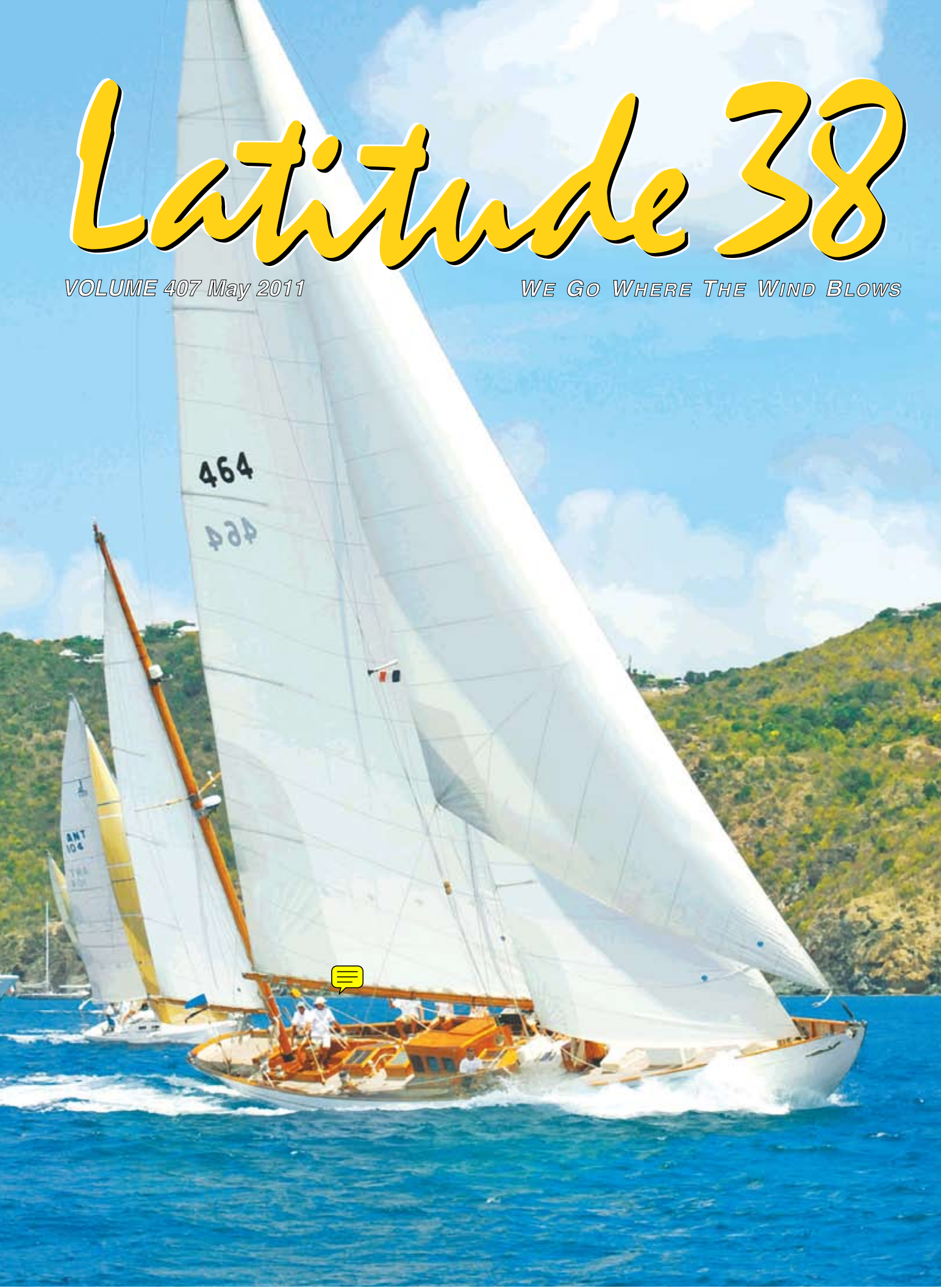


Latitude 38

# Latitude 38

VOLUME 407 May 2011

WE GO WHERE THE WIND BLOWS



MAY 2011

VOLUME 407

# AMERICA'S CUP 34

It's been a busy month on the America's Cup front, with announcements about everything from new hires at the America's Cup Race Management and America's Cup Event Authority, to AC World Series venues, and new challengers.

## The New Hires

Tops among the list of new hires is the Bay's **Stan Honey**, who has been named director of technology for ACEA. Honey is charged with developing technology that will provide precise graphic overlays for television coverage. Honey has already begun working on the project, having already run trials aboard four Cal 40s — including his and wife Sally Lindsay Honey's own *Illusion* — in South Bay in early March. Honey, who previously served as the director of technology for NewsCorp and founded the company that gave us the yellow first-down line in football and glowing hockey puck, all the while managing to win the Volvo Ocean Race as a navigator and set sailing records all over the world, will be joined by longtime technology partner **Ken Milnes**. The pair will be testing their new endeavor in a weekly TV program beginning in July which features the teams and personalities that will hopefully sell the cup to potential viewers.

ACEA has commissioned APP to produce 98 weekly programs leading up to the Cup in '13. The first program will air in early July and then will be followed up weekly thereafter. The 30-minute programs will share news, information, and behind-the-scenes activity to hopefully build mainstream interest in the Cup.

The technology Honey is developing

will also make the job of another new hire, Chief Umpire **Mike Martin** — a little easier. The positioning systems involved with TV graphics will — if successful — allow Martin and the judges to do their job from shore. The Southern California-based Martin comes to the ACRM as the only person to win the 505 Worlds both as a skipper and crew.

Another key hire was that of Kiwi **Harold Bennett**, who has been a race officer for the last four editions of the America's Cup. Bennett will be the director of on-water operations and assistant principal race officer. As the principal race officer for the 33rd America's Cup in Valencia, Bennett is also one of the few to have race management experience with giant multihulls. Prior to his race officer duties with the America's Cup, Bennett managed racing programs at the Royal New Zealand Yacht Squadron including serving as long time coach for New Zealand's youth and Olympic sailors. For the 34th America's Cup, Bennett will work with PRO John Craig and Regatta Director Iain Murray.

## The Teams

The entry deadline for AC 34 has come and gone since we last checked in, and with it, a somewhat mixed result. There are bright points: as far as Cup fans are concerned, **Emirates Team New Zealand** has announced that it is well-funded enough — thanks to a \$36 million deal negotiated with the New Zealand government before AC 32 — to call itself a bonafide challenger. Although voices of discontent



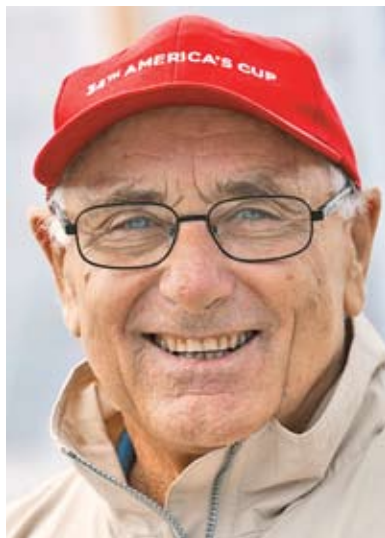
*Can we go? Please, can we go? Cascais, Portugal will be the site of the first AC World Series.*

had started coming to the fore as we went to press — many are wondering why the government should be paying for an AC team while Christchurch lays in ruins following two devastating earthquakes and the country is already on the hook for hosting

the Rugby World Cup this year — team head Grant Dalton is pressing forward.

Another bright spot is that the country that gave the world the fully-battered mainsail will be joining the modern Cup era for another go. **China Team** announced that it will be back in the mix for the 34th America's Cup, after debuting in Valencia for AC32. But unlike that effort, which was staffed almost entirely by French

*Some of the key new faces for America's Cup 34 are, from left, Chief Umpire Mike Martin, Assistant PRO and Director of On The Water Operations Harold Bennett, and Director of Technology Stan Honey.*



ALL PHOTOS GILLES MARTIN-RAGET

# — SAN FRANCISCO BAY



made little noise and no announcement of any sailing personnel. When added to the list of previously declared challengers which include Challenger of Record Mascalzone Latino, the Peyron brothers' Energy Team, Aleph-Equipe de France, Team Australia, and Paul Cayard's Team Artemis, there are nine declared challengers. According to the ACEA, there are still three undisclosed challengers and two that are being vetted. But we're not holding our breath. In fact we wouldn't be surprised to find that only one of the two French teams (most likely Energy Team), Artemis, Emirates Team New Zealand, China Team and possibly Team Korea, make it to the AC 72 stage. Only time will tell.

## Venues for the America's Cup World Series Announced

There were three location announcements last month, and they all dealt with the venues for the first three America's Cup World Series events. The first will be in stunning and breezy Cascais, Portugal, which you may remember was a favorite of Oracle Racing CEO Russell Coutts back before the promise of complete control of AC 32 by then-pal and employer Ernesto Bertarelli was revoked. The ACWS will hit Europe from August 6-14, before heading off to Plymouth, England, September 10-18, and then heading to former Cup venue San Diego at a date to be announced. The week after we went to press, the ACEA was slated to run a big AC45 test event in Auckland, and we'll be keeping a close eye on how that goes. You can too at [www.americascup.com](http://www.americascup.com).

— latitude/rg

sailors — including Bay Area sailmaker Sylvain Barielle — team chairman Wang Chao Yong said the effort will be feature mainly Chinese sailors on a boat built in China with design input from the country's universities this time around.

"This America's Cup will feature the best sailors on the fastest boats, so we're very happy to be part of this adventure with China Team, a boat which will truly represent China, as most sailors will be Chinese," Wang said.

That said, CEO duties will go to Frenchman Thierry Barot, who will be charged with recruiting a large coaching staff to train the team. Managing the sailing team will be multiple Tornado Olympian, Australian/Dutchman Mitch Booth.

Yet another high point is the emergence of a South Korean team, dubbed the **White Tiger Challenge**. Founded by Dong Young-Kim, an accomplished sailor and organizer of one of the biggest prize money sailing events in the world, the Korea Match Cup, the South Korean entry is significant in that there was some question of how events on the World Match Racing tour like the Korea Match Cup would survive in a catamaran AC era.

Although it's too early to tell, if they'll be mutually exclusive, the bridge between the two worlds could bode well for both.

Also announced was the **Venezia Challenge**, which received a letter of acceptance from the Golden Gate YC, but has since

*Before it comes to San Diego at a date to be determined later, the second AC World Series event will take over Plymouth, England, September 10-18. Although a surprise choice, it doesn't look too bad here!*



# ST BARTH'S BUCKET & VOILES —

**W**ant to see the most spectacular sailing show ever? While having a great time cruising in the tropics? Without spending a fortune? We've got you covered.

First, start saving all your Frequent Flyer miles so you won't have to buy a ticket to fly to St. Martin. Second, book a charterboat out of St. Martin to include the dates March 22-25 of next year. If you have three friends, you can get a Beneteau 31 for about \$1,500. If you're lucky and have as many as 10 friends, you can get a Beneteau 50 for about \$4,500. After you pick up your boat, immediately sail 15 miles upwind to St. Barth, which will put you right in the thick of the 17th Annual St. Barth Bucket.

The Bucket is a mega sailing yacht spectacle the likes of which the world has never seen before. Eat your heart out, St. Tropez! Only yachts of 100 feet or more are invited to be part of the 40-boat fleet. The average length of the boats this year was about 140 feet, and included the 247-ft *Mirabella V* and the 289-ft *Maltese Falcon*. The event is such that England's prestigious *Yachting World* magazine devoted 16 glossy pages to a preview.

**T**he Bucket concept — huge cruising yachts enjoying 'nothing serious' racing — was created by Nelson Doubleday 25 years ago in the Northeast, and has become institutionalized at Newport and St. Barth. The concept was slow to take off in St. Barth, and when we last attended in '05, it was merely great. Now the event is not only off the graph, it's on a trajectory like the price of silver.

The 'nothing serious' concept is epitomized by the fact that if a boat does well in one race, she will be penalized for the next race(s) of the three-race series. Because the rabbit start means that most of the entries — which if put in a row would stretch three miles! — should round the last mark at about the same time, the size of the fleet is limited to 40. There are special rules to maintain separation, and all boats are encouraged to have their engines idling and their thrusters at the ready. Further, each yacht has a safety officer, whose sole job is to prevent crewmembers from being injured and yachts from colliding.

Big yachts — and all 40 were 'yachts' in the fullest sense of the word — require big crews to sail them properly and safely. Some boats in this year's event carried 65 crew, while others carried an even greater number of 'guests'. Island officials estimate that the Bucket brought 2,000 people from all over the



*'Kokomo', a Dubois / Alloy 190-footer.*



*'Hanuman', a Dykstra & Partners / Royal Huisman 138-ft J Class.*



*'Lady B', a Dubois / Vitters 144 — with a huge afterguard.*



*'Maltese Falcon', the Dykstra / Dynarig 289.*

# PURE MAGIC



*Spread; The magnificent 180-ft 'Elena of London', looking as beautiful as a boat under sail possibly can. Capt. Steve McLaren tells us that 'Germania', an even larger near sistership, is about to be launched, and is expected to be at the Bucket next year.*

# ST BARTH'S BUCKET & VOILES —



*Clockwise from left: "What a big mast you have!" exclaimed Tori of Toronto. Jimmy is the "Godfather" of the Bucket, and keeps a house and lots of toys on the island. A graphic depiction of the difference between a mega yacht and other yachts. Robin, the captain of the Hoek 135 schooner 'This Is Us', was happy to have his brother, a Santa Barbara arborist, crew for him. Lovely Tami, from South Africa, loved the race village lettuce. Reggie Cole, former skipper of the Marina del Rey-based SC70 'Kathmandu', now runs the S&S 120 'Axia' — and feeds goats outside Le Select. 'Ranger' doesn't use lifelines. 'Hanuman', her Bucket J Class rival, doesn't either, and lost the first mate overboard. 'When the 'Hanuman' crew stored a half mile of sails on the quay, the local kids had a great new playground. What? An SC70 in the Bucket? Below, Hoek/Vitters 190 'Marie' was a sight to behold.*



world to their little island of 10,000. As a result, virtually every villa and room on the island — none of which are economy — was booked. Which is just one of the reasons that you're going to want to be on that charterboat of yours next year.

The other cool thing about having your own boat is that you can spectate as close as you dare. We, for example, went around on our Leopard 45 cat 'ti *Profligate*, and could damn near have reached out and touched the backstays of the majestic 138-ft J Class yachts *Hanuman* and *Ranger* as they duked it out, and later barely crossed the bow of the Hoek 180 *Marie* as she thundered along on a spinnaker reach at 20 knots. We spent all three afternoons slack-jawed at the seemingly never-ending spectacularity — no other adjective is adequate — of the Bucket viewing experience.

If anyone thinks that just because a cruising yacht is more than 150 feet in length her sails and sail trim are going to be off, this fleet would have proved them wrong. The sails and trim on all but two or three of the yachts looked perfect. It's amazing to see what man can build. It's nice that the courses have the fleet zig-zagging back and forth near the island. That means if the women on

your charterboat start giving you the old 'we want to anchor off a beach and sunbathe topless like the French women' stuff, it's not really a problem. You just watch the fleet start and sail the first leg or two, then tuck into the anchorage at Columbier or Grand Saline to let the gals eliminate their tan lines — it won't take long in the tropics. Then you pop back

out on the course to catch the last couple of legs of the 25-mile courses. Everybody gets what they want!

Another excellent feature of the Bucket is that most of the yachts stern-tie to the quay at the regatta village in Gustavia. As a result, all the action is



# PURE MAGIC



ALL PHOTOS BY LATITUDE / RICHARD

NASCAR event.

If you showed up at a Bucket, is there a chance that you could sail on one of the boats? We can't guarantee it, but if you're fit and look like you're a sailor, we think you've got a pretty good shot. Doña de Mallorca raced on the Swan 100 *Varsovie* that is run by Patrick Adams of Mill Valley, and as was the case with more than a few boats, they were open to having more crew after the first race. And because this is a sexist world, it goes without saying that if you're female, looking good is the only ticket you'd need to get on a lot of boats.

We enjoyed the fact that four of the boats — or 10% — in this year's Bucket fleet had Northern California roots. They were *Hyperion*, a Frers 156 that had been built for Silicon Valley's Jim Clark; *Hanuman*, the 138-ft J Class that is Clark's newest boat; *Ethereal*, the Holland 191 owned by Sun Microsystems co-founder Bill Joy; and *Maltese Falcon*, the 289-ft Perini Navi that was built for Silicon Valley venture capitalist Tom Perkins. We're also happy to say all these Northern California boats were built by people who made mountains of money by saving businesses and other people mountains of money.



right there for everyone to enjoy. This being a French event, 'everyone' includes everybody from seven-year-old girls on skateboards to grandmothers. It's *tres* cool. As for the social scene in the village, around the corner at Le Select and the Bar d' Oubli, and later on at Baz Bar, it's international, inclusive, and it rocks. If you want to talk to many of the biggest

names in sailing — from Holland, to Dykstra, to Hoek, to Frers, to Huisman — all you usually have to do is say 'hello'.

For you single women who care about such things, yes, there are more men than women, and while there is a testosterone haze lingering over the harbor, the guys tend to be a bit more athletic and polished than might be found at a

Yeah, but suppose watching all this 'sailing porn' makes you hot to race your own boat. Well, the solution is to hang around for a week after the Bucket and participate in what will be the third annual Voiles de St. Barth. This is much more hard-core racing, and this year was headlined by *Rambler*, the Juan K design that is about the beamiest 100-footer around, and *Genuine Risk*, the



LATITUDE/RICHARD

# ST BARTH'S BUCKET & VOILES

Dubois 97 that is about the narrowest 97-footer around. However, the Voiles is also open to boats as small as 30 feet, as well charterboats, including charter cats, most of which can barely sail to weather to save their lives.

As is the case with the Bucket, the Voiles atmosphere is incredibly friendly and inclusive — but with a little more French rock 'n' roll edge. Because the boats are generally much smaller and require fewer crew, officials figure only about 400 people come to the island for it. So for better or worse, it's a little less crowded than the Bucket.

Among the 400 who showed up this year was Steve Schmidt, formerly of Saratoga, with his *Hotel California, Too*, a unique cruising version of a SC 70. When Bill Lee built the boat 20 years ago, he made Schmidt promise that he would never race her. Steve hasn't exactly kept that promise, for he's raced her as many as 50 times a year, in regattas all up and down the Antilles, since arriving in the Caribbean six years ago.

Schmidt doesn't have the latest gear, the best sails, or enough rail meat, but



**It wouldn't take too much arm-twisting to convince Kerry and Kenny Keefe, of KKMI, to return to St. Barth for next year's Bucket.**

he still has a great time — even if the steering fails as it did for two races, forcing him to drive with a long tiller. "Previously, my favorite regattas were in Trinidad and Tobago, and Bequia," he

told us. "But now it's the Voiles de St. Barth. I love the fact that the courses aren't the same old windward-leeward stuff, and that the sailing conditions are ideal."

The parties are pretty good, too.

Also on hand for the Voiles was Kenny Keefe of KKMI, who runs the TP 52 *Vesper* program for Jim Swartz. *Vesper*, driven by Gavin Brady with an all pro crew, ran away with her class, despite being unable to set a headsail for the last half of the first race. Keefe says that *Vesper*, along with several other TP52s, will be at the St. Francis Big Boat Series this fall.

**T**he Bucket and Voiles are magical events at a still-magic island, and both get our highest recommendation. If you get a group together to do either one next year, we're confident you'll be thanking us. And hey, if you just do a day or two of the Bucket, and then pure cruise the rest of your week, we're confident you'll still be thanking us.

— latitude/rs



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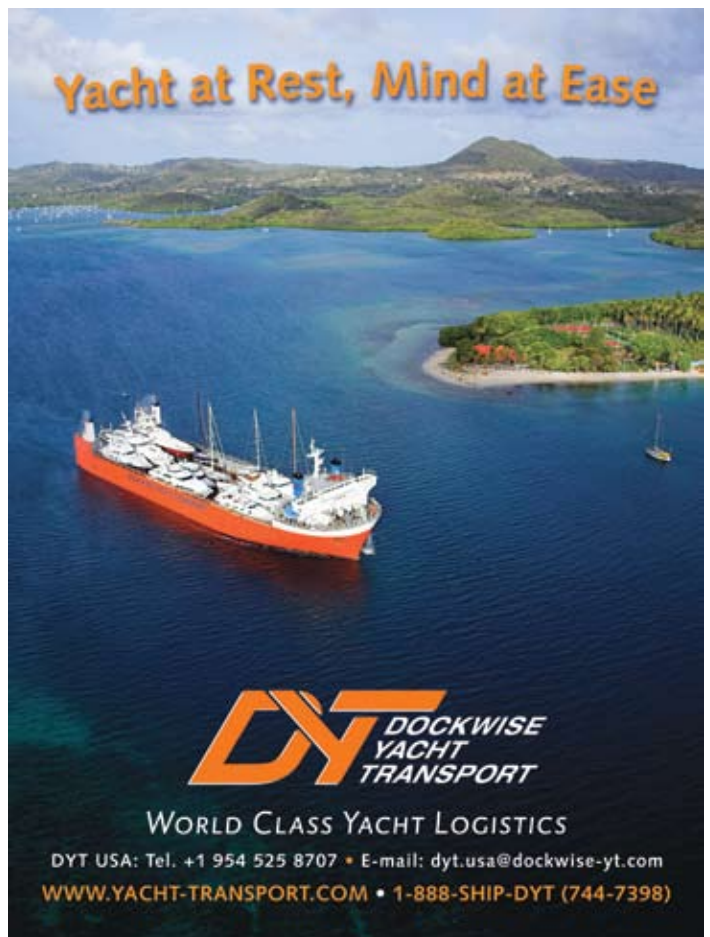
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# BOATYARD TOUR

As winter dragged on and on this spring, we thought we'd never get the chance to take our annual boatyard tour — a day (sometimes more) when we grab our camera and head out to talk to folks hauled out in various Bay Area boatyards. Week after week of torrential rains conspired to keep people out of the yard and us in the office.

But the sun finally broke through last month — at least for part of it — giving boatowners a nice window to work on their to-do lists, and giving us the perfect opportunity to provide them with a much-desired distraction.

The most interesting part of doing the tour is meeting such a diverse group of people, and this time we met them all — from doctors to laborers, from racers to liveaboards, from newbies to 'rock stars'. And their boats are as diverse as they are — fiberglass, wood, ultralight, heavy displacement, nearly new, and older than the owner. Many had some sort of long-distance cruising plan, but others were content to sail the Bay. Some were hauled to slap on a quick bottom, while others — one in particular — had considerably more work in store. Not a single one had the same story, nor the same plan for the future.

But for all their differences, they shared a common bond: love for their boat. No one we talked to expressed even a hint of dissatisfaction with their vessel, and most knew it inside and out. They spoke of frustration and joy, fear and contentment, but never regret.

We hope you enjoy meeting our victims as much as we did. Hopefully you'll take a little inspiration from their stories to plan your own haulout — just be sure to check the forecast first.

— *latitude/ladonna*



**Nantucket**, Islander 36 — Much of the same work that goes on in boatyards also can be found in a dentist's office. If you don't believe us, just ask Richard Doyle, DDS. Drilling, grinding, fillers, epoxy — it's all essentially the same stuff, just on a different scale. And it's all stuff that had to be done on *Nantucket* during her three-week haulout.

"We're doing a bottom job, replacing thru-hulls and the drive shaft, fairing the keel, and raising the waterline," Richard said. He enlisted young Phil Finn to do the heavy lifting — or as Phil would have you believe, *all* of the lifting. "He said he would do some of the work but I haven't seen it yet," Phil laughed. Richard's dead-pan response: "I have a full-time job, am starting a construction project at home, have a boat out of the water, and I'm married — I'm busy."

Richard says the only racing *Nantucket*, which he's owned for a year and a half, will see is in the YRA Party Circuit. So for the next couple years, he'll cruise the Bay and Delta before taking off on "this little rally that leaves out of San Diego — heard of it?" This November will be Richard's 63rd birthday; he says he wants to celebrate Number 65 in Mexico. From that point, he'll likely commuter cruise for an undetermined amount of time. That kind of plan could bring a smile to anyone's face.

## — BLAME IT ON THE RAIN



**Intermission.** Wylie Hawkfarm — Bruce and Cheryl Belleville don't have any 'grand plans' for *Intermission*; they just enjoy sailing. "My idea of a good time is to head up to Drakes Bay and drop anchor," said Bruce, a card-carrying stagehand. "I'm not really all that interested in racing." While it may not be a big priority for them, Cheryl, a pre-school teacher, says that Sierra Point YC's beer cans have really helped them learn more about their boat. "And we really enjoy the time at the club after."

The Bellevilles bought *Intermission* in Redwood City five years ago. "I went 20 years between boats; a good divorce will do that to you," Bruce noted drily. For three years, he searched online boat listings from San Diego to British Columbia looking for the perfect 30-footer. "When this popped up, I printed the ad," he recalled. "A month or two later, the price dropped. Then again a month after that, so I went and looked at it." What surprised Bruce was that the boat was in virtually stock condition. "He hadn't screwed it up!" Bruce quickly rebuilt the head, replaced the fuel tank, added a BBQ and autopilot, and went sailing.

For this haulout — Cheryl could barely keep a straight face when she said they hoped to do it in 10 days — new standing rigging, a bottom job, replacement of the stuffing box and some rudder work were planned. But that shouldn't keep them down for long — we fully expect to see Bruce and Cheryl tearing it up before this issue hits the stands.

**Voyager.** Beneteau First 345 — If ever a boat could be nicknamed 'The Love Boat', it would be *Voyager*. Under the stewardship of previous owner Steve Hocking — who now owns and extensively races the Beneteau 45f5 *Ohana* — *Voyager* was the platform for his proposal to Marika Edler. A few years later, the boat would once again be the site of an engagement.

Alan Barr had crewed aboard *Voyager* for a year when Hocking invited him and his girlfriend, Kate, to sign on as crew for the '07 Baja Ha-Ha. "Immediately afterward, as Steve was brokering a deal to buy *Ohana*, I was on the phone buying *Voyager*," recalled Alan.

A little over a year later, as *Voyager* slid across the finish line of the '09 Three Bridge Fiasco, Alan popped the question to Kate. "I said yes, of course!" exclaimed the bride. "Too bad we didn't win our division that year," noted Alan. "But we won it the following year."

Though much of their sailing time is spent crewing aboard *Ohana* — Kate says she only does the in-the-Bay events because she still battles seasickness — the Barrs still do a bit of racing and Bay cruising aboard *Voyager*. "We do Richmond YC and Sausalito YC beer cans," Alan said. "But she's mostly a party boat — I mean, c'mon."

When we caught up with them, Alan, an engineer at UCSF, and Kate, a "between jobs" publicist, were hauled for a quick bottom job and to check a worrisome creak in the rudder. "I didn't know if this boat had bearings or bushings," said Alan. "Luckily, it was bushings so I just made new ones."

The couple say they have no immediate plans to go cruising but if they did, it would probably be on a bigger boat, one big enough to contain their energetic 1½-year-old dog Shilo — and presumably Gopher, Doc and Isaac.



# BOATYARD TOUR

ALL PHOTOS LATITUDE / LADONNA

**Alchera**, J/120 — "I have no plans to do the 2012 Singlehanded TransPac," insisted Mark Deppe, before adding, "but I say that every time I do it." Mark has done the 2,120-mile solo race from the San Francisco Bay to Hanalei Bay on Kauai five times — the second most-frequent offender in the biennial event (the first being Ken 'The General' Roper, who's done it 11 out of 17 times).

Mark commissioned *Alchera* in '01 specifically for the race. He'd done it previously on an Ericson 38 named *Berserker*, and on the way over, he hit a whale. The boat wasn't damaged, but the collision was the main reason he had J/Boats install a second watertight bulkhead aft of the already watertight anchor locker.

*Alchera* isn't your average stripped-out racer. "She was intended from the start to be a comfortable offshore boat," said Mark. Not only is the interior quite lush by J/120 standards, the running rigging was set up for singlehanded and he had extra winches installed aft of the primaries. "In a normal J/120, the winches are in front of the helm, which is no good if you're stuck behind the wheel," he noted.

But Mark hasn't just raced *Alchera*; he spent about a year and a half cruising her in Mexico with wife Carla. "Carla sailed with me to Mazatlan but she was still suffering from seasickness, so I would sail to the next port and she'd meet me there."

Mark was hauled out to replace the batteries and have a bottom job done and thru-hulls replaced — all the stuff that needed to be done for *Alchera* to race in this summer's Singlehanded Sailing Society LongPac Race, which just happens to be a qualifier for the club's premier race next summer: the Singlehanded TransPac. "Well, if a lot of boats start signing up, it'll be hard not to go," Mark finally admitted with a smile.



**Sirena**, Custom Wylie 37 — This year's award for the longest haulout goes to Robert Flowerman, who's had his custom Wylie 37 *Sirena* on the hard for seven years. "My boat-building goes in fits and starts," chuckled Robert, "and when I'm building, I'm usually in fits. Seriously, I didn't think I'd be out this long, but I had some medical issues, plus I'm a captain for race boats so I'm at sea a lot." In fact, he had just delivered the TransPac 52 *Mayhem* from Cabo to the Bay after she won her division in the Newport to Cabo Race.

Robert has been sailing his entire life and has made a career out of it. "I started captaining boats when I was 34," he said, "but I had already sailed over 100,000 miles by then because I started going to sea seriously at 17. It was like getting a PhD in sailing." He went on to become the longtime skipper of one of the most famous sleds ever, the Santa Cruz 70 *Silver Bullet*. When asked how many miles he has now, he said, "It'd be stupid to guess — 350 or 400,000 would be in the right range."

Robert found *Sirena* on the hard seven years ago, sandwiched between the Wylie 40 *Lois Lane* and Bob Smith's 43-ft *High Risk*, both

## — BLAME IT ON THE RAIN



**Bobkat**, Custom 33-ft sloop — ‘Days for days’ — that’s the motto Kathy Montoya has when enlisting help to work on her liveaboard boat. Friend Rick Callahan stepped up to the challenge and is looking forward to Kathy’s help on his 40-footer. Ex-husband Bob Benoit also volunteered for the job (he’d just left when we stopped by), which is particularly convenient since he also designed and built the boat.

*Bobkat* started her life as the plug for the Carl Schumacher-designed Pyramid 30. Three 30s were built from the mold by Pyramid Boat Works, then Bob used the plug to build his own boat. In the meantime, he’d met Kathy when the two were racing Pyramids in the mid-’80s. It took a few years, but *Bobkat* was finally launched in 2001.

“We trailered her up to Puget Sound and cruised the Canadian Gulf Islands,” Kathy, a music teacher, recalled. “I called it the ‘2001 Sea Odyssey.’” The trip back down the coast was a real eyeopener for the couple, as *Bobkat* had never been sailed on the ocean before. “She’s very light, so it felt like we were on a big surfboard. But the wings actually helped keep us quite dry,” she said of the custom flared wings on each side of the boat.

That wasn’t the only customization made to *Bobkat*. Bob also added three feet to her waterline, installed an electric engine, and designed her to have a freestanding rig. The batteries, which make up much of the boat’s ballast, were actually the main focus for *Bobkat*’s haulout — in addition to a much-needed bottom job. “I’m not sure what I’ll do about the batteries,” said Kathy, “but I know next time I’m not going to wait so long between haulouts!”

of which he’d sailed to Hawaii and back. At the time, he owned a Wylie Hawkfarm and saw the potential in *Sirena*. “The boat had been for sale for a couple years, and had a lot of problems” he recalled.

Over the last seven years, he’s dropped the keel, replaced the engine, stripped the interior, installed a forward hatch, built a new rudder, rebuilt the companionway, reorganized the deck hardware, and done more than we have room to write about. “I do everything except engines and electronics,” he noted.

*Sirena*, a sistership to the Wylie 39s *Flashgirl*, owned by Commodore Tompkins, and *Punk Dolphin*, owned by Jonathan Livingston, started her life as the Santa Cruz-based *Absolute 88*. At the time he had her commissioned in the mid-’80s, the boat’s previous owner only had a 38-ft slip, so when Westerly built the hull, they trimmed her overhang to fit the slip. Tom Wylie finished the boat, and she was launched in ’88. “She also has much lower freeboard, a smaller cabin and is much lighter than other Wylie 39s,” Robert said.

Though she has a racing pedigree, *Sirena* isn’t destined for the race course. “I’m going to sea,” said Robert when asked about his plans for the boat after she is relaunched in about six months. “I’ll do the same trips — Hawaii and back, Mexico and back — but on my boat for a change.”



# BOATYARD TOUR

**Pinocchio**, Custom 30 — Everyone likes a good mystery, and Wilson Willkom gets to look at his every day. In fact, he lives aboard his mystery in the South Bay and is quite happy about that. “All I know is that she was built by ‘Gaines’,” said the lab tech. He doesn’t know if Gaines was a person or a yard, and he’s completely at a loss about who designed this 30-ft glass-over-ply-over-oak, hard-chined lovely.

Old-timers in the yard have suggested everything from a replica of Joshua Slocum’s *Spray* to a Maurice Griffiths-designed Golden Hind. “Donald Goring told me it looks a lot like a Van de Stadt Black Soo,” Wilson said. “I’d really like to know more about her.”

What he does know is that the boat had sat neglected in Oyster Point Marina for five years before he bought her last November. “She had flooded because the head didn’t have an anti-siphon loop,” he noted, “but that didn’t bother me. What I’m surprised at is how well she handles — she tracks beautifully.”

But Wilson admits that the main is probably a little oversized for the boat. “A surveyor told me that it was probably



originally designed as a ketch,” he said, noting the enormous boom that would better fit a 45-footer. “I have to start out with the first reef or we just heel like crazy.”

As for future plans, Wilson caught the unfortunate break of knowing that he’ll be laid off from his eye research job in a year. Over the next 12 months, he says

he’ll be getting *Pinocchio* ready for some long-distance cruising, possibly to his homeland of the Philippines.

*Pinocchio* was at the beginning of a two- or three-week haul to paint the bottom and topsides, and replace the thru-hull valves. “I was just going to paint her white,” Wilson said, “but then I thought, ‘You know, I rescued this boat; I’ll paint her whatever color I want!’”

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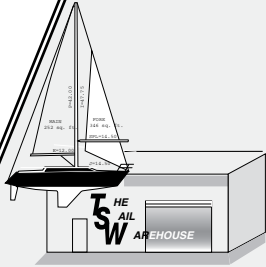
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# IN THE GOOD OLD SUMMERTIME

Long before Carl Schumacher became a respected yacht designer, and decades before he became one of the most admired icons in Bay sailing, he was just one more young guy with big plans. Years before production boats such as the Express 27, Express 37, Olson 911S and Alerion Express 28, and such custom craft as Wall Street Duck, Heart of Gold, Q and Morpheus were conceived in his Alameda Marina studio, his 'office' was a corner of the laundry room in the duplex he shared with wife Marilyn and their infant daughter, Sutter.

Long before he had nothing left to prove, Schumacher had everything to prove.

Back then, in the late '70s, Carl had the college degree, the apprenticeships and the hands-on training. And he suspected he had the chops. What he needed was a bellwether boat to hang it on — a boat that would showcase his abilities and provide a keystone from which to hang his shingle as an independent naval architect. In the fall of 1978, he began to draw the lines for such a boat, a 26-footer built to the IOR Quarter Ton rule. The main reasons he chose this avenue were simple: 1) A smaller boat was all that a 'starving artist' could afford to campaign, and 2) the Quarter Ton North Americans were coming to the Bay the next year.

To make it all happen, he needed nothing less than an exceptional boat, a winner. And for most of the next year, he put all other projects on hold in order to concentrate on the boat. To show well at the NAs that next summer would be good. To win would be the dream — the summertime dream.

"It was almost like fate," says Scott Owens.

We'd have to agree, except that we'd leave out 'almost like'.

The summer of 2009 was Owens' first as a retiree. After bidding his 37-year vocation at Chevron adieu, he was ready for more avocation: sailing. He'd recently sold his previous boat and was in the market for another. And this time it could be a bit of a project. After all, he reasoned, "every retiree needs a project."

He had nothing particular in mind. He spent many days just driving around the Bay looking at what was out there. Then

what has come before. When Scott did that, he realized that his best years of sailing had been those spent with his good friend Carl Schumacher aboard Carl's Quarter Tonner, *Summertime Dream*. Sadly, Carl had passed away in '02 at the too-young age of 52. Now here was *Summertime Dream* in the sorriest state he'd ever seen any boat; her hull and decks were cracked, mold was growing everywhere, rainwater filling her bilge . . . .

Fate let him stew on that image for a few weeks, then went to phase two. In the very next issue of *Latitude 38*, there was a *Classy Classified* for the boat. It read, in part:

"26-FT 1/4 TONNER, 1979. Carl Schumacher's *Summertime Dream*. Very neglected. Want it to go to someone who can fix it and go sailing. Willing to sell to the right person for an exceptional bottle of wine and a compelling story . . ."

And Owens had some stories.

They started back in his Cal Poly San Luis Obispo days, when he met a fellow engineering student named Schumacher. The two shared a common interest in sailing, and competed on the school's sailing team.



SPREAD: COURTESY BAMA; INSET: COURTESY SUMMERTIME DREAM

They also roomed together for a year. A friendship was quick to form.

After school, the two pursued their separate career paths, but still saw each other regularly as part of the local Fireball fleet. As the years went by and the boats grew longer, they continued to sail with or against each other on a variety of boats.

By early '79, Carl was deep into the Quarter Tonner project. He'd arranged for Long Beach's Dennis Choate to do the main construction and, in the spring, the bare hull and deck were delivered to the yard. Not a boatyard, mind you — the front yard of the Schumacher's cul-de-sac duplex. With the NAs only weeks away, Carl called in reinforcements. Scott was one of the first to arrive.

"When I got there, he was methodically laying out where things should go," recalls Scott. "He was measuring, moving things around, re-measuring and trying to find the perfect spot for the hardware. We had six weeks before the first start



A dream come true — (l to r) Steve Chidester, Carl Schumacher and Scott Owens (Dee Smith not shown) took straight bullets at the '79 Quarter Ton NAs.

one day a boat he spotted on the hard at Alameda Marina stopped him in his tracks. His heart simultaneously soared — and sank.

Part of getting older is taking stock of

LATITUDE ARCHIVES



# — REVIVAL OF THE 'DREAM'



**Recurring 'Dream' — Scott and Erik Menzel won their division in last month's Doublehanded Farallones Race on 'Summertime Dream'.**

and he was taking forever!" Scott got so impatient that he finally grabbed a drill and put a hole in the deck where nothing was going to be. The ice broken, they rigged the boat in about a week.

Carl's mother, Betty, who had loaned him the money for the boat, did the christening honors that June. When asked about the name, Carl referred to a song by Gordon Lightfoot, whom he enjoyed. He wasn't ready to admit the larger meaning until the boat had earned it.

During the boat's first outing, a Friday night race on the Estuary, she performed well and won. Like all the Schumacher designs that would come after (and distinctly unlike many Quarter Tonners of the day), she was easy and fun to sail. Dee Smith — who was crewing along with Steve Chidester (Carl's brother-in-law, one of several friends who had also helped put the boat together) and Scott — said, "You have a winner."

"It was probably the first time Carl

breathed in a month," says Owens.

A winner was indeed what he had in *Summertime Dream*. At the NAs, with Owens, Smith and Chidester aboard, the boat not only won the event overall, she won every single race, including a brutal 200-mile long-distance ocean race. She went on to win every other race she entered that prodigal summer, too.

People noticed. And Carl Schumacher, naval architect, was on his way. After he sold the boat a couple years later (and paid Mom back), *Summertime Dream* continued to win under a half-dozen owners over the next few decades. Even after the demise of IOR, she still did well in PHRF racing.

Now here she was, the pinup girl turned bag lady. Her topsides (which had always been white until an owner in the '90s painted her dark blue) were horribly cracked and crazed. The foam-core deck had opened up and water oozed out of

the cracks. The bilge was filled with four inches of mossy water. Dark mold and mildew covered the entire interior, which also sported several hornet nests.



**He may be older and wiser, but Scott Owens says he hadn't done glass work in over 30 years when he took on 'Summertime Dream'.**

The owner explained to Scott that he had bought the boat some nine years before with the intention of fixing her up but, well, life got in the way.

"There was a strong suspicion by many people that the boat was too far gone to be saved because water had penetrated the balsa core," says Scott. But by then he had convinced him-

self that he had to try. He had the boat surveyed by Peter Minkowitz, and gone over with a fine-tooth comb by Kim Desenberg. Both declared her saveable . . . with a lot of work.

A \$100 bottle of 2007 Dominus Napa Valley Estate Red later, in January '10, Scott had his 'retiree project.'

Scott admits he had no idea how much work Kim and Peter were talking about. "I didn't really understand what they were saying at the time concerning the work and the techniques involved," he recalls. "You have to remember, I hadn't done any fiberglass work for 30 years! I'd never used West System epoxy, and the only tools I had at the time were a rusty hammer and a bent hand saw." Fortunately, he's a quick learner.

Like Carl, Scott made a goal, and a list. The goal: have her sailing again by October. That gave him nine months.

The list included 400 'to-do' items in three categories: Pre-Yard Work (removing all fittings), Yard Work (the major hull and deck repair) and Getting Ready to Sail (rigging and other jobs that he could

do without being charged yard rent). He would be the primary grunt in categories one and three. For the heavy lifting — the main restoration and painting of the hull and deck — he contracted out to the professionals at Svendsen's.

And yeah — when Peter and Kim said "a lot of work," they weren't kidding.

"I worked 8 hours a day, 6 days a week, for 9 months," says Scott, who is

*"It was probably the first time Carl had breathed in a month."*

# IN THE GOOD OLD SUMMERTIME



Abused and neglected, 'Summertime Dream' sat for many years before Scott spotted her at Alameda Marina and decided to bring her back to life. Clockwise from left: "There were so many holes to fill," says Scott; her once-white hull had been painted dark blue and was covered in cracks and crazing; much of the work on the boat consisted of sanding, sanding and more sanding; the deck coring was soaked and had to be replaced; the sophisticated equipment used to support the deck during repairs; part of the coring had to be removed entirely but some of it was saved by using a vacuum pump to dry it out.



ALL PHOTOS SCOTT OWENS

quick to credit wife Maryliz for total support of his insanity . . . uh, project. He also gives a lot of credit to "my advisors — some of whom also turned into spiritual advisors." These included Patrick Kohlman (who had recently completed the restoration of another old Quarter Tonner, *Joyicity* [ex-*Fun*]), John Dukat (who is restoring yet another 'Quarter Pounder' that he and Dave Mancebo built), Jim Fryer (a longtime Bay sailor and circumnavigator who gave valuable advice on how to dry out the balsa core), a guy he simply knew as "Richard" (who was restoring an old 40-footer and gave wise counsel about when to "quit and go home for the day"), former owner Rob Moore (who bought the boat from Carl and campaigned it in the early '80s), and even former crewman and a lauded designer in his own right, Jim Antrim. The latter told him about a nick he'd taken out of the keel during one race, and sure enough, when Scott sanded the area down, there it was.

But perhaps the most pleasant revelation of all was how much he enjoyed the whole project. Especially when he'd come across little jewels, such as uncovering that very first hole he'd drilled — not to fasten anything, just to get Carl going. In fact, the whole project was rife with memories: of sailing, of Carl, and of the good times he'd had on the boat.

Even when he was spending money — and he spent a lot of it on the yardwork, all new rigging (done by Glenn Hansen), a new mainsail, new tiller, new boom, new bow pulpit, etc. — it felt right.

**T**otal cost of the refit: \$28,000. "I'm very aware that I could have bought a pretty cherry boat for that figure and not have had to do all the work," says Scott. "But I had a lot of fun and got a lot of satisfaction from doing the job myself. Also, and most importantly, it was *Summertime Dream* and it just had to get done. It was worth every cent."

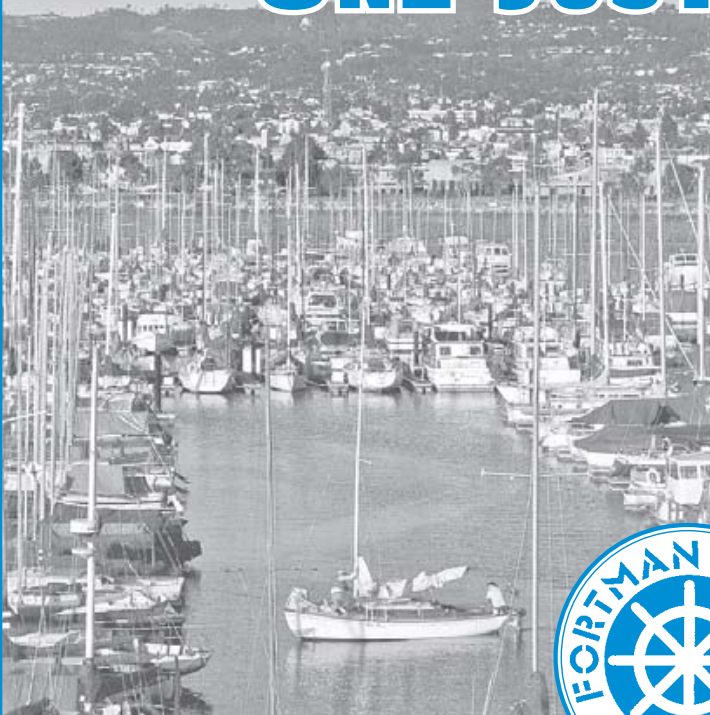
Fast forward through all the blood, sweat and fiberglass dust to October 12, 2010. In a small ceremony with just himself, his wife, and Patrick Kohlman present, Scott and Maryliz took the boat out for its first sail in more than a decade.

Patrick later sent Scott the following note: "I don't know how to describe what I felt as you sailed away from the dock. You were on the foredeck, your wife was fiddling with the camera, and no one was at the tiller. Or was there? She sailed off in those light airs, and I couldn't help but think that maybe Carl was at the helm . . ."

— **latitude**/jr

*Readers: Summertime Dream returned to form quickly, winning her division in the Doublehanded Farallones race last month. Also on the docket for this season: the Singlehanded Farallones, Silver Eagle and many of the SSS in-the-Bay races.*

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# DON'T FORGET THE DUCT TAPE —

**F**or sailors born with an irrepressible sense of wanderlust, few moments in life are more joyful than when they realize that their long-savored cruising dreams are finally about to become reality. During the 34 years that we've been publishing *Latitude*, we've known — and published stories about — cruisers from virtually all walks of life, who sailed aboard a wildly diverse range of boat types. From them, we've learned

What other problems are typical with new cruisers? Refrigeration systems that have worked perfectly for years on inshore waters sometimes fail due to extreme jostling offshore, so be sure yours in well secured and well ventilated. Watermakers can be a source of headaches too. So before leaving your homeport, be sure you understand not only how to

maintain and 'pickle' it, but also how to troubleshoot potential problems.

Marine diesel engines are amazingly durable machines that will literally run for weeks on end without problems if properly cared for. But they're not infallible, especially when neglected. In keeping with the notion that every offshore sailor should be as self-sufficient as possible, you should at least know the basics.

That is, how to change fuel filters (bring plenty), oil and impellers; how to inspect and replace belts; how to bleed air out of your fuel system; and how to troubleshoot charging problems. Speaking of which, if you've upgraded to a high-output alternator, be sure that its brackets are strong enough to support it.

If you opt to buy an SSB or Ham radio, don't wait until ten minutes before you leave the dock to hook it up and test it — as we did once. (Also, check out our *Idiot's Guide to SSB*, in the Features section at [www.latitude38.com](http://www.latitude38.com).)

These are our suggestions, but since we spend most of our time chained to desks while staring into computer monitors, you may find the tips which follow, from current or recent cruisers, to be even more valuable:

"The most important thing is to tell yourself to *go*, even if all the stuff on the list is not done yet. There were still things on our list that had yet to be done after we got back! If we had waited to get everything done before we left, we'd have been sitting at home instead of fixing things and having fun in the Sea of Cortez for two years."

— Pat McIntosh

*formerly of Espiritu, Hunter 430  
Sacramento*

"I wish I had known these tips when I started cruising 40 years ago: 1) Seek harmony between your boat, the waves, the wind and your speed. Just like adjusting to making love with a new friend, a slight adjustment in angle, speed, or

*"While in Mexico, the best way to get anything done is with a smile and a good word."*

direction can make a tremendous difference in the pleasure you will gain. And once you achieve that perfect harmony, you will always try to reach that point again. Sometimes you can, and sometimes you cannot, but trying is always worth the effort.

"Don't worry about deviating from the set course up to several degrees, or varying your boat speed some, as that will add very little time to your passage. The waves don't always follow the wind, but somewhere in that angle, and at a certain speed, there is a place where your boat will fit the best.

"Be sure to practice reefing or drop-

*Even with a small crew, it's great to have a second dinghy or dinghy substitute, as circumnavigator Ginger Niemann demonstrates.*



**As circumnavigator Terry Kennedy knows, you don't have to have a million-dollar yacht to enjoy world cruising. A higher priority should be to work toward self-sufficiency.**

that both a brand-new, million-dollar yacht and a decades-old bargain boat can take you to the same sun-kissed, palm-fringed anchorages.

While you don't need to buy a brand new boat — or every single item on the shelves of your local chandlery — in order to cruise safely and successfully, there's no denying that long-haul offshore voyaging is serious business. So if you're planning to cast off the docklines this year, we've got a few fundamental bits of advice to share, as do a group of seasoned sailors within our readership.

Regardless of the age of your boat or your confidence that she's ready for sea, we'd highly recommend getting a "trip survey" from a licensed surveyor (ideally one recommended by sailors you trust) so you'll be sure you haven't overlooked any essential systems or hardware that are dangerously worn or in need of servicing. If you don't want to pop for a full trip survey, consider at least having a rig survey done. The increased loads and movement that are inherent in long-haul offshore sailing often result in failures of rigging elements such as gooseneck fittings, genoa sheet blocks and shroud fittings.



# TIPS FOR FIRST-TIME CRUISERS

ping your mainsail going downwind in winds up to 40 knots, as there may be times when the following waves will not allow you to come about to reef, or douse your main.

"Also, if there are going to be any ladies aboard, take a lot more toilet paper than you think you can possibly need."

— Ernie Copp

Orient Star, *Cheoy Lee Offshore 50 Long Beach*

"Get AIS. The ability to hail a ship by name at 3 a.m. ensures the captain will respond. If you don't know the ship by name, they probably won't answer.

"Get a Bruce-style or Rocna anchor. We had trouble setting our CQR.

"Get an external WiFi antenna that's uni-directional and waterproof. You'll be amazed at how many places there are where you can get free WiFi, even in the bays."

— Carla & Doug Scott  
Moondance, *Tayana 42*

"Find a sea sickness med that works for you.

**Although few recreational sailors ever practice anchoring, it's one of the most essential skills a world cruiser can have.**

"In the last few months before you go, sailing the boat is just as important as working on it.

"Get a really, really good self-steering system.

"Sleep deprivation can kill you."

— Daryl Yeakle  
formerly of "Q",

Willard 30  
San Francisco

"There is plenty of good, fresh, safe, food in Mexico. You can eat it and you will not die. Do not waste valuable storage space on a ton of canned or packaged food.

"Get an anchor at least two sizes bigger than recommended by the books and do not even think of using anything but an all chain rode.

"Anchoring very close to the beach is dumb. That's where the bugs live.

"If you think you need a generator to power your microwave, your television, your air conditioner, or your game console, then please rethink the silly idea of going cruising.



EL TIBURON

**From the kayak on the bow rail to the wind generator on the 'back porch', this modern cruiser seems well-equipped for long distance fun.**

"Take the time before you leave to learn a little Spanish and read up on Mexican history and culture. Doing so will enhance your whole experience cruising Mexico immeasurably.

"Always remember, while in Mexico, the best way to get anything done is with a smile and a good word. Sometimes it takes a lot of smiling and many good words, but it is the only approach that works."

— Jimmie Zinn  
Dry Martini, *Morgan 38*  
Point Richmond

"Know simple, basic 12-volt electricity and use of a multimeter. This knowledge and skill will solve most of the common electrical headaches on a cruising boat.

"Don't overdo complex interconnected technology on your boat; especially independent systems that must depend on a single multifunction display.

"And the tried and true standby: reef early, avoid getting overpowered, even if it means getting to your destination a bit later."

— Carlos & Marijke Valencia  
Felicia, *Bristol 29.9*  
Channel Islands Harbor

"Know your emergency procedures. Learn and practice crew overboard recovery. Take a liferaft deployment/boarding course. Learn search-and-rescue procedures in case you have a major incident on board. Take courses in first aid and CPR. Develop an emergency plan for your own boat, including abandon ship procedures.

"Weather — everyone talks about it, but nobody does anything about it. But if you have a basic understanding



LATITUDE / ANDY

# DON'T FORGET THE DUCT TAPE —

of what it is doing, you can use it to your advantage. If you know a bit about weather patterns, avail yourself of good forecasts and are patient, you will rarely have to sail in bad weather.

"Know your limitations. Everyone has physical and mental limitations. Most of us were bulletproof when we were young, but as we age, the limitations begin to set in. It is important to choose a boat that addresses one's limitations. Understand your limitations regarding weather, the number of crew you need on a passage, and the challenges presented by the cruising destinations you choose.

"Know how to immerse yourself in new cultures. The biggest obstacle to understanding and appreciating new countries and cultures is believing that your own is the best in every way and that it should be a template for the rest of the world. It isn't! Every culture has unique and wonderful features. If you open your mind to new customs and ideas, every country you visit will begin to feel like your second home.

— *George Backhus & Merima Dzaferi*  
Moonshadow, *Deerfoot 62 cutter*  
(completed 15-year circ. 12/10)

"Don't be overly judgmental. Embrace other cruisers for the way they cruise. They can cruise any way they want to cruise. Big boat, small boat, lots of gear, minimal gear, crew, no crew, singlehanded, social, private — everyone seems to have fun regardless of the way

The beauty of cruising is having time to explore. Don't limit yourself to the water. A vacation from the boat is refreshing once in a while.

"Don't rush through Mexico. So much to see, so much to learn, so many people to meet, so much shrimp *diablo* to consume.

*"I got GPS, but think a sextant is sexier. I got a colored chartplotter, but still use paper charts."*

"Keep a list of the names and boat names of fellow cruisers you meet. Occasionally it is nice to call people by their name rather than their boat name. Boat cards are nice, but not everyone has them when you meet them.

"Getting email/weather info via the SSB/modem can be frustrating. If you can afford a satphone and data port, get one."

— *Robin & Duncan Owen*  
formerly of *Whisper, Hallberg-Rassy 42*

"Stock up on spare parts and learn how to maintain your vessel's systems. Finding spare parts in foreign cruising grounds is problematic. Parts that are available at most chandleries in the U.S.

"Make arrangements with your financial institution for money exchanges and ATM withdrawals. If possible, don't use credit cards because of high foreign exchange charges and potential cloning. Use only ATMs that are physically attached to a bank building. Remote machines are often serviced by contractors and they destroy (or confiscate) cards that are kept by the machine.

"Remember that it is nearly impossible to obtain a notary public to witness legal documents in foreign countries. The embassies and consulates are usually your only choice and often a foreign 'notary' is not acceptable. Consider leaving a general 'power of attorney' with someone in your home country so they are able to execute documents for you.

"Set up a VoIP Internet phone service (Skype, Vonage, Dial Pad, etc.) before you leave home. Internet connections in marinas are improving daily. In Mexico, the Telcel Banda Ancha (3G) system has been working well in larger cities and even some anchorages in the Sea of Cortez, as well as along the Pacific Coast in Baja and on the mainland.

"Consider taking up residency in a state that has favorable tax advantages. Florida, Nevada, Texas and South Dakota are popular. Those with vehicles will find South Dakota especially favorable as it has low fees and no smog or insurance requirements. Many mail forwarding services are available that also offer residency services for RVers and cruisers."

— *Dennis & Susan Ross*  
Two Can Play, *Endeavour 43*  
Portland, OR

"Check your route carefully for things that you definitely don't want to hit — such as atolls, islands and reefs. Electronic charts omit important geography at some scales. Small scale paper planning charts are very useful. On our last passage, the very solid island of Santa Ambrosio (which was on our route) was missing

from our electronic charts, but appeared on our paper charts.

"A spare dinghy of some sort is advisable. We use an inflatable kayak.

"Learn to fix stuff and enjoy it. It's a big part of the life!

"Keep a careful watch! There are no gadgets (i.e. radar and AIS) that can safely substitute for the low-tech good practice of



**Once you finally cast off the docklines, you'll be amazed at the places your boat can take you — such as an idyllic Tahitian lagoon.**

they cruise or how much or how little money they spend.

"Take a break from the boat occasionally. Go camping or stay in a hotel for a few days. Spend some time traveling inland within the countries you visit.

or Canada, may — or most likely may not — be available. Examples are parts for Yanmar, Volvo, Perkins, Westerbeke, Balmar, and high-end systems which often have to be imported at great expense. Find cross-indexes for filters, belts, and any unusual maintenance items. Be prepared to do some creative substitutions.

# TIPS FOR FIRST-TIME CRUISERS

standing up often and looking around.

"There's no need to over-provision, staples are available everywhere. Marinated artichoke hearts are not a staple."

— Peter & Ginger Niemann  
Marcy, custom 47-ft sloop  
Seattle, WA

(They completed a 3-year circumnavigation via the Capes last summer.)

"Fear: You are more likely to be dealing with a lack of wind and no working engine than big winds and big seas. If you sail with the seasons, your chances of experiencing fair winds are greater than gale force weather. Nevertheless, 'shit happens.'

'The KISS Principle: The latest greatest technology is always great. But it also requires maintenance, a reserve of spare parts that hopefully can be located when needed, or time and money for importation. And if you aren't handy, you'll have to hire someone to help. I got GPS, but think a sextant is sexier. I got a colored chartplotter, but still use paper charts.



FLUKE

**Having a top-notch multimeter and knowing how to use it can save you endless frustration and expense.**

I got AIS, but still scan the horizon with binoculars. I have a genset, but prefer the silence of the solar panels and the quiet hum of the wind generator. There's nothing like a Sun Shower for a warm water rinse after a swim, and they seldom need repairs. So enjoy the new technology, but

don't become a slave to it.

"Don't confuse 'laid back' with 'lazy'. When you aren't fixing things in exotic places you have plenty of time to develop new passions. Pack a flute or harmonica, watercolors, read a great book or write one. Perhaps knitting will be your thing. It worked for Rosie Greer.

"Know the words to all your favorite Jimmy Buffet songs, sing them frequently and live by them. You'll do fine."

— Sarah Powell  
El Tiburon, Tayana 47  
San Francisco

"Having a good attitude will get you through almost anything."

— Myron Eisenzimmer  
Mykonos, Swan 44 MK II

**T**he sage advice shared here was gleaned during thousands of miles of cruising all over the world. With a little luck, it should take you a long way with safety and confidence. Oh, and just one more thing: Don't forget the duct tape!

— **latitude/andy**

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# MAX EBB

It was a question I've been asked — and have answered — a thousand times: "Max, what should I do to keep from getting seasick?"

I was tempted to answer "Stay on dry land" but she was part of my crew for the ocean race the next day. I let the other old hands at the yacht club bar answer first.

"Dramamine works for me," said one old tar whom I never would have expected to still need medication.

"I swear by the Scopalamine patch," said another experienced sailor. "Shuts off the sensitivity of the inner ear canals, or something like that. Great stuff if you can find a source."

"No drugs for me, no way," said a younger club member who usually does foredeck. "I need my balance. And I'd rather share the windward rail with someone who's barfing once in a while than with someone on medication. It kills the sense of humor. For my money, a seasick shipmate is a better than a doped-up shipmate."

"That may be true, but me, I couldn't function at all without Dramamine," insisted the first sailor. "I don't think it affects my sense of humor at all."

"You should try acupressure bands," said the foredeck guy. "I heard about a study that proves they really work."

"Funny, I read a study that proves they don't work," the 'Scope' user responded.

The debate followed the usual and predictable course — all anecdotes with no actual data — until Lee Helm, a naval architecture grad student who was also on my race crew for the weekend, made an appearance at the bar, sea bag in hand.

"Lee, you're a little early!" I greeted her. "Dock time is 7 a.m. tomorrow."

"Max, I thought I'd sleep on the boat tonight, just to, like, get acclimated. If I'm going to work the chart table in the ocean tomorrow, I need a little pre-adaptation. You know, get used to the motion."

"You can do that tied to the dock?" asked the Dramamine user.

"Totally. The roll, pitch and heave frequencies are the same, even though the amplitudes are tiny. Adaptation happens in the software," she said as she pointed to her forehead, then her ear, "not in the hardware."

"I guess it also forces you to get to bed early," I observed. "There won't be much action around here past about 10 o'clock."

"More importantly," said Lee, "I can

sleep late tomorrow morning. You don't have to wake me up till 45 minutes before the start."

"Why 45 minutes?" challenged the foredeck crew with more than a hint of sarcasm. "You might as well snooze till the boat's outside the Gate."

"Gotta get the weather and buoy reports before the start," Lee answered.

"Max, should I be sleeping on the boat, too?" asked my new crew, the one whose question had started the whole discussion.

"Absolutely," answered Lee. "Is this your first ocean race? First time out on the ocean?"

The new crew nodded.

"Take your drug of choice now, especially if one of its side effects is drowsiness. It'll help you go down early on the boat and, by the time we're in the ocean, you'll have had a really good night's sleep and some residual motion-tolerating effect from the drug, too."

"And use an acupressure band," added the foredeck guy.

This touched off another debate about the usefulness of acupressure, during which Lee was uncharacteristically silent. Instead she was working some websites on her smartphone.

"Here it is," she finally announced.

"Time to Moderate Nausea in Seconds.'" Her phone was displaying a chart showing the results of a scientific study.

"It really does work, although the placebo effect is much larger."

"See, the acupressure works!" said Mr. Foredeck.

"But it's almost all placebo!" insisted the Scope skeptic.

"Statistically significant!" responded the advocate, and the argument went right back to unconvincing personal anecdotes.

Meanwhile Lee and my new crew were working out their accommodations and other details for the night.

"There might be some Dramamine in the first aid kit in the yacht club office," I recalled. "I'll see if it's still there."

There was no need for me to dig out my office key — the office light was on and the door was slightly open. But before we entered the room, we were all brought up short by the sounds of hideous retching, helpless coughing, and splash and splatter. The smell of vomit wafted into the hall when I pushed the door open the rest of the way.

There, sitting at the desk in front of the big flat-screen monitor with a bucket





# — THE ACUPRESSURE IS ON

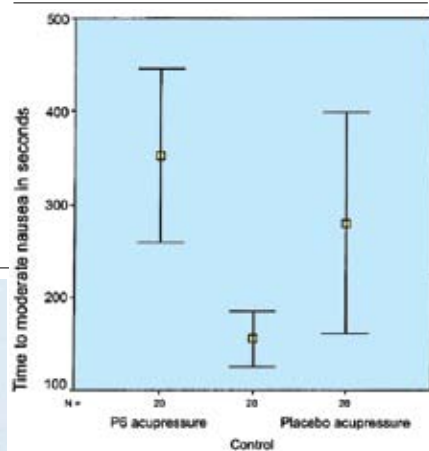
cradled in his arms, was another ocean racing sailor. We didn't need to ask if he had just thrown up in the bucket, although it was a complete mystery why. Strangest of all, he had a big diabolical smile on his face.

"It's alive!" he declared joyfully, with some partially digested dinner in his beard. "It works!"

"You mean you actually wanted to throw up?" I asked incredulously.

"Darn right! And it happened exactly as I'd predicted. You see, this is my pre-adaptation simulator. I have the computer programmed to move the chair and adjust the picture on the screen to produce the same vestibulo-ocular conflict we find out at sea. I call it the VVH, or the Visual-Vestibular Habituation machine. And now I know it works!"

I noticed that the office swivel chair had three autopilot tiller actuators at-



**A Canadian study showed that acupressure works better than a placebo, if only slightly.**

**For first-timers, a Farallones trip can be a puke-fest.**

tached to it, but instead of the usual autopilot control units, the wires led to some mysterious electronic equipment.

Lee knew this person. He was another grad student in Lee's department, and good at programming analog control systems, according to Lee.

"So let me get this straight," I said. "You have invented a machine to make you seasick. And by doing this in advance of the race, you think you'll be immune to it once you're out on the ocean?"

He nodded happily as he wiped his face.

"That's the thing about motion sickness," said Lee. "Everyone adapts to it after a day or three. It takes that long for the neural connections between inner ear, eyes and stomach to, like, re-calibrate. The latest studies are showing that if the 'subjective vertical' and 'subjective horizontal' directions are different from the inertial inputs, it's time to lose your cookies."

"That's the part I don't understand," said my new crew as she looked inside the first aid kit for the drugs. "If seasickness is just a mismatch between what you see and what you feel, why does the stomach have to be in the loop? I can understand why it might impair balance and coordination, but what's the survival value in emptying the stomach?"

"Protection against neurotoxins," suggested Lee. "If you eat something poisonous, and it causes vertigo or some other form of disorientation, you want it out of there. So the stomach gets rid of it."

Meanwhile, the foredeck crew had arrived with a mop and some paper towels to clean up what had missed the bucket, while another sailor volunteered to take the bucket down to the dock to hose it out.

When everything was ship-shape again, the programmer invited me to try it out his seasickness machine. There were too many witnesses to bow out.

Lee gave him the basic specifications for my boat, the description of the sea state we would be sailing in tomorrow, and the anticipated wind speed.

"It approximates the polar speed curves and the wave response functions of the boat," he explained. "Kind of a hokey algorithm, but I don't think it has to be very exact for this to work."

I sat down and put on goggles that blocked out my peripheral vision.

"I know," he said apologetically. "It

would be much better with actual virtual reality goggles. But the big screen and the tunnel vision baffles were all I had available on my budget. I had to borrow the autopilot actuators."

The screen displayed a simple representation of the deck of a boat on the ocean, as seen from the helm. The autopilot actuators whirred and the chair started to move. But I didn't feel a thing.

"Now let's go below," he said as he switched the view to the chart table. "It shows a typical nav station, just to invoke some negative associations," he explained.

Still nothing. The simulated chart table had an instrument that looked like another computer screen, with a spreadsheet displayed. The programmer asked me to do some basic mathematical tasks, typing in the sums of several numbers that appeared on this screen-within-a-screen. Still nothing.

"Bigger waves!" called Lee.

"Okay, 10-ft swell with 6-ft wind waves, short period. We might bottom out the actuators. Here we go."

Now the chair was moving around a lot more violently, and I concentrated on the numbers on the chart table, which were also moving. Then I felt it. Not in the stomach yet, but I was definitely getting a little dizzy, same as at my real chart table on the first day out.

"Uncle!" I shouted, not wishing to compete for volume, distance, accuracy, consistency, color or sound effects in a barfing contest.

Lee had a go on the machine also, and she proved to be far more resistant.

"That's why they always make me navigator," she noted.

"But for pre-adaptation to really work," asked the foredeck crew, "you would need to do this for days, no?"

"Oh, yes, of course," said the inventor. "There's a lot of published literature about habituation for space flight, using chairs inside rotating drums and such to produce similar effects. Except space sickness is very different. For that you need to turn off the ocular-vestibular connection entirely, and that takes at least a few days, and even then it's only partially effective. Seasickness is actually an easier problem, because the connection only has to be modified a little to account for the discrepancies in the subjective vertical and horizontal."

"Isn't there as much research for seasickness as for space sickness?" I asked.

# MAX EBB

"I'd think there'd be more."

"I'm sure there is, but all the recent work is by the military, and it's classified. Reading between the lines of what does make it into published journals, I'm convinced that they are already using pre-habitation for crews on critical missions in advance of deployment. Of course they have much better simulators, with full six-degree-of-freedom motion platforms, and fancy high-res VR goggles — cost is no object. I'm also convinced it works really, really well."

"Once someone is pre-conditioned, how long do you think it lasts?" I asked.

"The half-life of a pre-adapted sailor is probably somewhere between one and three weeks."

"That checks with my sailing experience," said the older sailor in the group. "If people go out for a daysail on the ocean within a few days after finishing a long race, they don't get sick again. A month later, they might or might not get sick. Next season, it's starting from scratch all over again."

"This is all really cool," said Lee. "But,

like, I mean, the real trick would be to solve the other half of the simulation problem."

"What's the other half?" asked her colleague. "I think this nails it. We have a drug-free, nearly 100%-effective, no-adverse-side-effects protocol to prevent seasickness."

"The downside is that you have to spend three days throwing up in your office," said Lee. "It's not as bad as being sick on the ocean when you have to perform, but still a downside."

We all looked at Lee, still wondering what the "other half of the problem" would be.

"It's easy to make the visual and the inertial signals cross so you make people sick. But if you start in an environment with visual and inertial signals already crossed, can you correct the visual signals so they match the motion? All you have to do is build goggles with correcting prisms that move the visuals around in just the right way, and . . ."

"No more motion sickness!" the inventor exclaimed. "It would be possible . . .

yes, possible . . . but very hard."

I gave up all hope of following the technical details from there. Lee and her friend stayed in the office doing higher math and physics while the rest of us moved back to the bar.

"I have to run home and get my gear," my new crew explained after I gave her the combination to the companionway hatch. "Anything else I should bring?"

"Good foulies and lots of different clothing layers," I suggested. "You're much more likely to get sick if you're too cold or too hot. Meanwhile I'll move the boat up to the yacht club guest dock where the motion will be a little more noticeable. I think that's what you and Lee are after, for your version of pre-conditioning to work."

"And don't forget to have canned peaches for breakfast," added an older sailor from the other end of the bar.

"Why's that?" my crew asked.

"They taste just as good coming up as they do going down."

— max ebb

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# THE RACING

It's game-on for the '11 racing season, and whether it was at home or away, Bay Area sailors got into the act in big numbers and we're here to tell you about it. First up we talk to **Kristen Lane**, who annihilated a big fleet of Melges 24s at Charleston Race Week. Next are reports on BAMA's **Doublehanded Farallones** followed by the St. Francis YC's **J/Fest** and the Singlehanded Sailing Society's **Corinthian Race**. After those, we check in with the Berkeley YC's **Wheeler Regatta, Ski/Sail** and some news about the **Rolex Big Boat Series**.

## Kristen Lane Conquers Charleston

Tiburon's husband-and-wife team of Peter and Kristen Lane have been constant presences in the Melges 24 fleet over the past few years, somehow managing to sail class events in between hosting a weeknight match racing program out of their waterfront home and sailing in a variety of other classes. At Charleston Race Week on April 14-17, Kristen channeled all of that effort into an impressive win in the 45-boat Melges fleet, which featured some of the class's most decorated sailors.



JOY DUNIGAN

Kristen Lane

Sailing with Sausalito's Jonny Goldsberry, Seattle's Matt Pistay, Coronado's Willem Van Waay and tactician Charlie McKee, also from Coronado, Lane scored a pair of 2s, a 3rd and a pair of 4s to take the title while halving the point total of the runner-up, Alan Field's *WTF*.

"I think one of the biggest things is that my tactician knows my strengths and weaknesses and how to communicate with me when he wants me to do something different," Lane said. "That helps a lot in starting; we've refined our communication to the point where we don't talk that much but we still communicate quite a bit."

And while teamwork and communica-

**Kristen Lane and her team of Matt Pistay, Willem Van Waay, Jonny Goldsberry and Charlie McKee romp downwind at Charleston Race Week.**



JOY DUNIGAN

tion are important, according to Lane, ergonomics are not, as we would have imagined, just for office chairs.

"Another big part of it is having a boat that's set up and maintained in a way that works for us," Lane said. "We moved the backstay and traveler lines for the length of my arms and legs and how I stand against the foot chocks. In years past, my tactician has done a lot of that for me. Working the traveler with the new boat setup — it's not that it's a piece of cake, and it's not that I'm not working back there — but having a boat that works for me has made a big difference."

Lane and her team aboard *Brick House 812* went into the final day leading the regatta, and after what to many teams would have been a nerve-inducing delay while the race committee waited for breeze, started right where they'd left off. But did she feel any pressure?

"If you had asked me that question 2.5 or 3 years ago I would have said I would have felt more pressure as the regatta wore on," Lane said. "I've learned that at its core, so much of sailboat racing is a mental game and it's so much more fun to sail relaxed and loose, and that lends itself to taking each day and race at a time. I think match racing has really trained me to think that way, because you may have a really bad race, but it's only 25 minutes long, and you might have 12 races a day. That whole process shifted my focus a bit. On the last day we all felt really composed and relaxed and it felt like just another day of sailing."

Lane said that complexity of sailing on the Bay pales in comparison to what they experienced in Charleston.

"Essentially Charleston Harbor has four or five different rivers that come into it at a variety of different angles, unlike the Bay, where there's one big entrance and exit," she said. "The wind can come from 360 different degrees. We take for granted the effect of flood and ebb, and in Charleston you have to understand how the water is moving."

Peter Lane didn't do so badly himself, overcoming an 18th in the opening race and a Z-flag



LATTITUDE/ROB

SLACKWATERSF

penalty which dropped him to 18th in the final race, to finish ninth overall. Two other Bay teams: Robert Harf's *Bones* and Erwan LeGall's *Abordage* also made the trek.

Now, both Lanes' focus will turn to training for the class's World Championship at the end of this month. They'll be working with coach and former Melges 24 World Champion Dave Ullman, who has been with the team for the last two years. The Lanes used the Ullman upwind sails, including the Dacron main and a Quantum sails spinnaker.

"I'm very happy with the Dacron main," Kristen Lane said. "It's a very user-friendly sail and much better sailors than me use it. It doesn't require such precise and accurate trimming to go through the wind range and still perform well."

## Doublehanded Farallones

The Bay Area Multihull Association's Doublehanded Farallones Race got brochure conditions on April 9. After a light air start made all the more tricky by a ripping



*Insets from left — the Express 27 class was the only one that saw every boat finish; Warren Pelz' 'Rocinante' hits a wave while taking the kite down after the finish; Howard Turner and Jay Crum dry out after winning their division with Turner's J/109 'Symmetry.'*

LATITUDE/ROB

SLACKWATERSF

**Spread — Bill Erkelens and Larry Gamble light up 'Nevermoore' in BAMA's Doublehanded Farallones.**

ebb, the 74 starters were met by a northwesterly that just kept building throughout the day.

Many boats were reporting breeze into the high 20s on the way out, and by the time those that completed the trip — only 43 boats finished — were on a sprightly broad reach back home, they were seeing windspeeds into the low-30s.

Consequently, there weren't many kites up on the joyride from the Rockpile to the Gate. Actually we heard of only three!

Not surprisingly, one of them belonged to the overall winner — Bill Erkelens and Larry Gamble aboard the former's Moore 24 *Nevermoore*.

"One of the Moores set at the island and went low," Erkelens said. "The rest of us sailed under jibs only, and we didn't set until two miles before the Lightship. We came in just north of the channel and it just started hinting at backing, so we set.

Our trajectory was just low of the channel and Mile Rock, but we thought it would arc back and it did."

Erkelens and the Monterey-based Gamble — whose regular ride is Jeff Pulford's Sydney 38 *Bustin' Loose*, on which he serves as helmsman — finished with a corrected time of 7h, 57s, nearly ten minutes ahead of their nearest competitor, John Kernot's Moore 24 *Banditos*. But to hear Erkelens tell it, they never felt as if they had much to give up, especially after a pair of box carriers got into a race of their own in the channel.

"We had a mix up with a couple of container ships," Erkelens said. "We were cruising along at 16 knots. As we faded across the channel, the first ship slowed down and picked up its pilot. We thought they would take off again after that, but they didn't.

I've never seen anything like it in the channel, but they let the second ship pass them, and then took off again. All that time they were doing 10-11 knots and we didn't want to go below them, because we saw a bigger boat ahead of us that couldn't get out of their lee."

With the rest of the fleet behind them free from having to navigate around the proverbial elephants in the room, Erkelens said that he and Gamble were concerned they'd lose all their hard-won gains.

"After spinnakering in the big stuff, going back to the jib felt like we were really lugging it, and we thought, 'aww, man everyone is going to catch up to us,'" Erkelens said. "As it turned out it was fine."

The rest of the Moore finishers closed out the podium, with *Banditos* and Andy Hamilton's *Bar-ba-loot* in second and third respectively. Roe Patterson and Peter Schoen took fourth overall, some 39 seconds behind Hamilton. Urs Rothacher's F-9RX *Tatiana* rounded out the top five in the process of taking the elapsed time and multihull honors. The Express 27 was the only fleet in which all starters finished.

**BAMA DOUBLEHANDED FARALLONES (4/9)**

OVERALL — 1) **Nevermoore**, Moore 24, Bill Erkelens/Larry Gamble; 2) **Banditos**, Moore 24, John Kernot/Scott Sorensen; 3) **Bar-ba-loot**, Moore 24, Andy Hamilton/Sarah Deeds; 4) **Mooretician**, Moore 24, Roe Patterson/Peter Schoen; 5) **Tatiana**, F-9RX, Urs Rothacher/Pieter Versavel; 6) **Legs**, Moore 24, Lester Robinson/Richard Jenkins; 7) **Summertime Dream**, Schumacher 1/4-Ton, Scott Owens/Erik Menzel; 8) **El Raton**, Express 27, Ray Lotto/Steve Carroll; 9) **Shaman**, Cal 40, Steve Waterloo/Paul Sinz; 10) **Paddy Wagon**, Moore 24, Sean McBurney/ n/a. (74 boats)

MULTIHULL — 1) **Tatiana**; 2) **Humdinger**, Greene 35, Lawrence Olson/Kurt Helmgren; 3) **Wahoo**, Dolphin 460, Gary Thompson/ n/a. (7 boats)

ULDB < 60 — 1) **Trunk Monkey**, Farr 30, Skip

**Urs Rothacher and Pieter Versavel put up the fastest elapsed time around the Farallones aboard 'Tatiana,' Rothacher's F-9RX, finishing in 6h, 21m, 40s after a brochure-conditions run.**



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# THE RACING

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*Clockwise from spread — if you're going to wad it up like this, make sure to obscure your sail numbers like these guys at J/Fest; 'Dayenu' blasts downwind; that's a wrap!; 'Little Wing' received a hole so big, it required a surplus Rolex sticker to cover it for the trip home; does it ever seem like the crew of 'Desdemona' is ever not having a good time?; J/105s in tight formation; and once again; 'Twist' breaks loose from the skidpad; sig alert! the SSS's Corinthian Race saw a massive pile-up at Southampton; 'Akula' is a father/son affair the whole way, it's kinda' like singlehanded, but better!*

& Jody McCormack; 2) **Serena**, Thompson 1150, Dave Kuettel/Dave Van Houten; 3) **Dark and Stormy**, 1D35, Jonathon Hunt/ n/a. (7 boats)

ULDB ≥ 60 — 1) **Skiffsailingfoundation.org**, 11 Meter, Rufus Sjoberg/ Mark Breen; 2) **Gonzo**, J/105, Kenneth Ganch/David Pikowitz; 3) **Sleeping Dragon**, Hobie 33T, Dean Daniels/Paul Martson. (11 boats)

PHRF < 80 — 1) **Symmetry**, J/109, Howard Turner/Jay Crum; 2) **Escapade**, Express 37, Nicholas & Derek Schmidt; 3) **Ohana**, Beneteau 45f5, Steve Hocking/ n/a. (8 boats)

PHRF 80-123 — 1) **Shaman**, Cal 40, Steve Waterloo/Paul Sinz; 2) **Green Buffalo**, Cal 40, Jim Quanci/Jeffry Gould; 3) **Ay Caliente!**, Beneteau 36.7, Aaron Kennedy/Jack Pflueger. (9 boats)

PHRF 124-148 — 1) **Nancy**, Wyliecat 30, Pat Broderick/Gordie Nash; 2) **Whirlwind**, Wyliecat 30, Dan & Carol Benjamin; 3) **French Kiss**, Beneteau 350, Don Bauer/ n/a. (6 boats)

PHRF ≥ 149 — 1) **Summertime Dream**; 2) **Bosporous II**, Columbia 36, Rick Wallace/Todd Regenold; 3) **Meritime**, C&C 30 Mk. I, Gary Proctor/Wayne Vanloon. (9 boats)

MOORE 24 — 1) **Nevermoore**; 2) **Banditos**, 3) **Bar-ba-loot**. (10 boats)

EXPRESS 27 — 1) **El Raton**; 2) **Dianne**, Steve Katzman/Sherry Smith; 3) **Great White**, Rachel Fogel/JP Sirey. (7 boats)

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

## J/Fest

The St. Francis YC's J/Fest brought



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LATITUDE/ROB



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out good numbers of J/24s, J/105s and J/120s for two days of high-octane buoy racing on April 9-10. With breeze into the high 20s on Saturday, and not much less on Sunday, there was plenty of carnage on the race course and more than a few letter scores in the results. The J/120s were as competitive as ever, and Steve Madeira's *Mr. Magoo* rose above the rest to win the six-boat division. In the J/105s, strong starts by some of the class's usual suspects ultimately played out like Tiger Woods' weekend at The Masters, and Jeff

Litfin and John Case's *Mojo* sneaked into first on the strength of a 2-1 final day. In the J/24s, Michael Whitfield's *TMC Racing* ended up finishing with a pair of bullets to take the class by a three-point margin.

#### J/FEST ST. FRANCIS YC (4/9-10)

J/105 — 1) **Mojo**, Jeff Litfin/John Case, 16 points; 2) **Blackhawk**, Scooter Simmons, 21; 3) **Jam Session**, Adam Spiegel, 21. (22 boats)

J/120 — 1) **Mr. Magoo**, Steve Madeira, 11 points; 2) **Desdemona**, John Wimer, 15; 3) **Day-enu**, Don Payan, 15. (6 boats)

J/24 — 1) **TMC Racing**, Michael Whitfield, 6 points; 2) **On Belay**, Don Taylor, 9; 3) **Downtown**

**Uproar**, Darren Cumming, 11. (7 boats)  
Complete results at: [www.stfyc.org](http://www.stfyc.org)

#### **SSS Corinthian Race**

The forecast 35 knots of breeze and rain never showed for the 101 boats in 17 divisions that hit the Bay on April 2 for the Corinthian Race — the second event of the Singlehanded Sailing Society's '11 schedule. In their place was hazy sunshine and breeze that ranged from zero to less than 10 knots for the 18-mile, Little Harding-Blossom-Blackaller-Southampton-Little Harding course with a start/finish off the Corinthian YC race deck.

# THE RACING

Actually, make that two starts/finishes . . . As the fleet reached Southampton, the breeze — light, but relatively consistent — completely shut off, and all the hard-won gains made by the frontrunners evaporated in a gigantic charlie-foxtrot that saw almost the entire fleet rounding

time," he said, smiling.

The overall honors in the 70-boat, nine-division doublehanded fleet went to Richard vonEhrenkrook and Paul Sutчек on the former's all-conquering Cal 20 *Can O' Whoopass*. This despite the fact that Sutчек was sailing with a broken finger and swollen spleen suffered when they launched off a wave in the DH Lightship the month before.

"When he hit the boat it sounded like Gallagher hitting a watermelon with a hammer," vonEhrenkrook said of the previous incident. "All I saw was his finger at a 60 degree angle from where it should have been. He calmly put it back in line and kept going, but I could tell he was hurting."

"I still made all the jibes on the way back in," Sutчек said. "They weren't fast, but I completed all of them."

And he didn't let it keep him from the Corinthian Race or the overall win.

## SSS CORINTHIAN RACE (4/2)

**SINGLEHANDED OVERALL** — 1) **Sunshine**, Moore 24, Stanly Martin; 2) **Uno**, Wyliecat 30, Bren Meyer; 3) **Oreo**, Santana 22, Bobby Renz; 4) **Starbuck**, Black Soo, Stephen Buckingham; 5) **Rice Rocket**, Corsair Sprint 750, Gary Helms; 6) **Dazzler**, Wyliecat 30, Tom Patterson; 7) **Taz!!**, Express 27, George Lythcott; 8) **Ragtime!**, J/92, Bob Johnston; 9) **Firefly**, Dehler 34, Chris Case; 10) **Quila**, SC 27, John Dillow. (31 boats)

**SH MULTIHULL** — 1) **Rice Rocket**. (1 boat)  
**SH SPORTBOAT** — 1) **Sunshine**; 2) **Starbuck**; 3) **Taz!!**. (5 boats)

**SH PHRF ≤ 108** — 1) **Ragtime!**; 2) **Larrikin**, J/105 OD; 3) **Gavilan**, Wylie 39, Brian Lewis. (3 boats)

**SH PHRF 111-150** — 1) **Firefly**; 2) **Shaman**, Cal 40, Steve Waterloo; 3) **Moonshadow**, Wylie 31, David Morris. (4 boats)

**SH PHRF 177+** — 1) **Oreo**; 2) **Tinker**, Wilderness 21, Matthew Beall; 3) **Horizon**, Islander 28, Bill White. (5 boats)

**SH PHRF NON-SPINNAKER** — 1) **Meritime**, C&C 30 Mk. I, Gary Proctor; 2) **Stormrider**, Aphrodite 101, Don McCrea; 3) **Tortuga**, Westsail 32, Randy Leasure. (8 boats)

**SH WYLIECAT 30** — 1) **Uno**; 2) **Dazzler**; 3) **Bandicoot**, Al Germain. (5 boats)

**DOUBLEHANDED OVERALL** — 1) **Can O' Whoopass**, Cal 20, Richard vonEhrenkrook; 2) **Banditos**, Moore 24, John Kernot; 3) **El Raton**, Express 27, Ray Lotto; 4) **Verve**, Express 27, Ron Snetsinger; 5) **Max**, Ultimate 24, Bryan Wade; 6) **JetStream**, JS9000, Dan Al-



**Stanly Martin**

One of those who took the long way around was the overall singlehanded winner: Tiburon YC's Stanly Martin and his Moore 24 *Sunshine*. Martin beat out 22 other finishers — 31 started in eight divisions — by a nearly nine-minute margin to take the win.

"It worked out okay," Martin said. "There were a couple other boats I'd been racing the whole day and paying attention to that went the other way, and I was a little concerned."

The Pacifica-based Martin said that he used to do a lot of the Roadmaster schedule, but having two young kids has reduced his sailing time on the boat that's been in his family for 18 years.

"They've been occupying a lot of my

**Paul Sutчек, left, and Richard vonEhrenkrook haven't met a race they can't win in the 'Can.'**



varez; 7) **Arcadia**, Modernized Santana 27, Gordie Nash; 8) **Wetsu**, Express 27, Phil Krasner; 9) **Dianne**, Express 27, Steve Katzman; 10) **Vitesse Too**, Hobie 33, Grant Hayes. (78 boats)

**DH MULTIHULL** — 1) **Origami**, Corsair 24, Ross Stein; 2) **Roshambo**, Corsair 31, Darren Doud; 3) **Humdinger**, Greene 35 tri. (3 boats)

**DH SPORTBOAT** — 1) **Banditos**; 2) **Max**; 3) **JetStream**. (7 boats)

**DH ≤ 108** — 1) **Symmetry**, J/109, Howard Turner; 2) **Carmelita**, Catalina 42, Christian Lewis; 3) **Relentless**, J/92, Tracy Rogers. (18 boats)

**DH 111-150** — 1) **Arcadia**; 2) **Painkiller**, J/80, Eric Patterson; 3) **Paradigm**, J/32, Luther Izmirian. (11 boats)

**DH 153+** — 1) **Can O' Whoopass**; 2) **Downtown Uproar**, J/24 Darren Cumming; 3) **Eyrie**, Hawkfarm, Synthia Petroka. (10 boats)

**DH NON-SPINNAKER** — 1) **Arabella**, Alerion Express 28, Harry Allen; 2) **Basic Instinct**, Elliot 1050, Jan Borjeson; 3) **Kokomo**, Newport 41-2, Tyler Rasmussen. (13 boats)

**DH EXPRESS 27** — 1) **El Raton**; 2) **Verve**; 3) **Wetsu**. (9 boats)

**DH SF BAY 30** — 1) **Lazy Lightning**, Tartan 10, Tim McDonald; 2) **Solar Wind**, Martin 32, Max Crittenden; 3) **Ad Lib**, Aphrodite 101, Bruce Baker. (5 boats).

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

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

LATITUDE/ROB

LATITUDE/ROB





*The Berkeley YC's Wheeler Regatta, clockwise from above — Henry King's Frers one-ton 'Jeanette' rumbles downwind while Bob Turnbull's 1D35 'Jazzy' chases; Bill Helvestine's SC 50 'Deception' took the honors in Sunday's pursuit race; Robert Schock's Newport 30 'Achates' looking sharp; Richard Courcier's Farr 36 'Wicked' lights up downwind in the summer-like conditions.*



### **Berkeley YC Wheeler Regatta**

The Berkeley YC's Wheeler Regatta drew 30 boats April 16-17 for three buoy races on Saturday followed by a pursuit race on Sunday. It proved to be a breeze-

on, summer-like weekend with chop and even fog.

Saturday's racing was split among three divisions, for the three different perpetual trophies on the table: the Wheeler Trophy, the Nimitz Perpetual, and the City of Berkeley Perpetual.

Seeing breeze in the 15- to 20-knot range, the three classes vying for the Wheeler Perpetual trophy were based near FOC. When the spray had settled, the Wheeler Trophy went to Michael Maloney's Express 37 *Bullet*, which won the 21-boat division that was further divided into three subdivisions. Class A was won by Richard Courcier's Farr 36 *Wicked* with second place going to John Clauser's Farr 40 1Ton *Bodacious* — referred to by some as *Bodacious 1.0*, a reference to Clauser's new ride, the 1D48 *Bodacious Plus*. *Jazzy*, Bob Turnbull's 1D35 picked up third.

The second class consisted of seven Express 37's, with *Bullet* winning the class and the division overall on a countback after tying

with Kame Richards and Bill Bridge's *Golden Moon*. Bob Harford's *Stewball* was only one point behind, and in the end Expresses took five of the top-six spots.

Class B, the third of the Wheeler groupings, went to George Ellison's custom Schumacher 30 *Shameless*, followed by Ed Durbin's Beneteau 36.7 *Mistral* in second. OYRA president Andy Newell sailed his new-to-him Santana 35 *Ahi* to third.

Down on the Circle, both the Multihull and the City of Berkeley trophy groups also enjoyed the premature summer conditions. The Multihull group was new to the scene, and vying for the brand new Nimitz Perpetual Trophy. William Cook's Corsair F-24 *Wings* dominated this group with three bullets in three races. Bill Robert's Corsair 31 *Emma* pipped Mark Eastman's Corsair F-31 *Ma's Rover* for second place.

There were two subdivisions in the City of Berkeley Group. Mark Simpson's *Shadowfax* dominated the Olson 25s with Dan Coleman's *Baleineau* beating out Bob Gunion's *American Standard* for second place.

Val Clayton's Cal 34 *Gypsy Lady* and Bill Chapman's Catalina 27 *Latin Lass* pushed Robert Schock's Newport 30 *Achates* to a hard-won class win in Class C. But none could match *Shadowfax*, which made off with the City of Berkeley Trophy.

On Sunday, Bill Helvestine's SC 50 *Deception* was tops in the Spinnaker division while Paul Kamen's Merit 25 *Twilight Zone* took the seven-boat Non-spinnaker division and *Wings* once again topped the Multis. The regatta wrapped up on Sunday with 33 boats pursuing each other on a 10-mile course from FOC to Harding.

*The St. Francis YC played host to its annual collegiate intersectional last month. The college and High School PCCs followed shortly thereafter. You can find results online using your favorite search engine.*



# THE RACING

Blossom, a temporary leeward mark and back to FOC.

"Summer-like conditions prevailed again and some intriguing methods of flying spinnakers were displayed," said the club's Bobbi Tosse. "Adding to the mix was a small boat regatta being staged on the northern end of the Circle with plenty of temporary buoys. As our pursuers coming from Blossom tried to locate our buoy, they were presented with a plethora of orange and red buoys to choose from. In the multihull division all those extra buoys actually cost *Emma* her first place. Sometimes being first can be a disadvantage; there is no one to go to school on!

"The monohulls provided the usual excitement for the Race Committee," Tosse said. "They proved again that the PHRF system does work. Only seconds separated each of the top boats. Almost half the fleet finished in less than 12

***Wabbits, Multis and Thistles Oh My! — you'll find the results for the Richmond YC's Big Dinghy in The Box Scores below.***

minutes. *Deception* overtook *Bodacious* at the rounding of the leeward mark and the fat lady had sung and there were no more passing lanes.

## Ski/Sail Regatta

Several records were set at this year's Ski/Sail National Championships in Lake Tahoe, on April 16-17. First, there was a record high number of Vanguard 15s racing – eleven boats made the trek from the Bay. Second, a record low number of Lasers attended – only five sailors were able to dig their trailers out of the snow to get to the regatta.

The annual event, run by Tahoe's Ralph Silverman and Stacy Connor, combines a day of sailboat racing on Lake Tahoe, followed by a day of ski racing at Squaw Valley with a party in between. This year's sailing set a third record – but we won't discuss the record number of beers consumed by the race committee while waiting for the breeze to fill. Luckily, it finally did at around 4 p.m., allowing for five races in perfect conditions.

The sailing wrapped up close to sunset, and the sailors adjourned to Tahoe YC for the second portion of the event: the party. One of the party's key missions is to level the playing field for the skiing the following day, so that no one is able



ALL SKI/SAI PHOTOS GARY MOORE/WWW.KIMCAMERA.COM



to ski too fast. Mission accomplished: the skiing went smoothly, if not fast, and the Vanguard 15 fleet's ski race scores were dominated by the "ringers," beginner

sailors with inversely proportional ski racing skills. The Laser sailors naturally don't have the option to bring in a ringer, since every skier has to also get a boat around the course.

The ringers didn't bring home the Helly Hansen prizes this year —



## THE BOX SCORES

This month's Box Scores are comprised of some of the weekend racing that didn't make it into the regular stories. Next month the focus will shift to Beer Can Racing. 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!

### ST. FRANCIS YC ELVSTROM ZELLERBACH REGATTA (4/16-17, 6r, 1t)

FINN — 1) **Kathmandu**, Forrest Gay, 6 points; 2) **AllUCanEat**, Steve Landeau, 11; 3) **n/a**, Vladimir Butenko, 17. (4 boats)

FORMULA BOARD — 1) **Donkey Brains**, Seth Besse, 5 points; 2) **n/a**, Steve Bodner, 11; 3) **n/a**, Chris Radkowski, 15. (6 boards)

LASER 4.7 — 1) **n/a**, Lola Bushnell, 7 points; 2) **Simply Red**, Alexander Fritz, 11; 3) **Opti-gone**, Kyle Larsen, 12. (9 boats)

LASER RADIAL — 1) **n/a**, Peter Siedenberg, 7 points; 2) **Kirby Boat**, David LaPier, 17; 3) **Friendly Dragon**, Drake Jensen, 18. (22 boats)

LASER — 1) **n/a**, Al Clark, 12 points; 2) **Trustead Stead**, Kevin Taugher, 15; 3) **n/a**, Scott Ferguson, 19. (26 boats)

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

### RICHMOND YC BIG DINGHY (4/16-17, 6r, 1t) SATURDAY BUOY RACING

BYTE — 1) Michele Logan, 8 points; 2) Laurie Davis, 14; 3) Elmar Grom, 17. (4 boats)

EL TORO SR. — 1) Gordie Nash, 11 points; 2) John Pacholski, 19; 3) Fred Paxton, 21. (11 boats)

EL TORO JR. — 1) David Halman, 9 points; 2) Emma Drejes, 10; 3) Robbie Englehart, 20. (10 boats)



*Clockwise from top — you can do worse for scenery while waiting for the breeze to fill; organizer Ralph Silverman presents Sally Madsen (in 'The Suit') and husband Adam Rothschild with the Vanguard 15 trophy; the other 'course area'; Laser winner Rick Raduziner.*

out organizer Connor's 13-year-old son Ryan in the skiing portion of the event to claim first place in the Laser fleet. Check [www.skisail.com](http://www.skisail.com) next winter for details.

— Avery Patton

### Boom Times Ahead for Rolex Big Boat Series

This year's Rolex Big Boat Series might just prove to be one of the most high-end in recent memory, if a raft of new initiatives put forward by the St. Francis YC bear fruit. The club announced that it has created a new series that includes the RBBS, geared toward an emerging domestic fleet of TP 52s and IRC 40-footers eager to race on the Bay now that AC 34 is coming to town.

The RBBS will now serve as the second stop on a four-event West Coast

Series. It will start with the club's Aldo Alessio Regatta, which has been moved from its typical early-August date to August 26-28. From there the series picks up with the RBBS, September 8-11, and is followed by a new event, dubbed the West Coast Shootout, also hosted by the club September 24-25. The coda will be the Richmond YC's Great Pumpkin Regatta October 29-30.

The Series is scheduled to entice East Coast teams which would likely already be winterizing their boats at that time of year, into extending their season out here and taking advantage of what is just about the most perfect inshore venue for the boats. Rolex Big Boat Series Chairman Norman Davant said that 12 TP 52 teams have expressed strong interest already, and that the response from the 40-footers has been equally strong.

The 40s will include many of the same boats, and types of boats, that sailed in the popular sportboat division at last year's Rolex Big Boat Series. Comprised mainly of boats that don't fit the ponderous, under-50-ft IRC typeform — and are therefore hard to sail to their ratings against purpose-built IRC boats — the 40s will likely include boats ranging from the Farr 36s and SC 37s to Farr 40s and J/125s.

Davant also said that the club is encouraging the participation of the ULDB 70s at the RBBS — at one time the event's headliners, but largely absent in the last decade, despite the class's West coast resurgence. While there are multiple reasons for the absence, some, such as past owners' insistence on only sailing three days of the event, and the event's adoption of IRC have played a significant

instead, the winners of the sailing portion, Sally Madsen and Adam Rothschild, who won the Vanguard 15 class on Saturday, took home the swag. Madsen also was this year's winner of "The Suit" perpetual, er . . . trophy — a skintight, yellow ski suit the winner must wear publicly for a defined period of time. Madsen, hands-down a huge improvement over last year's winner Matt Gregory, paraded around Le Chamois at Squaw Valley in the garment. Tahoe local Rick Raduziner narrowly squeezed

SNIPE — 1) Packy Davis/Shawn Grassman, 16 points; 2) Vince Casalaina/n/a, 16; 3) Doug Howson/Eric Mickelson, 53. (7 boats)

I-14 — 1) Rand Arnold, 9 points; 2) Avram Dorfman, 13; 3) Graham Skinner, 17. (4 boats)

LASER — 1) Simon Bell, 8 points; 2) Roger Herbst, 12; 3) Hendrik Bruhns, 12. (7 boats)

WETA — 1) Robert Hyde, 4 points; 2) David Anderson, 11; 3) Gordon Lyon, 11. (7 boats)

29er — 1) Jessica Bernhard/Matt Van Rensselaer, 5 points; 2) Annie Schmidt/John Gray, 10; 3) Joao Villas-Boas/Nicolas Delfino, 11. (4 boats)

THISTLE — 1) Ron Smith/Steve Smith/Jillian Moritz, 6 points; 2) Michael, Mardi and Alison Gillum, 8; 3) David Keran/Janette Zeman/Craig Lee, 13. (8 boats)

WABBIT — 1) Tim Russell, 6 points; 2) Kim Deisenberg/John Groen/Terry White, 6; 3) Erik Men-

zel/Easter Bunny/Velveten Rabbit, 14. (6 boats)

PROTRERO OPEN CLASS — 1) Steve Lowry/Tony Castruccio, O'Day Daysailer, 7 points; 2) George Wilson, Sunfish, 18; 3) Steve Cameron, Wing Dinghy, 22. (6 boats)

SOUTHAMPTON OPEN CLASS — 1) Gil Woolley, Contender, 7 points; 2) Michael Molina/Ron Snetsinger/Karen Baumgartner, Lightning, 20.5. (9 boats)

MULTIHULL — 1) Philip Meredith/Bill Tieman, Hobie Wild Cat F-18, 10; 2) Peter Schmalzer, Nacra F20 Carbon, 12; 3) Frank Ternullo/Brian Hern, Hobie F-18, 14. (10 boats)

SUNDAY PURSUIT RACE SHORT COURSE — 1) Simon Bell, Laser; 2) Vince Casalaina, n/a, Snipe; 3) Robert Cronin, Sunfish. (7 boats)

SUNDAY PURSUIT RACE LONG COURSE —

1) Peter schmalzer, Nacra F20 Carbon; 2) Mark Zimmer/Kim Cooper, Hobie 20; 3) Jason Smith/Paul Thurman, Nacra 20; 4) Tim & Jane Parsons, Hobie Miracle 20; 5) Michael Butler/Jose Castello, Nacra F18; 6) Jason Deal, Nacra 6.0; 7) Michael Spitz, Nacra 6.0; 8) Rolf Jaeger/Frank Bartek, Hobie 20; 9) Del Olsen, International Canoe; 10) Marco & Alexander Valetti, Nacra 5.8. (38 boats)

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

### SFYC RESIN REGATTA (4r, 1t)

ETCHELLS — 1) **Magic**, Hank Easom, 11 points; 2) **JR**, Bill Melbostad/Bryan Moore; 3) **Hyper**, Tom Oller, 17. (10 boats)

MELGES 24 — 1) **Smokin'**, Kevin Clark, 12 points; 2) **American Lady**, Kristian Notto, 22; 3) **Team 540**, Daniel Wilhelm, 35. (7 boats)

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

# THE RACING

role. As the boats have been modified over the years, US Sailing's ORR has come to be seen as a viable system for handicapping them. Many of the boats have had their draft and keels changed, going to bulbs of various sizes depending on owners' varying requirements. (IRC does not measure stability, which means that these changes could produce significant rating disparities between boats that are largely similar)

"We've told the owners that as long as they commit to four days of racing, we'll run their races under the system of their choice," Davant said.

Another change for the RBBS this year is the attendance of the cult-favorite Farr 30 class, which should help boost its nascent resurgence as it transitions to an owner-run model after about 15 years of "professional" management. Under the direction of class president Deneen Demourkas, with help from Davant and rigger/pro sailor/Farr 30 owner Scott Easom, the class will be visiting the Bay for



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**The Open 5.70s and the Encinal YC got together for this rapidly-growing class's first stand-alone regatta last month. Results are at [www.encinal.org](http://www.encinal.org)**

both its North Americans — during the Aldo Alessio Regatta — and its Worlds during the RBBS. Fifteen boats

are expected to show up for those two events, with measurement taking place at Brickyard Cove.

Add these into the mix of the ever-strong participation of the Bay's one design classes like the J/105, Express 37, and J/120 fleets, and the '11 Rolex Big Boat Series is looking pretty strong indeed.

## Race Notes

**Movin' on up** — North Sails consolidated its Bay Area operations into one single location last month. The sales team of Seadon Wijzen and Pete McCormick joined the Sail Care team of Janet and James Quinby — previously in San Rafael — at their new, 1000-sq.-ft.-larger location at 2730 Bridgeway, Sausalito. The phone numbers will remain the same.

Wijzen said the move was motivated in large part by the need to get ahead of the curve for AC 34 and the megayacht business it's expected to bring to the Bay in 2013.





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# WORLD

With reports this month on **Local and Far-Flung Sailing Options for Individual Travelers**, and **Miscellaneous Charter Notes**.

## Why Sit Home and Sulk When You Could be Having a Boatload of Fun?

Have you ever felt like you really needed to get away — say, on a sailing vacation — but you just couldn't find anyone to join you. These days, with many wage-earners feeling sorely over-extended, and thus hard-pressed to lock in a vacation window, it seems to be getting tougher and tougher to find a boatload of friends who are able to commit to a trip date several months away. And as we often remind you, if you don't book your bareboat well in advance, you may miss the chance to reserve your favorite boat type (especially if it's a catamaran). But before you quash your travel dreams altogether and descend into a debilitating case of the stay-at-home blues, let us give you a few uplifting opportunities to consider.

If you've always traveled with an entourage of close friends and/or family members, you may not be aware that there are all sorts of options for 'booking by the berth' rather than committing to a whole boat, then getting stuck trying to find folks to share the expenses. Let's start with the Greater Bay Area's sailing

**Did this group of J-World students and their instructor have any fun sailing south with the '06 Baja Ha-Ha rally? Oh yeah!**



schools. As mentioned last month in our overview of local charter fleets, many local schools — or clubs — offer either coastal sailing trips or bareboat flotilla charters in exotic locations overseas. And all of them are booked by the berth. So, rather than having to make dozens of phone calls to potential boatmates in order to fill a boat on your own — all the while agonizing over how big a boat to reserve — all you have to do is sign up for a scheduled club cruise and start packing.

If the idea of sharing your precious vacation with a bunch of strangers makes you nervous, remember that such trips are, to an extent, self-limiting. That is, folks who join such cruises are generally gregarious, easy-going, eager for adventure, and open to making new like-minded friends. Since recruitment for such trips typically starts at least six months before the travel date, most clubs host pre-departure get-togethers so everyone can get acquainted in advance. And if you're a stickler for privacy, you can usually pay an extra fee (called a single supplement in the travel industry) in order to have a cabin all to yourself.

In addition to being able to get away at a time that works for *you*, such trips relieve you of having to take full responsibility for an expensive charter yacht and all its systems, because a group leader is normally provided who fills the role of captain. And flotilla trips organized by Bay Area clubs almost always fill the captain position with one of the school's instructors. So, not only will you be in safe hands, but you'll likely improve your sailing skills by receiving school-sanctioned instruction in hands-on, real-world situations. Some club flotillas even offer ASA or U.S. Sailing accreditations. As you navigate from bay to bay or island to island, trim sails in varying condition, and anchor for the night, you'll have the security of knowing that a pro is close by to share his expertise, if needed.

Needless to say, such trips are ideal for those sailors who are experienced, but just a wee bit reluctant to take full



DAVID KORY

responsibility for a half-million-dollar yacht on their own. With an instructor nearby to coach you if needed, you'll probably come away from the adventure with the enhanced sense of self-assurance needed to step confidently into the role of captain on your next trip.

Over the years, Bay Area clubs have hosted bareboat flotilla trips all over the world, as well as offering a variety of offshore and inshore cruises closer to home. Let's take a look at what's on the docket for the coming months. (In most, but not all, cases you do not have to be a club member to sign up.)

*Club Nautique* is taking a break from overseas trips this year, but they're offering a diverse menu of close-to-home cruises: In late May they'll put on a club flotilla to Santa Cruz, Monterey, Stillwater Cove and back. At the same time they'll also host an inside-the-Bay circuit to Redwood City, Tiburon, Benicia and back. In August, a fleet of the club's boats will cruise up the Petaluma River, then in late October club boats will head out the Gate, down to Half Moon Bay for an overnight, then back home again. (See [www.clubnautique.net](http://www.clubnautique.net) or call 800-343-SAIL for further info.)

# OF CHARTERING



**Ah yes, anchoring in a lagoon so clear you can study the schools of fish circling below you. That's what we call a break from the norm.**

J-World doesn't do bareboat flotillas in foreign waters, but they do offer something that's unique within the local sailing community: opportunities to sail out of their Mexican 'campus' at Nuevo Vallarta's splendid Paradise Village Resort. In addition, they plan to enter at least one boat in this year's Baja Ha-Ha rally in late October. In years past, their student crews have been some of the most spirited members of the 600-person fleet. (See [www.sailing-jworld.com](http://www.sailing-jworld.com) or call 800-910-1101 for details.)

*Modern Sailing School & Club* has a long history of doing both offshore sailing trips and bareboat flotillas in foreign sailing venues. They're currently taking reservations for two 10-day trips in the Leeward Islands of the Eastern Caribbean: St. Martin to Antigua beginning in late November, and the return leg in mid-December. (See [www.modernsailing.com](http://www.modernsailing.com) or call 800-995-1668.)

OCSC has long offered a wide range of both on-the-water and overland adventure trips as added value to their club members. (You do have to be a

member to sign up.)

In September, OCSCers will be off to the Cyclades group of Greek Isles. Then next February they'll explore the British Virgin Islands. And if those aren't exotic enough for you, consider joining them for a (land) trip through Tanzania in mid-February or through Morocco in mid-March. (See [www.ocscsailing.com](http://www.ocscsailing.com) or call 800-223-2984.)

Tradewinds Sailing School & Club is another organization that's bullish on overseas trips. In June they'll host a flotilla in the south of France, and in November they'll be off to the Leeward Islands of Tahiti. (See [www.Tradewinds-Sailing.com](http://www.Tradewinds-Sailing.com) or call (510) 232-7999.

Spinnaker Sailing of Redwood City also has a history of offering a wide variety of foreign cruises. In September they too will be off to Tahiti, while a BVI flotilla is slated for December. Next April a contingent of the club's South Bay sailors will head to St. Martin. (See [www.spinnakersailing.com](http://www.spinnakersailing.com) or call 650-363-1390.)

Flotilla charters are hugely popular in the Med and Aegean, and are offered during the summer months by large outfits such as The Moorings, Sun-sail and Kiriacooulis, as well as smaller firms like Albatross Yacht Charters.

If you book a berth or cabin aboard one, your boatmates are likely to be Europeans rather than Americans. But to our way of thinking that

adds to the attraction. Hanging out with European sailors for a week or more, you can't help but glean some insights into other prime sailing venues on 'the continent'. (See [www.moorings.com](http://www.moorings.com), [www.sunsail.com](http://www.sunsail.com), [www.kiriacooulis.com](http://www.kiriacooulis.com) and [www.albatrosscharters.com](http://www.albatrosscharters.com).)

Another noteworthy category on the menu of sailing trips for individuals (and couples) are offshore instructional voyages that are specifically meant to prepare participants for long-range blue-water sailing.

Operating as Mahina Expeditions, John Neal and Amanda Swan-Neal have made long careers out of exploring the globe with student-sailors aboard their Hallberg-Rassy 46 *Mahina Tiare III*. Many alums of their programs have gone on to cruise very successfully on their own boats.

This month they begin an eight-leg New Zealand to New Zealand circuit that will take them to Tahiti, the Cook Islands, Samoa, Fiji, Vanuatu, New Caledonia and Australia. *Mahina Tiare III's* 2012 schedule is similar. (See [www.mahina.com](http://www.mahina.com).)

This spring, summer and early fall, two-time circumnavigator Nancy Erley will run instructional programs for women only in the San Juan Islands aboard her 38-ft Colin Archer-style sloop *Tethys*. A highly respected teacher, she founded Tethys Offshore Sailing for Women to fill what she felt was a much-needed niche in the realm of sailing instruction. (See [\*\*Join a bareboat flotilla this summer in the Aegean, and you'll get to visit ancient harbors like this one that are rich in maritime lore.\*\*](http://www.tethysoff-</a></p></div><div data-bbox=)



# WORLD

shore.com.)

Another long-established source of offshore instruction that can be booked by the berth is Orange Coast College's School of Sailing and Seamanship. In addition of all sorts of top-notch near-shore instructional sailing programs, this school — which is probably the largest such institution on the West Coast — has been offering offshore sail training aboard its S&S 65 flagship, *Alaska Eagle* for decades. Although rumors are circulating that she may soon be put up for sale, there's still time to sail aboard this legendary former Whitbread Round the World winner during three summer legs: LA to Hawaii in July, as part of the TransPac; Honolulu to San Francisco in late July; or SF to her Newport Beach homeport in mid-August. (See [www.ocsailing.com](http://www.ocsailing.com) or call 949-645-9412 for info and availability.)



HAIJO OLIJ

**One way to combine exhilarating sailing with Antarctic exploring is to grab a berth aboard the 183-ft barque 'Europa'.**

In addition to all these options, there are a number of globe-trotting tall ships which offer adult sail training adventures that are completely unique to the experience of most recreational sailors.

Check out the 145-ft (LOA) brigant-

tine *Soren Larsen* ([www.sorenlarsen.co.nz](http://www.sorenlarsen.co.nz)), which does South Pacific circuits originating at its Auckland, NZ, base; the 179-ft three-masted barque *Picton Castle*, which is currently on her fifth circumnavigation; and the 183-ft barque *Europa* ([www.barkeuropa.com](http://www.barkeuropa.com)), which specializes in Antarctic voyages and transatlantic tall ship races, but also does shorter legs around Europe and elsewhere. Although you won't have your own private cabin with 'en suite'

head and shower, we can pretty much guarantee that time spent aboard any of these ships would provide a life-altering adventure that would definitely recharge your batteries and restore your zest for life.

So you see, with all these possibilities there's really no reason for you to sit at home in a funk. We suggest you

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— *latitude/andy*

### Charter Notes

As regular readers know, it's become an annual *Latitude 38* tradition to publish a complete **list of charter boats that operate in the Greater Bay Area** in every April edition — timed to coincide with *Strictly Sail Pacific*. Because we try to make the list as comprehensive as possible, we consider this project to be a great service to our readers. The only problem is we almost always leave out a boat or two that we were unaware of — a fact that makes 'comprehensive' our least favorite word in the English language.

Sadly, this year we did it again and, we're embarrassed to say that we actually featured one of them (*Freda B*) in these pages last September. As Homer Simpson would say, "Duh-oooh!" In any case here's the scope on this year's batch of 'forgotten charter boats'.



FREDA B

**Having arrived at the beginning of last summer, 'Freda B' is the newest large-capacity charter boat on the Bay.**

The **78-ft gaff schooner Freda B** was built of steel in '92 in Florida, and was bought last year by Paul Dines and Marina O'Neil to be the flagship of their company, S.F. Bay Adventures. She is Coast Guard certified to carry up to 46

passengers, making her one of the largest capacity crewed charter boats on the Bay. Berthed at Sausalito, she's available for all types of charters, including individually ticketed sunset and full moon sails, youth sail training, corporate team-building and more. For info or reservations, contact (415) 331-0444 or see [www.sfbayadventures.com](http://www.sfbayadventures.com).

If you're in the market for a smaller, six-passenger charter boat, consider the well-maintained **Sabre 30 Excalibur**. Because owner Jonathan Ganz, is an experienced sailing instructor, certified by both U.S. Sailing and ASA, as well as being a licensed captain, he offers personalized instruction in addition all types of charters, including team-building events and nighttime sailing lessons. *Excalibur* is berthed at Brickyard Cove at Pt. Richmond. Contact (866) 766-4904 or (650) 619-6896 or see [www.sailnow.com](http://www.sailnow.com).

Last month we listed one popular boat that charters on Lake Tahoe, but it turns out there are others. According to the owners of the **55-ft catamaran Woodwind II** she has the unique distinc-



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# WORLD OF CHARTERING

tion of being the largest sailing charter boat on the lake. But rather than boast about that, her owners like to say she's **"the world's highest catamaran."** Coast Guard certified to carry up to 50 passengers, she carries 1,500 square feet of sail and is capable of blasting across the lake at 20 knots.

With her full bar, sun deck, two underwater observation windows, and seating for 36 in her fully enclosed main salon, she offers plenty of creature comforts and a ride that's smooth enough for Great Grandma, even at top speeds.

From her base at **Zephyr Cove, NV**, she offers daily public sails (individually ticketed) from early April through October, in addition to private charters year-round for weddings, receptions, corporate functions and other special events. For further info, call Sierra Cloud Catamaran at (775) 886-6643 or see [www.tahoecruises.com](http://www.tahoecruises.com).

Elsewhere in the 'world of chartering' fleets all over the Northern Hemisphere, as well as those in the tropical South Pacific, are just beginning **their peak charter seasons**. If you haven't yet



TAHOE CRUISES

*The 50-passenger 'Woodwind II' glides across Lake Tahoe in the High Sierra sun. Keep her in mind during your next Tahoe getaway.*

locked in your plans for a summer sailing getaway, fret not. There's still plenty of time to lock in a boat for a splendid summer cruise. And the venue options are many.

Picture yourself blasting across a **Tahitian lagoon** accompanied by a boatload of friends with Hinano beers in hand, while fresh-caught ahi awaits

in the fridge. Our summer months also coincide with the prime sailing season in **Tonga**. It's truly unspoiled anchorages and gin-clear waters will amaze you, and you might even catch sight of some humpback whales, as they migrate there by the hundreds at this time of year. Also, don't forget that the annual **Regatta Vava'u** is slated for **September 7-13**, which promises a full week of fun, both ashore and on the water. Bareboaters and world cruisers mingle, race and party together while celebrating age-old Tongan traditions.

Closer to home, we're told there are still good boats available for charter in both the **Gulf and San Juan Islands**, as well as berths aboard the **'Windjammers' of Southeast Maine**.

Meanwhile, down in the sunny isles of the **Eastern Caribbean**, summertime may officially be hurricane season, but many sailors feels it's the best time to sail there, as the anchorages are much less crowded than during the peak winter months. So many charter options, so little time.

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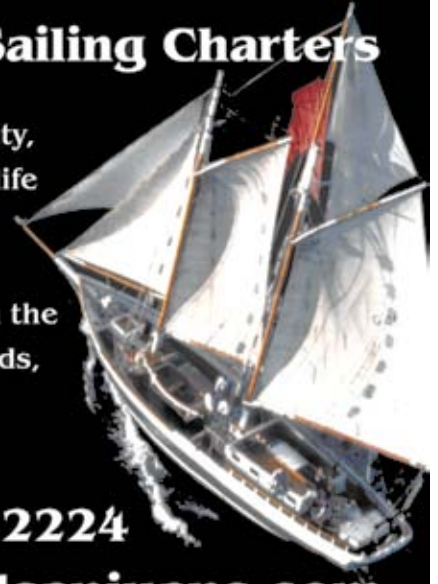
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# CHANGES

With reports this month from **Scarlett O'Hara** in Malaysia and Thailand; from **Blue Banana** in Barcelona; from **Seabird** on getting hailed on in northern Baja; from **Coco Kai** in Vanuatu, the Solomons and PNG; from **Lazy Daze** in Lanai; from **Windrose** in George Town in the Bahamas; from **'ti Profligate** in the French West Indies; and **Cruise Notes**.

## Scarlett O'Hara — Serendipity 43 John and Renee Prentice Malaysia and Thailand (San Diego)

Langkawi Island was our last stop in Malaysia before heading north into Thailand. The good news is that provisioning in Kuah Town, Langkawi, was excellent, although it required that we visit many small shops. Although Malaysia is a Muslim country, the selling of duty-free booze is a big business on Langkawi. Fortunately, Langkawi is home to many long time cruisers, who have compiled a definitive list of shops and services of interest to cruisers.

We left Langkawi on a Tuesday and motorsailed 44 miles north up the Malacca Strait — which separates Peninsular Malaysia from the huge Indonesian island of Sumatra — to Thailand's Koh Kata at an anchorage in the Butang Island group. The white sand beach was lined with palms and other vegetation, making it very inviting. We were so excited to see clear water again, that we jumped into the 85° stuff almost as soon as the anchor was set. It was beautiful, and we had Jimmy Buffett on the iPod, so what more could you ask for?

Two days later, we headed out to another anchorage 45 miles north. But half an hour into the trip — BANG! — a turnbuckle on one of the shrouds suddenly

**John and Renee found that the north side of Phi Phi Don island was much more tranquil than the tourist haven on the south side.**

failed. John did a good job stabilizing the mast, and we continued on to Koh Rok Nok, another nice Thai anchorage. The water was a little green, but still nice for swimming. We explored the beach and found the famous 'penis shrine' that friends Paul and Susan Mitchell, they of the 25-year circumnavigation with the schooner *White Cloud* and the sloop *Elenoa*, had told us about many years before. It's a major attraction in this part of the world for those with fertility issues.

Phuket, Thailand, is supposed to be a yachting center, so we're hoping to get several boat issues taken care of there. At the top of the list is the now suspect standing rigging for the mast, which we hope to have checked out and repaired by the famous Rolly Tasker outfit. We also want to get our new roller furling system installed. In addition, one of our PUR watermakers — the "good one", in fact — has died, leaving us with no spare. That's scary. It's things such as this that have us wondering whether *Scarlett* is ready for the long and often very windy, rough crossing of the Indian Ocean.

We've been in Thailand for a while now, and we love it! We are currently anchored off Monkey Beach on the north side of Phi Phi Don Island, about 24 miles east of Phuket. The south side is *very* crowded, with tour, dive and assorted speed boats churning the water like a washing machine. But the north side is calm, with only a few tourists.

Phi Phi Don is a tourist haven, with lots of junky tourist stuff, dive tour shops, ATMs, and restaurants. But it has a cool vibe and has been a nice stop — especially since we got the only mooring, and it's free. We paid some park fees at the last island, but have no idea what it covered and don't care.

So far it seems that boat workers in Thailand aren't necessarily very qualified. For example, having drowned our 15-hp Mercury outboard in Indonesia's Kumi River, we gave it to a local 'certified' Mercury agent for repair. After two attempts at this common repair, he gave up, with our 15 horses acting as though they only have the energy of three. We also tried to have two alternators rebuilt, and got them back in pieces. Thailand isn't Mexico. In fact, John



has decided that if something is beyond his repair abilities, it's beyond the skills of most yachtie workers in Southeast Asia.

But even when boat problems arise, we're still enjoying this crazy life of ours! And having now spent a couple of weeks in this country, our verdict is that Thailand rocks! Unfortunately, our Thai visas are only good for 30 days, so we'll soon have to do a 'border run' to get our visas renewed. Luckily for *Scarlett*, nobody cares how long she stays.

— renee 04/15/11

## Blue Banana — Gulfstar 50 Bill and Sam Fleetwood 14 Years Into A Circumnavigation (Monterey)

When couples go cruising, things rarely go to plan. Bill and Sam Fleetwood, for example, originally intended to do a seven- to 10-year circumnavigation. "We've been out 14 years now," laughs

JOHN HOLMES



The 'penis shrine'.

THAI TOURISM





LATITUDE / RICHARD; SCARLETT O'HARA; BLUE BANANA

the Fleetwoods honed their cruising skills as they went along. "We installed a SSB radio in San Diego right before the start of the Ha-Ha, just like a lot of people do," says Bill. "About half an hour before the first roll call, I said to myself, I'd better figure

out how to use this thing. But the Poobah said our signal was loud and clear."

"We subsequently started a couple of cruiser SSB nets in the South Pacific and Australia," says Sam, "some of which are still active. We're still using the same Icom 710, although we did have to get some corrosion picked out of it when we got to Athens."

Everybody asks cruisers which are the best places they've ever been, so we asked the Fleetwoods about the worst. It took them a long time to think of any, but finally Bill mentioned the Sudan and Eritrea. "The poverty was so terrible in those countries that it was unpleasant."

"On the other hand," says Sam, "the diving in the Red Sea was fantastic. Even though we had to motor into the wind for the last 500 miles, it was still worth it."

Getting to the Red Sea, of course, required that they transit the Arabian Sea's 'Pirate Alley'. "We passed through there in '07," says Bill, "but I can tell you that we wouldn't do it now."

"It was dangerous enough back then," says Sam, "but it's gotten much worse. We don't know what you're supposed to do now, put your boat on a ship from the Maldives to Turkey for \$30,000?"

Curiously, the couple carried a 12 gauge shotgun. "We're not 'gun people,'" says Bill, "but we smuggled it onto *Blue Banana* when we were in Malaysia so **Pirates now make it very dangerous for cruisers trying to get to the Red Sea, but for those who make it, the sea life is spectacular.**

**Spread; Bill and Sam Fleetwood, who met through the *Classy Classifieds*, are now 14 years into their "seven to 10-year circumnavigation". Inset right; The couple's reliable Gulfstar 50 'Blue Banana' in a colorful anchorage. Inset left; John and Renee Prentice of 'Scarlett O'Hara.**

Bill, "and we've only made it as far as Spain."

Of course, that the two got together as a couple wasn't planned either. "I took out a *Classy Classified* ad in *Latitude* advertising for a family to sail with," remembers Sam. "And Bill responded. I guess I should have specified no single men, because he didn't even have a boat at the time while I had three — a Shields, a Mercury and a Laser."

But the two quickly became a couple. In fact, they bought a Catalina 36, also through the *Classy Classifieds*, and shipped her up to the Pacific Northwest for three months of cruising. They christened the boat *Whirlwind* in honor of the speed at which their romance developed, and naturally got married.

Upon their return to California, the couple sold *Whirlwind* and purchased

their Gulfstar 50 *Blue Banana*. The couple did Ha-Ha #4, which was back in '98, and in the spring of '99 crossed to the Marquesas and South Pacific.

"The Gulfstar has been a perfect boat for us," says Bill. "She's always been a perfect lady, and never done anything to harm us. And she's easy enough for an old guy like me and a young woman like Sam to handle."

"We like the ketch rig," adds Sam, "because if the wind comes up, we just drop the main and go with a headsail or staysail and mizzen."

"When we crossed the Pacific," Bill recalls, "there was a period of about a week during which time we didn't fly the main at all. It was always either a spinnaker or genoa and the mizzen."

Like a lot of new cruisers,



YUSEF THIN

# CHANGES

we'd have a weapon when we passed through Pirate Alley. Once we left the Red Sea, we didn't want it anymore, as we were certain we wouldn't be allowed to bring the gun into Israel. So we threw the it and all the ammo overboard."

Sure enough, as soon as they got to Israel, a security agent came aboard and asked if they had any guns.

"The best place we've been so far has been French Polynesia," volunteers Sam. "It's so beautiful and exotic, and the people are so beautiful and friendly. French Polynesia has a magic we haven't found anywhere else in the world."

"Where else could you see a guy driving a D-6 Caterpillar while wearing flip-flops, a flower behind his ear, but no hard-hat?" laughs Bill.

"Of course," adds Sam, "Thailand is great, too. The islands there are fantastic, and the water is warm and clear."

"We were anchored just off Phuket when the horrible tsunami of '04 hit the Indian Ocean," recalls Bill. "We looked in our rear view mirror, and all we could see were disaster and mayhem. Last winter we were in Tunisia, where the revolutions of the Arab world started. And before that, we'd been in Yemen, the site of current turmoil. Our friends call the disasters that befall as the countries we've been to the 'Blue Banana Effect'. But we haven't been to Libya, so nobody can blame that on us."

"Blue Banana is currently in Barcelona, which — except for the pickpockets — is wonderful!" exclaims Sam.

"Pickpocketing is the national pastime

**The historic Barcelona waterfront, where the burgee of the local singlehander's yacht club features a hand 'flipping the bird'.**

of Spain," agrees Bill. "It's right behind soccer in popularity."

"Nonetheless," continues Sam, "everybody stays out all night and has lots of fun. In Spain, you have a big lunch of two or three hours, then you have a few tapas in the evening, then you socialize the rest of the night."

The couple — the lucky stiff — plan to spend almost the entire summer in Spain's wonderful Balearic Islands. "This winter we'll be sailing across the Atlantic," says Sam, "so we're planning to see the Wanderer in the Caribbean."

We just hope their plans don't change again.

— latitude/rs 04/15/11

## Seabird — Swan 51 Lou Freeman What the Hail! On a Bash? (San Diego)

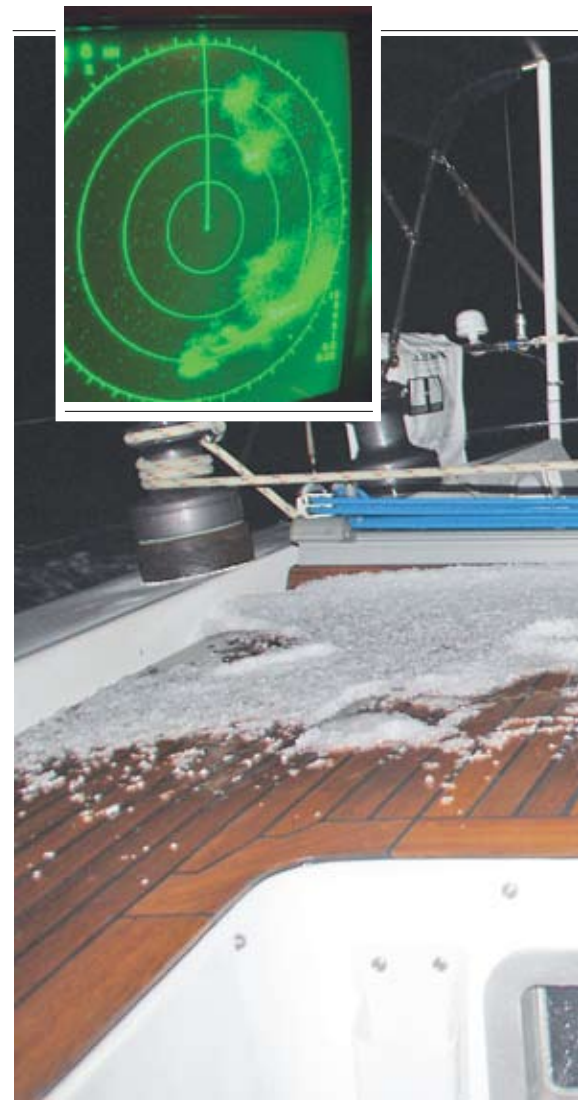
I was enjoying a nice weather window for the last leg of my fourth singlehanded Baja Bash in early April. Both the GRIBs and weather guru Don Anderson were in accord that there should be light winds for the last 80 or so miles from Cabo Colnett to San Diego. But then the sky off Colnett began to look really ugly.

Since I had a cell phone connection, I called my son and daughter-in-law in San Diego, and asked them to email me all the weather info that they could get — and ASAP! I told them that despite my being a veteran of many ocean miles, the look of the sky was making me very nervous. So I didn't care if they were getting ready to go to bed, I needed them to get me the latest weather information.

Before long, squalls began to appear on the radar. When your radar 'sees' weather, you know you're in for something. Soon the wind speed increased slightly, and there was some rain accompanied by unwelcome flashes of lightning.

About 9:30 p.m., my daughter-in-law Jean emailed me a weather warning.

According to the weather service, a "cold upper level low will continue to bring scattered showers and isolated thunderstorms capable of producing gusty winds, small hail, brief heavy rains, and potential for water spouts over the coastal waters." I passed the report on to *Going South* and *Marionette*, two boats travelling north in company with me. We then settled into a late-night



and early-morning period of squalls and shifting breezes.

I went on deck to drive at about 3:30 a.m. because the shifting winds necessitated constant tacking and course adjustments. Fifteen minutes later, it got colder — and hail started pouring down! I was under the bimini, so it took a moment to figure out that it was indeed 'hard rain'!

I eventually looked down to see that I was standing in three inches of icy slush! And I wasn't wearing any socks with my boat shoes. It was all over in less than 30 minutes, but because it was so unpleasant, it seemed to last much longer.

It seems to me that the weather had no respect for the borders between countries. What's the deal with hail off the coast of Mexico?

But as we passed Todos Santos about dawn, the skies were clearing up and life seemed to be much better. When I arrived back home in San Diego the following

LATITUDE/RICHARD



**Moorea and French Polynesia have been the favorites so far.**

LATITUDE/RICHARD



# IN LATITUDES



ALL PHOTOS COURTESY SEABIRD

*Spread; What the hail?! Inset left; The nasty stuff could even be seen on the radar. Inset right; Lou, after the sun came out.*

morning, it was bright and clear.

— lou 04/15/11

**Coco Kai — 65-ft Schooner  
The CocoNuts  
Vanuatu, the Solomons and PNG  
(Long Beach)**

Greetings Wontaks! We are now in Madang, Papua New Guinea, "one of the prettiest towns in the Pacific". It's nice to be back in a town, enjoying finding things such as ice cream and whole wheat bread, after being completely off the grid for most of the past six months. Our last update left off in June of '10, with Jen and Coco off to the States, and Greg and Ducky boat-sitting in Port Vila, Vanuatu.

The gals got back to Vila just in time for the celebration of Jen's 'Big-O' birthday, which happened to be the same

Saturday as the annual charity horse races, the social event of the year! The ex-pat community, and lots of locals, turned out in their finest attire to sip Moet champagne, place a few bets, and compete in the best-dressed contests. Coco got tapped to enter the young lady's competition, but alas, didn't have enough feathers and baubles to compete with the outlandish attire of the locals. The racing wasn't up to Kentucky Derby standards, with fewer jockeys than horses finishing most races, and Mother Hubbard dresses for those entering the lady's race.

We left Vila a short time later to spend several months working our way up through the amazing western isles of Vanuatu. We spent three months moving northwest through the 'savage' Solo-

mons, then continued on to the eastern islands of PNG, and are now working our way down the west coast of the 'mainland', with our goal being to reach Australia by the end of April.

These travels have taken us to some of the most remote and primitive places on earth. The people in these areas are darker Melanesians than the 'butterscotch' Polynesians we encountered in the Eastern Pacific. Outside a few larger cities, the locals live in small, family-based villages — as they have for



*Greg and Jen, as seen in the early days of their cruise.*

thousands of years. Magic still abounds, and competes with the Christianity that was introduced by missionaries.

The islands of Vanuatu, the Solomons, and Papua New Guinea are so mountainous and rugged that hundreds of different languages have evolved over the centuries. Pidgin is the common tongue, and we have picked some of it up along the way. 'Wontaks' — or 'one talks' — are the small group that speak your local language, and as a result are your responsibility. This has the advantage of creating an amazing social safety net. The downside, however, is there is no private property. If you bought an extra bag of rice, any of your wontaks can — and will — help themselves. The ex-pats who marry local ladies soon find that the rest of woman's extended family — man, woman and child — move right in with them. It makes the "horrible mother-in-

*Greg and Jen, now that they've been out a few years and have 'gone native' in some remote parts of the world. Just kidding!*



VANUATU TOURISM

# CHANGES

law" stories of the States seem tame by comparison.

We had to laugh when a local kid asked us if our friends on another boat were our wontaks. Considering how we cruisers all look out for one another, we suppose it's true. But it's been an amazing nine months full of insights and adventures.



**Local transportation, Vanuatu style.**

Vanuatu is made up of two parallel chains of islands. We had worked our way down the eastern group to Port Vila last spring, and after returning from the States last June, began working our way up the western chain — meaning Epi, Malekula, and Espiritu Santo. We stopped at many amazing anchorages, where we met friendly locals, traded for fresh fruits and vegetables, visited 'magic sites', and snorkeled all the remote reefs. One magic site had a tall rock holding the spirit of a powerful chief. It gives off a ray of light that is only visible in the developed film.

In the sheltered Lamén Bay of Epi, Coco and Jen had the honor and the privilege of snorkeling with the resident dugong, which is the endangered cousin of the manatee. This gentle giant was just snuffling his way along the bottom, eating weeds with his weird and wonderful vacuum cleaner of a snout.

At Malekula, we met Kristine, a lovely Norwegian 'Margaret Mead' who had been living with a local family for a year. As their culture dictates, she was adopted as an official member of their

**Coco and Jen had the privilege of snorkeling with a dugong, a weird-looking relative of the manatee, at Lamén Bay, Epi.**



COCO KAI

family. We enjoyed dining with her family for our first taste of *laplap*, which is the, well, interesting national dish. It consists of a doughy paste made from local root vegetables, and is mashed into a flat circle a few feet in diameter. It's then stuffed with fish or pork — the later sometimes with the hairy skin still attached. After being wrapped in large leaves, it is buried and baked on hot coals for a few hours.

Every village seems to have a slightly different version, and competition is fierce on whose is the best. We were schooled in the etiquette of eating the finished product. Rich coconut milk is squeezed into an indentation made in the middle of the baked *laplap*, which is then cut into big chunks. You pick your chunk, then break off small pieces to dip into the warmed milk. No finger or double-dipping please!

Some of the best *laplap* we tasted was at a village fund-raiser to help a local lad meet the 3,000 vatu price for his beloved on another island. Marriage is an expensive proposition here, too, and sometimes it's only after many years of cohabitation and arrival of children that the marriage is finally official.

Our last stop in Vanuatu was Luganville on Espiritu Santo, which was a large U.S. bomber base during World War II. We dove the famous — and amazingly intact — wreck of the *USS President Coolidge*, the holds and decks of which are still littered with Jeeps, landing craft, machine guns, helmets, dishes — and even a crusty typewriter.

Another Santos highlight was the Millennium Cave Tour. The *Lonely Planet Guide* made it sound like just a nice stroll through the rainforest. But it ended up being a grueling five-hour, mud-infested hike, involving slipping and sliding up and down ravines, clinging to rough branch "ladders" to avoid plunging to certain death down steep cliffs, and sloshing in thigh-deep water for a mile through a bat guano infested cave. It finally came to an end with a boulder scramble through river rapids to the start of the 'hidden valley', an incredibly beautiful river gorge. We had a relaxing float on our "Dora the Explorer" or inflatable dinosaur doughnut rings (Greg put up a serious battle to avoid getting stuck with a "girly" ring) down this most beautiful, peaceful bit of



heaven, only to have our float end too soon with a hike up the "steep bit" — the scaling of a water fall — before the final 90-minute hike back to the van. Coco, of course, had a fabulous time scampering ahead with a couple of "20-something" backpackers while Jen brought up the rear, and Greg amused himself by recording all the embarrassing moments on film! Oh, to be 11 again!

In late August we left Vanuatu to head north to the Solomon Islands. More on that next month.

—jen 03/15/11

**Lazy Daze — Ericson 41  
Rick Daniels  
Cruising Lanai  
(San Diego)**

I've been having a great time here in Hawaii since arriving after my 24-day crossing from San Diego back in July of last year. Manele Bay, a very small and sheltered harbor on Lanai with just 22 slips, is one of my favorite places. Most



# IN LATITUDES

ALL PHOTOS LATITUDE/RICHARD



**Yachts in Puerto Rico? You bet. With nearly 1,000 boats, Fajardo's Puerto del Rey Marina is the largest in the Carib. It's the tropics, so bottoms — and tops — have to be cleaned of vegetation regularly, strap-downs are necessary during hurricane season, and chickens are part of the scene.**

of the slips are rented out, but there are a few available for short term use. It's also possible to Med moor to the seawall. The harbor has power and water on the docks and in restrooms, but no hot water. The latter doesn't matter, because water comes out of the tap about at 78 degrees.

It's when swimming off the beach at Manele Bay that you'll most likely have an encounter with the very friendly spinner dolphins. Whale season just ended here in the islands, and for the previous three months there were literally hundreds of whales and calves, breaching and blowing everywhere.

One of the great things about the 15-by-15-mile island is that it's virtually deserted, with just over 3,000 residents. The island used to be a Dole pineapple plantation, but is now privately owned. For the most part it's just open fields,

forests and jungle. And you might not expect it, but there are lots of deer, too.

The only town is Lanai City, which is so small and quiet that it doesn't even have a stoplight. The town originally provided housing for the plantation workers. It's laid out around large and open Dole Park, which has some of the most beautiful fir trees I have ever seen. They are hundreds of feet tall and straight as an arrow. The town surrounds the park, and is just two streets deep. That's it.

There are also two luxury hotels managed by the Four Seasons group, and two world class golf courses.

The hiking on Lanai is awesome. There's also a ferry that runs between Lanai and Maui four times

a day. There are no buses on the island, but the hotel shuttles go everywhere. Of greater interest to sailors, there are anchorages all around the island.

Before I got to Hawaii, I'd heard lots of talk that sailing here wasn't much fun. But I've found it to be awesome. Sure, there are fewer full service harbors, and slips are hard to come by, but that's slowly changing. Harbors are being repaired and rebuilt, and most of the damage from the recent tsunami has also been fixed.

Most of the harbors on the west side of the Hawaiian Islands were damaged by the March 11 tsunami.

Fortunately, most of the boatowners took their boats out to sea to wait it out. It was the boats that weren't taken out to sea, for one reason or another, that were damaged.

In addition, docks were ripped from their pylons, electrical service was flooded and shorted out, dock boxes were washed away, and parking lots were flooded. The seawall in Lahaina kept the water out of the downtown area, but the harbor and 'sport boat row' flooded.

My *Lazy Daze* was on a mooring, and I was delivering a Cal 43 from San Diego to Maui when the tsunami hit. Luckily, I had some good friends watching over my boat. They took her out to 2,000-ft-deep water with all the other boats from Lahaina. They waited out there for two days until the harbor was reopened.

My view of Hawaii is that these islands are every bit of all the good things I'd heard about them — and more! And it's

**You can get anywhere you want in the world from Lanai. You just can't get to most places very quickly or economically.**



**Shipwreck Beach. The origin of the name is a mystery.**



LARRY THE LANAI GUY

# CHANGES

always warm.

— rick 04/19/11

## Windrose — Tatoosh 42 Steve and June Jones George Town Cruising Regatta (Sausalito)

Steve and I have been anchored here at Stocking Island, off Great Exuma in the Bahamas, for more than a month.

We stayed so that we could participate in the George Town Cruising Regatta, along with the crews of 300 other boats. It's been a lot of fun. The weather has been good, too, with sunny and breezy days only interrupted by two rainy afternoons. Steve quickly became brown as a nut,

and I even got a very light tan. We've both become accustomed to walking barefoot.

Every morning Steve would get up early to listen to the weather forecast by Chris Parker from Florida. (When Parker later showed up at the regatta, we attended five of his seminars, learning lots about radio and satphone equipment, as well as software and forecasting. We also attended seminars on other subjects dear to cruisers, such as fishing, battery charging, cooking aboard, and so forth.)

After the weather, we'd listen to the George Town cruisers' radio net. As is the case with most nets, local businesses, regatta organizers, and cruisers would call in with information, and cruisers would call in with reports of things they wanted to buy or sell. Those who needed mechanical, electrical or other assistance could usually find help from

**George Town, Exumas, Bahamas, from the air. This is what it looks like — shy about 250 boats — during the cruisers' regatta.**



**This is the bridge that must be passed under to get to Lake Victoria.**



someone in the community who either had or knew what they needed. The net was a great way to keep up with what was going on around the harbor.

We'd follow the net with breakfast, then try to complete a few boat chores, such as cleaning, organizing, varnishing, sewing — and Steve's endless equipment repairs. Usually we'd also have to run the engine to cool down our refrigeration.

Every third day or so, we'd take our dinghy to town, which was a mile to the southwest on Great Exuma Island. We'd stop at a small beach inside the Government Dock to drop off our garbage, and then head for a bridge with a narrow stone tunnel that led into enclosed Lake Victoria. It's on the shore of this lake that Exuma Market maintains a dinghy dock. The market provides free water for cruisers, so there were usually several dinghies lined up next to the hose waiting to fill their jerry jugs. Typically there are about 30 dinghies tied up to the dock, so you can't help but make cruising friends.

Exuma Market has a good selection of foods, but the prices are sometimes double or higher than Florida prices. For instance, zucchini was \$4/lb and a small box of mushrooms was \$5. Fortunately, rum was a bargain! A couple of local farmers sold fresh tomatoes, cabbage, papayas, onions, and so forth. There is a laundromat about a block from the dinghy dock, and it's also an easy walk to the liquor store, gas station, small hardware store, a couple of banks, a few restaurants, a post office, the propane place, the WiFi spot, and a few shops. It's a small town, centered around the government buildings and the dock where ferries and small shallow draft island freighters dock.

We always enjoyed our trips to town, but the dinghy ride back across the harbor — and into the wind — got pretty salty. Because of this, the groceries and backpack had to be put into plastic bags, we had to put on rain gear, and I often removed my shorts to keep them from getting wet. We'd then motor across the harbor as quickly as our little dinghy and 4-hp motor could manage. Once back at the boat, we'd jump into the shower at the back of the boat and rinse all the salt off.

As you might imagine, both planned and informal parties sprang to life almost every evening during the regatta. There were quite a few good musicians in the group, plus we enjoyed



Rockin' Ron's collection of dance music at several dances. These dances were usually held at the Chat 'n Chill bar and restaurant on the beach just ashore of our anchorage. The place serves up delicious burgers, conch burgers, and rum & tonics.

The beach curves around behind the restaurant and frames three small hurricane holes. From the center of these, there is a short path to the windward side of Stocking Island, which has a long, sandy beach that's a good place to look for shells. Sometimes we hiked to the summit of the island — all of about 70 feet — to the monument that overlooks the harbor.

Adjacent to the Chat 'n Chill are a couple of volleyball courts, a bunch of picnic tables under the trees, and a bulletin board. This was ground zero for the Cruising Regatta. Sometimes we also went to the nearby St. Francis Resort for events and seminars.

During the regatta, we participated in the Coconut Challenge, which consisted

# IN LATITUDES



BAHAMAS TOURISM



**Spread; A big store in 'downtown' George Town. Upper right; "Did somebody say free water!" Upper left; Typical Bahamian scenery.**

of teams of four collecting coconuts and paddling inflatables with swim fins. We also did the around-the-harbor race, and the around-the-island race with *Windrose*, taking third in our division! Nor did we miss the small boat races, Trivial Pursuit night, an 'all sand trap' beach golf tournament, and the arts & crafts events.

Steve was a star at the dinghy races. He spent a couple of days rigging our 8-ft dinghy with old El Toro parts and a sail-board mast, and I awoke the day of the races to the sound of him hacksawing away at the mast. Despite having never sailed our dinghy before, he took third in that race. He also got second in the dinghy and kayak paddling races. So we now have several red and yellow regatta award flags flying with our Richmond YC burgee below our port spreader.

Saturday night was the regatta's grand finale — a variety show and picnic

staged at the park in town. This event was a benefit for the Family Island Regatta, the native Bahamian sloop races in April. The Cruising Regatta also presented hefty donations to other local causes. Cruisers sang, played music, danced, and put on skits and a short play during the variety show. Steve and I sat on cushions on the ground in the front row, snuggling together against the cold night wind, and really enjoyed the show.

But the best part of the regatta was the opportunity to become fairly good friends with a lot of cruisers, and getting to spend time with them ashore and on their boats. Steve and I really enjoyed the community aspect of the gathering.

This week we've been waiting out a stiff easterly wind, but hope to leave soon for St. Thomas in the U.S. Virgins. Meanwhile, we've been working on the boat. This weekend there is a local music and cultural fair at the park, so we will get to hear some good 'rake and scrape',

which is what they call Bahamian music in these parts.

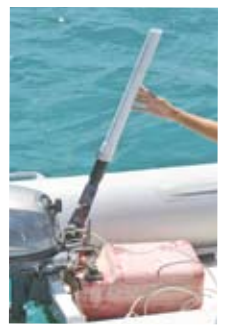
—june 03/20/11

## **'ti Profligate — Leopard 45 The Wanderer and de Mallorca Au Revoir To Spray And Wet Butts (St. Barth, French West Indies)**

"Get off your ass!" It's not just an admonition to do something with your life, but it's also — if you're careful — a good way to enjoy cruising more. We — lucky us — get to spend a couple of months each winter at the *Latitude* office in St. Barth aboard the publisher's Leopard 45 cat *'ti Profligate*, which spends the rest of the year working her butt off in a yacht management program in the British Virgins. For years now, the biggest — and about only — pisser of the whole season in St. Barth has been getting wet each morning when going ashore in the dinghy.

Our routine is as follows: wake up, jump into the warm blue ocean, wash up on the back deck, rinse with fresh water, get dressed, then hop into the dinghy for the ride ashore to put in eight hours of hard work in the chaotic internet cafe. Because the wind always blows in the Caribbean, and it's always upwind from the cat to the harbor and the dinghy dock, it would usually take all of about 30 seconds of our being in the dinghy before our freshly-washed upper body got at least a light coating of salt spray. And/or a wavelet would come over the inflatable tube, soaking our asses for the rest of the day. While the water was always plenty warm, we nonetheless found it an extremely exasperating way to start the day.

Thank God the solution — which is ***If you stand up while dinghying into town, you'll keep your butt dry, making for a more pleasant day at the computer.***



***Twist a big stick and your butt won't get wet.***



JOHANNA

# CHANGES

certainly not a new one — was simple and cheap. We bought a three-foot section of PVC tubing and two hose clamps. We made four three-inch cuts in one end of the tube to make it flexible enough to fit over the outboard's tiller, then



**Want to wear a thong? Better stand in the dink, lest you get butt rash.**

used the two hose clamps to secure the tube in place around the tiller. Total cost? About \$5. Total amount of labor? About 15 minutes. Degree of difficulty? Even a publisher can do it.

Thanks to the tiller extension, we could then stand up in the center of the dinghy, firmly holding onto the painter to help maintain our balance. Bending one's knees upon the dinghy's contact with any wakes was critical. The net result was that we no longer got our ass wet, and we rarely got any spray on our freshly-washed body. And if we did get spray, it was only on our lower legs, which for some reason didn't seem to bother us. If you don't believe small things can make a huge difference in the quality of your cruising life, you've never tried this.

But — and this is as big as a butt on a Kentucky Fried Chicken-eating 500-pounder — standing up while riding in a dinghy may be dangerous. For example, it's probably easier to fall overboard if you're standing up — particularly if you hit a confluence of boat wakes — at which point your dinghy might do a 360 and come back and run you over. To prevent this, we always lean back, holding onto the painter with our

**Sitting while driving a dinghy is so 'old school'. On the other hand, it's also much safer than driving while standing up.**

right hand, and keeping our left hand on the throttle extension. At least as important, we keep our knees bent, as they are the shock-absorbers. Probably doubling the risk is the fact that de Mallorca also stands in front of us, holding onto the same painter. But what the hell, life is full of risks. And on a scale of risky things done on boats in the Caribbean, this doesn't even register at the bottom of the scale.

Because of the possible danger — hey, people fall off their dinghies when sitting down, too — we don't recommend that anyone else make this modification or use this technique. We're just reporting what's worked great for us.

— *latitude/rs 03/15/11*

## Cruise Notes:

If somebody had asked us a month ago what the **safest cruising destination** was in the world, we'd have said it was St. Barth in the French West Indies. But as if to prove there is no place that is immune to senseless violence, particularly the senseless kind fueled by drugs, there was a murder on the nearly always carefree island of 10,000 on April 3. Not only was it an atypical crime for the island, which hadn't seen a murder in 12 years, it was atypical of most murders in that a younger white woman violently murdering an elderly black woman. Specifically, a 32-year old white French woman from Guadeloupe stabbed the helpless 57-year old Haitian housekeeper Maricèle Vincent over 30 times. Further, it took place on the main road not 200 yards from where we were taking an evening stroll on the quay.

According to Sonja, a French-Canadian friend who had gotten a ride into town with a French guy, they came across a white woman stabbing an elderly black woman in the middle of the road. When the driver jumped out to confront the reportedly drug-crazed assailant, the bloodied Haitian woman stumbled into the passenger seat with Sonja. Confused

by the situation and fearing for her own life, Sonja hopped over into the driver's seat, then ran off down the road to the quay, where she bumped into us. By the time we got to the scene, the authorities had arrived. But in the meantime, the young French woman had somehow managed to fend off the driver, and repeatedly stabbed the Haitian woman, resulting in the



poor housekeeper bleeding to death on the street.

Maricèle's three sons, all of whom live on nearby St. Martin, denounced what they described as the incompetence of the St. Barth authorities. After all, the assailant was well known to police and mental health authorities, and had become increasingly aggressive to others, doing things such as making racist insults, pulling a knife, and throwing stones at people and pets. The island's vice president of social welfare said the *gendarmes* couldn't have done anything because nobody had filed an official complaint — an assertion disputed by several people who said they had done just that. Further, when there's a law enforcement emergency on normally peaceful St. Barth, the 911 call goes to the island of Guadeloupe, which is 150 miles away. If someone there decides action needs to be taken, they call the island of St. Martin, which is 15 miles from St. Barth, and where someone makes the final decision whether or not to call someone on St. Barth. As a result of the inefficient system, it apparently



# IN LATITUDES



PHOTOS COURTESY AQAFELLE

*Inset upper left; The site of Maricèle Vincent's murder and memorial, not more than 200 yards from the quay. Spread; Upon further review, and the evaluation of about 100 kids, inflatable SUPs are an entertaining addition to any cruising sailboat in the tropics. Inset lower left; More SUP fun.*

took a very long time — perhaps more than two hours — for *gendarmes* on St. Barth to respond to reports of a crazy woman threatening people with a knife. When they finally did respond, it was too late. Even then, the assailant managed to stab a *gendarme* on the wrist before trying to swim away. It was a murder most foul, and hundreds of people, black and white, turned out for a memorial service at the murder scene.

Despite the appalling murder of an innocent woman, if anyone asked us what the safest cruising destination in the world is, we'd still say St. Barth. We view the incident as being as random as getting struck by lightning.

A tip of the *Latitude* hat to John and Janet Colby of the Portland-based Hylas 42 *Iris*. After both had been back in Portland and undergone cancer surgeries, it was unclear if they'd be able to sail again. But not only did they sail again, they did something few cruisers do — they sailed east to west along the entire length of

Australia's Great Southern Bight. More in next month's *Changes*.

What are **the differences between cruising in Mexico and in the Eastern Caribbean?** The sailing conditions comprise one of the biggest ones. The wind never really stops blowing in the Caribbean, with 20 knots the average in December and January, and 10 to 18 knots the rest of the year. Naturally, you get big seas with a big breeze. The wind tends to be much lighter and less consistent in Mexico, and there are frequent periods of calm. The Caribbean water is also much more blue than off the Pacific Coast of Mexico, and the water stays warmer throughout the winter. On the other hand, Mexico is much less expensive, the people of Mexico are about 100 times more friendly, and there is infinitely more sea and bird life. In addition, it almost never rains in Mexico in

the winter, while in the Caribbean you get squalls every couple of days. You might think that winter squalls are a bad thing, but they are actually a very good thing. Just ask anybody in Mexico if they wouldn't want their boat to get a complete freshwater washdown every couple of days.

What kind of vessel do you need to make an open water passage or sail across an ocean? That's a common question. The answer is that it depends on which ocean and which way you're headed. If you're going to sail the Baja Bash, for instance, you're going to need a real boat, preferably one that sails to weather pretty well. But if you're going to sail 2,800 miles west across the Atlantic from the Canaries to the Eastern Caribbean,



*The 'An-Tiki'.*

which is almost always all downwind, just about anything that will stay afloat will do the job. This was proven in March by Anthony Smith, John Russell, David Hildred, and Andrew Bainbridge of the sailing raft **An-Tiki**. The 40-ft raft was built of four 40-ft long PVC pipes and 14 cross-pipes, and the power was supplied by a single 400 sq. ft. sail on a 40-ft mast. Crude as the raft sounds and is, the old men — ringleader Smith is 85 — made it across in 66 days, averaging about four knots. "What else do you do when you get on in years?" explained Smith, who funded much of the project with money he got in a settlement after being hit by a van. "There was nothing to be scared of," said the 61-year-old Russell, "we're old men." Sixty-one is old?

"There was a little excitement on the afternoon of March 25 at the very popular but normally quiet anchorage

**When the sloop 'Fire Fox' slipped her anchor and drifted aground, four cruisers in their dinghies immediately came to the rescue.**



CAMELOT

# CHANGES

of La Cruz on Banderas Bay," report Tom and Lori Jeremiason of the San Francisco-based Catalina 470 **Camelot**. "Word went out on the cruisers' net that a vessel, **Fire Fox** from Boulder, Colorado, had slipped her anchor, floated east, and made a soft grounding on nearby Punta Pelicanos. At least four cruisers responded in their dinghies as soon as the announcement was made. Others, including Philo, went around La Cruz in search of the distressed boat's owner. Within 10 minutes of the report, the vessel had been pulled off the sand and moved into Marina Riviera Nayarit. Her anchor and rode were missing, leading to the conclusion the anchor line had failed in the afternoon winds. Just another sunny day in paradise!"

"I'm now based in Cartagena, Colombia," reports John Haste, who many years ago sailed out of San Diego aboard his Perry 52 cat **Little Wing**. "Our original intention was, after selling our house in Panama, to buy a house with a dock in Fort Lauderdale. But with no bottom in sight in the real estate market, we decided to buy a Toyota Land-Cruiser



LATITUDE / NICK

**John Haste's 'maybe for sale' catamaran 'Little Wing' beating her way up the Anguilla Channel during the '05 Heineken Regatta.**

and explore South America. But cruising plans change as swiftly on land as they do at sea, particularly when the chance fell into our lap to buy a gated estate with a 5,000 sq ft house, pool,

and a spectacular 180-degree view of Cartagena and the ocean. And for the price of a one-bedroom condo in a not-particularly-good-neighborhood of San Diego! To maintain my passion for sailing, we decided to join the local races they have here every Saturday. Unfortunately, there aren't many people with big boat sailing experience, particularly on big cats in the trades, around to crew. Actually, it wasn't a problem until we had to jibe in from sea to cross the narrow channel at the seawall off Boca Grande, a place where the wind both increases significantly and comes forward. In any event, we found ourselves crossing the sea wall at 20 knots, flying a hull so high that the weather rudder came out of the water! It's the closest I've come to a sailing disaster, and has me thinking that perhaps I should go back to racing light 30-footers. It's been a very difficult decision, but I'm now willing to consider offers on *Little Wing*, which has hit speeds — with photo evidence — of over 29 knots. If anybody is interested, they can email me at [littlewingjohn@hotmail.com](mailto:littlewingjohn@hotmail.com).

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com."

Kristina Westphal of La Jolla has had a rather exciting life. Born in Germany, she and her family moved to La Jolla when she was four, and she grew up in that pleasant town. Twenty years ago, she traveled to Ho Chi Minh City to be a volunteer English teacher to the Vietnamese. While there, she met and fell in love with Andre von Bijsterveld, a Dutchman who was building a brewery for Heineken in Vietnam. This most international of couples now have two children, Amanda, 6, who was born in Amsterdam, and Isabel, 4, who was born in Cambodia while her dad was doing construction on a skyscraper. Anyway, the family of four has taken a year off to cruise their Beneteau 473 **Uno** in the rarely-visited Andaman Islands about 400 miles off the west coast of Thailand and Myanmar. We'll have a more detailed report on their adventures in the next issue.

That Kristina turned out the way she did almost certainly has something to do with her father Reinhard, who

retired as a shipbroker at the ripe young age of 35, and who has been pursuing various hobbies ever since. For example, he's one of the few adult males in La Jolla who attended a year's worth of auto mechanic classes at a community college just for the fun of it. Reinhard loves sailing, too, which is why he did the '99 Ha-Ha with his Panda 40 **Taka Ko**.

"After doing the Ha-Ha," Reinhard told us during a telephone interview, "I singlehanded *Taka Ho* to the Galapagos and Tahiti, but my South Pacific cruising plans had to be cut short because my mother-in-law passed away in Germany. I eventually sailed back via Hawaii to San Francisco, where there was a buyer for our boat waiting on the dock. I had to sell



**A great deal on a Hallberg-Rassy in Turkey resulted in Reinhard and his wife going cruising again for three summers.**

her because my wife said my sailing days were over since we had grandkids. But I later learned about a Hallberg-Rassy 42 for sale in Turkey for just \$100,000 — in part because at the time the euro and dollar were trading at parity. It was such an amazing deal that when I flew to Turkey and saw the boat, I had to buy

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# CHANGES

her. I got around my wife's objections by telling her I wasn't buying the boat for fun, but rather as an investment. Indeed, I would sell the boat three years later in Florida for \$180,000.

"Of all the places in the Med, my wife and I had the most fun in Turkey. Greece was more beautiful and is more interesting, but the Turks were so much nicer and more polite than the Greeks. It's sort of like the difference between the Vietnamese and the much warmer Cambodians. I didn't think the Med was that expensive, and certainly not as expensive as northern Europe. Slips were about 30% less than in the States — of course, this was back when the dollar bought so much more than it does today. Nonetheless, I'd still recommend cruising the Med. Having singlehanded on almost all my other ocean crossings, I took three crew for the passage across to Florida, as the Atlantic has more ship traffic than the Pacific. I took three friends who had never sailed before as crew, because that way they wouldn't argue with me."

The April 20th *Chronicle* / *SFGate.com* had an article by Christine Delsol that actually provided some balance and in-



LATITUDE/RICHARD

*Reinhard and his wife found Greece — this is Santorini — to be more beautiful and interesting than Turkey, but the people less friendly.*

sight into the **personal safety situation in Mexico**. "No, we're not recommending a holiday in beautiful downtown Ciudad Juárez, Chihuahua, or a romantic getaway in Tecalitlán, Jalisco," Delsol wrote.

"Even I admit that when I had to fly into Acapulco and drive across the city on my last trip to Mexico, I was just as happy not to be lingering there. But it's still true that drug gangs are not targeting tourists any more than they ever were. And even if the barrage of headlines makes it sound as if the entire country were in flames, the violence that feeds Mexico's death toll takes place primarily in just nine of 31 states — mainly along the U.S. border where the smuggling takes place, and in places where marijuana and heroin are produced. The concept hasn't changed: Stay away from the trouble spots and exhibit some common sense, and you're more likely to perish in a tequila-fueled jet ski mishap than at a homicidal drug trafficker's hands."

Delsol reports that outside of the nine violent states, the murder rate in Mexico ranges from 1.1 to 29 per 100,000, with Mexico City's drug related murder rate at just 2.2. For comparison, the murder rate in Washington, D.C. is 24 per 100,000. In Oakland, where at least four people were murdered during the week of the Strictly Sail Boat Show, the mur-

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der rate has been about 24 per 100,000 in recent years. In Richmond, which is home to the popular Richmond YC and where we keep a boat, the murder rate has recently been as high as 41 per 100,000. It's something to think about the next time somebody says you'd have to be suicidal to go to coastal Mexico.

"We returned to southern Italy to wake up our Leopard 47 catamaran **Azure II** for our second summer of cruising the Med," report the Pimentel family of Alameda. "Other yachties are also trickling back to begin their seasons. Fortunately, we became friends with another family boat, **Tara** from Canada. They stumbled across our blog while searching for information on Stromboli. The kids connected and were kept busy for days while we grown-ups traded information on the places to see and avoid. After scrubbing the boat and putting the bimini back on, we headed to Crotone, at the foot of Italy, on our way to Greece. The wind was crazy though. We had wind from every direction, and with speeds up to 35 knots. With the wind blowing 25 knots on our beam, it

took six people over an hour to tie-off our bucking bronco. Then we sat out strong winds in the squeaky, creaky, turbulent port. It was blowing 30 knots from the southeast in the morning, but by afternoon was coming out of the northwest at over 35 knots! Fortunately, we've been able to commiserate with a lovely English couple on **Kajtulla**, which is also headed to Corfu. After waiting out more windy weather at Santa Maria di Leuca on the edge of the heel of Italy, we stopped at a tiny Greek island to break up the trip to Corfu. It must have been irrational exuberance that propelled Rodney and Leo to jump in the crystal clear water. Leo lasted about 20 seconds in the cold water, while brave Rodney stayed in to clean the bottom. Chilly water aside, we're all excited to be



*After a chilly and breezy spring in southern Italy, the Pimentels were happy to get to the warmth and greenery of Corfu, Greece.*

in Greece, as leaving Italy felt as though we were shedding our winter coats.

"Arriving in Corfu," the family continues, "we found it was just like the travel brochures. The mountainous island was green and lush, and the sun is shining! The marina was bustling with Brit workers getting hundreds of charter boats ready for the Easter holiday. The

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# CHANGES

chandlery and stores were stocked up, people were friendly, and they work hard. Most people speak English, which is a real treat. We've been kicking ourselves for not coming here sooner, because the living is easy — except for a half-day spent doing all the paperwork, during which time Greek officials loved stamping the many pages of official documents."

Forget Palmyra, let's go to Palma de Mallorca! When we were in Mexico in February and spoke with the ever-charming Cita Litt, owner of the Newport Beach-based Rhodes 90 **Sea Diamond**, her plan was to sail in the Aloha Division of the TransPac this summer, then cruise the South Pacific. The next thing we knew, she had used her woman's prerogative to change her mind, and told Capt Rob Wallace that the new destination for her magnificently-restored 55-year-old A&R ketch was the Med. Cita wasn't kidding, for by March 24, *Sea Diamond* was already aboard a Dockwise ship and headed to Florida. And a short time later, she was on another Dockwise ship headed for Palma de Mallorca,

Spain. "*Sea Diamond* was offloaded in Palma on April 9," reports Capt Wallace, and we're now berthed at the Club de Mar. Our new Baxter & Cicero 140% genoa was delivered today, and with Cita expected in about a week, we're cleaning, cleaning, cleaning!"

Just between us, we think Cita and her fun-loving sidekick Sharon are going to have way more fun in the Med than they would have had they gone to the South Pacific.

Let's see, *Sea Diamond* is going to Europe, the Pimentel family is cruising in Europe for the second summer, and Andrew Vik of the San Francisco-based Islander 36 **Geja** will be going back for his fourth summer — albeit for half his normal stint. Is this a good time to cruise to Europe? Based on the currency exchange, which as of the middle of April had the dollar within a smidgin of an all time low against the euro, the answer would be no. On the other hand,

if one were going to cruise to Europe with the plan of eventually selling one's boat there — as is the case with the Pimentels — nothing could be better than a super weak dollar, as it would make dollar-based boats dirt cheap to Europeans. The same is true for Australia, which is why Aussies are coming to California to buy boats.

"It is with some sadness that we announce the sale of our Jeanneau 45 **Utopia**," report John and Cynthia of Hermosa Beach. "The sale of our boat — she sold within two weeks of our putting her on the market in St. Martin — ends my 35 years of sailing in the Caribbean and Mexico. Mattie the boat dog will miss her morning swims, but at 13 years of age, it's probably time she became a land dog. We just got the news that Mike Harker of **Wanderlust 3** had passed away. While we often sailed in close proximity, we never ended up in the same place at the same time. But we've followed his adventures with interest, as his Manhattan Beach base is right next to ours. It's sad he's gone, but at least he was doing what he loved."

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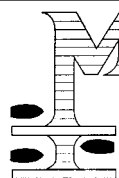
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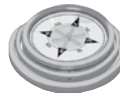
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**MACGREGOR 26X, 2000.** Redwood City. \$18,500. Trailer w/spare, 50hp Evinrude 4-stroke, 2 gas tanks, low hours, top condition, main, jib, UPS reacher on roller, bimini, depth, stove, icebox, Sani-Potti. Great lake/Delta/Bay boat. Many extras contact for list. (650) 703-6514 or sv\_murmur@hotmail.com.

**28-FT WYLIE, 1973.** Portland, OR. IOR 1/2-tonner *Hawkeye*. Free to a good home. Derelict, hardware and interior stripped, includes mast and boom. Non-cored hull is solid; original plywood deck needs complete replacement. No trailer available. Pics available on request. Serious inquiries only please. Contact 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.



**28-FT ALERION EXPRESS, 2007.** Sausalito. \$89,000. *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. (415) 608-6919 or mland2@ix.netcom.com.

**27-FT CATALINA, 1972.** Marina Plaza, Sausalito. \$5,000. Great condition, newer main and headsails, rigging, gel coat, decks, spinnaker, interior, boom, 9.9 long-shaft Evinrude, electric start/generator, well maintained and ready to sail! Great Bay boat, racing or family fun! (415) 999-5516 or tjfinnegan@pacbell.net.

**MACGREGOR 26M, 2004.** Rio Vista. \$23,000. Trailer, dinghy, safety gear and extensive optional equipment. Low hours 50hp E-TEC outboard; serviced 3/10. Excellent condition in and out. Delta boat, kept in dry covered storage during winter. 12/08 bottom paint. (707) 374-5627.



**27-FT ERICSON, 1976.** Alameda. \$7,000/obo. Wheel steering, self-furling jib, inboard engine is 18hp Kubota. Contact me for more information. (510) 205-1973 or mary\_wilmot@hotmail.com.

**28-FT ISLANDER, 1981.** Oakland. \$14,000/obo. Newer Yanmar, 200 hours, paint 2010, 3-bladed prop, roller furling, 100%, 130%, spinnaker, Autohelm 3000, new head, dodger restitched, full boat cover and more. Bought a bigger boat. Seller motivated. Contact Ernie. (925) 305-4567 or estock@astound.net.



**MACGREGOR 26C, 1990.** Fresno, CA. \$7,500. MacGregor 26 Classic, center-board/ water ballast. Recent new main/cover, furling headsail, black Sunbrella, AM/FM/CD, cockpit cushions, new tiller, solar panel, alcohol stove, recovered galley cushions, 8hp Evinrude overhauled last year, refurbished trailer, new tires, mast step rig. Fresh water only, covered storage. Well maintained, excellent condition, ready to sail! (559) 273-9173 or (559) 222-4321 or gfrazzle@hotmail.com.

## 29 TO 31 FEET

**30-FT MORGAN, 1970.** Berkeley. \$7,300. 24hp Universal diesel, feathering propeller, tiller. Standing, most running rigging replaced 5 years ago. Lifelines 3 years, new bottom last August, 3 headsails, drifter, newer main. 6'2" headroom, dinette. (510) 331-7250 or (510) 366-5449 or mpainter@comcast.net.

**30-FT MUMM, 1997.** Newport Beach. \$50,000/obo. 1997 Carroll Marine Mumm 30 - USA 61. The deck and cockpit have been redone, hull is in great shape. Newer set of Norths. (949) 463-1328 or mark.rosene@yahoo.com.



**29-FT CAL, 1972.** Novato (Bel Marin Keys). \$10,000. Very good condition, great Bay/coastal cruiser/racer. New hull paint by pro. Atomic 4. Spinnaker and rigging, radial headsail (shown). 90, 110, 150 jibs. Autopilot, updated electronics, 12V refrigerator, whisker pole. (415) 883-5365 or lagoonlovers@sbcglobal.net.

**30-FT CS-30, 1985.** Vallejo Yacht Club. \$29,000. Top quality Canadian racer/cruiser. Well maintained, Pineapple sails, new jib, reliable V-P diesel, extremely roomy 6'2" headroom. See website for full details, working overseas - no time to sail! http://avocet.weebly.com. (530) 389-4308 or svavocet@gmail.com.



**30-FT CATALINA, 1981.** Berkeley. \$16,999. *Thanos* is in excellent condition, I'm the second owner. Repowered with 3-cyl Yanmar diesel in 1996. New sails in 2006. 2 anchors, new VHF, boomvang, traveler, running rigging and more. Lines led aft. Contact (707) 360-5078 or pbwsmith@yahoo.com.



**30-FT ERICSON 30+, 1985.** Alameda. \$29,500. Beautiful, clean classic. Owned/maintained by USCG licensed captain, ASA sailing instructor. All new: interior upholstery/cockpit cushions, holding tank/hoses, water heater, radar, much more. (209) 988-6107 or bill911s@yahoo.com.

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

**30-FT F-2, 1982.** Sausalito. \$35,000. New Yanmar diesel, 23hp, new rigging, new main, roller furling jib. (415) 441-1119.

**29-FT RANGER, 1976.** Ft. Mason/Gas House Cove, SF. \$4,000. Designed by Gary Mull. Fiberglass hull. Teak interior: 6' tall 'stand-up' cabin in very good condition. Mainsail/jib are in good condition. Atomic 4 gasoline engine. Needs work. Quotes/mechanics can be provided for details rehab of engine. Rigging should be replaced. Registration through 2011. Clean title. Slip not included with sale. Detailed Ranger 29' specs at website: http://sailboatdata.com/viewrecord.asp?class\_id=1063. (415) 518-3404 or michaelpuckerman@yahoo.com.



**30-FT LANCER, C&C DESIGN, 1980.** Marina Bay, Pt. Richmond. \$27,000. Fractional sloop w/Yanmar QM15. Redecorated cabin w/ 6' headroom. Replaced: speed and depth, VHF, GPS, chart plotter, batteries and panel, main and jib, safety lines, shrouds, dodger, wheel pilot and roller furling. Contact (916) 487-5351 or barronsdesign@surewest.net.

**30-FT BABA, 1980.** Berkeley. \$45,000. Beautiful, legendary, bluewater cruiser. Volvo diesel, 70 hours. Teak decks, windlass, autopilot, propane stove, diesel heater. 2010, re-rigged, barrier coat, furler jib, batteries, Cetol. Bristol 6'6" teak interior. 10k below market needs some work. Contact (510) 258-4053 or jchristianloyd@yahoo.com.

## 32 TO 35 FEET



**34-FT CAL, 1968.** Brisbane Marina. \$9,500/obo. Must sell for health reasons. This boat has been completely restored inside and out, new interior. Roller furling, wheel steering. Recently installed Atomic 4 engine. Boat sails and runs great. If interested, please call Karl for more details. (415) 203-2758.



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**32-FT SABRE, 1985.** Sausalito Yacht Harbor. \$44,900. Major refit 2009: new running rigging, jib (90%), propane stove, upholstery, VHF, GPS, stereo, all plumbing, rebuilt heat exchanger, batteries, drip-less shaft seal, dodger and more. Sweet sailer and comfortable at anchor. (415) 272-5056 or capt.harl@manukai.com.



**34-FT SWING KEEL SLOOP, 1966.** Santa Barbara. \$7,000/obo. Hull #1, documented, stoutly built, easy to sail, loaded with gear, Monitor wind vane, newer rigging, and outboard in a custom well. Needs cosmetic TLC. Must sell now. (805) 637-1408.

**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 more at <http://i51.tinypic.com/ftn1ft.jpg>. (707) 829-9671 or sfsvrhea@yahoo.com.



**34-FT BENETEAU OCEANIS 331** deep keel, 2001. Grand Marina Alameda. \$70,000. Excellent sail-away condition, Westerbeke 27 under 600 hrs, R/F main and genoa, 95% heavy air jib, Raytheon ST60 Tridata electronics, stereo, CD changer, microwave, VHF (2), GPS. Contact (510) 864-0563 or (510) 914-6201 or captaintom1965@gmail.com.

**34-FT CORONADO, 1970.** Antioch. \$16,500. Easy singlehander: roller-furling jib, Dutchman mainsail. Autohelm, Garmin chartplotter, 2 VHF's. Hauled and painted 2010. New head and dodger, low hours on rebuilt A-4. Propane stove and cabin heater. (510) 676-4444.

**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. Tillerplot. Original Dacron sails. [www.flickr.com/photos/windhorze/sets/72157626168401808/](http://www.flickr.com/photos/windhorze/sets/72157626168401808/). (310) 592-5701.

**34-FT CATALINA, 1987.** Alameda. \$57,000. Set up for Mexico cruise. Lines led aft with upgraded deck hardware. Feathering prop and high aspect rudder. Electric windlass, solar panels, wind generator, Spectra watermaker and SSB with Factor II. Radar, GPS/fishfinder and Ram microphone at the helm. Autopilot interfaced with GPS. Expanded fuel capacity, battery banks and propane. 100 amp alternator and dedicated starting battery. Price includes fishing gear and spares. Easily singlehanded, great for a couple, room for four. (209) 295-2566 or (510) 760-2797 or russotto@volcano.net.

**32-FT HUNTER VISION, 1990.** Alameda. \$41,000. Well maintained, full battened main Pineapple sails on a hard track, canvas covers, roller furling 100% jib, all lines led aft, dodger, custom stainless bowsprit w/dual rollers, Bruce anchor w/200' chain, electric windlass, Tri-data sys, Raymarine SL70 CRC color plotter, radar, GPS, VHF, wind, speed, depth. LCD TV, radio/CD speakers in cabin and cockpit. (209) 824-0032 or (209) 629-6938 or mjbatacave@verizon.net.



**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).



**32-FT ERICSON, 1971.** Bruno's Yacht Harbor, Isleton. \$16,500. Great cruising and Bay boat. Well maintained, excellent interior, new bottom paint. Three headsails, spinnaker, self-tailing winches, Yanmar 3GF diesel, LectraSan sanitation, depth sounder, knotmeter. (510) 207-0111 or (510) 525-3572 or don@dondommer.com.



**34-FT 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 the website: <http://thepinkpanty.net>. (415) 692-1330 or boat4sale@sapphire.net.



**34-FT 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 the website: <http://thepinkpanty.net>. (415) 692-1330 or boat4sale@sapphire.net.



**34-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).



**32-FT RANGER, 1974.** Alameda. \$18,000/obo. Atomic Four. Many sails. Internal halliards. Full race gear. (510) 521-2299 or holorrall@comcast.net.

**32-FT MORGAN 323, 1983.** Bocas del Toro, Panama. \$45,000. Cruise equipped Morgan 323, designed for and in the finest cruising area of the Caribbean. (011-507) 6111-6450 or vjohannesr@gmail.com.



**32-FT GULF PILOTHOUSE, 1980.** Brookings, OR. \$30,000. Universal 32hp diesel, inside/outside helm stations, AP, VHF, GPS, radar, windspeed indicator, waterspeed indicator, refurbished jib and main, new cruising spinnaker, large fuel/water tanks. (541) 247-6231 or mel.githens@att.net.



**32-FT ERICSON, 1974.** Santa Cruz. \$14,000. Baja Ha-Ha race in 2003. Fresh 2010 bottom coat. Yanmar 2GMF20F diesel motor, Rutland 913 wind generator. Tabernacled for North Harbor Santa Cruz. Helm rebuilt 2010. Custom bimini frame available. Contact (831) 345-5010 or wtmac2002@yahoo.com.



**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. [hobart\\_james@hotmail.com](mailto:hobart_james@hotmail.com).



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**35-FT GRAND BANKS (MAGELLAN).** sailing yacht, 1964. \$7,000. Strip-planked mahogany with teak cabin sides, aft cabin. 80hp Ford Lehman diesel. New deck. SRYH covered berth-good liveboard. Bronze fastened, lead keel. 18,000 lbs. 6'4" headroom. (562) 899-0774 (eve).

### 36 TO 39 FEET

**35-FT FANTASIA , 1979.** Alameda, CA. \$69,000. Bruce Bingham design, MKII cutter rig: Hull #58, recent circumnavigation refit, fresh bottom, full cruising inventory, dual Garmin GPS/chart plotter sounder, radar, autopilot, solar, inverter, 30hp Yanmar, Espar heater, isolation transformer, hard dodger, davits, 45# CQR, 33# claw, 13# stern anchors, Montgomery sail dinghy and Zodiac tender, 4-cycle Honda o/b, two staterooms, workshop, teak/holly interior, many extras and full inventory upon request. (925) 917-1994 or lachamb91@gmail.com.



**33-FT HANS CHRISTIAN, 1980.** San Diego. \$89,500. Classic lines, Pullman berth, exceptional cruising boat and a great liveboard. Completely refitted and fully equipped with all new: engine, rigging, sails, electronics, electrical, batteries, solar, wind, A/P, watermaker, upholstery, canvas, spares. (520) 490-0147.



**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.

**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. dyh@mtsailing.com. (Skype) Jim Lekander.

**CAL 39 MK II, 1980.** Berkeley. \$57,000. Immaculate, 1724 hrs. on Perkins engine, new main 11/09, 100% jib '08, Reckman furler, 80% & 150% jibs, spare main, dodger, cockpit cushions, CNG stove, refrigeration, 3/09 surveys. (415) 254-0141 or jpbiondo87@yahoo.com.

**37-FT PACIFIC SEACRAFT, 2003.** Redwood City, CA. \$215,000. Back from Hawaii. Many upgrades from the base model. Radar, GPS, VHF, Class A transmit and receive AIS, watermaker, microwave, Furuno Weatherfax, 55hp Yanmar diesel, aluminum toe rail, Monitor windvane, Raymarine autopilot and wind instruments, electric windlass, hot and cold pressurized water, cutter rigged, Aquasignal LED tricolor, Switlik 6-person liferaft cabin roof mounted, solar panels, 3-blade Maxprop and much more. 6-foot plus headroom. World class blue water cruiser. More at [www.tasvorite.com/ps37.htm](http://www.tasvorite.com/ps37.htm).



**35-FT YORKTOWN, 1972.** Pete's Marina, Redwood City. \$29,900/obo. Cutter rigged sloop with self furling jib. Rebuilt Perkins 4108 diesel, 12v system recently upgraded to ABYC standards with new electrical panels and 4 batteries. 50-gallon water tank, 2 27-gallon stainless fuel tanks, 10-gallon holding tank. Dual 35 lb plow type anchors. Beautiful teak bowsprit and canvas dodger. Solid coastal cruiser. Ready to go. Owner may consider financing for qualified candidate. (650) 868-0001 or dbagnell@hotmail.com.

**36-FT SABRE 362, 1998.** Berkeley. \$130,000. Shallow draft keel. Blue hull painted 2010. Topsides painted 12/06. Standing rigging and autopilot replaced 2007. New mainsail 2008. Lightly used asymmetrical spinnaker. Partnership considered. Berthed at OCSC. (925) 766-2205 or danielcfondon@gmail.com.



**36-FT CAPE DORY, 1984.** Point Richmond, CA. \$95,000. Extremely well built on the East Coast. Lots of bronze and teak. Lead keel. Many new and upgraded parts including new sails. Selling only to buy another CD. (530) 518-5971 or (916) 355-3584 or john.nebilak@aerojet.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. (510) 523-4081 or roystark@aol.com.



**36-FT PEARSON 365 KETCH, 1978.** SoCal. \$Best Offer. Great 4-108, Garmin 24mi color radar plotter, etc. Valuable MARAD commercial endorsement, not just buying a boat, a business! Charter, dive, fishing, whale-watching... Great live-aboard, with possible SoCal liveboard slip. Photo of sistership. (805) 633-1246 or pearsonketch@yahoo.com.



**CATALINA 36 MKII, 2002.** Shoreline Marina, Long Beach. \$109,000. This beautiful yacht is fully equipped and extremely well cared for by the original owner. Complete with Raymarine 5000 autopilot, RL70C GPS chartplotter with 4kw radar, ST60 speed, wind, depth, data repeater with laptop interface. Heart inverter charger, Espar heating system, 12-CD stereo indoor and exterior speakers, LED-backlit HDTV with DVD, microwave, BBQ. Oyster white Ultraleather interior. Full specifications, equipment list and additional photos upon request. (949) 751-9723 or (714) 372-6772 or michael\_weir@cox.net.



**BENETEAU 36.7, 2005.** Port Angeles, WA. \$132,000/obo. Beautiful 36.7, all cruising amenities. Shows as new, see pics and details at website: <http://beneteau367forsale.com>. (360) 452-1110 or (360) 460-1014 or bill@cpifiber.com. (54 West Misty Ln. Port Angeles, WA 98362).

**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 [cdatpbio@gmail.com](mailto:cdatpbio@gmail.com).

**38-FT HUGHES, 1970.** \$20,000/obo. S&S design, built in Canada 1970. Approximately 74 hrs. on near-new engine. Great Bay boat with slip available in Monterey or Moss Landing. (831) 915-4984.



**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. (310) 832-8532 or (310) 256-0549 or rwinurance@yahoo.com.

**37-FT PEARSON 365, 1979.** Moss Landing. \$58,000. Pearson 365 sloop completely upgraded with larger double spreader mast and sails, new interior, ports, life lines. New LPU paint on hull, bottom paint and deck. Low hours on 4-108 Perkins diesel. Good electronics, propane stove, water heater. Most beautifully restored and cleanest 365 on the West Coast. Photos available. Call. (831) 316-8282 or mrgene@comcast.net.



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**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.

**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. See [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 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](mailto:tony1s@sbcglobal.net).



**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](mailto:stan.wilkison@yahoo.com).

**38-FT KROGEN CUTTER, 1983.** Alabama. \$109,500. 3'-6" draft, 50hp diesel, excellent condition, teak interior, Corian galley, equipped for ocean cruising, SSB, radar, sailing dinghy, Aries wind vane, Bahamas ready! [www.yachtworld.com/boats/1983/Kadey-Krogen-Krogen-Cutter-2130001/Demopolis/AL/United-States](http://www.yachtworld.com/boats/1983/Kadey-Krogen-Krogen-Cutter-2130001/Demopolis/AL/United-States). (800) 247-1230 or (772) 215-4301.



**38-FT CABO RICO, 1979.** Sausalito. \$82,000. A wonderful bluewater cruising yacht, w/beautiful traditional lines, full keel (5' draft), 48hp Chrysler/Nissan diesel, cutter rig, deck and hull painted with Awlgrip 2009. Many extras. (707) 338-2999 or [jjcolorado@fireinnovations.com](mailto:jjcolorado@fireinnovations.com).



**38-FT ALAJUELA, 1976.** Sequim, WA. \$109,000. Well maintained and equipped 38' cutter. Built in 1976 by Alajuela Yacht Corp, Costa Mesa, CA. Many improvements including new engine 2005. For full details and photos, go to website: <http://alajuela38.blogspot.com>. (360) 683-8662 or [svselah@yahoo.com](mailto:svselah@yahoo.com).

## 40 TO 50 FEET



**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](mailto:ntuesday1995@hotmail.com).



**40-FT PETERSON, 1979.** Mexico. \$64,500. Alum. hull, Pathfinder, electric windlass, 66 Bruce, Profurl, fullbatten 3 reef main, 3 headsails, winches-2 3 speed, GPS, depth sounder, autopilot, 100 amp alternator, stove/oven, Lavac head, refrigerator-7.2 cubic ft. (435) 513-1556 or [s.blues1@yahoo.com](mailto:s.blues1@yahoo.com).



**42-FT CASCADE, 1971.** Alameda. \$39,000. Beautiful, good sailing boat. Mexico vet. Forward cabin sleeps up to five. Aft cabin sleeps two with separate head. Large, comfortable mid-cockpit, with hard dodger windshield. Jib, genny, cruising spinnaker. Radar, etc. Contact deanmillican@comcast.net.

**44-FT CATALINA 440, 2006.** Anacortes. \$265,000. All 440s are not created equal! Near new condition! Recently refitted! Fully set up for cruising and ready to go! With hard dodger! Great for kids, too! Home sweet boat! (360) 708-6096.

**44-FT NORDIC, 1988.** Seattle. \$199,900. Performance cruiser/racer designed by Robert Perry. Lots of recent upgrades including new bottom paint, new Garmin instruments. Complete details, photos and contact info are available at <http://yachtsoffered.com> - listing #1291488.



**43-FT MORGAN CENTER COCKPIT.** 1985. Moss Landing. \$89,000. Tall rig, center cockpit, Nelson Marek-designed heavyweight cruiser, perfect for the Baja Ha-Ha. Fully fitted dodger, strong Perkins 4108, recent haul out, new bottom paint, hull paint, top paint, refinished deck wood. New ports. New rigging, engine room reinsulated, plumbing replaced, new lifelines, new Raymarine electronics, Autohelm-autopilot, refrigeration, windlass. Two large berths, two large heads w/shower. Great liveaboard. More pictures at website. [www.capitolareef.com](http://www.capitolareef.com). (831) 464-0234 or (831) 251-5226 or [capitolareef@yahoo.com](mailto:capitolareef@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). (503) 297-5749 or [doug@teleport.com](mailto:doug@teleport.com).



**44-FT NORSEMAN 447, 1984.** St. Croix, USVI. \$189,000. 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. See <http://djarrka.blogspot.com>. (340) 514-1607 or [djarrka@yahoo.com](mailto:djarrka@yahoo.com).



**41-FT BENETEAU OCEANIS 411, 2001.** Mediterranean. \$139,000. The perfect couple's cruising boat with offshore capabilities. Two-cabin owner's version. Designed by Groupe Finot and built by Beneteau in France. Well-equipped and meticulously maintained. Never chartered. Stored on the hard at least six months per year since new. Only 1,100 hours on Volvo 59hp engine. No sales tax, personal property tax, or value added tax for USA buyers. USCG Registered. Lying in the Med. (415) 269-4901 or [sail@voleauvent.com](mailto:sail@voleauvent.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! Get more information at [www.facebook.com/pages/Kelly-Peterson-46-sailboat/172704439424234](http://www.facebook.com/pages/Kelly-Peterson-46-sailboat/172704439424234). (805) 459-1909 or [woodeney53@yahoo.com](mailto:woodeney53@yahoo.com).



**48-FT ISLANDER, 1985.** Sausalito. \$185,000. This is a classic Ted Brewer design built by Islander. Pristine condition, 3-year renovation just completed. Just about everything is new, sails, rigging, plumbing, pumps, etc. Call or email for all the information. (415) 846-6919 or [sailonbaby@gmail.com](mailto:sailonbaby@gmail.com).

**41-FT MORGAN CLASSIC MODEL.** 1991. San Carlos, Mexico. \$93,000. Cruiser, in primo condition, ready to go. Spacious interior - must see to appreciate. Recent survey. Use link for current photos, complete equipment list: <http://sailboatvagari.blogspot.com>. (520) 825-7551 or [stanstreb@gmail.com](mailto:stanstreb@gmail.com).



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



**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/tmesser/Morgan%20462%20Cruising%20Sailboat/?albumview=slideshow&tr>. (707) 334-3670 or [baryb@aol.com](mailto:baryb@aol.com).



**CATALINA 42 MK I, 1991.** Bellingham, WA. \$109,000. Beautiful 2 cabin cruiser. Pullman berth. All the normal amenities of a boat this size. Well maintained. New mainsail, new lifelines, new teak and holly flooring, Kiwi Prop. Great value to get the family and friends out on the water comfortably and safely. Contact (360) 303-2410 or (360) 303-4219 or [rosinskichris@gmail.com](mailto:rosinskichris@gmail.com).



**43-FT ROBERTS 434, 1997.** Tomales Bay. \$69,000. Fantastic safe cruising boat ready for new family to cross oceans or explore Baja. Corten steel, 300hr Yanmar, 640w solar, watermaker, davits, windlass, good sails, Raymarine autopilot, plotter, radar. More info at website <http://sites.google.com/site/svfunkadelic/home>. Email [svfunkadelic@gmail.com](mailto:svfunkadelic@gmail.com).



**40-FT O'DAY, 1986.** Redwood City, CA. \$60,000. Great condition/great price. Very clean. New Yanmar and Webasto heater. Live aboard possibility for qualified owner. (650) 743-3422 or (650) 363-1390 or [steve@spinnakersailing.com](mailto:steve@spinnakersailing.com).



**CATALINA 42 MARK II.** two cabin, 1996. Redwood City, CA. \$125,000. Sails and rigging in excellent condition. New traveler, water heater, hatches and portlights. Live aboard possibility for qualified owner. (650) 743-3422 or (650) 363-1390 or [steve@spinnakersailing.com](mailto:steve@spinnakersailing.com).



**50-FT FD-12, 1981.** Sea of Cortez. Unsinkable fully equipped blue water cruiser, AK/Mex/SoPac vet. Superb galley in pilot-house. 2 staterooms fwd and master stateroom aft w/berths for 5-6. Will consider partial trade for smaller coastal cruiser. See website. [www.svdaydreamer.com](http://www.svdaydreamer.com).

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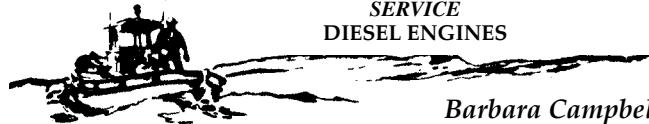
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**51 FEET & OVER**



**54-FT CLASSIC OCEAN MOTORSAILER.** 1996. Berkeley. \$45,000. Launched in 1996 but never finished, this gorgeous mahogany on oak motorsailer is now offered for sale at a very competitive price. 'Skip' Calkins himself drew this stretched 54' version of his 50' motorsailors. With three cabins, hundreds of gallons of diesel and fresh water tankage, massive dry stores capacity and a Ford Lehman 120hp diesel with only 210 hours from new, this boat is the perfect long haul cruiser. <http://glorybrestoration.blogspot.com/home>. (866) 330-8040 or [glory.b@comcast.net](mailto:glory.b@comcast.net).



**47-FT LEOPARD 47C, 2001.** Turkey. \$335,000. Our two-year trip is coming to an end and *Azure II* needs a new family. Have fun in an extremely comfortable and well equipped cruising catamaran. The galley was completely redone in 2008 and new rigging, salon windows and cushions in 2010. New trampolines, many spare parts (blocks, lines, alternator, starter). Watermaker, wind generator, etc. Ready for any adventure from August 2011 onwards. We're planning on being in Turkey, but the location is negotiable. [familyazure@gmail.com](mailto:familyazure@gmail.com).

**41-FT BROWN TRI, ISLETON, CA.** \$10,000/obo, lien sale. Brown Tri 34, lien sale; \$3,500/obo. Williams Tri 38, lien sale; \$3,000/obo. All boats need work. (707) 489-2137 or [klaus\\_brien@hotmail.com](mailto:klaus_brien@hotmail.com).

**CLASSIC BOATS**



**40-FT CLASSIC OCEAN MOTORSAILER.** \$30,000. 1967. 57. World's most popular catamaran, comfortable cruise equipped with 3 headsails, traveller, davits, and more. 14' beam fits standard berths. Send email for list of equipment. Will consider trade down. See more at <http://kirkstuff.com>. (510) 367-0500 or [jadawallis@hotmail.com](mailto:jadawallis@hotmail.com).



**34-FT GEMINI 105M, 2000.** Pt. Richmond. \$114,000. Hull #660. World's most popular catamaran, comfortable cruise equipped with 3 headsails, traveller, davits, and more. 14' beam fits standard berths. Send email for list of equipment. Will consider trade down. See more at <http://kirkstuff.com>. (510) 367-0500 or [jadawallis@hotmail.com](mailto:jadawallis@hotmail.com).

**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).

**MULTIHULLS**

**32-FT PDQ, 1997.** SFYC. \$125,000. Immaculate. Survey/refit 2009. NEW sails, batteries, dodger, rigging. 2 engines 100hrs. 135w solar panels. Raymarine electronics with plotter/radar. Great galley. Central heat/AC. Bose sound with flat TV. Replacement value 200k. Must see. (415) 497-1350.



**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 liveaboard, 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, then search listing #134528. [www.theyachtmarket.com](http://www.theyachtmarket.com). (504) 201-3888 or [amderne@yahoo.fr](mailto:amderne@yahoo.fr).



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**42-FT CROSS TRIMARAN, 1983.** South San Francisco. \$Best offer. 42-ft Cross trimaran needs paint and fiberglass on deck. Hulls are in sound condition. Has been painted in a gloss white. Surveyed by John Marples. (805) 453-4261 or (831) 588-1848.



**52-FT MORRELLI & MELVIN, 2007.** Alameda. \$999,000. The ultimate cruiser! Designed for fast short-handed ocean passages, equipped for extended live-aboard in remote areas. 52' x 25' x 25k lbs. Universal M-40B's with shafts, PSS, and Flexofolds. Hidden daggerboards. Carbon beams, chainplates, rudders. Ballenger spar, Pineapple sails. Webasto heat, on-demand hot water, Spectra watermaker. Layout = 3 cabin + 2 heads, galley up. 520W solar + DC genset. B&G electronics and pilot w/inside steering. Many custom features. Launched 2007, 15k bluewater miles. Serious inquires to: kiapa52@gmail.com.



**38-FT LAGOON 380, 2003.** San Diego. \$249,000. (2) Yanmar 3GM30's. Loaded example of the most popular cruising cat, ever! Crazy fast downwind - sailing flat! No "rolly" anchorages! Just returned from Florida-Caribbean-Mexico cruise; currently cruising SoCal. Most versatile 4-cabin version (sleeps 8, or more commonly 4 singles. Remember, you can convert a cabin for storage much easier than a locker to sleeping!) All the cruising "toys": solar panels, wind generator, watermaker, inverter, Sirius stereo, DVD-TV, SSB w/Pactor modem, (2) Raymarine color displays w/radar, chartplotter & AIS. Raritan (2) electric heads. The perfect cruiser? Perhaps. Too much to list here. Check website for more! Save \$\$\$\$\$. Buy now, before I list with broker!!! See [www.YoungerGirl.org](http://www.YoungerGirl.org). (503) 320-9859 or [CapitanoMarco@yahoo.com](mailto:CapitanoMarco@yahoo.com).



**CORSAIR F-27 TRIMARAN, 1990.** Auburn, Ca. \$37,500. Farrer designed. Square top main, roller furling (jib and genoa) and spinnaker. 2006-Yamaha 4-stroke, marine head with 15gal holding. Tiller pilot, solar panels. Galvanized trailer with new brake system. Data Marine log & VHF. Contact (530) 320-3652 or [david\\_d2@hotmail.com](mailto:david_d2@hotmail.com).

## POWER & HOUSEBOATS



**39-FT C&L SEA RANGER EUROPA** sedan, 1979. Sausalito. \$85,000. New batteries and bottom job in 11/2010. Email request for more info and photos of *Sara Bella*. She's a charming boat and great liveboard. (415) 331-8153 or [sailapache@sbcglobal.net](mailto:sailapache@sbcglobal.net).



**32-FT WINDSORCRAFT, 1992.** Home-wood, CA. \$89,000/obo. Style of wood, ease of fiberglass. Perfect for entertaining. 32' x 11'6", easily accommodates 8-10 guests. Glass hull, beautiful mahogany decks/interior. 2x Volvo big blocks, 350 +/- hours. Genset, entertainment center, microwave, icemaker, refrigerator, electric grill, trash compactor, blender, Vacu-flush head, central vac. Trailer and full cover included. Contact (775) 848-5545 or [em4bartz@aol.com](mailto:em4bartz@aol.com).

**39-FT RIVIERA PLATINUM, 1999.** Napa River. \$269,000. This Riviera is clean with low hours. She is outfitted with Twin Turbo Cats. Generator, and inverter. New electronics, canvas, Strataglass, and engine cameras. Heat, AC, SeaTel and Sirius radio. Contact (415) 516-4842 or [bobk@laboratorybydesign.com](mailto:bobk@laboratorybydesign.com).

**45-FT BAYLINER & SLIP, 1987.** Pier 39. \$259,950. Think outside the box. 2 bedrm. 2 bath boat and slip at Pier 39 G Dock. Panoramic views of the Bay and City front row seat for America's Cup from Sky Lounge. Contact (925) 628-9700 or [envinnov@comcast.net](mailto:envinnov@comcast.net).



**53-FT HATTERAS ED, 1984.** Sausalito. \$219,000. I know, I'm a sailor too, but when it comes to waterfront habitat, you can't beat this 3bdrm/3bath floating condo. Seaworthy, too! Think "outside the box", grab this great deal! More at <http://kirkstuff.com>. (510) 367-0500 or [jadawallis@hotmail.com](mailto:jadawallis@hotmail.com).

**28-FT CARVER FLYBRIDGE, 1978.** Sausalito. \$7,500. Spacious, comfortable floating home. Sleeps 4. Head with shower. Extensive storage. Remodeled. All work records available. Pictures available. [floatinghome78@yahoo.com](mailto:floatinghome78@yahoo.com).



**31-FT ALBIN, 2000.** Belvedere, CA. \$169,000. It's a *Hummdinger!* Tournament Express. Beautifully equipped, maintained, and upgraded. Twin diesels, 500 hours, genset, heat/air. Comfortable, fast and stable with large cockpit. Perfect for fishing, weekending, viewing the America's Cup, or a club committee boat. (510) 912-5800 for details. (707) 328-3775 or [gware71@gmail.com](mailto:gware71@gmail.com).

**43.5-FT LABELLE TRAWLER.** Sausalito. \$125,000/obo. 360 view side tie adjacent to open space. Diesels w/500 hours, 7.5 Onan. Roomy glass-enclosed sundeck. Full canvas. X-large custom galley. Master has walkaround queen, tub + private guest stateroom with large bed, head. Outstanding workmanship/condition. May finance or trade. (415) 999-5626.

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**35-FT C&C, 1984.** Brickyard Cove, Point Richmond. \$6,500. 1/4 partnership. Very nice condition, ready to go. New standing and running rigging 2 years ago, Yanmar diesel runs strong, sails are good, all systems work. Very inexpensive monthly and lots of sailing time. Call Tom. (925) 785-8776.



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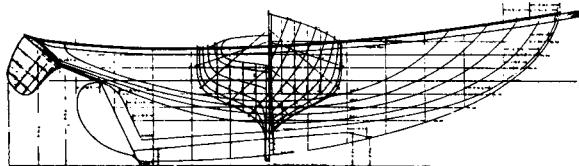
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**TRAILER FOR ERICSON 23-FT.** (3200 lbs) Woodland, CA. Best offer. Crew 512 Ventures, Boy Scouts of America, respectfully requests a trailer for a fixed keel Ericson 23-ft (3200 lbs). Please offer as a donation, nominal price, or Crew 512 will work to pay for the trailer. Thank you for your consideration. Doug Ross, Venture Assistant Advisor, Crew 512. Contact (530) 662-3424 or (530) 867-2137 or [douglasross@sbcglobal.net](mailto:douglasross@sbcglobal.net).

## MISCELLANEOUS

**MARITIME DAY CELEBRATION.** 300 Napa Street, Sausalito. Galilee Harbor 31st Anniversary, Saturday, August 6. Flea market, food, music, boat raffle. For info call Galilee Harbor at (415) 332-8554 or go to our website [www.galileeharbor.org](http://www.galileeharbor.org).

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## NON-PROFIT

**BOATING SAFETY COURSE OFFERED.** May 21 & 22 AM. Coast Guard Station, Sausalito, CA. \$22. "About Boating Safety", a course for the beginning boater. Covers pre-trip planning, basic navigation, legal requirements, boating emergencies, boat handling and more. Text included. <http://public.d11nuscgaux.info/PublicEd/americasboatingcourse.htm>. (415) 924-3739.

**NATIONAL SAFE BOATING WEEK.** "Day On The Bay" at USCG Station Golden Gate. USCG Station Golden Gate, Fort Baker, Sausalito and USCG Auxiliary Flotillas 12 and 14 of Marin, are teaming up with local safety organizations for a "Day on the Bay" Saturday, May 21st, 10:00 a.m. - 2:00 p.m., to educate the public about simple water safety practices and promote responsible recreational boating safety in celebration of National Safe Boating Week. Visitors may tour USCG's 47' surf boat, Auxiliary patrol boat, Air SF's helicopter static display, attend an "About Boating Safety" class (Sat.-Sun., 10-2, \$22 with text, 415-924-3739 to register), enjoy dinghy and kayak rigging demos, marine safety equipment exhibits, food, music and more. See <http://flotilla14.d11nr.info>. Contact (415) 897-2790 or (415) 328-3710 or [gkminder@comcast.net](mailto:gkminder@comcast.net).

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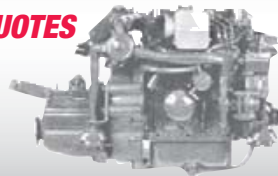
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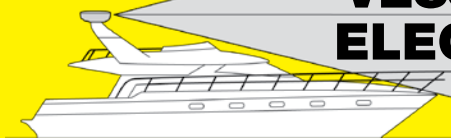
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**ADVERTISERS' INDEX**

AB Marine..... 70	Brisbane Marina ..... 125	DeWitt Studio ..... 147	Grand Marina ..... 2	Lee Sails ..... 147
AVI Nautica..... 130	BVI Yacht Charters..... 129	Diesel Fuel Filtering ..... 157	Hansen Rigging ..... 51	Lewmar Marine..... 60
Almar Marinas..... 47	CYOA Yacht Charters..... 129	Dockwise Yacht Transport... 97	Harbor Island West Marina ..... 145	Lifeline Batteries ..... 103
Aqua Marine ..... 142	California Yacht Sales..... 160	Downwind Marine..... 63	Harken ..... 26	List Marine Enterprises ..... 67
Bacon Sails & Marine Supplies..... 8	Caly's Island/Richard Herman author..... 38	Doyle Sails ..... 41	Helmut's Marine Service..... 69	Loch Lomond Marina..... 97
Bay Island Yachts ..... 6	Captain Kirk's Sailing Adventures..... 115	e Marine Systems ..... 125	Heritage Marine Insurance ..... 12	Lowrie Yacht Harbor..... 14
Bay Marine Boatworks..... 45	City Yachts..... 9	Easom Rigging..... 125	Heritage Yacht Sales..... 161	Lunasea Lighting ..... 55
Bay Marine Diesel ..... 152	Clipper Yacht Harbor.... 88, 89	Emery Cove Yacht Harbor ..... 57	Hobie Cat..... 73	Makela Boatworks..... 156
Berkeley Marina..... 43	Club Nautique ..... 44, 72	Emeryville Marina ..... 111	Hogin Sails..... 20	Manta Cat ..... 152
Berkeley Marine Center ..... 23	Coast Marine..... 71	Equipment Parts Sales..... 154	Hood Sails..... 27	Marin Convention & Visitors Bureau ..... 67
Beta Marine Engines..... 8	Conch Charters..... 128	Essex Credit Corp..... 48	Hotwire Enterprises..... 154	Marina Bay Yacht Harbor ..... 39
Blue Eagle Products ..... 57	Cover Craft..... 59	Farallone Yacht Sales... 16, 17	Hydrovane..... 147	Marina de La Paz..... 147
Blue Pelican ..... 156	Coyote Point Marina..... 102	Flexofold Propellers ..... 52	JK3 Nautical Enterprises ..... 25	Marina El Cid ..... 146
Blue Water Yacht Insurance ..... 68	Cruise RO Water..... 144	Flying Cloud Yachts ..... 159	Johnson-Hicks ..... 73	Marina Puesta Del Sol ..... 130
Boat U.S. - Insurance..... 65	Cruising Yachts ..... 7	Forespar ..... 67	KKMI - Brokerage..... 161	Marina Riviera Nayarit..... 56
Boat U.S. - Tow ..... 14	Dana Point Harbor ..... 15	Fortman Marina ..... 107	KKMI - Full Service Boatyard..... 164	Marina Village..... 35
Boat Yard at Grand Marina, The..... 13	Davis Instruments..... 14	Gentry's Kona Marina ..... 154	Kissinger Canvas..... 10	Marine Engine Company.. 157
BottomSiders..... 125	Defender Industries..... 124	Gianola Canvas Products.. 158	Landing School, The ..... 61	Marine Outboard Company..... 24
	Delta Marina ..... 65	Golden State Diesel Marine ..... 154		



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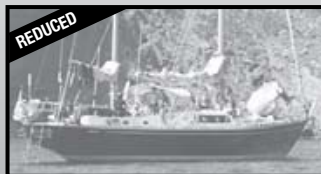
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## ADVERTISERS' INDEX – cont'd

Mariner's General Insurance..... 96	North Sails ..... 36, 37	Ramp, The ..... 125	Stem to Stern ..... 12	weatherguy.com..... 156
Maritime Institute..... 69	Opequimar Marine Center.. 142	Richardson Bay Marina ..... 53	Summer Sailstice..... 14	Wedlock, Ramsay & Whiting Marine Surveyors ..... 152
Marotta Yachts ..... 162	Orange Coast College..... 64	Rooster Sails ..... 115	Surveyor - Jesse Brody..... 156	West Marine..... 30, 32, 34
Martyr Anodes..... 57	Outboard Motor Shop..... 10	Sail California..... 18, 19	Svendsen's Boat Works ..... 29	West Marine - Rigging..... 66
Mathiesen Marine ..... 152	Owl Harbor Marina ..... 51	Sail Safe ..... 61	Svendsen's Marine ..... 42, 54	Westwind Precision Details..... 49
Mazatlan Marine Center/ La Paz Yachts ..... 11	Oyster Cove Marina..... 115	Sail Warehouse, The ..... 103	Swedish Marine ..... 65	Whale Point Marine Supply..... 62
McDermott Costa Insurance..... 53	Oyster Point Marina ..... 71	Sailrite Kits ..... 46	TMM Yacht Charters..... 128	White, Chris, Designs..... 115
McGinnis Insurance..... 144	Pacific Crest Canvas..... 53	Sal's Inflatable Services..... 63	Tacktick ..... 31	Wichard, Inc..... 22
Milltech Marine, Inc..... 28	Pacific Rigging..... 73	San Francisco Boat Works .. 59	Theford Marine ..... 69	Yachtfinders/Windseakers .... 8
Minney's Yacht Surplus ..... 55	Pacific Yacht Imports..... 12	San Juan Sailing ..... 131	Tradewinds Marine Services, Inc..... 63	
Modern Sailing School & Club..... 71	Pantaenius America, Inc. .. 146	Scanmar International ..... 107	Trident Funding ..... 4	
Multihull Company, The .... 160	Passage Yachts..... 5	Schaefer Marine ..... 97	Twin Rivers Marine Insurance..... 40	
Napa Valley Marina..... 59	Pettit Paint..... 33	Schooners North: Spike Africa..... 131	Ullman Sails..... 124	
New Era Yachts..... 160	Pineapple Sails ..... 3	Schoonmaker Point Marina ..... 58	Vallejo Marina ..... 158	
Norpac Yachts ..... 163	Pittsburg Marina ..... 10	Seashine..... 114	Variprop USA ..... 51	
North Beach Marine Canvas..... 49	Punta Mita Beachfront Condos..... 131	Seatech ..... 115	Ventura Harbor Boatyard..... 103	
North Direct Sails ..... 107	Quantum Pacific..... 21	SmartPlug..... 146	Vessel Electric..... 157	
	Quickline..... 114	South Beach Harbor ..... 50	W.D. Schock Corp. .... 55	
	Raiatea Carenage Services..... 143	South Beach Riggers..... 49		





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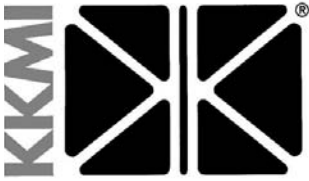
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**53' HATTERAS, 1983** \$150K+ spent on improvements. Stabilized motoryacht in perfect shape, well equipped including Naiad stabilizers and modern electronics, shows Bristol. Interior refit, Awlgrip, canvas & isinglass replaced, dinghy davit, etc. **\$279,000**

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**55' TAYANA CENTER COCKPIT CUTTER, 1988** Sturdy, well equipped vessel, outfitted by knowledgeable owners for world cruising. Twin wind gen., solar panels, first-class AP, and state-of-the-art navigation aids will take her new owners anywhere. **\$249,000**

See at: [www.marottayachts.com](http://www.marottayachts.com)



**41' SCEPTRE, 1993** Raised cabintop performance cruiser. Professionally maintained, only three owners, shows Bristol, one of the cleanest boats of this vintage, with many upgrades. *Kloosch* is the deep-draft version, well equipped, ready to cruise. **\$215,000**

See at: [www.marottayachts.com](http://www.marottayachts.com)



**41' SCEPTRE RAISED CABINTOP CUTTER, 1985** Professionally maintained local boat shows VERY nicely inside and out. Leisure Furl in-boom system w/Hood main, Harken roller furler and 105% Hood jib, updated electronics, more. **\$195,000**

See at: [www.marottayachts.com](http://www.marottayachts.com)



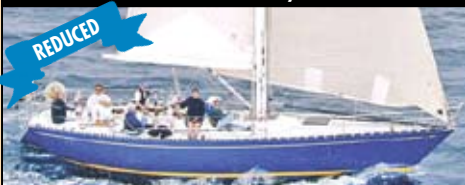
**48' ISLANDER SLOOP, 1985** *Pacem* has had two long-term owners since new and shows beautifully today; designed by Ted Brewer as a long distance passage maker, she's never been cruised. Teak interior shows as new, 6'8" headroom, new sails. **\$185,000**

See at: [www.marottayachts.com](http://www.marottayachts.com)



**40' BENEteau FIRST 40.7, 2003** The First 40.7 combines the excitement of a sleek racer with all the comforts of a luxurious cruiser. This one is a well-equipped beauty that shows new inside and out. She's the deep version (preferable for the Bay). **\$139,500**

See at: [www.marottayachts.com](http://www.marottayachts.com)



**41' TARTAN, 1975** This beautiful US-built performance-oriented classic is in fine shape, sails like a witch and is very competitively priced – all in all a compelling package. **\$59,000**

See at: [www.marottayachts.com](http://www.marottayachts.com)



**30' BABA, 1982** This Robert Perry-designed classic was designed as a yacht that could maintain a crew for extended passages without sacrificing the qualities that make for a great single-hander or weekender. Lying transferable Sausalito slip. **\$59,000**

See at: [www.marottayachts.com](http://www.marottayachts.com)



**34' ERICSON, 1991** Final iteration of this Bruce King classic, built by Pacific Seacraft. Rare deep-draft version (much more desirable for typical Bay conditions). Aft-cockpit classic with a solid hand-laid FRP hull. This is a Bristol example. **\$59,000**

See at: [www.marottayachts.com](http://www.marottayachts.com)



**32' BENEteau, 1995** Never cruised or chartered, this boat is IMMACULATE, must see! Wing keel, spade rudder, keel-stepped mast, roomy cockpit and flawless cherry interior. Furling main, Harken roller furler, jib, rigging and dodger new in '04. **\$58,000**

See at: [www.marottayachts.com](http://www.marottayachts.com)



**34' SABRE, 1984** High end semi-custom sloop built in Maine entirely by hand. This boat is Bristol, she shows MUCH newer than her actual age and must be seen to be appreciated. Well equipped, too. **\$55,000**

See at: [www.marottayachts.com](http://www.marottayachts.com)



**33' C&C, 1977** Striking dark blue-hulled racer/cruiser with 1988 diesel engine, roller furling main and jib, and wheel steering shows very nicely both inside and out. Fin keel, spade rudder, deck-stepped mast and club-footed jib. Motivated two-boat owner. **\$29,500**

See at: [www.marottayachts.com](http://www.marottayachts.com)



**35' PEARSON SLOOP, 1981** Built in Rhode Island to typical Pearson standards, this is one of the last 35s built and has been a local boat since 1983. In very nice shape, priced right and lying in a transferable Sausalito Yacht Harbor slip. A nice package! **\$24,000**

See at: [www.marottayachts.com](http://www.marottayachts.com)



**26' CHEOY LEE FRISCO FLYER, 1968** Built as a show boat for the Cheoy Lee distributor in Seattle, this is one of the nicest we've seen. One of the last built, fiberglass hull, raised cabin top. Repowered with Yanmar diesel, new main and rigging. **\$16,500**

See at: [www.marottayachts.com](http://www.marottayachts.com)



**25' PACIFIC SEACRAFT, 1978** Charming double-ended pocket cruiser. These solidly built boats have crossed oceans; with her full keel she's right at home in typical Bay conditions. In fine shape in and out. Transferable Sausalito YH slip on boardwalk. **\$9,900**

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**48' DUTCH CANAL BOAT** by deVries Lentsch. Steel. Unique, comfortable cruiser for Bay/Delta. Diesel, tub, galley, fireplace, salon, convertible aft enclosure, beautiful decor, MORE! LIVEBOARD. A GEM! Now asking **\$209,950**



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**34' CALIFORNIAN TRAWLER.** Flybridge & PH helms, twin dsls, 2 private stms, full convert. Aft enclosure, shower, full galley & MORE. Absolutely the nicest CA trawler we've seen in decades. Great for running up or down the coast, living aboard, Delta & other cruising. Asking **\$49,950**



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**46' ISLAND TRADER MOTORSAILER KETCH.** F/G, dsl, in/out wheel steering, queen aft + double & single staterooms, 2 encl. heads w/showers+hub, AIS transponder, radar, AP, roomy, more! **\$89,950**



**54' HERRESHOFF CENTER COCKPIT KETCH.** Aft stateroom, 115hp 6-cyl dsl, full galley, AP, radar, GPS, dinghy+o/b, more! A big, comfortable, strongly-built, F/G, bluewater world cruiser from a fine designer, Faith comes with a lot of gear. Asking **\$199,500**



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**36' ISLANDER** Slip. Well respected and outstandingly popular Alan Gurney design. Wheel steering, dsl, full dbl linefiles w/pulpits, modified fin w/skeg-hung rudder, self-tailers, rigged for short-handed sailing, furling, well laid out and comfortable down below. New trans, dodger and MORE! Asking **\$34,950**



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**40' X-YACHTS X-119 HIGH-PERFORMANCE** sloop. Renowned Danish performance cruiser/racer. Loaded with gear & high tech sails. Proven bluewater cruiser & race winner. **\$109,000**



### MAKE OFFERS

**36' STEEL HARTOG KETCH.** Robust bluewater cruising doubled-ender, 1985. Low hours diesel, radar genset, air conditioning, watermaker, RIB and outboard, O/S liferaft, vane, wheel, pulpits, 2x course lifelines and MORE! GREAT BARGAIN on a go anywhere cruiser! Asking **\$34,950**



**32' NANTUCKET CLIPPER MKIII.** Yawl, dsl, exct. British craftsmanship, heavy F/G, wheel, good sails incl. spinn., GPS, depth, VHF, range+oven, frig, more! A seaworthy craft of high quality. A bargain at **\$14,950**/offers

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**100' MEGA SLOOP** Custom Offshore Performance Cruiser. Comfort & luxury, spacious, sleeps 17, loaded and near new. GREAT CHARTER POTENTIAL!!! ..... Try 885,000

**58' ALDEN** Boothbay Ketch. Center PH cockpit, aft S/R, dsl, heavy glass, world cruiser. AWESOME! ..... Asking 268,950

**41' CT-41.** Exquisite example of this revered Garden design with many custom features. Fiberglass, big diesel, teak deck, cabin heat & fireplace, tiled shower & head, gorgeous interior, alum. spars, full galley, refrigeration and much MORE! MUST SEE. Asking \$78,950

**33'+ ROYAL HUISMAN ALUMINUM** Cutter by Alan Gurney; World class builder and designer. Yanmar diesel, new standing rig, nav station, liferaft & MORE! Family emergency forces 50% PRICE SLASH. Must sell NOW! This is way too cheap for this vessel! ..... Asking 19,250

**32' TAHITI KETCH,** diesel, teak, partially restored and a BARGAIN..... Try 7,500

**30' GARY MULL** Sloop *THE SHADOW*, by Essom Boat Works. Famous SF Bay racer completely rebuilt in near new or better condition. Diesel, excellent cold-molded construction. Ready to cruise/race and WIN! ..... Asking \$74,950

**30' STEEL** Slocum's *Spray* replica by Roberts. Dsl, new, unfinished project... 14,900/Others

**30' TRIMARAN** by Augnaught. Folding, trailerable pocket cruiser. REDUCED. Asking 29,500

**30' RAWSON** Cutter. Low hours diesel. Diesel range, much recent upgrading. Berth in Seattle's FRESH WATER Lake Washington w/sea access. New batteries, some new equipment still in box. Light/med Springtime cosmetics due. Unusually robust fiberglass construction. A solid & reliable Pacific Northwest cruiser with decades of fun & adventure ahead of her..... 19,950/Others encouraged

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**130' CAMCRAFT** Passenger Ship. Certified for 33 passengers overnight. Booked for the season. Virtual turnkey: Money and opportunity, working PNW ..... 2,200,000

**101' STEEL TUG** with beautiful SAUSALITO BERTH. Great YTB, operational, fantastic opportunity. Loads of potential. Fabulous value! ..... \$44,950/obo

**100' Steel HIGH ENDURANCE ADVENTURE/CHARTER SHIP** in Northern Caribbean. Turn-key operation. A great opportunity! MOTIVATED! ..... REDUCED! 1,374,950

**85' CLASSIC TUG,** '23 Vancouver Shipyard. Recent CAT V-12 repower. Massive, beautiful and seaworthy. Perfect for Classic Tug Yacht ..... 179,950/offers

**62' ELCO 1926 CLASSIC** MOTOR YACHT. Twin dsl, gorgeous, elegant, comfortable. GREAT LIVEBOARD CRUISER. Must see! REDUCED! Offers encouraged!... 124,950

**56' HOLIDAY MANSION** Cruising Catamaran HOUSEBOAT. High-end custom interior, twins and MORE! Motivated seller has reduced her to ..... 42,950/offers

**50' TRUMPY TRAWLER,** Long range, great layout, 671 N-Series diesel. Needs TLC. A great boat! ..... 44,950/offers

**45' STEPHENS 1929** classic. Beautiful Gatsby-era motor yacht waiting to transport you back to the days of yachting in the grand style..... Try 75,000

**43' MATTHEWS,** '65, diesel. A gem! Loaded and beautiful..... Asking 69,450

**42' GRAND BANKS** Tvl. Aft cabin, F/B, Onan, twin diesels, radar. Excellent..... 121,000

**36' SEA RAY 360** aft cabin fly bridge express. Twins. Nice & a GREAT VALUE. Asking 34,950

**34' CLASSIC LAKE UNION DREAMBOAT.** We have TWO; a Blanchard and a Rathfon. Starting at a BARGAIN ..... 17,500 Asking

**33' CHRIS CRAFT** Cavalier. Fresh twin GMC Marine 350s and MORE! This is a good buy on a good boat..... Asking 9,950

**28' BAYLINER 2850 FLYBRIDGE** SEDAN. New VOLVO/GM 300 hp V8, economical & 30+MPH reported. Just completely refurbished & refitted to exceptional condition. .... Asking 19,950

**27' FARALLON** Pilothouse, '86. F/G, twin 5L V8s, fast and seaworthy. Just detailed and very nice. .... Asking 51,950

**22' ALUMINUM PLEASURE TUG.** Bufflehead live/cruise. Loaded ..... Asking 108,250



### EXOTIC COMFORT

**88' LUXURY MOTORSAILER** Turkish Gulet Ketch. 7 staterooms with heads, showers, air & heat, plus crew's quarters. New CAT diesel, auxiliary genset. Large aft deck with canopy and side curtains. Recent FULL REFIT. Big 22' beam and MORE! \$1.2mil survey. Now Asking **\$349,900**



### GO ANYWHERE

**44' STEEL** Canoe-stern cutter by Geo. Buhler/Fred Lagier & Sons. John Deere diesel. Stout steel construction. Awesome bluewater cruiser built to go to sea and stay there. Radar, GPS, etc. Here's your world beater! Asking **\$89,995**



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**57' BOWMAN** Ketch. An AWESOME vessel completely equipped for world cruising. TOO MUCH TO LIST; must be seen. Has circumnavigated and also completed the Northwest Passage east to west. Seaworthy, comfortable and roomy, this is your ultimate bluewater cruising yacht. Asking **\$219,950**



### OWNER RETIRING

**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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