

Latitude 38

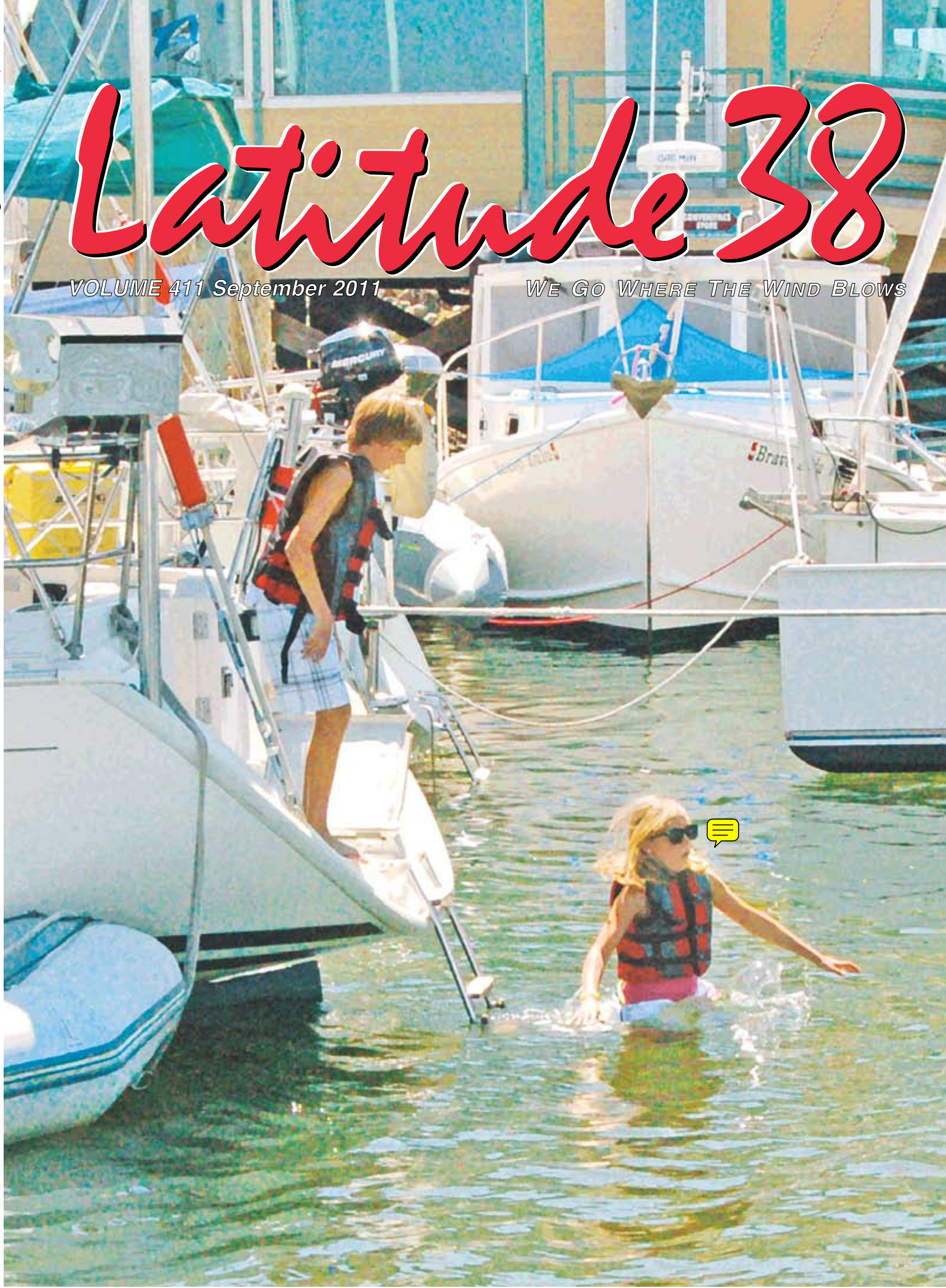
# Latitude 38

VOLUME 411 September 2011

WE GO WHERE THE WIND BLOWS

SEPTEMBER 2011

VOLUME 411



# DELTA DOO DAH 3D

Who could have suspected that such a goofy-sounding event as the Delta Doo Dah would age as gracefully as the finest Bordeaux? OK, maybe more like a decent boxed wine, but still, the week-long rally from San Francisco Bay to the Delta just seems to get better and better every year.

"Best Doo Dah ever," enthused three-time vet Jay Hickman of the Islander 36 *Zorza* when asked how the third running of the event stacked up with the previous years. That was a common sentiment with the crews from the 20 other veteran boats who joined the Delta Doo Dah 3D, though they couldn't always put their finger on exactly why.

Maybe it was the hearty welcome the fleet of 50 boats received at each of the official stops. Or perhaps it was all the great prizes donated by generous sponsors. Or it could have simply been the excitement and entertainment that comes from bringing together 120 sailors who all want the same thing: to have a little fun in the sun.

Delta Doo Dah 3D kicked off the evening of July 29 at Berkeley YC,

where skippers and crew got the chance to get to know each other, swap a few stories and dip into some of the mouthwatering pulled pork whipped up by vets — and BYC members — Erik and Brian Jones of the *Glastron Spirit 28 Sizzle*. Berkeley Marina graciously hosted a number of Doo Dah'ers who had brought their boats over in preparation for the following morning's photo op/start.

**Aya Camps-Romero, 2, shows off her 'ink'.**

As has been so typical of this summer, the morning of July 30 dawned gray and gloomy but almost as soon as the fleet sailed under the Richmond Bridge at around 11 a.m., the skies cleared and the wind filled in enough for some brisk — yet smooth — sailing all the way to the event's first official stop: Vallejo YC.

Having a century's worth of experience fitting hundreds of boats into their snug harbor, VYC members neatly tucked the fleet in between rows and called everyone up for dinner. After an in-depth skippers' meeting — during which guest speakers Chris Lauritzen talked about

getting around in the Delta and James Muller with the San Francisco Estuary Partnership offered everyone anchored in Potato Slough on Wednesday a free holding tank pump-out, and tons of prizes were handed out — the tables were cleared and the dance floor filled. Some revelers enjoyed the club's relaxed bar hours until the wee hours, making the next morning's early wake-up call a bit of

a headache . . . in more ways than one.

With a 40-mile day lying ahead, coupled with an early switch in the current, the fleet was ready to break the raft-up at 9 a.m. — though some crewmembers were noticeably less perky than others. Their spirits were soon lifted as the wind picked up and the marine layer cleared, making for one of the loveliest sailing days many had had in a long



PATRICK WILKINSON



ALL PHOTOS LATITUDE / 'DOODETTE' LADONNA UNLESS NOTED



MITZI CARTER

# — BETTER THAN EVER

time. Though some were worried about making it to Owl Harbor Marina by the time the 'Welcome to the Delta' party was scheduled to start at 6 p.m., nearly every boat was settled in before the band even started tuning up.

Owl Harbor Habormaster Devery Stockon and her crew went all out to welcome Doo Dah'ers, going so far as to relocate some tenants in order to fit the

fleet. But it only got better from there, as everyone found out when they walked down the levee to a big tent and a free Mexican buffet. If that weren't enough for the crowd — and it would have been since we all know that the best way to earn a sailor's heart is to give him free food — Devery gave away prizes and then introduced a killer blues band that kept the house rockin' for hours.

As the sun rose Monday morning, this Doodette found herself being interviewed by the effervescent Bethany Crouch from *Fox 40 Live*, a Sacramento morning show. During one segment, Bethany wanted to illustrate some of the maintenance boatowners have to perform, so she gamely rode a bosun's chair up the mast! (You can see all the segments at [www.facebook.com/latitude38](http://www.facebook.com/latitude38).)

Many were loath to leave the comforts of Owl Harbor, especially after being



ERIK JONES



**Doo Dah Debauchery** — (top row, l to r) Eric from 'Odyssey' and Stephanie from 'Tazman' get acquainted; turns out that 50 people, two dogs, two cats, seven guitars, one bass, one keyboard and a full drum set fit on the bow of 'Buffalo Spirit'; the fleet rafted at the six-slip Sugar Barge; Patrick from 'Reality Cheque' gamely went up the mast to get the potluck's money shot; (middle row) skurfing in Potato Slough; Bruce & Katherine from 'Carousel' enjoyed a romantic sunset; Mari from 'Jolin' goofed around at Locke; Robbie caught several fish aboard 'Buffalo Spirit'; (bottom row) moonrise at Bedroom 2; "Not in my beer, dude!"; Andrew from 'Reality Cheque' really shredded it up with the Potato Slough Jam Band; the kids couldn't let the old guys have all the splashy fun.



JOE HELFAND

TARA PEARCE



**Katherine and Peter.**

# DELTA DOO DAH 3D

treated to a complimentary pancake breakfast (see earlier statement about hungry sailors), but the time had come to move on to what's become a Doo Dah tradition: the Bethel Island Beach Party.

After the fantastic welcome the fleet received at Owl Harbor, folks wondered how their week could get any better. Enter Bethel Island's Peter Yates and his mad-cap crew of partythrowers. As the fleet approached this year's new Bethel Island destination, Sugar Barge Resort & Marina, Peter deftly packed everyone in like those stinky little fish.

The mood was festive and many crew members hopped a ride aboard a WWII-era bridge tender to a small beach on Franks Tract, where Peter's vivacious fiancée Katherine greeted them. Folks took turns buzzing around on Sea-Doos, wakeboarding behind speed boats, testing their balance on paddleboards or just drinking up the sun (not to mention the rum drinks Katherine and her helpers handed to every over-age arrival). "I didn't do the Beach Party last year," said one Doo Dah vet, "and now I really regret it. This was a total blast!"

Just about the time the last boat full of partiers returned, Sugar Barge started serving mouth-watering tri-tip dinners, followed by locals and Doo Dah'ers alike getting up to sing karaoke, play instruments, and generally make a delightful ruckus.

Tuesday was the first of three 'free days', a time for Doo Dah'ers to do a little exploring on their own. While most of the fleet — about 30 boats — followed this Doodette to Potato Slough, a handful accompanied Doodette Christine Weaver



**Jay Hickman showed real 3D spirit by sailing 'Zorza' the entire trip.**



## 2011 Delta Doo Dah 3D Participants

+ = Sailing singlehanded; \* = Soul Sailor, having sailed the entire course

<b>Annie</b>	Sprague Cutter 33	Jeff & Annie Cook	Sacramento
<b>Aquavit</b>	Swan 36	Bruce & Gail Sinclair	Vallejo
<b>Ardea</b>	Tartan 37	Jim & Georgianne Boissier	Fremont
<b>Autumn Wind</b>	Catalina 34	Brian Plautz & Elizabeth Kline	Reno, NV
<b>Because...</b>	Jeanneau 45 DS	Tim & Rhonda Shea	Napa
<b>Bravo Zulu</b>	Downeast 33	Conrad & Majel Arnold	Sacramento
<b>Buffalo Spirit</b>	Brewer 46	Ruben & Robbie Gabriel	Vallejo
<b>Bumpy</b>	C&C 40	Rich & Shawn Wideman	Novato
<b>Calaveras</b>	Explorer 45	David Lyon & Angela Aragon	Woodside
<b>Carousel</b>	Pearson 35	Bruce Smith & Katherine Jones	Los Gatos
<b>Dasha</b>	Ericson 30	Franz & Margo Vandercappellan	Roseville

### +Family Naut

<b>Final Call</b>	Hunter 31
<b>Gitana Vela</b>	Catalina 30
<b>Goose</b>	Mariner 31
<b>Gute Fahrt 2</b>	Catalina 30
<b>Hapa Girl</b>	Hunter 31
<b>Holiday</b>	Contour 34 tri
<b>Hotel California</b>	Cal 36
<b>'ilohale</b>	Catalina 375
<b>Jolin</b>	Hanse 341
<b>Kyra's Joy</b>	Nonsuch 30
<b>La Vida</b>	Catalina 36
<b>+Left of Center</b>	Catalina 320
<b>Liberté</b>	Cheoy Lee 30
	Kaufman 47

Grant Du Plooy	Walnut Creek
Don & Cathy Mibach	San Francisco
Bruce Allen & Karen Mentzer	Sausalito
Mike & Lorianna Kastrop	Redwood City
Tom Shuster & Jan Stockon	Rio Vista
Greg Mitchell & Byung Choung	Burlingame
Mike & Diane Robinson	Orangevale
Michael & Linda Stafford	Bodega Bay
Gary & Nancy Ryan	Greenbrae
Joe Helfand	Alameda
Peter & Georgianne Pillsbury	Scotts Valley
Michael & Joan Mellon	Santa Cruz
Dan Potash	Berkeley
Dave & Juliana Rosenberg	Los Altos



**Doo Dah Debauchery** — (top row, l to r) Eric from 'Resolute' and Patrick give a victory leap after winning the dinghy race; chillaxin' Doo Dah style; four boats and a dozen dinghies rafted up for the potluck; Brian cools down behind 'Sizzle'; Ruben grilled up the appies on 'Buffalo Spirit'; (middle) newlyweds Tara and Alex Pearce go for a joyride; Julia loved wearing her prize on 'Liberté'; David and Angie were late to arrive at VYC because they sailed 'Calaveras' up from the South Bay; (bottom) Jim and Georgianne brought their teenage granddaughter and niece (not shown) aboard 'Ardea'; Ian and Tim Shea from 'Because...' went crazy over the 'killer' knife they won; Annie from the aptly named 'Annie' enjoyed Owl Harbor's pancake breakfast; Stacey from 'Scarlett' was delighted to win a copy of 'The Pirate Potato Cannon'; John, Alisa and Elani — and their four-legged crew — were back for the third time aboard 'Volaré'.



**Little Miss Magic Lucy!**  
**Mai Pen Rai**  
**+Nenya**  
**Odyssey**  
**Oli Kai**  
**Prime Time**  
**Reality Cheque**  
**Resolute**  
**Scarlett**  
**Seascape**  
**Shrimp Louie**  
**Sizzle**  
**Solace**

Gemini 105  
 Beneteau 343  
 Islander 36  
 PS Orion 27  
 Bristol Channel Cutter  
 Seawind 1000  
 MacGregor 26  
 Beneteau First 35s5  
 Hunter 33  
 Tartan 30  
 Passport 37  
 Cal 2-29  
 Glastron Spirit 28  
 Jeanneau SO 45.2

Ted & Judy Lord  
 Roy & Barbara Johnston  
 Noble & Barbara Brown  
 John Yannotti  
 Wayne & Karen Edney  
 Eduardo Camps-Romero & Mitzi Carter  
 Edward & Elizabeth Dietz  
 Kevin & Lori Wilkinson  
 Jason & Eric Kopps  
 Eli Myrick & Akio Omori  
 Roger & Michelle Ballew  
 Alex & Tara Pearce  
 Erik & Brian Jones  
 Spencer & Laura Borg

Discovery Bay  
 Santa Rosa  
 S. Lake Tahoe  
 Forest Knolls  
 Cameron Park  
 Alameda  
 Merced  
 Woodside  
 Alameda  
 Oakland  
 Vallejo  
 Sausalito  
 San Francisco  
 Danville

**Tazman**  
**TNT**  
**Volaré**  
**Wiggle Room**  
**\*Zorza**

Ericson 32  
 Aries 32  
 Hunter 30  
 Ericson 38  
 Islander 36

David & Ruth Sawyer  
 John & Christopher Mann  
 John & Alisa Cassero  
 Don & Jan Wigle  
 Jay Hickman & Joshua Boylan

Napa  
 Greenbrae  
 Berkeley  
 Modesto  
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# DELTA DOO DAH 3D

up Georgiana Slough to Walnut Grove, and even more adventurous souls set off on their own.

Those in Potato Slough's Bedroom 2 were treated to free holding tank pumpouts on Wednesday, then later converged on Ruben and Robbie Gabriel's Pan Oceanic 46 *Buffalo Spirit* for a pot-luck. We stopped counting the bodies after 50 people boarded to chow down, visit with new friends they had yet to meet, and listen to the Potato Slough Jam Band, which included an electric guitar, bass, keyboard, harmonica and full drum set!

It's funny, but the days in Bedroom 2 seem to pass very quickly — one minute you're sharing your morning tea with some neighbors, the next you're in an epic water battle followed by an even more epic sailing dinghy race (a race won by the doublehanded team of Eric Kopps, 14, from *Resolute* and Austin Borg, 13, from *Solace*). The next thing



**The Doo Dah kids loved zipping around Franks Tract at the Bethel Island Beach Party.**

you know, you're wondering how it got to be Friday morning already.

But Friday it was — the last day of the Doo Dah. The cooling winds that had kept everyone from overheating the rest of the week evaporated, forcing the thermometer to peak around 100° by the time the fleet arrived at the always-

friendly Stockton Sailing Club.

Doo Dah'ers were greeted by helpful chase boats guiding them in, air conditioning in the bar, and plenty of ice cold drinks. A kayak race was organized for 14 of the more energetic folks, who earned *Latitude 38* hats as a reward. But the real celebration started a little later with SSC's famous BBQ dinner and the Doo Dah Hoopla. Live music, dancing and prizes galore ended the Delta

Doo Dah 3D in style.

As it is every year, Saturday morning's dispersal of the fleet was a bitter-sweet affair. But hopefully everyone was left with happy memories of a fantastic week in the sun. We'd like to think that, much like a 1999 Chateau Le Pin Pomerol, the Doo Dah "leaves a lasting taste and a lingering sensation."  
— *latitude/ladonna*



**Doo Dah Host**



**Thank you for visiting us during the Delta Doo Dah 3D!**

Hope to see you again ~ Devery, Captain Jack Sparrow, Javier, Kurtis, Luis

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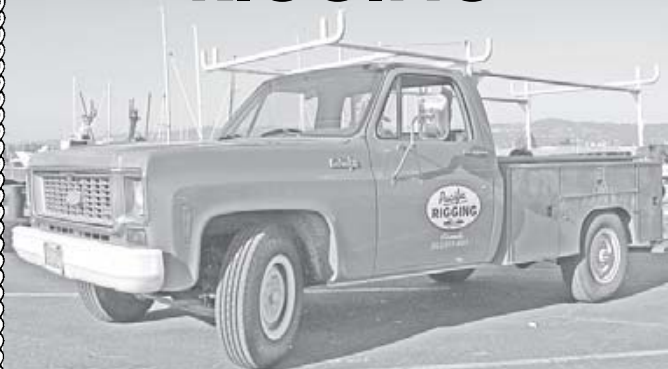


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# LIFE-CHANGING LANDFALLS —

"Our long passage to French Polynesia was rewarded by incredible beauty when we arrived at Nuku Hiva," recalls Robbie Baxter of the Australia-based Orana 44 *Catwagon*. "The entrance to



IB SVANE

**Just for the record, Aussie Yadranka Svane of the Hans Christian 38 'Aeolus' strikes a pose at latitude zero.**

the bay was amazingly dramatic, with two giant rocks guarding each side of the entrance — just an awesome sight. And the bay was surrounded by rugged, lush, green mountains."

After enduring any extended ocean passage, making landfall is almost always exhilarating. But completing the crossing from the West Coast of the Americas to French Polynesia — a minimum of 2,800 miles — is a particularly

**Doug Scott of 'Moondance' finally got to hoist the courtesy flag in anticipation of his Marquesan landfall, after 15 years of pipedreaming.**



CARLA SCOTT

good cause for celebration. Because, as veteran circumnavigators know, that's the longest patch of open water a sailor has to face when rounding the globe via the tropics.

Knowing that, we expend lots of time and ink every year celebrating the springtime migration of each new fleet of westbound cruisers, whom we like to call Pacific Puddle Jumpers. Ever since coining that phrase many years ago, we've been co-hosting PPJ Sendoff Parties with the Vallarta YC, at Nuevo Vallarta's Paradise Village Resort, and in recent years also with the Balboa YC on the Pacific side of the Panama Canal.

During the past few seasons, boats that registered with us have been eligible for a special low-cost package that includes clearance in and out, immigration bond exemptions (a substantial saving of time and money), and duty-free fuel access as soon as they arrive in the Marquesas. Now that the word is out about these 'bennies' our Puddle Jump rally has drawn entrants from dozens of countries — 193 registered this year.

We should be clear that unlike the Baja Ha-Ha or the ARC, this is a rally in the loosest possible terms, as boats leave from many different places at different times throughout the spring. But they share tips through seminars before setting out, and keep in touch en route via radio nets. Upon arrival, many Jumpers meet face-to-face for the first time at the Tahiti-Moorea Sailing Rendezvous, which we put on with the support of several Tahitian partners. (See our report in the August edition.)

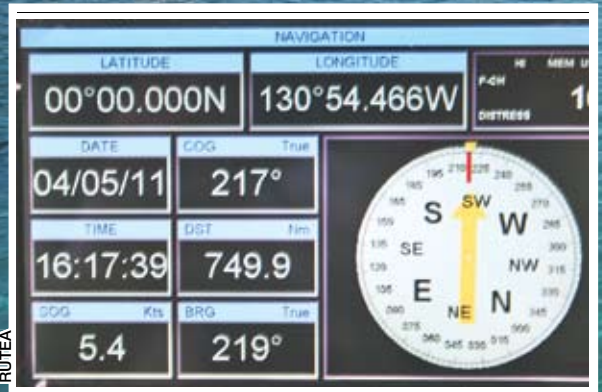
We weren't able to study the experiences of every crew that crossed this year, but the consensus seems to be that 2011 was a mighty fine year to make the jump. Generally speaking, many boats enjoyed good sailing breezes in the 12- to 20-knot range most of the way across, except within the Intertropical Convergence Zone (ITCZ). And — whether by luck or smart planning — many boats found the Zone was relatively narrow where they crossed it, thereby ex-

posing them to relatively short periods of squalls and/or dead air. We're happy to report also that there were no mid-ocean rescues this season, whereas last year there were two that we know of.

At least a half dozen boats left La Cruz, on Mexico's Banderas Bay, on the

*"We had a storybook crossing. It was much easier than I anticipated."*

same day in late March, and as Neal Schneider of the San Diego-based Contest 48 *Rutea* describes, "We had a storybook crossing. It was much easier than I anticipated. Before we actually 'jumped', I was bracing myself for everything from gales to slatting sails. While we did have short periods of no wind in the doldrums (ITCZ), we had fantastic sailing almost everywhere else. If I had to say what



RUTEA



# PACIFIC PUDDLE JUMP RECAP

surprised me the most, it would be how much I enjoyed the terrific sailing."

New Zealanders Jo and Rob Woollacott left La Cruz two weeks later aboard their home-built 42-ft ketch *Blue Moon*. "We thought we would have doldrums and/or Convergence Zone for days," says Jo, "but we only had a few hours without wind, and a day of squalls in the ITCZ. We know it is all just luck, but we were happily surprised by our weather." They made the trip in an impressive 18 days.

Although no two boats ever experience identical conditions, this year those who stayed longer in the northern hemisphere reported better winds and less sloppy sea conditions than those crossing via the Galapagos, who were typically south of the equator for their entire trip.

**Spread:** The only time you'll find so many boats in a Tahitian bay is during our annual Rendezvous in Moorea. Insets: Proof of 'Rutea's equator crossing; Fun-loving kids like Francois of 'Calou' (front) always make friends quickly.

As you'll read, the half-dozen boats that crossed from Hawaii this year — which is relatively uncommon — had a challenging crossing, to say the least, with winds forward of the beam for much of the 2,500-mile trip.

As always, the preconceived expectations of many crews differed from the reality of their crossing, sometimes for the better, sometimes for the worse.

"It was much calmer, relaxing and more enjoyable than I thought it would be," reports first-time ocean-crosser Monica McKaskle of the Hawaii-based Easton 40 cat *Savannah*. "The seas really weren't that big and scary."

"I thought three weeks of night watches would be tough," admits Chet Chauhan, skipper of the San Francisco-based Beneteau First 38s5 *Sudden Stops Necessary*. "But we quickly settled into



REALITY

After 13 years of cruising San Franciscans Vaughn and Sharon Hampton of 'Reality' have learned many 'survival techniques.'

a routine. I was surprised I enjoyed the ocean crossing experience so much, and I'm looking forward to the next one."

"We were surprised at the lack of other vessels en route," recalls Australian Mike Drury of the Fremantle-based IP 420 *Fully Involved*. "We only saw one fishing boat in 24 days and no yachts. There was also a distinct lack of sea life except for birds and the one school of fish we encountered."

"For some reason, we pictured that crossing the doldrums would entail cocktails with umbrellas, and getting lots of jobs done because we'd be in such calm seas," says Shelly Heaslip of the Gulfstar 68 *Imagine* (which is based in Hawaii, but departed from Mexico). "As it turned out, we really didn't experience much of a change in sailing conditions. Most of the squalls were north of the equator and the swell was a continuation of a somewhat confused sea which basically hit us on the beam the whole way."

As is typical year after year, more boats left from Puerto Vallarta and Panama (many of these passing via the Galapagos) than from elsewhere. But others jumped off from a variety of other West Coast locations. "We left Cabo San Lucas," explains Carla Scott of the Albuquerque, NM-based Tayana 42 *Moondance*, "hoping the winds would be in our favor



MEREKAVA

MOONDANCE

# LIFE-CHANGING LANDFALLS —

and let us sail to the Gambiers (archipelago). They weren't, so we changed course and headed to the Marquesas. Good choice — we loved Nuku Hiva!"

With this year's generally moderate conditions, the strain on crews was arguably less than in some years. But any way you slice it, crossing 3,000 miles of open water is a long, long trip. "I was surprised at the monotony of the voyage," says Diana Hudson of the Denver-based Shin Fa 45 *Zephyr*. "It was a test not only of the gear on board, but also of the human spirit."

Misery at sea is relative, however. The San Francisco-based Valiant 37 *Reflections* was one of the Hawaii contingent: "Neither of us believed it would be as rough as it was," admits Sheri Seybold.

"It was a wet and wild trip. In fact, this passage has been added to our list of Passages We'd Rather Not Do Again. On

*"It was a test not only of the gear on board, but also of the human spirit."*

the bright side, we averaged 5.49 knots! That's a pretty respectable speed for two old sailors that hadn't made a long passage in seven years."

Regardless of which year you set sail, just about any major ocean crossing tends to be a series of highs and lows. This year's migration to French Polynesia was no different. Under the heading of 'lows', Bill Campbell and Benita Richardson of the Van de Stadt 44 *Alcheringa II* had some of the worst luck in the fleet. Four days after leaving the Galapagos they were booming along en route to Easter Island when they heard "an almighty bang!" The toggle at the upper end of their forestay had failed. Luckily, jib halyard tension kept the rig up, but the couple was forced to abandon their dreams of seeing the curious monoliths of Easter Island, and instead headed



PHAMBILI



MERKAVA



NEW MORNING

**Clockwise from upper left: Looking for landfall on 'Phambili'; Dolphins off the bow of 'Merkava'; Neptune slays a mermaid aboard 'New Morning'; shellbacks pop the champers on 'Sarah Jean II'; equatorial silliness on 'Savannah'; Corie picks a tune aboard 'Rutea'; 'Infini's big catch; swimming with tame rays at Moorea.**



ANDY MCKASKLE / SAVANNAH



INFINI

# PACIFIC PUDDLE JUMP RECAP

straight to Tahiti for repairs. "Now we are creeping along at about 3 to 4 knots — walking speed — with about 3,200 miles to go 'til we get a break!" Benita wrote in her blog. Fortunately, the wind angle to Papeete was close to dead astern, so they were able to limp along successfully under main alone, finally arriving after 34 days at sea.

Having sailed far and wide during their 16 years of cruising, Rob and Jo Woollacott are certainly the among most experienced cruisers in this year's fleet. But that didn't make them immune to bad luck. At some point during their passage, Rob jumped overboard to tighten an overly-active rudder bearing

and was stung by a potentially deadly Portuguese man-of-war. As Jo explains, he recovered after downing "massive doses of vitamin C and antihistamines."

Other lows? *Moondance*: "Trying to avoid a big squall that chased us around all night. We were soaked and exhausted when it finally passed us." *Narama*: "A couple of squally days where we constantly had to change sails, or furl and unfurl the jib to deal with the wind changes. It seemed like it would never end." *Savannah*: "Trying to keep up with the energy of a five-year-old on a boat for 21 days."

*Calou*: "About a week after leaving Mexico our 12-year-old son, Antoine, tried to free something from the freezer by chipping at the ice with a sharp knife, and he pierced the evaporator. Also, *twice* having to physically remove the (full) holding tank and dump it overboard when it refused to empty itself." *Champagne*: "Low points were when repairs caused us to think the voyage might have to be abandoned." They'd intended to cross directly from Long Beach, but had to divert twice to make a variety of repairs (see table on page 102).

When a crewmember aboard *Imagine* was asked why she would want to make this crossing more than once, she aptly observed, "It's like childbirth: You forget." Fortunately, with time most sailors tend to forget about the low points, while the highs remain etched in their memories.

"The star gazing at night was definitely a high point," says Canadian Heidi Krajewsky of the Victoria, B.C.-based Brologa 33 *Narama*. "Another was catching a large tuna and seeing a sperm whale."

"For us, the high point was when we found out we are competent sailors!" says Krister Bowman of the San Francisco-based CS36 *Britannia*. He and his wife Amanda had only been sailing for two years before entering the cruising life last fall. (See last month's *Sightings*.)

"For us the highlight was reaching the most remote islands in the world — Pitcairn and Easter," recalls Noel Parry of the Australia-based Aleutian 51 *Pyewacket II*.

"The awesome moonlit skies and many glorious rainbows were a delight, as were the many gorgeous sunrises and sunsets," remembers Robbie of



*Catwagon*. "We experienced great sailing in 20-knot winds and flat seas near the equator, but actually crossing it was the highest point for us, as it was a first."

Not only is an equator crossing the ultimate mid-ocean milestone of such a trip, but it gives crews a much-needed excuse to take a break from their usual routines to celebrate and/or get a little silly. Those who've crossed before (called shellbacks) typically perform good-natured initiation ceremonies on first-timers (called pollywogs). Every fun-loving crew had a variation on the ritual, from smearing ketchup or shaving cream in the hair of pollywogs, to dressing in full costume and sharing a toast with King Neptune (or Poseidon, depending on your favorite version of ancient mythology).

The veterans aboard *Blue Moon* initiated their neophyte crewman, Colin, by dressing him in "a skirt made from the

*"For us, the high point was when we found out we are competent sailors!"*

finest seaweed; he was crowned with urchin spines and adorned with a fresh squid necklace."

The Powell family aboard the Tiburon-based Jeanneau 45 *Calou* got into the act by sharing cake and champagne with Poseidon, then swimming around the boat. Sixteen-year-old Francois and crewman John Thompson actually swam over the equatorial line, as did the crew of *Sudden Stops Necessary*, all three of whom were pollywogs. Their self-initiation ceremony may have been the most elaborate in the fleet, as friends had supplied them with



SARAH JEAN II



SAVANNAH



RUTEA

# 2011 PACIFIC PUDDLE JUMP PASSAGE DATA

Although many more sailors did the Puddle Jump this year, those who responded to our questionnaire give a representative sampling of passage data.

Boat Name	Boat Make & Length	Captain & Crew	Boat's Homeport	Departed From & Date	Landfall & Date	Days of Xing	Miles of Xing	Equator X Long.	Engine Hours	Best 24 Hours	Worst 24 Hours	High Wd Speed	# of Fish Caught	Breakage & Breakdowns
<i>Alcheringa II</i>	Van de Stadt 44	B. Campbell & B. Richardson	Edmonton, AB	Galapagos 5/25	Papeete 6/27	34	3,815	N/A	120 hrs	180	37	25 k	3	forestay toggle, autopilot, gooseneck, backstay frayed
<i>Blue Moon</i>	Woollacott 45	Rob & Jo Woollacott	Devonport, NZ	PV 4/9	Hiva Oa 4/28	18	2,814	128W	4 hrs	175	117	25 k	3	Windex failed (booby), rudder fitting
<i>Britannia</i>	CS 36	Krister & Amanda Bowman	San Francisco, CA	PV 4/9	Nuka Hiva 4/29	19.5	3,000	130W	0 hrs	175	100	< 35 k	0	autopilot belt, torn spinnny clew
<i>Catwagon</i>	F-P 44	Neville Slee & Robbie Baxter	Port Adelaide, AUS	San Diego 4/10	Nuku Hiva 5/11	22	3,200	133W	36 hrs	160	85	35 k	0	spinnaker blowout, leaks
<i>Champagne</i>	Beneteau 42	Clark Hamm & Marga Bakker	Long Beach, CA	Cabo 5/19	Nuku Hiva 6/12	35	3,835	134W	91 hrs	161	97	36 k	5	watermaker, AIS, SSB, autopilot, generator, holding tank, engine, stove
<i>Calou</i>	Jeanneau 47	Powell family	Tiburon, CA	PV 3/25	Fatu Hiva 4/18	23	2,881	128W	30 hrs	154	92	40 k	0	radar, refrigeration, holding tank
<i>Don Quixote</i>	Lagoon 380 cat	Conger family	Seattle, WA	La Paz 4/10	Hiva Oa 5/9	22	2,642	152W	5 hrs	152	74	30 k	1	SS tang, spinnaker hardware
<i>Fully Involved</i>	Island Packet 420	Mike & Jan Drury	Fremantle, AUS	Ensenada 3/8	Nuku Hiva 4/2	26	3,466	133W	42 hrs	191	95	40 k	3	tear in mainsail, voltage regulator
<i>Georgia J</i>	Passport 47	Kim & Sharon Barr	Tiburon, CA	San Diego 4/5	Hiva Oa 4/25	19.5	3,000	135W	200 hrs	208	100	38 k	0	lost nut, dropped lower shrouds, polluted water & fuel, generator
<i>Imagine</i>	Gulfstar 68	David & Shelley Heaslip	Hilo, HI	La Paz 4/17	Hiva Oa 5/6	19	N/A	129W	75 hrs	189	117	25 k	3	blown gennaker & jib, broke outhaul, hydraulics, fridge
<i>Kite</i>	Valiant 42	Jack & Zdenka Griswold	Portland, MN	Galapagos 4/29	Hiva Oa 5/17	18	3,055	N/A	45 hrs	196	138	25 k	N/A	none
<i>Madrona</i>	Tayana 37	O Caddy & C O'Donoghue	Edmonds, WA	Cabo 5/9	Hiva Oa 6/17	38	3,000	130W	22 hrs	147	-7	37 k	N/A	control line on Monitor vane
<i>Merkava</i>	Fraser 41	Mark & Yuka Aisbett	Vancouver, BC	Manzanillo, MX	Hiva Oa 4/12	25	2,986	131W	140 hrs	162	82	25 k	6	voltage regulator, halyard parted
<i>Moondance</i>	Tayana V-42	Doug & Carla Scott	Albuquerque, NM	Cabo 4/6	Nuka Hiva 4/28	22	2,804	129W	34 hrs	168	96	32 k	5	halyard, jib stitching
<i>Narama</i>	Brolga 33	S Anstee & H Krajewsky	Sydney, AUS	Galapagos 4/14	Hiva Oa 5/8	25	2,941	90W	16.3 hrs	155	84	30 k	1	mainsail stitching
<i>Nicone</i>	Contest 41	Peter & Leena Baeni	Helsinki, FIN	Galapagos 4/22	Fatu Hiva 5/15	23	3,132	87W	77 hrs	161	75	22 k	0	topping lift, roller bearing
<i>Pyewacket II</i>	Aleutian 51	Noel & Jackie Parry	Jervis Bay, AUS	Galapagos 2/?	Easter Is	16	2,200	86W	36 hrs	204	50	N/A	3	reefing block exploded
<i>Reflections</i>	Valiant Esprit 37	Gene & Sheri Seybold	San Francisco, CA	Honolulu, HI 4/27	Manihi, Tua 5/16	19	2,509	143W	35 hrs	158	107	46 k	0	leaks, leaks, leaks!
<i>Rutea</i>	Contest 48	Schneider / Sandven family	San Diego, CA	PV 3/23	Hiva Oa 4/10	18	3,076	130W	36 hrs	166	128	< 30 k	N/A	none
<i>Sarah Jean II</i>	Saga 43	Norm & Beth Cooper	Vancouver, BC	PV 3/19	Hiva Oa 4/7	19	2,806	131W	79 hrs	182	100	25 k	N/A	main halyard chafe, whisker pole
<i>Savannah</i>	O Easton 40 cat	Andy & Monica McKaskle	Hilo, HI	PV 3/17	Hiva Oa 4/7	21.5	2,920	130W	50 hrs	188	30	30 k	3	autopilot belt broke
<i>Shango</i>	Pac Seacraft 40	Amy Jordan & Roger Block	Newburyport, MA	Galapagos 3/18	Fatu Hiva 4/8	21	3,075	88W	44 hrs	177	80	30 k	0	none
<i>Sudden Stops Nec</i>	Beneteau 38	Chet Chauhan	San Francisco, CA	PV 3/23	Nuku Hiva 4/15	23	2,900	131W	65 hrs	170	95	30 k	10	rudder play
<i>Tomboy</i>	Alajuela 33	Tom & Janis Bell	Nogales, AZ	PV 3/16	Nuka Hiva 4/8	24	2,975	30W	55 hrs	145	86	35 k	0	Aries gear slipped
<i>Zephyr</i>	ShinFa 45	Bill & Tracy Hudson	Denver, CO	PV 4/9	Nuku Hiva 5/6	27	3,208	130W	51 hrs	150	65	45 k	N/A	roller furler bearing, chafe, vang blocks



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# PACIFIC PUDDLE JUMP RECAP

a full kit of accessories before they set sail. It included: "instructions, costumes, champagne, diapers, snacks, and a framed, custom-made equator crossing certificate. We will never forget that day!" insists Captain Chet.

**E**ven after crossing the equator (typically around longitude 130° W) there's still a lot of ocean to cover before making landfall. We won't bore you with details of all the breakage that can

*"I remember the wet, smoky smell of land from several miles away."*

happen out there. But we can't resist sharing this report from our charming Austrian friend Helmut Supper of the Jeanneau 37 *Anna X*: "We had lots of damage. The first *vorstag* breaks at its base to the ship, the *genuafall* breaks,

*blister* and *genua* get a bright cut. On the last day also the second *vorstag* was broken. We made the last 60 miles to Hiva Oa with the engine." And you thought you had problems!

Whether limping into the anchorage under torn sails, sputtering in under engine power, or blasting in under spinnaker, making landfall after so many days at sea almost always yields special memories.

We asked fleet members if they recalled the feelings they had at the time: "Elation, excitement, satisfaction, as well as some incredulity that we sailed all that distance," says Jack Griswold of the Maine-based *Valiant 42 Kite*. "I remember the wet, smoky smell of land from several miles away, and a tiny feeling by 'one of us' that we weren't quite ready for it to end."



YADRANKA SVANE

**Is *Ib Svane* being chased by pirates? No way. They're just friendly Polynesian paddlers using '*Aeolus*' as a 'pace car' for their workout.**

"Our nerves vibrated for days," recalls Toast Conger of the Seattle-based *Lagoon 38 Don Quixote*. "I found myself getting landsick when I climbed out of the dinghy the first time."

"We saw Nuku Hiva in the distance at sunrise. It was like a dream come true," says Tom Bell of the Arizona-based *Alajuela 33 Tomboy*. He and his wife Janis bought the boat in '84 and their South

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# LIFE-CHANGING LANDFALLS

Pacific charts in '85, but, "life got in the way" of making the trip before now.

**C**rossing the Pacific to the fabled isles of Polynesia is a dream shared by thousands of sailors all over the world. If you count yourself among them, you may be interested to hear some advice from these 'newly experienced' passage-makers:

**Sudden Stops Necessary:** "Get a self-steering windvane. Monty, our Monitor windvane steered the boat all the way with no failures and drew no amps!"

**Champagne:** Consider hiring an exorcist to minimize the breakdown demons! Carry every spare part and tool possible, and make sure people are on board who know how to use them."

**Don Quixote:** "Wrap your citrus in aluminum foil. And only buy dark panties for all the ladies on the boat."

**Anna X:** "Forget your provisioning plans, bring as much beer and Tetra Pak



NEW MORNING

**The primeval topography of the Marquesas make landfalls there unforgettable. Many Jumpers first meet in such anchorages.**

wine as you can. Both are expensive in the islands."

**Merkava:** "Do it! It is sooo much better than I could have ever imagined. Being out there, and then living here among all these gorgeous islands and friendly local smiles. Every day is a new and exciting adventure, exploring and expanding our understanding of this new world, both above and below the surface."

**T**hat lyrical reminiscence is an apt place to end our little recap. As you read this, most of the 2011 fleet has now sailed beyond French Polynesia to the Cook Islands, Samoa and Tonga. And the discovery of each amazing new landfall undoubtedly brings adjustments to their original game plans, that is, if they were silly enough to make schedules in the first place.

For adventurous sailors, the Pacific islands comprise one of the planet's most spectacular playgrounds, and making 'the jump' is only the beginning of a bounty of life-altering discoveries. We wish the Puddle Jump Class of 2011 the best of luck as they journey onward.

— **latitude/andy**

For more info on the annual PPJ rally, visit [www.pacificpuddlejumps.com](http://www.pacificpuddlejumps.com). Online registration for the 2012 crossing will begin in December.

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# ZEN SAILING

While we were Zen sailing the Olson 30 *La Gamelle* on the Richmond Riviera, the second of the four Zen circuits on San Francisco Bay, the wind died just after we rounded the northwestern end of the Richmond Harbor jetty. Temporarily unsure of what to do, we recalled a bit of Eastern wisdom: "We cannot see our reflection in running water, only in still water."

So we looked over the side. Apparently we haven't achieved enlightenment yet, because all we saw was opaque green-brown water. It looked pretty cold, too. Discouraged, we

backslid to our old Western ways by firing up the iPad. It wasn't to play stupid video games or peruse porno, but rather to learn more about Richmond.

When most people think about Richmond, a city of 100,000, one of the first things that pops to their mind is that it perennially ranks as one of the top ten most dangerous cities in the United States. While this is true, most of the crime takes place in the 'Iron Triangle', away from the boating interests. We've been going to various Richmond boating areas for 40 years and never had a problem.

Richmond turns out to be a more interesting city than one might imagine. Here are three things about Richmond that we didn't know: 1) Richmond has more waterfront than any other city on San Francisco Bay. 2) In 1919, Richmond was home to the largest winery in the world. And, 3) From the late 1800s to the mid-1900s, Pt. Richmond was Santa Fe Railroad's western terminus. Passengers hopped aboard a ferry to cover

**Brickyard Cove, home to homes with docks in back, businesses, some of them with docks, and lots and lots of sailboats.**

the last few miles to San Francisco. The remains of the historic ferry dock are still plainly visible at the northwest end of the Potrero Reach.

Just to the east of the old ferry dock is a dilapidated warehouse that deserves a plaque on it describing the exploits of Floridian Bruce Perlowin. The only person we've ever interviewed at the top floor jail of the San Francisco Police Headquarters, Perlowin smuggled close to a half a billion — yes, with a 'b' — dollars' worth of pot into California, most of it into this warehouse. He would spend nine years in prison, including time in two of the last coed prisons in California. For Bruce, the hardest part of doing time seemed to be having an inmate girlfriend who had an inmate girlfriend who got to see her more often.

As we pondered what Buddha would have said to a pot smuggler, a little breeze came up. A little breeze is all that a light boat like an Olson 30 needs to move along smartly, even when carrying plain sail. So after a bit of reaching and a jibe, we slipped between the two freestanding wave barriers that protect the harbor, and sailed into Brickyard Cove, home to the Richmond YC, just under 100 waterfront homes with docks, and a three-building waterfront business complex. When viewed from the air, Brickyard Cove, like Nature, has no straight lines. How Zen can you get?

Founded in '32, the Richmond YC has long featured a very active sailing program, and has always given the more affluent St. Francis and San Francisco YCs a run for the most pickle dishes. The Richmond YC is a fine base out of which to hone any number of sailing skills, as it offers the protected waters of the cove for small boat sailors, and after sailing only a short distance, those with larger boats can usually choose how much wind and chop they wish to play with. There's more action toward the Central Bay and less toward the North Bay. And, it's

almost always a mellow spinnaker run home from the West Bay. We're talking March to October, of course.

Richmond has had more of a roller coaster history than most cities. It was a nowhere-ville that got put on the map



**The old ferry landing for transcontinental train passengers.**



ALL PHOTOS LATITUDE / RICHARD

in the late 1800s by the transcontinental railroad. In the 1920s, the KKK was a popular social movement. In the '60s, Richmond was the first significant city in the United States to elect an African-American mayor. In between came World II, during which time lots of women and minorities from the South migrated to the East Bay to work in Richmond's Kaiser Shipyards. These people — including the semi-mythical 'Rosie the Riveter' — turned out 747 Victory and Liberty ships, and the Richmond shipyard was declared the most productive in the country. The Kaiser company also started a field hospital for the workers, which over time has evolved into Kaiser Permanente — a health plan to which all Latitude employees belong.

The remaining World War II dry docks are in ruins. The *Red Oak*, #587 of the Victory ships, is docked just before the Potrero Reach makes the turn into the Richmond Inner Harbor. Alas, she's not looking too spiffy these days. Neither is the 200-ft *Wapama*, the last of the 250 distinctive steam powered lumber





# — RICHMOND CIRCUIT



**Clockwise from upper left; Modern day 49ers from the Richmond YC; The beautiful old Ford plant; Tenants at the Sugar Dock; the rusty 'Red Oak'; A bulk carrier loads up at one of Richmond's 15 terminals. 'US 76', the BMW Oracle Racing America's Cup boat; Something steamy cooking in the Inner Harbor.**

schooners that used to ply the 'Redwood Coast'. She, on land, is in such poor condition that not even a Kaiser Permanente of boats could save her. The *Wapama* is to be dismantled as soon as the Park Service locates the funds to do it. So don't hold your breath.

Fortunately, there's a more uplifting feel once you jibe onto port and make your way into the Inner Harbor, for not only are the narrow waters even flatter for dryer sailing, but it's a surprisingly active commercial port. Richmond Harbor is home to 10 private terminals and five city-owned terminals. Every time we sailed this Zen circuit, we saw all new ships. "Out of the mud grows the lotus," said Buddha. "Out of world trade grows global prosperity," said St. Bono.

Thanks to the hills of Pt. Richmond, and the various structures and ships, there are lots of fits and starts to the breeze in the Inner Harbor. Such fluctuations makes the sailing more active.

But it's near the end of the Inner Harbor that this part of Richmond becomes more interesting to even the unenlightened sailor. On the port side is the Sugar Dock, once a railroad off-loading wharf, now a deepwater dock capable of accommodating the largest private yachts — or a number of smaller ones. The dock was transformed by Bill and Grace Bodle, both of whom are in their 70s, and who, as previously noted in *Latitude*, do charters with their 100-ft wood schooner *Eros* in the Caribbean with the help of just one deckhand.

On the starboard side is Bay Marine Boatworks, which has a healthy combination of commercial and recreational boat clients, and is the sister facility of the big Bay Ship and Yacht operation in the Oakland Estu-

ary. Next to it are the remains of Richmond Yacht Harbor / Pacific Boatworks. While those businesses are no more, it's nonetheless the site of a magnificent — but hidden — yacht restoration that after many years is nearing completion. More on that in a few months.

Next on the starboard side is KKMI, which probably hauls more big boats than any other yard on the Bay, and often plays host to some of the world's

***If you like flatwater sailing, you'll love the Potrero Reach. If you really like flatwater sailing, you'll love the Inner Harbor even more.***



# ZEN SAILING

great racing yachts. And at the turning basin end of the Inner Harbor is Point San Pablo YC, a working man's yacht club on the original site of Richmond YC.

In a Zen world, there would be mellow small boat races in these flat waters every Friday night, from the turning basin to Potrero Reach and back. What could be more Zenderful? Alas, there are very few small boats in this part of Richmond.

Two more marks remain on the Richmond Zen Circuit. The first is the 850-slip Marina Bay Yacht Harbor, which is just past the old Ford plant that produced 150,000 military vehicles, most of them Jeeps. The plant has been nicely restored, and is currently the Craneway event venue. But careful, for if you don't follow the buoys as you pass the old plant, you'll go hard aground. Haven't been able to find a liveaboard slip in the Bay Area? Marina Bay has them. If you have a 40-ft boat, it's \$360/month for a slip, plus \$200 for the liveaboard fee. Not a bad deal. *La Gabelle* used to live in this marina back when she was *Analogue*.



Great boats hanging together. '*La Gabelle*' chillin' with '*USA 76*' at KKMI.

The last mark on the Richmond Riviera Zen Circuit is 5-mile distant — from Marina Bay — Red Rock, which is unique for two reasons. First, it's the only island on the Bay that was once mined for manganese. Secondly, it's the only one of the Bay's 31 islands that is privately owned. The last we heard, David Glickman, formerly of San Francisco and now a gem dealer in Thailand, had the island for sale for \$22 million — which is \$21,950,000 more than he paid for it

in '70. In the '80s, he had a plan to remove the top half of the island and use it for roadbed construction, and what remained would be the site of a 10-story hotel and casino, and on the north side, a yacht harbor. Some developments are best left undone, and this was probably one of them. And some industries are best terminated also. Not too far ashore from Red Rock is Pt. Molate, which was home to the last whaling station in the United States, operational into the '70s.

The Richmond Zen circuit is a little more challenging than the Oakland Estuary one, in that the wind is more likely to be stronger and/or non-existent, and some channels are more narrow, and it's not as uniformly deep. But it's not a difficult place to sail, and it's certainly worth seeing and sailing.

Having done this Zen circuit several times, we were again reminded of one of the most famous Zen sayings: "If people concentrated on the really important things in life, there would be a shortage of sailboats." No kidding.

— **latitude**/richard

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# IDIOT'S GUIDE

Despite several advances in off-shore voice communications such as satphones, marine single sideband (SSB) isn't going away anytime soon. That's because SSB, unlike satphones, allows an unlimited number of people to listen to a transmission at the same time.

As such, SSB is the only way to go for the various regional cruising nets,

*For cruisers in California and Mexico, you'll almost exclusively use just five of them: 4A, 4B, 4C, 8A and 8B.*

such as the Baja, Sonrisa, Chubasco and Southbound. It means that when Don Anderson of *Summer Passage*, for example, transmits his latest weather forecast, anyone who wants to can listen at the same time. When someone has a question about the forecast, everyone can hear the question and Don's response.

Marine SSB is also perfect for cruising events such as the Baja Ha-Ha, the Caribbean 1500 and the Atlantic Rally for Cruisers. "While the Ha-Ha doesn't require SSB radio," advises the Grand Poobah, "most boats do have them. They're good for safety — but fun, too. The folks with SSBs are able to actively participate in all the roll calls, weather and fishing reports, and other fleet news. Over a period of nearly two weeks, personalities develop over the radio, and an even greater sense of community is established."

In racing events such as the TransPac, Pacific Cup, and Singlehanded TransPac, it offers more than just straight communication. "Thanks to marine SSB, our 1700 hour reports and discussions maintain the racing camaraderie and fun," notes Jack McGuire, KG6CJN, communications chairman of the '08 Pacific Cup race.

Although not the subject of this article, the other significant benefit of SSBs is that, when used with a Pactor modem and SailMail, they allow for the transmission and reception of brief emails while offshore.

## Licensing

You don't need to pass a Ham radio operator's test to use a marine SSB. All that's required is a valid Ship Station license and a lifetime Restricted Radiotelephone Operator's permit. No testing required! The Ship Station license is good for 10 years and is non-transferable. If

you're good at dealing with online government forms, you can apply for a license at <http://wireless.fcc.gov>. If you're not so good at it, or don't want to take the time, my lovely wife Suzie will be happy to help for a fee: (714) 549-5000.

How does Ham (amateur radio) differ from SSB? If you're new to long distance marine radio, I suggest not even worrying about it. Although I run the Radio School and some of the income comes from teaching students how to use Ham radio and pass the test, I generally discourage new SSB operators from taking that step right away. Get the no-test license for SSB radio, become familiar with the procedures and protocols, and use it for a few months. If you find that you're one of the very few cruisers who talks on the radio so much that SSB frequencies aren't adequate, then look into Ham radio. Or if you're going to the South Pacific, where there's lots more traffic on ship-to-ship channels, you might consider eventually moving up to Ham status. But generally speaking, it's really only for serious radio buffs.

By the way, there is nothing to prevent folks with SSB radios from listening on Ham frequencies, and indeed, there are some helpful Ham-only weather broadcasts. If you're worried that you might accidentally stumble onto a Ham-only frequency, start transmitting, and really piss off the 'radio police', fear not. SSB radios that are capable of working Ham frequencies come 'locked' from the factory. Some can only be unlocked using software, while others can be unlocked

marine radio spectrums called shortwave, medium frequency and high frequency — 2 MHz-26 MHz. This radio spectrum is shared with hundreds of other radio users including shortwave broadcasts, Ham radio, FEMA, the American Red Cross and long-range aircraft.

Radio signals within the SSB shortwave spectrum refract off the ionosphere and come back to earth hundreds or thousands of miles away without the need for communication satellites and/or ground stations. Each marine SSB radio frequency band has a very predictable skywave bounce bulls-eye. If you choose a band that's too high, your signal will skip over the other station. If you choose a frequency that's too low, your signal won't go far enough to reach.

The following is a good guide for choosing the band of frequencies that will target your first skywave bounce:

2 MHz	.....	200-400 miles
4 MHz	.....	400-600 miles
6 MHz	.....	600-1,200 miles
8 MHz	.....	800-1,600 miles
12 MHz	.....	1,200-2,400 miles
16 MHz	.....	1,600-3,200 miles
22 MHz	.....	2,200-4,000 miles plus
26 MHz	.....	unpredictable during our solar cycle minimum

*Pop Quiz #1:* You are in San Francisco and you want to talk with your buddy who's on his boat 1,200 miles away in Cabo San Lucas. Which band on marine SSB might you choose?



*In the realm of cruising, an SSB radio is a lifeline, an email gateway, and a hub of friendly conversation, like an old-fashioned party line.*

by simply pressing three keys at the same time. In cases of genuine emergencies, Ham frequencies can be used by people who don't have a license.

## How Far On What Bands?

A marine SSB system operates on a

*Answer:* Because 4, 6, and 8 MHz would likely fall short on the first radio signal bounce, 12 MHz and 16 MHz would likely be your best choices.

The thing that usually drives new SSB operators nuts — and I know that it still irritates the Ha-Ha's Grand Poobah —

is that SSB radio frequency/channels are so different from VHF, FM, television, and almost every other kind of channel. On VHF, for example, channel 72 is channel 72. On television, channel 7 is channel 7. What could be more simple?

Certainly not SSB radio. Get this: while 4146 is always 4146 on SSB, it's also known as 4A, and sometimes the designator 4-1. In addition, depending on the individual radio, it's often channel 35 or channel 77, and could also be some other channel. That's right, depending on what radio you bought and when, and who might have customized the user channels, channel 35 and channel 77 may or may not be 4146 and vice versa. And, of course, it might also be channel 63 or 147 — or a bunch of other channels.

The best way to get to 4146 is to just tune to 4146. The problem is that you may have to do a lot of knob turning, which can be annoying. In order to eliminate unnecessary wrist injuries from knob turning, some manufacturers 'channelized' the more popular frequencies. That is, they assigned specific channels to specific frequencies. For example, the Icom SSB radios of several years ago assigned channel 35 to frequency 4146 (aka 4A and 4-1). Unfortunately, in later radios, they decided to assign channel 77 to 4146 (aka 4A and 4-1). In addition, some retailers created custom 'user channel' packages, which gave yet another channel designation to 4146.

How did it all come to this? SSB operators used to have to spin the frequency knob like crazy to find anyone because there are more than 1,000 SSB frequencies — only a very few of which will ultimately be of interest to you. (More on that later.) As a result, most modern marine SSB transceivers — a fancy name for a combined transmitter and receiver in one black box — have nearly 700 pre-stored duplex channels (specific frequencies designated as channels for easier access). After all, what's easier: dialing through 1,000+ frequencies or 700 channels?

Nonetheless, you could spin your SSB dial all day long and you'd probably still hear nothing — except for WLO, the excellent radiotelephone station located in Mobile, Alabama. If you want to pick up something, look for on-the-hour weather and traffic reports on the following International Telecommunications Union (ITU) three- and four-digit designators: 405, 417, 805, 824, 830, 1209, 1212, 1226, 1607, 1624, 1641, 1807, 2237 and 2503. If you punch in 1607 on the

hour, you'll get traffic lists and weather broadcasts from powerful WLO. The U.S. Coast Guard also broadcasts voice weather reports on ITU channels 424, 601, 816, 1205, and 1625.

**B**ecause SSB radios are more complicated than VHF radios, you might initially have a little trouble punching in the three- and four-digit ITU channels and/or the actual frequencies.

Icom America, Furuno, and SEA are the last remaining SSB manufacturers, and of the three, Icom is the undisputed leader when it comes to equipping recreational vessels with marine SSB gear. To help North American sailors more easily call up relevant ship-to-ship, Coast Guard, weather facsimile, Ham and marine telephone stations, Icom has pre-programmed 160 "favorite channels" — channels 1 through 160 — into a memory circuit titled 'User Channels'.

If you have an Icom 802 and tune to channel 77, you'll find that you'll be

on frequency 4146 (aka 4A). And if you tune to channel 135 on an 802, you'll find yourself on frequency 3968, which is home to the Sonrisa Net at 7 a.m. Pacific Time in the winter. It will even show 'Sonrisa Net' on your screen, even though the Sonrisa Net only uses that frequency a few hours each day.

Your radio will no doubt also have a toggle for 'channel/frequency'. As you move it, the display will switch back and forth from, say frequency 4146 to channel 77 — assuming, of course, that 77 has been assigned to 4146 on your particular radio.

Most Icom marine SSBs may be tuned off of a memorized channel, to hear a weather report on a frequency that has recently moved. Press the 'CL' button — the channel knob now goes into frequency changing — and turn the knob in tiny steps. You may need to do a lot of knob twirling to get to some of the new weather nets. Be sure to push 'CL' again to get out of this mode.

Take this opportunity to run all the user channels on your radio, and make a list of what frequencies/stations they

## Latitude's Easy Guide to Mexico Nets Baja California & Mainland Mexico

### Daylight Savings Time Schedule (Summer)

Time				Latest ICOM Channel	Freq kHz Pri / Sec	Upper/ Lower Sideband	Net Name
UTC (GMT)	PDT W. Coast US	MDT Cabo, LAP	CDT PVR, ACA				
*** Marine SSB Nets ***							
0:55	17:55	18:55	19:55	105	8122	USB	Southbound Net
14:00	7:00	8:00	9:00	105	8122/8116	USB	Amigo Net
N/A	N/A	N/A	N/A	95	6516	USB	Bluewater Net
*** Listen-Only Ham Nets ***							
14:30	7:30	8:30	9:30	149	7192	LSB	Chubasco Net*
15:00	8:00	9:00	10:00	141	7233.5	LSB	Baja Net
19:00	12:00	13:00	14:00	156	14340	USB	Mañana Net*
19:00	12:00	13:00	14:00	151	14300	USB	Pacific Seafarer Net
13:30	7:30	8:30	9:30	135	3968	LSB	Sonrisa Net

\* NOTE: Net warm-up and coordination sessions frequently begin prior to the published net opening time.

### Standard Time Schedule (Winter)

Time				Latest ICOM Channel	Freq kHz Pri / Sec	Upper/ Lower Sideband	Net Name
UTC (GMT)	PST W. Coast US	MST Cabo, LAP	CST PVR, ACA				
*** Marine SSB Nets ***							
0:55	16:55	17:55	18:55	105	8122	USB	Southbound Net
14:00	6:00	7:00	8:00	105	8122/8116	USB	Amigo Net
N/A	N/A	N/A	N/A	95	6516	USB	Bluewater Net
*** Listen-Only Ham Nets ***							
15:30	7:30	8:30	9:30	149	7192	LSB	Chubasco Net*
16:00	8:00	9:00	10:00	141	7233.5	LSB	Baja Net
19:00	11:00	12:00	13:00	156	14340	USB	Manana Net*
19:00	11:00	12:00	13:00	151	14300	USB	Pacific Seafarer Net
14:00	6:00	7:00	9:00	135	3968	LSB	Sonrisa Net

\* NOTE: Net warm-up and coordination sessions frequently begin prior to the published net opening time.

Time adapted from Docksideradio: [www.docksideradio.com](http://www.docksideradio.com)

# IDIOT'S GUIDE

refer to. As mentioned, if you have a newer Icom 802, it's very likely, but not certain, that you have the same channel/frequency combinations as owners of other new Icom 802s. But if you have an older Icom model, or perhaps had a custom user channel package installed into your 802, I'd recommend that you have an authorized Icom dealer come down and give you the most recent user channel package. He'll just plug his computer into the front of your radio and

have different ranges. If you make an emergency call on 2182 when you're halfway between Mexico and the Marquesas, it's very unlikely anyone will hear you. If you check the earlier chart, you'll see that you'd actually want to transmit on 12,290 (12S) where the range would be 1,200 to 2,400 miles.

**Checking Your SSB Reception And Transmission**  
As a new user, even if you get some

when you do this. If the following things happen, it suggests that your transmission is good and powerful:

- 1) The LCD bar graph goes full scale.
- 2) Your cabin lights dim slightly.
- 3) The instrument indicator lamps glow.
- 4) The bilge alarm squeaks.
- 5) The house battery drops about half a volt.

It's perfectly normal for instrument panel lights to glow and bilge alarms to squeak when a powerful 100 watts are coming out of your SSB. But be sure to doublecheck that the LCD transmit indicator shoots across the screen when you say a very loud "FOOOUUUUUR."

A potentially more dangerous way to test the transmit power output is with a small fluorescent tube at night. Ask your first mate to hold the glass tube against the insulated backstay antenna or the big white whip. *Caution! Be sure they don't touch the backstay with their fingers or other parts of their body, as this could result in a nasty burn or worse.* Say the magic word ("FOOOUUUUUR") once again, and the tube should instantly light up. The glass must actually be touching the radiating antenna or antenna lead-in single wire for this to happen.

If the cabin lights dim, the head flushes, numerous bilge alarms go off, and the fluorescent tube lights up, chances are excellent that you're putting out 100 watts. But are they clear watts? Only a radio test with another SSB user can determine that, so ask someone else in the marina to dial in a common ship-to-ship channel, such as 6224, and run

your radio check. This will be a good test for a nice, clean signal.

If your test partner reports that your sound was garbled, and you've just added a new email modem to your rig, temporarily disconnect the wire going from the back of your SSB to the computer. If your voice is now

clear, these additional wires are the problem. Your local marine electronics specialist carries snap-on filter chokes, which may resolve the garbled voice problem.

A good test for the range of your radio is with me! I'm happy to offer *Latitude*

*Radio signals within the SSB shortwave spectrum refract off the ionosphere and come back to earth hundreds to thousands of miles away without the need for communication satellites and/or ground stations.*

download the new stuff. It shouldn't take more than 15 minutes, and will sync you with the majority of other SSB radios.

If you look at the sidebar, you'll see *Latitude 38's* favorite SSB channels that will help you better understand that each channel has a specific purpose. You'll notice there aren't 700 of them. That's because you can use only 33 primary channels. And for cruisers in California and Mexico, you'll almost certainly use just five of them: 4A, 4B, 4C, 8A and 8B. That's not many, but you'll rarely have trouble finding an open channel. (There are an additional 49 secondary channel/frequencies on the 4 MHz and 8 MHz bands that you can use if they aren't being used at the time, but if you're just starting out, you don't need that additional confusion.)

The main thing to do is play with your user channels/frequency combinations so you become familiar with them. It won't take long. If you find that your channels are out of sync with most other folks' SSBs, you might want to change yours to match theirs. Depending on how technical you are, you may or may not need assistance.

## Calling For Help Over The SSB

There are six Coast Guard Global Maritime Distress and Safety System (GMDSS) channels/frequencies: 2182, the distress channel; 4125 (4S); 6215 (6S); 8291 (8S), 12,290 (12S); 16,420 (16S). The Coast Guard and other international rescue agencies monitor them 24 hours a day. U.S. Coast Guard monitors out of Hawaii, Guam, Alaska, San Francisco, New Orleans, Miami and Norfolk.

Warning! Remember, different bands

meanful reception as you dial around the channels, you'll probably still wonder if your SSB is working as it should. One way to find out is by trying to pick up the time signals at 10 and 15 MHz and WWV, which provide a continuous signal for a ready reference. If you're still at the dock and plugged in, you may find that turning off the shorepower battery charger will make a huge difference in your reception. Ditto for refrigeration, fluorescent lights and inverters.

If you're not sure that you're transmitting, you can tell a lot by looking at the LCD display on the face of your radio. First, push the 'TUNE' button, at which point the radio should briefly transmit a low power signal to tune the automatic antenna coupler. Do this on any 6 MHz channel as long as there is no traffic on it. The word 'TUNE' should flash a couple times on the LCD screen, and then stay up on the screen when the radio cycles back to receive. Still see the word 'TUNE'? This is good. However, if the word 'THRU' comes up, or 'HI SWR', you've got problems. It's probably time to bring in a NMEA-qualified marine SSB specialist to find out what's wrong between your radio and your tuner.

Assuming you do get 'TUNE', it's time to pick up the mic and try a short transmission. After doublechecking that the frequency is clear, key the mic, and speak directly into it saying "FOOOUUUUUR." The mic should be touching your lips

## Latitude 38's Favorite SSB Channels

When cruising Mexico, these are the only channels you'll really need for calling ship-to-ship or ship-to-California.

Channel Designator	Latest ICOM Downloadable Channel	Frequency kHz
4A.....	77.....	4146 kHz USB
4B.....	78.....	4149 kHz USB
8A.....	97.....	8294 kHz USB
8B.....	98.....	8297 kHz USB

readers free, on-the-air radio checks on an appropriate SSB frequency that will agree with the approximate range between your station and mine here in the Newport Beach area. If your boat is in the Bay Area, we will likely use 8 MHz. If you are local, we'll go with 4 MHz, and if you're down in Cabo, we'll probably choose 12 MHz. Call me at (714) 549-5000 on weekdays and we'll find a nice quiet channel for our radio check.

Another great way to test your marine SSB transmit-and-receive capability is with weather guru Don Anderson on his marine SSB Amigo Net. He begins at 1415 hours Zulu (UTC) on 8.122 MHz, upper sideband. If you have the latest frequency load from Icom America, it's already stored in memory as channel 105. If you don't find it in memory, you will need to break out the instruction book and learn how to program a new frequency into your user-programmable frequency 'bin'. It's not hard, but if you've never done it before, it can be a mystery. If you have problems while in San Diego you might want to call in a marine elec-

## SSB in an Emergency

Marine SSB has been allocated hundreds of international channels, some of which are closely guarded by the U.S. Coast Guard and worldwide rescue agencies. They are prepared to act immediately on any received *mayday* or call for medical assistance. The Coast Guard maintains 24/7 distress radio guards on the following frequency bands:

2.182 MHz.....	0-400 miles
4.125 MHz.....	400-800 miles
6.215 MHz.....	600-1200 miles
8.291 MHz.....	800-1600 miles
12.290 MHz.....	1200-2400 miles
16.420 MHz.....	1600-3200 miles

tronics tech familiar with marine SSB equipment. Try Shea Weston of Offshore Outfitters at (619) 225-5690 or (619) 980-6217 (cell).

I've got two final tips.

First, if you sent your Icom 802 to the factory to get the 'clipping' problem fixed, you'll note that there are two places to plug in the antenna. One is for the DSC antenna, the other for your SSB

antenna. Unfortunately, they are not clearly labeled, and a number of people have plugged their SSB antenna into the wrong port. As a result, transmit and receive range are minimal. You'll see an antenna tuner error if plugged into the wrong jack. Set it up temporarily and test it with time signals.

Second, to avoid violating FCC rules, Icom is very conservative regarding output power and how wide the signals are. I think they're too conservative. If you get that voice compression software unlocked, your radio transmissions will boom out with a commanding signal like Voice of America. The software upload is available only from authorized Icom dealers. They can come aboard and plug it into your radio, as well as the most recent 'user channel' update. It usually takes just 15 minutes.

— *gordon west*

### Baja Ha-Ha SSB seminars with Gordon West & Shea Weston

- Oct 11, Using Marine SSB, Downwind Marine, 1 - 6 p.m. w/ Gordo. Call to reserve: (866) 289-0242.
- Oct 12, Using SSB for Email, all day with Shea Weston and team, San Diego. Call (866) 289-0242 for time and location.

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# BAJA HA-HA PROFILES, PT I

**J**ust for fun, we always like to come up with a theme for our annual Baja Ha-Ha rallies. You know, like "The Millennium Ha-Ha" or "The Sweet Sixteen Ha-Ha." This year — the event's 18th running — the tag line that jumped out at us was "barely legal."

How does that relate to a 750-mile sailing rally that's completely legit and PG-rated from start to finish? Well, let's see. . . Ah! We've got it. How about this: "The Ha-Ha is so much fun it ought to be illegal!" Not bad, eh?

No matter what nickname you give it though, each year's rally has certain things in common: It gives adventure-hungry sailors easy entry into the much-coveted cruising lifestyle, creates a laidback forum where participants can't help making all sorts of new friends, and gets them away from distressing headlines, stultifying jobs and mind-numbing traffic jams, if only for a few weeks.

The sailors you'll meet in these pages (and in the two additional installments in October and November) are undoubtedly 'champin' at the bit to cut their docklines, hoist their sails and get south of the border to the sunny latitudes of Baja. Because they're able to break free from the mainstream, you might think they were all born lucky (or rich), but we know from years past that most of them have been preparing and saving for years in order to finally make their getaway. And for doing so, we offer our heartfelt congratulations.

Here then, are members of the Baja Ha-Ha 'Class of 2011' — listed in the order they signed up.

## **Orcinius — Lagoon 440**

**John LeDoux & Lisa Danger**  
Vancouver, WA

*Occupations:* John, retired CEO; Lisa, program manager

*Quote:* "After dreaming of sailing away for places beyond the horizon, this event will mean the dream will begin to come to fruition."

*Cruise Plans:* Circumnavigation.

## **MoonShyne — Catalina 42**

**Stephen & Bente Millard**  
Santa Barbara

*Occupations:* Stephen, yacht broker; Bente, attorney

*Quote:* "This sounds adventuresome and fun!"

*Cruise Plans:* All over Mexico.

## **Mykonos — Swan 44 MK II**

**Myron & Marina Eisenzimmer**  
San Francisco

*Occupations:* Myron, finance mgr;

Marina, exec. VP

*Crew:* Karen Shears & Chris Toogood

*Quote:* "We will get there eventually."

*Cruise Plans:* Bash back home.

## **Ustupu — Mary Lightfoot 31** **Dan Schroeder & Sylvie Ouellette** Vancouver, BC

*Occupations:* Dan, real estate; Sylvie, accountant

*Quote:* "We're slow as molasses but have as much fun as anyone."

*Cruise Plans:* Costa Rica, Hawaii, then home.

## **Papillon — Slocum 43**

**Dan & Kelly Freeman, Seattle, WA**

*Occupations:* Dan, video engineer; Kelly, aircraft data analyst (retired)

*Crew:* Steve Orona

*Quote:* "This is an interesting book of life we are writing, and this chapter should be a really fun one."

*Cruise Plans:* "May bash home or may stay, who knows?"

## **Stella Maris — Hylas 46**

**Tom & Mary Madden, Newport Beach**

*Occupations:* Tom, retired CFO; Mary, retired speech & hearing therapist

*Quote:* "One does not discover new continents without consenting to lose sight of the shore for a very long time."  
— Andre Gide

*Cruise Plans:* "Explore Mexico extensively or do the Pacific Puddle Jump."

## **Tomorrow — Acapulco 40**

**Richard & Charlotte Maure**  
Los Angeles

*Occupations:* Richard, computer science; Charlotte, gov't consulting

*Quote:* "This will be the shakedown for a circumnavigation."

*Cruise Plans:* To La Paz or Mazatlan.

## **The 'Mykonos' crew have done five Ha-Has!**



## **Moondance — Islander 36**

**Conor & Lanea Riley, Sausalito**

*Occupations:* Conor, banker; Lanea, sales manager

*Quote:* "Looks fun, sounds fun. Let's do it!"

*Cruise Plans:* "Bash, baby!"

## **Abracadabra — Canadian Sailcraft 36**

**Molly Arnold & Bryce Andrews**  
San Francisco

*Occupations:* Molly, attorney; Bryce, IT purchasing

*Crew:* Rick Nelson

*Quote:* "Can't wait! Time and money have finally arrived at the same place at the same time! Amazing!"

*Cruise Plans:* Winter in Mexico.

## **Sisu — Hans Christian 43**

**Christopher & Barbara Warnock**  
San Francisco

*Occupations:* Christopher, CEO; Barbara, graphic designer

*Crew:* John-Alexander Warnock, Yoshi Warnock

*Quote:* "A journey of 10,000 miles begins with a single step."

*Cruise Plans:* Open-ended.



# — SAILING TO SUNNIER LATITUDES



*Shirts-off air temperatures, light chop and a mellow breeze off the stern quarter — the Ha-Ha often delivers sweet, sunny sailing.*

LATITUDE / ANDY

**Bella Brisa — Tayana 37**

**Rich & Cathy Warner, Alameda**

*Occupations:* Rich, harbormaster; Cathy, nurse

*Quote:* "We have been dreaming of this for years. Time for a new adventure."

*Cruise Plans:* Boat will stay in Mexico.

**Mimiya — Catalina Morgan 440**

**Mark & Mimi Koehler, Alameda**

*Occupations:* Mark, software R&D; Mimi, engineering manager

*Crew:* Mike & Judy Stouffer

*Quote:* "Catching up with old friends and enjoying retirement!"

*Cruise Plans:* Cruise Mexico for two years, then?

**Solstice — Pacific Seacraft 37**

**John Alden, Redondo Beach**

*Occupation:* attorney

*Crew:* Merrill Newman, Ron Walecki, Marty Falk

*Quote:* "It will be fun to be in the sun in the Sea of Cortez."

*Cruise Plans:* Baja bash in 2012.

**Wind Spirit — Hunter 466**

**Priscilla & Paul Zaro, Pt. Richmond**

*Occupations:* Priscilla, accountant;

Paul, TV cameraman

*Quote:* "After many years of talk, we can finally walk the walk!"

*Cruise Plans:* At least a few months in Mexico.



*Priscilla and Paul of 'Wind Spirit' are ready.*

**Huck — Shannon 43**

**Joe Rademacher & Heidi Camp  
New Orleans, LA**

*Occupations:* Joe, tech; Heidi, tech

*Quote:* "We're headin' south, because the north is just too damn cold!"

*Cruise Plans:* Commuter cruise.

**Ventured — Tartan 37**

**Erlin Loving, Bainbridge Island, WA**

*Occupation:* "Computer geek."

*Crew:* Jenn Ballinger

*Quote:* "The previous owner was a physicist of enough note to warrant his own Wikipedia page. Figuring out his modifications has been, shall we say, interesting."

*Cruise Plans:* Hang in Mexico, then east or west.



*Meet Erlin and Jenn of 'Ventured'.*

**Red Witch II — Bounty 41**

**Stephi Mortensen & Rob Kirkcaldie  
Santa Barbara**

*Occupations:* Stephi, dental hygienist; Rob, sheep farmer (ret.)

# BAJA HA-HA PROFILES, PT I

*Quote:* "Future adventure prospects give great momentum to our excitement, fun and laughter across the world."

*Cruise Plans:* Head farther south.

**Destiny — 85-ft custom schooner**  
**Mike & Dawn Hilliard**  
**Friday Harbor, WA**

*Occupations:* Mike, diver; Dawn, scuba instructor

*Crew:* Katie Dunivin

*Quote:* "Heading south until the butter melts."

*Cruise Plans:* South, then Puddle Jump and circumnavigation.

**Wings — Passport 40**  
**Conni Livsey & Bill Ennis**  
**Anchorage, AK**

*Occupations:* Conni, attorney; Bill, physics teacher

*Crew:* Jerry & Nancy Wertzbaugher

*Quote:* "After 21 years of sailing in Alaska, I just want to be someplace where I don't need a boat heater!"

*Cruise Plans:* French Polynesia and beyond.

**Aldebaran — Olympic Adventure 47**  
**Rob & Lynne Britton, San Diego**

*Occupations:* Rob, electronics; Lynne, insurance

*Crew:* David Bull, Frank & Barbara Coates

*Quote:* "Clean mind, clean body — take your pick."

*Cruise Plans:* La Paz for the season.

**Kyalami — Swan 44**  
**Norman & Candace Thersby**  
**Pt. Richmond**

*Occupations:* Norman, engineer; Candace, admin assistant

*Crew:* Raymond Handyside

*Quote:* "If it's not fun, it's not worth doing! Mexico, here we come!"

*Cruise Plans:* Continue cruising.

**Marsha Dee — Coronado 32**  
**Fred & Jeanette Coleman**  
**Oceanside**

*Occupations:* Fred, sales manager; Jeanette, business owner

*Crew:* Don Coleman

*Quote:* "Doing the Ha-Ha is on my

bucket list!"

*Cruise Plans:* Banderas Bay and Sea of Cortez

**Entre Nous — Tayana 42**  
**Joel Tuttle, Alameda**

*Occupation:* Teacher (ret)

*Crew:* Margaret Zabel

*Quote:* "Heading to the land of warm sunshine and cold beer."

*Cruise Plans:* Mexico.

**Robin Ann — Tayana 52**  
**Steve Hogan & Robin Barrow**  
**Redondo Beach**

*Occupations:* Steve, engineer; Robin, administrative assistant

*Crew:* Bob & Val Cole, Marty Burke

*Quote:* "Time to go south."

*Cruise Plans:* Bash back home.

**Harmony — Tayana Vancouver 42**  
**Terry & Diane Emigh, Anacortes, WA**

*Occupations:* Terry, marine technician; Diane, purchasing agent

*Crew:* Joe & Cindy Barnes

*Quote:* "We're has-been bikers and

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# — SAILING TO SUNNIER LATITUDES

wannabe sailors."  
Cruise Plans: Mexico

**Seychelles — Hylas 49**  
**John Stone & Nicki Germain**  
**Douglas, AK**

Occupations: John, port director (ret); Nicki, accountant (ret)  
Crew: Jimmy Mahan  
Quote: "Looking forward to staying out of the rain for a while."  
Cruise Plans: Who knows!

**Three Sheets — LaFitte 44**  
**Reg & Phoebe Wilson, Sarnia, ON**  
Occupations: Reg, manager (ret); Phoebe, consultant (ret)  
Quote: "The boat is more experienced and qualified than we are right now."  
Cruise Plans: South to Panama, then Ecuador or the East Coast.

**Charisma — Tayana 37**  
**Bob Johnson & Ann Adams, Berkeley**  
Occupations: Bob, consultant; Ann, financial manager  
Quote: "We want to do it again!"

Cruise Plans: South Pacific.

**Wings of the Dawn —**  
**Hans Christian 52**  
**Rob & Sherry Bennatts**  
**Friday Harbor, WA**

Occupations: Firefighter (ret); Sherry, RN  
Quote: "We're ready to set sail on our South Pacific adventure."

*Ed of 'Rancho' will pound out the cadence.*



Cruise Plans: Mexico and then the rest of the Pacific.

**Camanoe — C&C Landfall 39**  
**Dave Satterwhite & Stephanie**  
**Esposito, San Francisco**

Occupation: Dave, marine engineer  
Quote: "Let's go already!"  
Cruise Plans: Who knows!

**Koh-Ring — Tayana 48 DS**  
**Wolfgang Hausen, Sausalito**  
Occupation: CEO (ret)  
Crew: Doug Workmaster  
Quote: "Excited to finally do it!"  
Cruise Plans: Panama & Caribbean.

**Rancho Relaxo — Islander 30 MkII**  
**Pablo Ingram, Chula Vista**  
Occupation: Jazz band leader  
Crew: Ed & Gwen DeMascio  
Quote: "Time for some drummin' & strummin' south of the border."  
Cruise Plans: Sea of Cortez.

**Endeavor — Taswell 49**  
**Rick & Gina Phillips, Vancouver, WA**  
Occupations: Rick, contractor (ret);

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# BAJA HA-HA PROFILES, PT I

Gina, mom

Crew: James, 12, & Sydney, 12

Quote: "This is a legendary way to being our cruising adventures."

Cruise Plans: Who knows!

## **Snug Harbor — Catalina 470 Charley Eddy, Alameda**

Occupation: CFO (ret)

Crew: Joe McCann, Mike Pernitzke & Justyn White

Quote: "What's not to like about the Ha-Ha?"

Cruise Plans: PV for the winter, then Bash home in the spring.

## **Tension Reliever — Acapulco 40 Rick & Rosanna Eitnrear Chula Vista**

Occupations: Rick, manager; Rosanna, executive assistant

Quote: "We're headed for the East Coast where our kids live."

Cruise Plans: Central America, Panama Canal and the East Coast.

## **Delicate Balance — Andrews 56 Alberto Storkovich, Monterey**

Occupation: Marketing (ret)

Crew: Sydney Reed

Quote: "It's a delicate balance!"

Cruise Plans: Home via Dockwise.

*"We've been planning this dream for 29 years."*

## **Sail Time — Catalina 34 Mk II Ken & Twila Sanford, Oceanside**

Occupations: Ken, engineer (ret); customer service (ret)

Crew: Marlowe Skar

Quote: "We're looking forward to a great adventure."

Cruise Plans: Mexico and then home.

## **Hilbre — Catalina 36 MkII**

**John & Anita Meyer, Henderson, NV**

Occupations: John, IT; Anita, administration

Quote: "It's time to do it."

Cruise Plans: Bash back in the spring.

## **L' Obsessive — Lagoon 450 Ed King & Aric Ludwig Oakland**

Occupations: Ed, construction inspector; Aric, ER doctor

Crew: Don Margraf, Bill Avery & Terry Glen

Quote: "Good time to be had by all!"

Cruise Plans: La Paz or PV till spring, then home.

## **Oceanaire — Tayana 47 Garrett & Lissa Caldwell, Alameda**

Occupations: Garrett, dental educator; Lissa, executive administration

Quote: "We've been planning this dream for 29 years."

Cruise Plans: Mexico and then who knows.

## **R & B III — Catalina 36**

**Brad & Lion Older**

**Santa Cruz**

Occupations: Brad, engineer; Lion, security

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# — SAILING TO SUNNIER LATITUDES

**Crew:** JT Lachappelle  
**Quote:** "It's almost impossible to remember how tragic a place the world is when you're sailing."  
**Cruise Plans:** Bash back home.

**Sans Frontieres — Tartan 3700**  
**Nico Jonville, San Diego**  
**Occupation:** Nico, realtor  
**Crew:** Fredo Hayem & Roger Mullins  
**Quote:** "The Frenchies are going on the Baja Ha-Ha!"  
**Cruise Plans:** La Paz and return home in '12.

**Time Piece — Coast 34**  
**John Spicher, Anacortes, WA**  
**Occupation:** Maritime transportation  
**Crew:** Mary Murphy  
**Quote:** "It's finally my turn and I'm going to take it!"  
**Cruise Plans:** Mexico and the South Pacific.

**Cracklin Rose — Island Packet 380**  
**Bill & Rosie Everingham, Alameda**  
**Occupations:** Bill, computer engineer (ret); Rosie, travel industry (ret)

**Crew:** Bill Eddy, and Bill & Maureen Odgers  
**Quote:** "We're excited and raring to go sailing."  
**Cruise Plans:** Puerto Vallarta.

**Seascope — Passport 37**  
**Roger Smith, Vallejo**  
**Occupation:** Law enforcement (ret)  
**Crew:** Gordon Smith  
**Quote:** "It's time to start the lifelong dream thing."

*"Woo hoo!  
Let's get this  
rally started!"*

**Cruise Plans:** Back home via the Bash or by trucking it.

**Tranquility — Irwin Citation 34**  
**Richard Hirsch & Cynthia Cameron**  
**San Diego**  
**Occupations:** Richard, deputy sheriff

(ret); Cynthia, nurse  
**Quote:** "The boat needs to go somewhere interesting."  
**Cruise Plans:** The Sea then the Bash home.

**Holo Nui — C&C 37R**  
**Ron Wood & Mindy King Heard**  
**Huntington Beach**  
**Occupations:** Ron, mechanic (ret); Mindy, police sergeant (ret)  
**Quote:** "Woo hoo! Let's get this rally started!"  
**Cruise Plans:** South and then on around the world

**Rumba — Hunter 40.5**  
**Ray Firchau & Gary Chamberlain**  
**Ventura**  
**Occupations:** Ray, window & door sales (ret); Gary, manager  
**Quote:** "It's time for my friend and me to go on an adventure."  
**Cruise Plans:** Who knows!

**Companera — Tartan 3800 OC**  
**Joel Sorum, Vallejo**  
**Occupation:** Mental health director (ret)



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# BAJA HA-HA PROFILES, PT I

*Crew:* Bob & Jeremy Sorum  
*Quote:* "Ya just gotta do the Ha-Ha!"  
*Cruise Plans:* Somewhere south.

**Whistle Wing V — Peterson 50**  
**Mike Chase, Honolulu, HI**  
*Occupation:* professor  
*Crew:* Jose Mobley & Danny Zech  
*Quote:* "Maintain a low profile."  
*Cruise Plans:* Circumnavigation.

**Taj — Grainger 480**  
**Peter Brown & Janet McKinnon**  
**Pt. Townsend, WA**  
*Occupations:* both are attorneys  
*Quote:* "We're not here for a long time. We're here for a good time."  
*Cruise Plans:* No plans.

**Leonidas — Dreadnought 32**  
**Tom and Ann Carr, Santa Cruz**  
*Occupations:* metal fabrication  
*Crew:* Gary Formo



*In years past, there have always been lots of kids in the Ha-Ha. This year should be no different.*

*Quote:* "Party down!"  
*Cruise Plans:* Unsure.

**DreamKetcher — Gulfstar 43**  
**Rik Johnson & Bob Shea**  
**Channel Islands**  
*Occupations:* both are pilots  
*Crew:* John Shea

*Quote:* "This sounds like a friggin' blast!"  
*Cruise Plans:* Baja bash.

**Convivia — Cal 43**  
**Tucker & Vick Bradford**  
**San Francisco**  
*Occupations:* Tucker, IT  
*Crew:* daughter Ruby, 7, son Miles, 3  
*Quote:* "We have been looking forward to doing a HaHa for a decade now. That it will be our family's launch into a new life of cruising seems appropriate."  
*Cruise Plans:* Heading west.

We'll give it a rest here, but be sure to tune in again next month for installment number two.  
 And if you'd love to do the rally, but don't have a boat that's ready to cruise, we'd strongly urge you to show up with copies of your sailing resume and an upbeat attitude at our Mexico-only Crew List Party September 7 (See *Sightings*).  
 — **latitude**



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## ARE YOU READY TO HA-HA?

With more than 120 boats signed up now, this year's Baja Ha-Ha fleet is shaping up to be as diverse as ever. As always, the backgrounds of their owners are as diverse as the boats they sail on.

The smallest so far is John Neely and Shannon Walker's Berkeley-based Caliber 28, and the largest is Mike and Dawn Hilliard's 85-ft schooner *Destiny*, from Friday Harbor, WA. (You'll find the complete, up-to-date list at [www.baja-haha.com](http://www.baja-haha.com). The entry deadline is September 10.)

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

You'll find frequent updates on this year's event on 'Lectronic Latitude' at [www.latitude38.com](http://www.latitude38.com). And look for a complete recap of the event in the December issue.

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## MEET THE FLEET

Among the important dates to note (on next page) is *Latitude's* annual Mexico-Only Crew List Party & Baja Ha-Ha Reunion on September 7. There, hundreds of potential crew mix and mingle with Ha-Ha boat owners looking for extra watchstanders. To get a head start on the process, see our constantly updated free online Crew List at [www.latitude38.com](http://www.latitude38.com). As many Ha-Ha vets will confirm, the best way to prepare for doing the event on your own boat is to crew for someone else first.

## IS THE PACIFIC PUDDLE JUMP IN YOUR FUTURE?

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

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

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## IMPORTANT DATES

**Sept. 7** — Mexico-Only Crew List Party & Baja Ha-Ha Reunion, Encinal YC in Alameda; 6-9 pm.

**Sept. 10** — Final deadline for all entries.

**Oct. 15** — Ha-Ha Welcome to San Diego Party, Downwind Marine, 12-4 pm. Ha-Ha entrants only.

**Oct. 22** — Pacific Puddle Jump seminar, West Marine, San Diego, 5 pm.

**Oct. 23, 9 am** — Final deadline for all crew and skipper waivers, West Marine, San Diego.

**Oct. 23, 11 am** — Skipper's meeting, West Marine, San Diego. Skippers only please.

**Oct. 23, 1 pm** — Ha-Ha Halloween Costume Party and Barbecue, West Marine, San Diego.

**Oct. 24, 11 am** — S.D. Harbor Parade & Start of Leg 1

**Oct. 29, 8 am** — Start of Leg 2

**Nov. 2, 7 am** — Start of Leg 3

**Nov. 4** — Cabo Beach Party

**Nov. 5** — Awards presentations hosted by the Cabo Marina.

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**PLEASE NOTE:** Correspondence relating to the event can be emailed to [andy@baja-haha.com](mailto:andy@baja-haha.com). Please don't call *Latitude 38* with questions. The Ha-Ha is a separate operation.



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# MAX EBB

I don't really need to take an introductory safe boating class, but the word on the dock was that the instructor teaching the class at the yacht club this time around was full of wonderful old sea stories — some of them even true! So, a couple weeks ago, after I'd finished some maintenance work and locked up the boat, I thought I'd drop in discreetly and sit in the back of the room to see what nautical yarns were being spun.

I entered the yacht club dining room and set course for an empty chair at a half-full table. But I was brought up all standing when I noticed who was in the room — it was not the Safe Boating Class at all. The tables had been re-arranged into a configuration that looked more like the Paris Peace Talks, and the instructor was nowhere to be seen.

To my horror, I had stumbled into a yacht club board of directors meeting. Worse yet, my having walked that far into the room, it would have been terribly bad manners to put the helm down, back the jib, tack around and bear off for the door.

Unfortunately, our commodore, and most of the other flag officers, saw that I had fetched up as if my keel had hit Three Bird Rock in a flood tide.

"Please join us, Max," the commodore invited me. "It's an open meeting."

"Yes, of course," I lied unconvincingly as I proceeded to the half-empty table, "that's why I'm here."

As I sat down, I looked around to see which other club members had chosen to endure a yacht club board meeting, voluntarily or by mistake. I was astonished to see Lee Helm among the small audience. She's a great sailor, and a naval architecture grad student at the university, but not a yacht club member and not likely to be one until long after she finishes her degree.

"I would like to discuss replacement options for the carpet in the lounge area," said one of the members. She was not on the board, but chaired the house maintenance and decor committee. "It's really getting to be in pretty bad shape."

The commodore agreed. Apparently they were still setting the agenda for the meeting.

"Any more agenda items?" he asked.

"We need to take another look at the dues structure," said the membership committee chair. "We're having trouble signing up new members and we're well below our targets for this year. I think our dues are just too high for young sailors while our long-time members with big boats could easily pay much more."

"Are you suggesting we charge according to boat size?" asked the club treasurer, who happened to own a very large yacht. "That would be extremely unfair, like paying another boat tax."

"Please hold off on the debate until we get to the agenda item," scolded the commodore. "We'll take up the carpet before we take up the tax."

"I think we should take up the tax first," demanded the membership chair.

"He's right," added the rear commodore. "You've got to take up the tax before you can take up the carpet."

While the board was distracted with these procedural details, I moved to Lee's table to see what had ever possessed her to take a berth at this meeting.

myself," I whispered.

"But Max! Your vice commodore is a certified foodie, and she's in charge of the cooking."

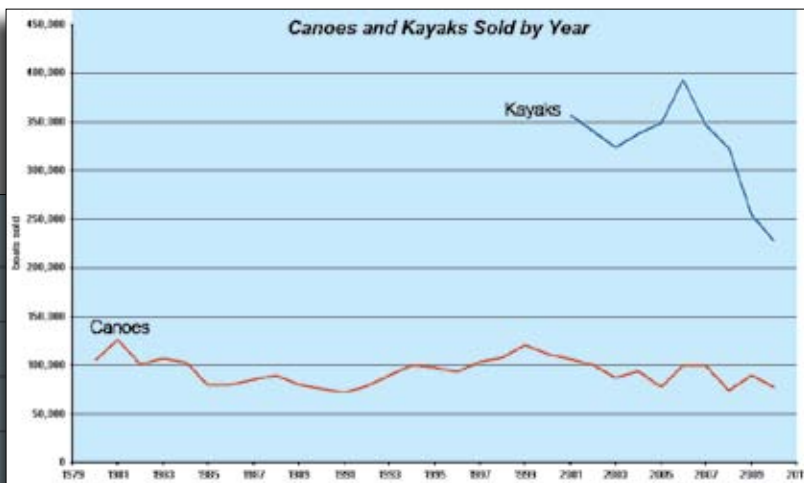
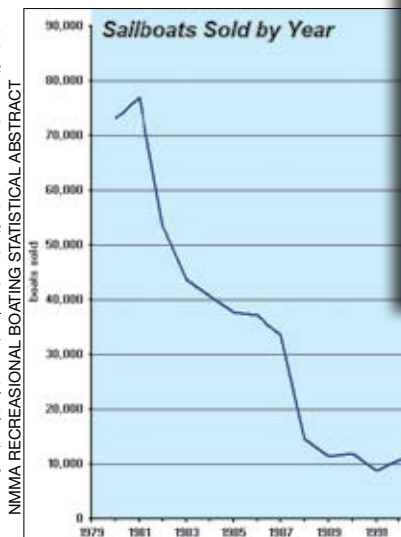
"Good point. Aside from the free-loading, what on earth are you doing here?"

"They want me to talk about windsurfers and kiteboards," she said. "As if they can get them all to join the yacht club if they rearrange the deck chairs a little. I mean, like, I give them some credit for the outreach attempt, but I think they're reaching in the wrong direction."

People were starting to flash unfriendly glances in our direction, unmistakable requests to be quiet. So I walked over to the serving table to fill up a plate with world-class moussaka and Greek salad.

"First on our agenda," announced the commodore, "before we get to reports, we have a guest from the local windsurfing community. Lee Helm, you have the floor."

Lee gulped down one last bite of dinner and then took her position at the



**While new sailboat sales are down 76.9% since '01, kayak sales are down by only 36.2% and canoes are holding steady.**

"Get a plate, Max!" she whispered loudly through a mouthful of lamb kabobs. "And why didn't you ever tell me that they, like, serve free food at these board meetings?"

"Probably because I never go to them

lectern on one side of the directors' table. To my surprise, she was showing them a big paper flip chart rather than a PowerPoint presentation.

"This," she explained, "is a graph of sailboat sales in the U.S. from 1980 through 2010."

It was not a very optimistic chart. It peaked at 77,100 sailboats sold in 1981, and dropped all the way down to 4,300 boats sold in 2010.

"See the problem here? No new boats, no new members."

She flipped to the next chart. This one plotted canoe and kayak sales over the





Kayak and small boat cruisers crashed out on a yacht club guest dock. The Water Trail will make it easier to do this without getting arrested.

MAX EBB

same interval. This chart also showed a dramatic decline in recent years, but even for 2010 the volume was still well above 300,000.

"Point is, there's only, like, one healthy segment of the boating market: human-powered boats. Kayaks, surf skis, outriggers, dragon boats, and the new craze, stand-up-paddle boards, that don't even show on the chart. The required skill level is pretty low for all of these, totally making them the perfect entry-level activity for future sailors."

"But it's not sailing," complained the rear commodore.

"Our club charter doesn't say we're a sailing club," noted the secretary. "Remember, this club was founded by stink po . . . uh, powerboaters."

"Here's what you need to do to get paddlers interested in the yacht club," Lee said with a sigh of frustration, as if it should be obvious to everyone. "First, recognize that joining any yacht club is an irrational and expensive decision. So you need a loss leader just to get to a critical social mass. Get them to hang out here, and eventually they'll join. People usually join a yacht club because, like, their friends are members, and not for any tangible benefits."

"Can you elaborate?" asked the commodore.

"Sure. First thing we need is on-site storage. Down on the dock, not up in the parking lot, so we can keep our boats on a storage rack just a few feet from the water. Huge advantage over schlepping the thing from the garage every time we want to use it. But if you charge market rate for this kind of storage, people add

it to the club dues and the price comes out too high. To jump start this you need to make kayak storage a free benefit of yacht club membership."

"That's pretty radical, giving only the kayakers free berthing."

"Kayak racks are cheap; you'll come out way ahead. Second, you have to make the bathrooms and showers and changing rooms accessible from outside or from the docks when the club is closed. Third, throw in a few club-owned kayaks or stand-up paddle boards for the members who want to experiment. And fourth, invite a dragon boat or outrigger team to keep one or two of their really big human-powered boats in a wet berth — I'm sure you can find space in some otherwise-unmarketable inside tie. All

this is loss-leader stuff, and it will cost, but you gotta do it."

"I don't know," reflected the treasurer. "It seems like a big change in our recruitment efforts,

and our budget is very tight this year." "We're a sailing yacht club," insisted the rear commodore. "This would be a change in direction from our main mission."

"On the other hand, lots of us had our first boating experience in a rowboat or canoe or kayak," said the fleet captain. "Whether it eventually leads to sailing or powerboating probably just depends on the crowd you fall in with."

"I agree," added the commodore. "My first boating experience was in a kayak. In fact, many years ago, in Puget Sound, I took a picture of an orca in my

kayak. How it got in my kayak, I'll never know."

"Don't forget the stats," Lee reminded the group. "77,100 new sailboats sold in 1981. 4,300 sold in 2010. That's, like, a 94.4% loss, and the high-profile, sponsored events and pro circuit have done zip to turn that around. The sponsors want us watching it on TV, not out sailing or racing on our own boats."

"The America's Cup might change all that," suggested the treasurer.

"A temporary blip," she responded. "For the long term, sailing as a popular recreational activity will be, like, dead-dead-dead if we don't start to build it again from the bottom up."

"Thank you very much, Lee," concluded the commodore. "We'll forward your suggestions to the membership committee."

"One more tactic that might be a little easier to do in the short term," Lee added. "Get this harbor designated as a stop on the Water Trail."

"The Water Trail?"

"It's the Bay Trail, but for kayaks and small sailboats and all other hand-launched non-motorized boats. The emphasis is on new water access points, and also on overnight stops that make multi-day, small-boat trips around the Bay possible again. The Coastal Conservancy has allocated a million *dineros* for first-phase implementation."

"Hmm. Will they give some of that to us if we let kayakers camp on our guest dock?" asked the treasurer.

"You never know," answered Lee. "But any harbor that has a hotel within a short walk of a marina should be on the Water Trail map — it's a mix of urban camping and wilderness. And any one

of the local historic ships that you can climb aboard from the water is also a good prospect for an overnight stop, plus any shoreline park that allows

**"Get designated as a stop on the Water Trail."**

camping or might allow camping in the future. But so far the Water Trail plan has totally been disproportionately obsessed with undeveloped natural sites with habitat value, which just gets the Audubon Society on their case. Those folks don't seem to realize that any new kayaker is also a new birder. But I digress. The first Water Trail implementation meeting is on September 15 at the Coastal Conservancy office in Oakland. 1330 Broadway, 11th floor, 9 a.m. Open to the public. Get this club on the Water Trail map."

# MAX EBB

"Interesting idea," said the treasurer, "getting our yacht club declared a trailhead and lined up for some public funding for improvements. It would be quite the achievement."

With that, Lee left the lectern, but detoured by the food table to fill up another plate with exotic gourmet delicacies. I did the same, then gestured her to relocate to the bar so that we could talk without disrupting the rest of the meeting.

The bar was empty except for one table, which was occupied by an older gentleman in a Coast Guard uniform and a couple of people taking notes. This was all that was left of the Safe Boating



PENNY WELLS

**Historic ships, such as the 'Red Oak Victory', could be perfect stops along the Water Trail but water access needs to be improved.**

Class, but they seemed to be having a good time.

"Well, Lee, are you thinking about joining the yacht club?" I asked as soon as we were clear of both the board meeting and the boating class. "We give college students a very deep discount on the initiation fee and membership dues."

"They'll just want me to set up the whole kayak program for them, Max, and I don't think they want to spend the money to do it right. Not that it's even all that much, in the scheme of things. But they gotta build it before anyone will come."

"Maybe if things get a lot worse," I suggested, "they'll figure

out what they really need to do to make things better."

"Besides that," she explained as she made short work of her free dinner, "I would never join any club that would have me as a member."

— max ebb

*Ed. note: Find out more about the Coastal Conservancy Water Trail meeting at <http://tinyurl.com/3cf9znd>.*

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## TAKE ON DRAKE.

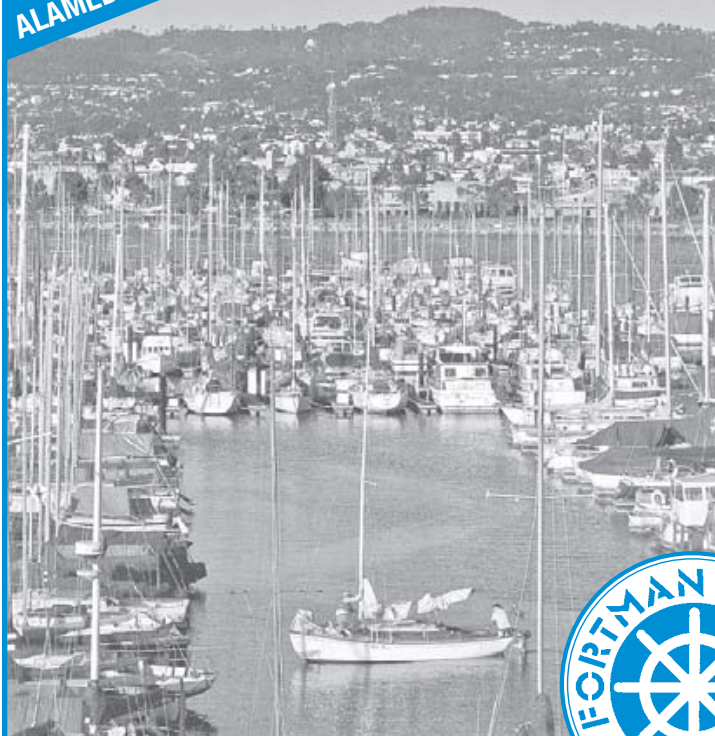
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# THE RACING

*This Month's Racing Sheet covers events everywhere from the Bay to the Gorge and as far East as the British Isles. Rather than try to name them all, we'll just let you get right into things. Enjoy!*

## SFYC Summer Keel Regatta

The San Francisco YC played host to the Express 37s, J/120s and J/105s for its Summer Keel Regatta August 12-14. Kame Richards' *Golden Moon* took the five-boat Express 37 division by a four-point margin. Scooter Simmons' *Blackhawk* was tops among the 21 J/105s, while David Halliwill's *Peregrine* from Centre Point, New York, put the hurt down on the regulars with a runaway win thanks to a scoreline of 3-3-1-1-1.

## Melges Race Week

The San Francisco YC hosted its Melges Race Week, which drew 13 Melges 24s from all over the state for an eight-race regatta that served as the class's Pacific Coast Championship. Locals Seadon Wijzen and Kristian Notto cleaned up with *American Lady*, following a pair of seconds with straight bullets for the rest of the regatta. A pair of Santa Barbara-based boats finished second and third — Kent Pierce's *Average White Boat* and Loren Colahan's *Lounge Act*, respectively.

## Double Damned

*Of the sailing we weren't able to do last month, none bothered us more than missing the Double Damned Race on the Columbia River Gorge. Thankfully, Moore 24 sailor Ben Braden of Ballard, Washington was there and sent this stirring account.*

The Hood River YC's annual test of sanity, the 42-mile Double Damned Race,

***Michael Maloney's 'Bullet' leads the Express 37 fleet, but ultimately lost to 'Golden Moon'.***



aka "Fear and Loathing in the Gorge," drew a diverse fleet of 23 boats for its fourth edition on August 6. And for this year's race, the Columbia River Gorge banged out some amazing conditions to try to get the fleet up the strong-running river in record fashion.

"If you didn't come here expecting to spend \$500 on repairs," yelled sailor Ian Beswick, "get out of my way!"

Marginally recovered from the previous evening's libations and fresh salmon dinner, donated and cooked by one of the race sponsors, RBS Battens, the racers arrived at the marina to clouds reaching east as far as Wind Mountain. There was no doubt it was going to be a nukin' day; the only question was, "when would it start?" To make up for the lack of big breeze in the starting area at Cascade Locks, the fleet was started downwind together on a small line, with no chutes allowed up before the start. A few boats hoisted prematurely, but as the race is more against yourself than the other boats, the fleet let it slide, and so it was off to The Dalles some 42 miles upriver. Ten Moore 24's started in their own one design class, Dave Berntsen's *Weta* was the only multihull entrant, and an amazing array of 12 boats started in the PHRF class — a Melges 24, a Wylie Wabbit, a Rocket 22, a B25, two Express 27's, a SC 27, an S2 9.1, a J/35, a 44-ft IOR boat, a Choate 22, and a C&C 27 sailed by a mom and dad and their two kids.

A Melges had never finished this course, much less even made it halfway to Hood River. It was the first attempt for the Wabbit, sailed by Melinda and Bill Erkelens. Ditto for the Rocket, IOR Boat and *Weta*.

Quickly the Melges — Quantum Sails Seattle loft owner Dan Kaseler's *Pteron* — sailed by the



ALL PHOTOS THIS PAGE: ERIK SIMONSON/WWW.H2OSHOTS.COM

fleet, along with the Erkelens, and easily had a half-mile on everyone as they passed "O Shit!" Island. Tyler Bech's B-25 *Superfriends*, Mark Newbrook's J/35 *Diversion* and Morgan Larson's Moore 24 *Bruzer* led the rest of the fleet around the corner and into the breeze at Wind Mountain. Quickly the Moores started taking off on a plane and closing the distance on the B-25 and the J/35. Once into the breeze Dave Garman's SC 27 *Giant Slayer* showed some amazing downwind speed but quickly made up for it with the most spectacular broach the fleet had seen in awhile. It was breeze-on . . .

It was also time to figure out how to get past Dog Mountain without pulling a Michael Vick maneuver, getting left slapped down, groveling in the water, trying to get your chute down so the keel will return to the downward position. Many boats tried to approach the corner from the Oregon shore on port in order to run out in the puffs down the middle of the river — as far from where the puffs hit the water as they



**The J/120s prepare to set during the San Francisco YC's Summer Keel Regatta.**

could be. A few took the short route past the mountain on the other board along the Washington shore, risking the stronger puffs but hoping for fewer of them on the shorter route. *Jack*, the Erkelens' Wabbit, almost made it through, but just at the spot where a Melges lost its mast in '08, the Erkelens were hit by a growler puff, and down came the rig.

Not to be outdone, *Diversion* took the moment to attempt a pirouette on its bow pulpit, but lacking years of intensive ballet training she just didn't get it quite right. Out came the rudder, over she went, and down came the chute. Owner Newbrook took the ballet maneuver hard and banged his head on the boom, blacking out for 10 seconds before sailing into Hood River and taking a trip to the emergency room for stitches in the top of his head.

Just when the other racers were feeling good about themselves for making it past

Dog Mountain in more or less one piece, the Gorge decided to throw its proverbial fastball at them.

"The gorge is a funny girl," said Moore sailor Matt McQueen. "She hides in the wide sections and lulls you into actually racing with 20 knots of breeze and flat water. Then she reminds you why you're here. Blammo! Thirty-five out of nowhere and if the boat is still under the rig you're off. Suddenly instead of racing you are just trying to pull gybes, keep the rig up, and stay off the hard stuff."

Typically the breeze lightens as you approach Hood River, allowing the rac-

ers to enjoy the big waves at Swell City and have a nice chute run under the bridge toward Mosier. Not this year.

Pissed off that the fleet got by, Dog Mountain threw everything it had at the boats. "Puff in five, here it is. Puff in 10, 5, here it is. Smoke on the water . . . PUFF! Smoke! Big One, HANG ON!"

The fleet capsized almost in unison, and sent the crews scrambling to retrieve what was left of their spinnakers, before hoisting a jib, poling it out and taking a moment to collect themselves. Attrition took its third victim here as Chris Loyd's Rocket 22 *Subatomic* decided things just weren't working well and took this opportunity to head into the Hood River Marina for refreshments, as those who survived got their kites back up.

The B-25, *Superfriends*, had its own problems through this stretch. Their Hood River wipeout broke their spinnaker pole, so they pulled out their spare and hooked it up. No more than ten minutes later they broke that one! But that didn't keep them under white sails for the rest of the race. They sat down and sailed under jib and main while lashing the parts together with the broken sections of two poles to create a third! They hoisted the chute again, and off they went, chasing the fleet up the river.

Through the bridge towards Mosier with chutes pulling again, the fleet raged on. *Pteron* was launched with Morgan Larson's Moore 24 *Bruzer* chasing them down, and Berntsen and Salkind on their Weta hot on their tail. This was a less-than-ideal time for Kasseler's crew, who had to do some of their own serious McGuyvering. They had blown up their full spinnaker earlier in the race and had reverted to their smaller sissy chute to

**SFYC also hosted the Melges 24 PCCs as part of Melges Race Week. Thirteen boats showed up, with the class's worlds coming to the Bay in '13.**



# THE RACING

GREG ARCHBALD



ERIC RIMKUS



ERIC RIMKUS

SEAN TREW/PACIFIC FOG



SEAN TREW/PACIFIC FOG



SEAN TREW/PACIFIC FOG



*Clockwise from spread — A gaggle of Moore 24s takes on a breezy Cascade Locks for the class's nationals on the Gorge; Bill Erkelens' 'Nevermoore' gets all lit up on a run; the Gorge giveth and the Gorge taketh away, in this case it was Brad Butler's 'Morphine' with the Bay's Rowan Fennell at the helm (not in this photo) that gave up a rig to the Gorge gods; Kurt Lahr sails Vaughn Seifers' 'Flying Tiger' up the Columbia River during the Hood River YC's Double Damned Race; the N/M 44 'Gorgeous' had a rough go of the DDR, but survived to try again; As if the standing puffs and monstrous chop weren't enough to deal with, Double Damned racers have these barges to look out for; Morgan Larson's 'Bruzer' has won the last three Double Damned's; Dan Kaseler's 'Pteron' finally broke the Melges 24s' jinx in this race with some quick thinking and hard sailing; Weta dealers Dave Berntsen and Ethan Salkind show that their little tri is up to the race.*

keep up the battle. Bam, down came the little kite, this time thanks to a broken halyard. What to do? They decided to drop the mainsail, attach a block to the headboard with an old spin sheet through it, and hoist it back up. Then they pulled the chute up with the new halyard and block but that didn't last, with the block unable to handle the stress on the jibes, ultimately raining down on the foredeck as little plastic balls. Finally *Pteron* tied a loop of Dyncema to the headboard, hoist-

ing the kite directly up through it.

Meanwhile the rest of the fleet was smoothly planing through Mosier, past Memaloose Island and into the cut at Lyle. Then the wind caught up with them. A Moore lost a crewmember (sans PFD) into the river and had to drop their chute to retrieve him. *Gorgeous*, a N/M 44 owned by Jim Chase, had its own troubles. A nasty wipeout sent lines flying. With the chute trailing the boat and a beach looming up ahead, Chase decided

to take the risk — with all the lines in the water — and start the motor to turn into the breeze and get collected. *Gorgeous* wrapped its prop, but was able to recover everything else. Still able to sail, the crew decided that sailing upwind back to Hood River and into their slip looked safer than finishing the race and trying to sail into a slip in The Dalles — the final casualty of the race.





ERIC RIMKUS



GREG ARCHBALD



ERIC RIMKUS

*Pteron* won the elapsed-time and PHRF honors with *Bruzer* hot on her tail, finishing just over six minutes behind the Melges for overall corrected time honors. Fifteen minutes later the *Weta*, sailed by dealers Berntsen and Salkind, finished just in front of the second Moore, Kathryn Meyer's *More Cowbell*. Six more Moore 24s crossed the line in the next 10 minutes and then the slow trickle of PHRF boats came across the line over the next two hours. Last in was the little Choate 22, Bart Vervloutet's *Crazy Lulu*.

An excellent Mexican dinner, libations and awards hosted by the Hood River Yacht Club fueled a raucous crowd bent

on reliving the day's feat. Race t-shirts and BBQ sauce from Pendleton Blended Canadian Whiskey were given out for such "achievements" as emergency room visits, broken spinnaker poles, blown chutes and amazing wipeouts. As far as the rest of the "real" awards? Bech's *Superfriends* took second in the division with third going to Ted Lohr's Express 27 *Monster Express*. *More Cowbell* took second in the Moores while third went to Scott Walecka's *Adios*. The Moore 24s dominated the overall results once again, taking the top-eight spots on corrected time.

McQueen summed up the Double Damned lunacy perfectly:

"All in all it's just classic sailing," he

said. "I'm pretty sure we were in first — and last — at some point. Skipping waves like only dinghies are supposed to do, round-downs like from the old IOR blooper days, passing a boat in a puff like they are stuck to the water only to have them blast by seconds later with another nuker puff. This is more of a survival experience than a race. I can't wait for next year. Thanks to all the Hood River YC and CGRA folks who made this happen and special props to Doug Archbald for running the show and pumping this event up. It's getting better every year."

— Ben Braden

#### Moore 24 Nationals

Morgan Larson's win in the Double

# THE RACING

Damned came on the heels of another impressive feat as he took the Moore 24 nationals hosted by the Columbia Gorge Racing Association at Cascade Locks, Oregon. Sailed in big breeze that frequently topped 30 knots and wrought havoc on the 18-boat fleet, the regatta saw more than a couple of boats count



**Paul Heineken**

letter scores while Larson and runners-up David Hodges and Scott Walecka's *Adios* stretched away from the fleet to finish with 16 and 21 points respectively. A fierce battle for third between John Kernot's *Banditos* and Bart Hackworth's *Gruntled* went to the former, with 38 points to *Gruntled*'s 42. The win was the second in a row for Larson. Complete results are up at [www.cgra.org](http://www.cgra.org).

## Early Christmas Shopping

A few months back we told you of an effort by Moore 24 sailors to honor the memory of one of their most instrumental class leaders. Joel Verutti passed away from brain cancer in February after a protracted battle. A Moore 24 owner for 28 years with multiple stints as class president, Verutti left behind wife Tina and 12-year-old daughter Josselyn, who are still dealing with the financial fallout of Joel's illness. The Moore family is looking to help out the Verutti family as well as maintain and store Joel's boat, *Mercedes* #55, until Josselyn, a crack junior sailor, is able to do so herself. To that end they've organized an online auction that's gone live and will make the perfect

*The St. Francis YC's Heavy Weather Laser Slalom lived up to its name. Even though the ebb was largely absent, the sailing was still intense.*



opportunity to do some early Christmas shopping while getting some pretty sweet stuff out of the deal.

Have you ever wanted to go sailing in New Zealand or Puget Sound? Have a professional sailor like Morgan Larson or Trevor Baylis race with you and your crew? Wanted to have Team Pegasus coach you on your boat with your crew on the water for a day? How does a golf or fishing trip in the Columbia River Gorge sound? These and many other items are on the block through the Moore 24 web site at [www.moore24.org/auction](http://www.moore24.org/auction).

## Open 5.70s

The Golden Gate YC hosted the Open 5.70s on the Cityfront August 20-21, giving the little sportsters a chance to share a race course with another group of little sportsters, the 18-ft skiffs (the latter didn't wrap-up until after the deadline for this issue). Make sure to check out the GGYC's beautifully revamped website, where we're sure the results will have gone up by the time you read this, at [www.ggyc.com](http://www.ggyc.com).

## SF Laser Worlds

St. Francis YC played host to a triple bill of Laser events last month, starting with the Laser 4.7 Worlds for the juniors July 28-August 2. Although popular in much of Europe, the 4.7 rig — the smallest available for the Laser — is virtually absent in the United States and the results bore that out.

Greek sailor Synodinos Eframidis pulled out ahead of the rest of the fleet with an 8-2 on the final day to win the 56-boat silver fleet. Just behind him overall were Peru's Alonso Torres-Ilosa and the only American podium finisher, William Livernois. Italian Cecilia Zorzi took the girls' title in the 51-boat fleet. A battle

between fellow Spaniards turned into a runaway for one in the 56-boat boys' gold fleet: Francisco Gonzales and Carlos Rosello had a nail-biter going into the final day, with only 10 points separating them. Gonzales posted a fourth in the final race to end up 28



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points ahead of his compatriot, while William de Smet of Belgium finished third overall, passing Japanese sailor Keeiju Okada in both races on the final day to take third by a five-point margin.

Next was St. Francis YC's Heavy Weather Laser Slalom, which lived up to its name. Sponsored by Laser Performance and McLaren, the slalom tested the best of the best in the grueling, capsize-riddled event. The event's original founder, Don Trask was on hand to watch the sailors go head-to-head on parallel slalom courses right off the club. Olympic gold medalist Anna Tunnicliffe used superior technique to overcome a significant weight disadvantage and nearly made it through to the semifinal. But all the competitors, Tunnicliffe included, faced a significant obstacle in the boats themselves — supplied brand new boats that hadn't had the full-race treatment. With too-short tiller extensions, too much play in the daggerboard trunks and slippery new lines, the boats were a handful even for the best of the best. In the end it was the Newport, Rhode Island frostbite fleet that produced the top three, led by Peter Shope, who had to beat Ben Richardson



**Spread** — the Laser Masters' Worlds drew over 200 competitors for a week-long slugfest with the Cityfront. Insets, from left — class stalwart Chris Boome took seventh in the Radial Grand Masters, and the Gorge's Bill Symes won.

twice — once to even their final scores and yet again to break the tie. Former two-time Masters Worlds champion and Hall Spars rig designer Scott Ferguson rounded out the top three.

They could all be found out on the water a couple days later, vying for the main event, the Laser Masters Worlds. After a lighter-air first day, the Bay delivered exactly what was in the brochure for the 200+ Laser sailors who showed up at the club August 7-13. After a week of lead changes and close racing in ebb-fueled moguls over the 12-race series, the finale didn't disappoint, packing prototypical summer Cityfront conditions.

Avenging his loss in the Slalom, Richardson took the Standard Apprentice honors, winning the title with a race to spare, while Dutch sailor Arnoud Hummel took the Standard Masters title with seven bullets. Australian Colin Dibb took the Standard Grand Masters title by a scant three points over the Bay's Peter

Vessella, a former winner of the Standard Masters.

Kiwi Scott Leith won the Apprentice Radial division, despite having just had a hip replacement in March, while Canadian Al Clark took the Radial Masters with a strong finish. The Radial Grand Masters went to the Columbia River Gorge's Bill Symes, who pulled away with six bullets in the final six races. The UK's Keith Wilkins took the Radial Great Grand Masters title without having to sail the last two races.

Other notable finishes from Californians included Long Beach's Kevin Taugher, who finished third in the

Standard Apprentices. The Bay's Russ Silvestri and Tracy Usher finished fourth and seventh respectively in the Standard Masters, while Jon Andron finished 12th in the Standard Grand Masters. Kurt Wessels and David Anthes took home sixth and tenth respectively in the Radial Apprentice Masters, and David Lapier was 12th in the Radial Masters. Walt Spevak was the top local sailor in fifth place in the Radial Grand Masters, two spots ahead of Chris Boome. Paul Heineken was the top local in the Radial Great Grand Masters.

Complete results and plenty of good reading, plus more photos for all three events, are up at [www.sflaserworlds.com](http://www.sflaserworlds.com).

### Richmond Riviera Regatta

Richmond YC hosted its second annual Richmond Riviera Regatta August 12-14. A fundraiser first and foremost, the event is unique among the Bay's many charity regattas.

Following the mantra of "give where you live," the event's beneficiaries included the Bay Area Rescue Mission, Richmond Food Pantry and more, all of which serve the greater community beyond the confines of Pt. Richmond through the auspices of the regatta, which is incorporated as a zero-overhead nonprofit entity. The three-day schedule included a food tasting on Friday, three buoy races on Saturday, and a Bay Tour on Sunday.

On Saturday the fleet was divided into two racing areas: a deep water course for monohulls rating PHRF 113 and below, and a Southampton course for the Etchells and PHRF boats rating 125 and over.

For Saturday's three buoy races, Brad Copper's Tripp 43 TNT rattled off three bullets to take PHRF 1, while Travis' — yes, he goes by one name like a Brazilian soccer player — Hawkfarm *Warhawk* ran up a 1-1-3 to take PHRF 2. The "little" handicap division went to Karl Gillette's Express 27 *Light'n Up*.

In the six-boat Etchells fleet, Michael Laport's *Ginna Fe* just edged out Hank Easom's *Magic* to take the honors.

Sunday saw the Etchells sit out the Bay Tour as a fleet. Kers Clausen sailed an unidentified boat to overall honors, beating out Frank Morrow's PHRF 2-winning IMX 38 *Hawkeye*, while TNT took PHRF 1.

### Cal 20 Nationals

Just when Keith Ives and crew Chuck Stevens thought they were cruising to victory in the 50th Cal 20 Class Championship at the Alamos Bay YC in Long Beach August 12-14, they suddenly sensed it crashing down — their mast, that is.

The pair had won the first race of the final day to extend their lead to an almost mathematically-unbeatable 18 points with

**The Open 5.70s keep building their schedule, and their latest host was the Golden Gate YC.**



# THE RACING

ERIK SIMONSON/WWW.H2OSHOTS.COM



**Michael Laport's 'Ginna Fe' topped the Etchells fleet at the Richmond Riviera Regatta. The only one design fleet at the regatta, they contributed seven boats to the event.**

two races remaining in the regatta when they tangled with two rivals at the windward mark of the sixth race.

"We almost took our rig down," Ives said.

The event topped its goal of 50 boats attending the seven-race series, totaling 53 in gold, silver and bronze classes. By the end of the weekend, the swarm of Bill Lapworth's most successful production boat — by numbers: 1,945 were built — were rocking and rolling in whitecaps stirred up by 15 knots of southwesterly.

With Ives and Stevens' *Rubber Dog* on starboard, plus Mark Golison's *Bandini Mountain*, and a third, unidentified boat on port, all approaching the weather mark at once, the latter boat tipped through a tack to round, its mast clipping the top of Ives' spar. Moments later, Golison, a two-time winner of the event, executed a penalty turn to avoid a possible protest for possible interference with the mystery boat.

"That dropped us back to about 15th place," Golison said. "But it was the right thing to do because we got back to finish sixth, and then we won the last race. We took ourselves out of [contention] with a bad [20th place] race Saturday, but Keith

***The Cal 20s are 50 years old if you can believe it, so it was only fitting that their 50th NA championship drew over 50 boats. At right, winners Keith Ives and Chuck Stevens were unstoppable.***

sailed great. He and Chuck deserved it all the way."

Ives and Stevens survived to finish a cautious fourth and fifth in the last two races for a 15-point final margin over Golison, who sailed with his wife Jennifer, and Christopher Collins as crew.

The old boats also suffered in the conditions. Stu Robertson, the Lido 14 legend of some notoriety and a relatively new Cal 20 campaigner, held a solid lead in Sunday's first race until a spreader broke at the last mark, ending his afternoon. The same fate befell two veterans, Dave Crockett, and Robin Townsend. After two fifth places Saturday, Townsend was in the hunt for a top-ten with a second in the penultimate race, only to have her jib halyard blow out in the finale. She was still the top female skipper in 13th overall. Then there was Steven George, who in the last race gave new meaning to steering by hand. When his rudder gudgeons broke, he held the rudder in his bare hands to steer the last leg downwind to finish 14th, after six races with no finish worse than seventh.

Thomas Hoegh's *Second Wind* with Bryan Dair and Angela Goodwin aboard took the silver title with a solid scoreline that included a pair of seconds and three bullets in the last five races. The bronze fleet went to Dave Moore and Mike Hibdon's *Whisper*.



RICH ROBERTS



JAN ANDERSON

***Clockwise from spread — Bay Area-based Olympic hopefuls Jonny Goldsberry and Charlie Smythe made a statement at the Gorge August 5-7, taking the seven-boat 49er Nationals. For complete results check out [www.cgpa.org](http://www.cgpa.org); the SSS's Half Moon Bay Race started off breezy but turned into a drifter that was gray the whole way, which made the BBQ and beers at the end all the better; SSS Commodore Max Crittenden and Staff Commodore Pat Broderick crunch the finish times; the Lake Washington Sailing Club's Dinghy Delta Ditch was also a drifter, but that didn't stop those who stuck it out from making the best of it . . . as proved by Ben Doolittle's i550. complete results are up at [www.lwsailing.org](http://www.lwsailing.org).***

## SSS Half Moon Bay Race

The Singlehanded Sailing Society's Half Moon Bay Race headed down the coast on Saturday. After a breezy beat out of the Bay, the breeze died, as is its custom, off Montara. But rather than fill back in, it got even lighter as the fleet of 24 singlehanded and 40 doublehanded entries crawled toward Pillar Point Harbor. The result was many elapsed times in the 6-hour range over the 23.5-mile course, but few letter scores. Sean Mulvihill's J/120 *Jamani* was the top doublehanded entry with an elapsed time of 4h, 25m, while Al Germain's *Wyliecat 30 Bandicoot* took the overall singlehanded honors after 5h, 46m of sailing. Full results are up at [www.sfbaysss.org](http://www.sfbaysss.org).



ERIK SIMONSON/WWW.H2OSHOTS.COM

JIM GOSSMAN

minutes separating the top three.

After all the big boys had finished, the going got slow and the French contingent got going, taking IRC 1, 2, 3, and 4 while dominating the podium in all those divisions. Complete results and tons more reading

are available at [www.fastnet.rorc.org](http://www.fastnet.rorc.org), and a recap of the capsizing of George David's *Rambler 100* appears in this month's *Sightings* on page 74.

### Santana 22 Nationals

The Monterey Peninsula YC hosted the Santana 22 Nationals July 30-31, and the change of venue didn't make a noticeable difference for Michael Andrews' *Bonito*, winner of the event for the fourth time.

"It gets tougher every year," said *Bonito* crewmember Shawn Grassman, who along with Andrews' son Jonathon beat Santa Cruz's Bob Comstock's *Rick's Place*. "They sailed very, very well and were in our grill for all five races."

The weather patterns were typical — light in the morning, building to double digits when the clouds burned off in the afternoon.

"It was gorgeous," Grassman said. "It was fun sailing all around those critters: dolphins, otters, seals, sea lions, pelicans. Nine-year-old Jonathan was on the boat for all five races in his first, and definitely not last, Nationals."

Not many Bay Area boats made the

**Skype founder Niklas Zenström's J/V 72 *Rån* became the back-to-back repeat winner of the Royal Ocean Racing Club's Rolex Fastnet Race.**

### Rolex Fastnet Race

The fast conditions in the Royal Ocean Racing Club's Rolex Fastnet Race meant that race records fell in one of the most storied offshore races on the planet.

Starting from Cowes on August 14 for the 638-mile trip around the race's namesake rock, which lies off the Southeast coast of Ireland, the 314-boat fleet — a new record for the race — were soon left in the dust by the big boys. Loïck Peyron's 130-ft trimaran *Banque Populaire V* set a new multihull elapsed time record of 32h, 48m, and Ian Walker's brand new Farr-designed Volvo 70 *Abu Dhabi Racing* took 1h, 39m off the old record of 1d, 20h, 18m set by Mike Slade's Farr 100 *ICAP Leopard* in '07.

*Vanquish*, the Oakcliff All American Offshore Team's STP 65, finished right in the thick of things amidst a pack of the six IMOCA 60s. Its crew of 20-some-things included three Bay Area sailors: Richmond YC's Matt Noble and David Rasmussen, and San Francisco YC's Molly Robinson. Their effort, admirable as it was, wasn't sufficient to take all the

marbles.

Skype founder Niklas Zenström's J/V 72 *Rån* became only the second boat ever to win the race back-to-back on corrected time, beating *Leopard* by a little over 4.5 hours, which, in turn, beat the third-place *Vanquish* by ten hours.

In the "professional" classes — the Volvo 70s, IMOCA 60s, Class 40s and MOD 70s — the racing was extremely tight. *Abu Dhabi* beat Franck Cammas' *Groupama 4* by only four minutes, while Vincent Riou's IMOCA 60 *PRB* took that class's honors with less than five



CARLO BORLENGHI/ROLEX

# THE RACING

trip down, but one Santana 22 icon, Santa Cruz's Ernie Rideout, who only hung up his spurs a couple years ago (well into his 90s), made the trip to Saturday night's dinner, reportedly looking great.

"Monterey Peninsula YC is a great club," Grassman said. "We slept on the boat and never left the immediate pier area."

## Gracie and George

The Encinal YC's doublehanded Gracie and George Regatta, where the gals drive and the guys (or another gal) do all the work brought out five boats on August 7. With breeze in the 10-plus-knot range shifting from the southwest to the northwest, the fleet played it safe with a starboard tack start. That's to say, all but Linda Farrabee on the Catalina 38, *Harp*. With owner Mike Mannix in the cockpit, *Harp* pulled off a clean port start and quickly took the lead.

But by the time the fleet was sailing the only spinnaker leg down to the finish on the Estuary, both *Faster, Faster!*, a Merit 25 helmed by Deb Fehr with



HMBYC

**David Rumbaugh claimed his fifth straight Coronado 15 North American Championship, hosted this year by the Half Moon Bay YC.**

David Ross in the middle, and *Crazy Eights*, a Moore 24 driven by Kim Stuart with Aaron Lee in the middle had closed the gap to Farrabee and Mannix. With the boats neck-and-neck into the

finish, *Crazy Eights* caught a nice puff and squirted ahead for elapsed-time honors. But *Faster, Faster!* was indeed fast enough, correcting out 22 seconds ahead to take first overall and the Gracie and George perpetual trophy.

## Coronado 15 North Americans

The Half Moon Bay YC hosted 18 sailors for the Coronado 15 North American Championships August 12-14. All the races were sailed in light to moderate breeze inside Pillar Point Harbor.

David Rumbaugh notched his fifth consecutive North American title, while crew Claire Fishman added her second. The top three A Fleet boats were all from Sacramento, and the fourth hailed from Los Angeles.

The top Half Moon Bay YC finisher in A Fleet was Charlie Quest in fifth place, while all four boats in the B Fleet were from the club.

## C-15 SYD CORP SERIES (8/12)

ALL — 1) David Rumbaugh/Claire Fishman, 4 pts; 2) Kiersten Vance/Kendall Ermshar, 11; 3) An-



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drew Fishman/Steven Fishman, 11. (9 boats)

**C-15 NORTH AMERICAN CHAMPIONSHIPS  
HALF MOON BAY YC (8/13-14)**

A FLEET — 1) David Rumbaugh/Claire Fishman, 10 pts; 2) Alex Fishman/Steven Fishman, 19; 3) Kiersten Vance/Kendall Ermshar, 20. (5 boats)

B FLEET — 1) Lucy Gillies/Hunter Gillies, 13 pts; 2) Patrick Melley/Rick Winnans, 15; 3) John Powell/Alan Quest, 21. (4 boats)

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

**Clipper Race Coming Back to SF**

The 2011-'12 Clipper 'Round the World Race got underway this month and the fleet of 10 identical 60-ft boats is already into race two of leg 1. *Gold Coast Australia* took race one from Southampton to Madeira, and is only twelve miles behind the leader *Singapore* as the fleet has spread out by some 600 miles on its way to Rio de Janeiro, Brazil.

Lying off Recife as of this writing, the fleet was in the midst of trying to get as many points as possible in the Ocean Sprint time trials.

But perhaps the most exciting news to come out of the race so far is that San

Francisco will once again play host to the only 'round the world race where pretty much anyone can play.

The boats will likely be arriving in the Bay in April of next year much as they did last year.

Be sure to follow the race and check back here for updates as it wends its way around the globe. You can find it online at [www.clipperroundtheworld.com](http://www.clipperroundtheworld.com).

**Race Notes**

*Bummer*— We're sad to report that just 90 miles into an attempt at the west-east



MARGARET FAGO

**A photo finish between 'Crazy Eights' and 'Harp' during the Encinal YC's Gracie and George race.**

solo TransAtlantic record, Francis Joyon's *IDEC 2* capsized in a squall on the morning of August 22. Joyon was safe, and stayed aboard until the boat was taken under tow, headed for Montauk, New York as of this writing.

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# WORLD

We dedicate this month's charter section to **A Globe-trotting Semester at Sea, and A Splendid Sailing Vacation Option Right in our own Backyard.**

## All I Want for Christmas Is a Semester at SEA

Ever have one of those moments when you say to yourself, "Dang, I wish I could have had that experience when I was a kid!" That's how we felt last month when we took a tour of the 134-ft brigantine *Robert C. Seamans* during her annual visit to the Bay, and spent some time with her energetic professional crew and a contingent of wide-eyed student sailors.

Operated by the Sea Education Association (SEA) — which is based at Woods Hole, Massachusetts, a world-renowned center for marine, biomedical and environmental research — this ship offers hands-on research and sail training courses annually on a circuit between Juneau, Alaska; Mexico's Sea of Cortez; Tahiti and Hawaii. Meanwhile, her sistership, the 134-ft steel brigantine *Corwith Cramer*, operates in the Atlantic and Caribbean.

The undergraduate sailor/scholars we met aboard the *Seamans* were taking part in a 12-week SEA Semester that combines academic study in labs and classrooms ashore with an authentic sailing research voyage in the Pacific.

As the program's literature explains, each SEA Semester's session is accredited through Boston University. Programs include "foundational coursework in oceanography, maritime studies, and nautical science, and is designed to offer a multidisciplinary platform from which

**Below: Crew and student sailors of the 'RC Seamans' strike a pose during their recent Sausalito visit. Right: Preston checks the view.**

to study our oceans."

While that certainly sounds like an excellent way to kindle a life-long fascination with ocean science, and perhaps steer participants toward a meaningful career, it doesn't take a genius to figure out that spending weeks at sea with a boatload of like-minded young adults can also be a whole lot of fun.

As we can confirm from personal experience, no matter how much you think you know about sailing a modern sloop or ketch, when you step aboard a square-rigged brigantine there's a whole new pool of knowledge to absorb. And although hoisting sails, standing watch and navigating may not have a direct connection to environmental science, the cooperative effort required to move a ship this size safely across an ocean inevitably builds lasting camaraderie among crew members. And, of course, such lessons in social interaction can have benefits that will last a lifetime.

The variety of programs offered by SEA are too numerous to detail here, but to give you an idea, the Ocean Exploration Program (offered this fall) is open to students of all academic majors, as it



NATHANIEL PENN



WOODY SKORIAK



WOODY SKORIAK

Cultures and Ecosystems. It will focus on "the dilemma of environmental and cultural sustainability in French Polynesia," and is open to students interested in environmental studies, humanities, and social sciences. (Sign us up for that one!)

We can't think of a more enticing — or greener — way to participate in legitimate offshore ocean research than aboard a purpose-built and rigorously maintained vessel like the *Seamans*. Built in Tacoma, WA to a Laurent Giles design, she is said to be "the most sophisticated oceanographic research/sailing school vessel ever built in the United States." As we witnessed during our visit, she has a library, computer lab, wet/dry research lab, and carries all the tools of the trade for bona fide ocean research.

Students are accommodated in comfortable berths in semi-private cabins, and from what we could tell, they are fed

is an "interdisciplinary approach to studying the marine environment, by combining the natural sciences, social sciences, and public policy."

Next spring a course will be offered called Sustainability in Polynesian Island



# OF CHARTERING



**Spread:** Built for voyaging in all weathers, the 'Seamans' is the queen of the SEA Semester program. **Inset:** Students learn to furl.

well thanks to a jolly cook who performs her culinary magic in an expansive galley. (Those freshly baked chocolate chip cookies were the best!)

As you might image, SEA Semester programs are not cheap, but the lasting — potentially life-altering — experiences they provide may be well worth a little financial sacrifice. However, if you don't think your pockets are deep enough to cover the fees for your child, be aware that roughly a half million dollars of both need-based and merit scholarships are awarded to students annually. Learn more at [www.sea.edu](http://www.sea.edu).

— andy

### **Our Vacation Was Fabulous — And Even Closer to Home**

When I read last month's article about chartering in Belize, and how it's not only a great destination, but also "so close to home," I had to laugh. I had just

returned from one of the best weekends that I've had in a really long time, and it was right in our backyard!

With a pack of 15 boats full of charterers, club members and friends of Club Nautique, we recently headed up the picturesque Petaluma River to spend a magical weekend in the downtown Petaluma turning basin.

The fleet rendezvoused around Red Rock at 11 a.m. on Friday morning and headed into San Pablo Bay. The layer of cloud cover burned off around noon and we were treated to a nice downwind sail in shorts and T-shirts.

There was enough wind to get in some good wing-on-wing sailing as we headed for the river entry channel. Had we allowed more time we could have sailed quite a bit longer,

but alas, we were the lead boat, *Cats Aye*, the Club Nautique 40 catamaran, and we were slated to host the cocktail party that afternoon at 5 p.m. So we took down our sails and motored the rest of the way up the channel into the Petaluma River.

When sailors hear "motoring," they tend to stop listening, but the sights of the enchanting river were enough to keep us occupied. From the cool little riverside shacks to the rolling countryside combed with vineyards, there was something to see around every corner. Our group kept in radio contact and alerted one another to shallow spots along the way. A few of our deeper-keeled boats did report touching bottom, but none got stuck. Most of the time we stayed in the center of the river and had plenty of water.

The last three miles of the river south of the city have lots of twists and turns that keep you in anticipation of what's around the next bend. Along the shore there were lots of fishermen's shacks, a Greek restaurant called Papa's Taverna, several shipwrecks, and a few research vessels — there was much to see. We were even welcomed by enthusiastic local fishermen who hooted and hollered and acted as if they were being treated to a parade. We played along, flashing our best 'Queen waves' as we progressed toward the D Street Bridge.

Other than the 70-foot clearance on the highway 37 overpass, the D Street Bridge is the only obstacle you face before getting into the downtown turning basin. Having read that it's wise to give the bridge operators advance warning of

**George Sparr is all smiles as he sails 'Georgie's Girl' north toward the Petaluma River mouth. That's Don Durant's 'Eureka!' to leeward.**



# WORLD

your arrival, I'd called the day before to request a 15:45 opening. On the phone, the staff was very accommodating and helpful. They did, however, give me the impression that we were to strictly adhere to the scheduled time.

I had taken up the stern of the pack to make sure that all my little chickens made it safely to the roost. So naturally, as we were pulling around the corner at 1600 I was a bit concerned that we might not be granted entrance. To make matters worse, a few of the boats that were ahead of me were hailing me to tell me that the bridge was not open, there was no one in the tower, and they weren't answering on the radio. Oh dear.

I phoned the police station, the number that was given on the Petaluma mooring permit ([cityofpetaluma.net/pubworks/pdf/mooring-permit.pdf](http://cityofpetaluma.net/pubworks/pdf/mooring-permit.pdf)). They were very courteous and gave me the cell number of the bridge tender. He immediately answered and let me know that he was on his way, and apologized for having delayed us. When I expressed my concern that we were running behind, he kindly assured me that he would be



ROD WITEL

***It's advisable to give advance notice if you want to pass beneath the D Street Bridge. The operator is super-friendly.***

happy to raise the bridge as many times as we needed to bring all of our little chickens safely to the roost. I love that guy!

By the time we entered the basin, about 10 of our boats were already Med-moored to the 700-foot dock space that stretches across the turning basin and

along the edge of downtown Petaluma. We made quick work of getting our last five boats safely tied up to the dock.

There were enough electric kiosks for everyone to get hooked up to shore power, and there were also plenty of faucets to go around. (*Note to charterers: You may want to pack a hose if your charter boat isn't already equipped with one.*) There are no public restrooms nearby but if you are affiliated with a yacht club, the Petaluma Yacht Club overlooks the docks and welcomes reciprocal members to enjoy their facilities — which include a bathroom and shower.

After we were settled in, and were preparing for the cocktail party, our bridge tender came by with an envelope that had a copy of the mooring permit, a welcome letter, and the code to the gates on either end of the docks, which are locked from sundown to sunup. The mooring fee is \$22/night and can be paid by check and left in the drop box, or mailed in after your return.

We were also paid a visit by the Petaluma Chamber of Commerce. I had

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# OF CHARTERING

contacted them to tell them about our plans and they asked how many boats we would have. They prepared and delivered welcome packets for each one of the boats. The packets included maps, events and attractions, and coupons for local restaurants, spas and stores. I love this place!

Our cocktail party was so much fun. Everyone brought an appetizer and a drink to share. The 40-ft catamaran was just big enough to handle the 30+ people we had aboard. At one point we had so many people on the boat that the bottom steps on the transom were submerged. Our revelry didn't go unnoticed by the locals — one of the local restaurants sent a waiter down to pass out coupons for free glasses of wine with dinner. Did I mention that I love this place?

We spent the evening laughing and roaming from boat to boat, meeting new friends and catching up with old mates. We danced on the bows of our boats as the cool tunes from a jazz band across the basin floated us into twilight.

Some folks headed out to dinner and

some cooked on their boats. Others continued on with their own cocktail parties that lasted well into the evening. There were rumors of a "man cave" complete with flowing single malt scotch and cigar smoke so thick you could cut it with a knife. But being a girl I wasn't invited to that party. Despite my gender, my brood and I still managed to have fun lounging on the trampoline of the cat and gazing at the night sky.

We've discovered from experience that when we do a rendezvous, we tend to schedule too much, and don't have time to actually enjoy our destination. So this time, we purposely built in a day with nothing scheduled. That turned out to be a great idea. There are so many fun things to do right in downtown Peta-

***With shops, restaurants and nightspots only a few steps away, weekendng in the turning basin is ideal for warm summer fun.***

luma. People went on walking tours of the old Victorian neighborhoods, enjoyed 'mani-pedis', and pattered around in dinghies.

Some of us went to the music festival and some just chilled out on their boats. Rod Witel, who is local to Petaluma and a pilot, had chartered a plane for the



ROD WITEL

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# WORLD

day and took a few groups up for an aerial tour of the Bay. It was so incredible to see the River that we had sailed up just the day before from up in the air. We did a fly by of the fleet and some of the folks on the dock came out to wave. What a sight!

That night we did quite a bit more reveling in the downtown area — which seemed to be remarkably safe. Everyone had a great time. Because Rod lives in Petaluma he was initially skeptical about joining us on the rendezvous, but he ended up having an amazing time and thoroughly enjoyed getting to see his town from a different perspective.

The next day (Sunday), we shared some breakfast and coffee on the dock and were treated to a session of yoga on



ROD WITTEL

**"Everybody say, 'Petaluma!'"** Fleet members converge on the mothership, Club Nautique's 40-ft 'Cat's Aye'.

the bow of the catamaran. The session was led — appropriately enough — by Julie Lucchessi of Bow Yoga! It was a great experience to take a moment to peacefully enjoy this environment that had served as such a welcome platform for an amazing weekend.

Some boats peeled off a little early to

make the trip home, while the rest of us lingered. At 11:30 we waved farewell to the charming bridge tender, who happily opened the bridge several times for all of our departures. The return trip down the river was just as enchanting as the ride up had been, and was a relaxing end to a fabulous weekend. Once back in San

Pablo Bay there was plenty of wind for a rigorous sail home. We were back at the dock and in our cars by 7 p.m.

It was one of those magically delightful weekends where friendship and camaraderie filled the air with easy relaxation. I can't recommend Petaluma enough. It's a fabulous getaway destination that's right here in our back yard. Trust me, you'll love it!

— marianne armand

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# OF CHARTERING

## Charter Addicts — Talk to Us!

We don't ask many favors from our readers, but this month we need a little help from our friends — namely, you.

We know many *Latitude* readers take charter trips often, both in U.S. waters and abroad. But your answers to the questions that follow will help us to write about topics that interest you most.

So **p-l-e-a-s-e** take a few minutes to fill out this form and mail it back to us. Hey, this is *interactive journalism*. Email [andy@latitude38.com](mailto:andy@latitude38.com) or mail to:

**World of Chartering, Latitude 38**  
**15 Locust Ave.**  
**Mill Valley, CA 94941**

**Free Logowear:** We'll put the names of all respondents in a hat and choose five winners, who will receive an item of 'official' *Latitude 38* logowear — i.e. a hat, T-shirt or tank top.

- On average, I charter in the Bay Area (average):
  - > once a month  bareboat  crewed yacht
  - 7-12 times a yr  bareboat  crewed yacht
  - 3-6 times a year  bareboat  crewed yacht
  - 1-2 times a year  bareboat  crewed yacht
  - very rarely  bareboat  crewed yacht
  - never  bareboat  crewed yacht

- I've taken charter trips away from my home waters:
  - 1-3 times  bareboat  crewed yacht
  - 3-5 times  bareboat  crewed yacht
  - 6 or more times  bareboat  crewed yacht

- On average, I charter away from my home waters:
  - twice a year  bareboat  crewed yacht
  - once a year  bareboat  crewed yacht
  - every other yr  bareboat  crewed yacht
  - every 3-5 years  bareboat  crewed yacht

- (A) I've chartered in the following areas:
- (B) During the next 3 years I plan to charter in:

- Did it / Plan to
- |                          |   |                               |                                   |
|--------------------------|---|-------------------------------|-----------------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> Virgin Islands   | <input type="checkbox"/> brbt | <input type="checkbox"/> crwd yht |
| <input type="checkbox"/> | <input type="checkbox"/> Leeward Antilles | <input type="checkbox"/> brbt | <input type="checkbox"/> crwd yht |
| <input type="checkbox"/> | <input type="checkbox"/> Windwards        | <input type="checkbox"/> brbt | <input type="checkbox"/> crwd yht |
| <input type="checkbox"/> | <input type="checkbox"/> Bahamas          | <input type="checkbox"/> brbt | <input type="checkbox"/> crwd yht |
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- I picked my charter destinations because of:
  - advertising
  - editorial mention in *Latitude 38* or other media
  - boat shows or travel expositions
  - tourism office information
  - recommendation from friends
  - advice of yacht charter broker or operator

- I've booked my charter vacations:
  - through a yacht charter broker
  - through a travel agent
  - (bareboat) direct with bareboat company
  - (crewed yacht) direct with boat owner

- I have picked companies to work with because of:
  - advertising
  - editorial mention in *Latitude 38* or other media
  - boat shows or travel expositions
  - tourism office information
  - recommendation from friends
  - advice of yacht charter broker or operator

**On a separate sheet of paper, please tell us . . .**

- What destinations would you like to read about in future issues of *Latitude 38*?
- What's the best thing(s) about bareboat or crewed yacht vacationing?
- What tips would you pass on to those who have not yet tried yacht charter vacationing?

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# CHANGES

With reports this month on boat bottom cleaning techniques in Zanzibar; from **Balena** on a singlehanded passage to the Marquesas; from **Taiga** on moving from a monohull to a cat cruising in the Bahamas; from **Kailani** on the 10,000-mile delivery of a new cruising home; from **Scarlett O'Hara** on getting ready to sail to Africa; from **Profligate** on a Baja Bash; and **Cruise Notes**.

## Clean and 'Green' Bottoms Craig Anderson Zanzibar, Tanzania (Costa Mesa)

While at Zanzibar, which is mostly two Catalina-sized islands 20 miles off the East African country of Tanzania, of which Zanzibar is a semi-autonomous region, I watched the ultimate in 'green' boat bottom cleaning. Green in that the bottoms were cleaned without using any paint, let alone any biocide suspended in the paint.

The Zanzibar fishermen — there are many in a country where the average annual income is just \$250 — use recycled palm thatch to burn the algae off the bottoms of their dhows every quarter. They believe the algae to be host to worms, which if allowed to become established in the sides of their mahogany hulls, would truly create havoc. To top it off, they rub a combination of ground up animal bones and oil into the hulls.

These traditional dhows are seen everywhere along the coast of East Africa, and are still being built today. The hull planks are bent using sandbags, while the ribs come from mangrove trees that are shaped using an adz.

I was informed that 10 to 15 years is **Burn, worm baby, burn! While this time-proven bottom cleaning method may work on dhows, we don't recommend it for your Catalina 42.**

the average lifespan of a fishing dhow, after which the wood is recycled into furniture — often beds. Wherever I traveled in Kenya and Tanzania, I saw roadside carpenters producing king-size beds, often displayed in a line along roads in the manner of used cars.

*Zanzibar Quiz:* Who is the most famous person to have come from Zanzibar? That would be the charismatic Farrokh Bulsara — better known as Freddy Mercury, lead singer of the rock group Queen, who died of AIDS in 1991.

— craig 08/05/11

## Balena — Westsail 32 Joel Kellogg Singlehanded to the Marquesas (Battle Creek, MI)

*Bonjour!* Singlehanded Pacific Ocean from San Francisco to the Marquesas in my twenties on my own boat. Check! I write this while at anchor at Taiohae Bay on the south side of Nuku Hiva in the Marquesas. This was a very green and lush landfall after the 33 days I spent enroute. Taiohae features steep cliffs, tall palms, warm breezes, and quite a roomy anchorage with good holding.

Upon arrival, I went ashore to try out my 'land legs'. They didn't fare so well for the first few meters. In fact, I had to hold on to a nearby tree for a bit until the land stopped 'moving' so much. I have felt a little wobbly after being at sea for long spells before, but this was by far the most difficult time I've had walking when not intoxicated. As I slowly made my way to town, a young French fellow who spoke broken English asked if I was all right. He said I appeared to be quite drunk.

The fellow helped me out by buying me a beer and introducing me to the captain of the research vessel *Tara*, on which he was serving as the cook. *Tara* apparently does plankton and coral research as they circumnavigate under sail. I was invited aboard, fed a pasta of sorts, and given a tour before rowing back out to *Balena*. Yes, on the first night after a Pacific crossing, I ate aboard another boat. Pretty funny.



A pair of Zanzibari sailing dhows.



As I rowed back to *Balena*, I passed a Canadian couple aboard *West by North*, who invited me for coffee the next morning. They turned out to be Val and Gerry, who are on the last legs of their 18-year circumnavigation! After a surprisingly restless night — so many new sounds to investigate since they weren't covered up by the background noise of being underway — I rowed over to the Canadian boat, where I was served coffee and pancakes. I had a much needed conversation in English, and was given a few gifts — including a machete for chopping coconuts and a chain claw for taking strain off my anchor chain, with a shackle and a piece of nylon rode to use with the claw. I was most appreciative.

Overall, I had a good first leg. One major lesson I learned the very hard way is that when you're sailing the trans-equatorial route from the West Coast of the U.S. to French Polynesia, it's very important not to cross the ITCZ farther west than 130°. I knew this, of course, but decided it was best to just go where

TAS OF TANS

CRAIG ANDERSON



# IN LATITUDES



***In absolute terms, the just under four knots that Joel Kellogg averaged from San Francisco to the Marquesas isn't very fast. But as he found, if you do four knots day and night, it's not that long before you've covered a surprising amount of ocean and — inset — you're in French Polynesia!***

the wind was — which unfortunately put me in a very uncomfortable close-hauled situation when the SE trades presented themselves. For a spell, I was looking at not even making the Marquesas, and for a day or two could only make westing — which at that point would have had me making landfall somewhere in the Line Islands. After I'd been beating for three or four days, the thought of another 15 days of doing the same was not good for onboard morale. Eventually the wind did back to the east, and I was able to pound far enough to the south to make Nuku Hiva.

During my crossing I was subjected to just about every sailing condition possible — with the exception of a real storm, which I was glad to avoid. My having not sailed *Balena* very much before taking off, the crossing turned out to be a perfect learning experience with plenty of reaching, sailing downwind in

light to heavy winds, riding out squalls, drifting — and that God-awful sailing to weather.

I was impressed with my Westsail 32, but not that impressed with the way I'd done some of the rigging. For example, it took a lot of unnecessary effort to reduce sail. It appears that there are a few things that I must change or repair due to my stupid-ass set-ups. Fortunately, nothing of importance was broken and I didn't sustain any injuries, so I think my first long passage was a success.

That is not to say I don't need to make a handful of fixes before continuing on around the island. The starboard fuel tank, for instance,

has an air leak, my charging system has become bugged, and I need to retune the standing rigging. Once those jobs are done, and I've taken on water and reprovisioned, I'll be good to continue on to Daniel's Bay to check out the ancient ruins and what is said to be the second tallest waterfall in the world.

The locals here in Nuku Hiva have been very friendly. For example, I've been told that if you admire someone's fruit tree, they will respond by over-loading you with fruit. Checking into French Polynesia was painless — except that you're required to put up a \$1,400 U.S. bond. You do get your money back when you leave — in a big stack of Central Pacific Francs. The problem is that you'll be leaving the country, after which the CPFs won't do you any good. I tried to contact my bank to arrange payment of the bond, but ran out of minutes before they could clear the account for use. In the process, I learned that you can't call off Nuku Hiva without a calling card. The net result is that the French will not be receiving a bond payment from this sailor.

I have to admit that there were many moments on my crossing when I wondered what I had been thinking by undertaking such a voyage, but the first landfall has been more than I could have hoped for, and I'm very happy to have gotten underway. Communicating via with my family by SSB email made a big difference in my being able to enjoy

***Joel spent a lot of time honing his nautical skills while in Alameda before leaving. It was time well spent.***



CPF's.



LATITUDE/RICHARD

# CHANGES

the trip. I also received weather updates from Nathan, an old shipmate of mine. Knowing that someone was watching

out for weather problems that come my way provided much relief.

I am very thankful for the opportunity I have to sail the finest cruising area in the world with a good boat at such a young age and in good health. With a whole world of exploration at my fingertips, I couldn't be happier.

*Au revoir!*

— joel 08/05/11

## **Taiga — Catana 44 Jack and Sherri Hayden Ha-Ha to Bahamas, Mono to Cat (Fairbanks, Alaska)**

We are vets of the '99 Ha-Ha with what was our then new-to-us Morgan 382 *Taiga*. We bought the boat from a couple who had gone to great expense to outfit her for a Pacific cruise. But after sailing to Kauai, they hired a captain to bring her back to Port Townsend, where they put her up for sale. After buying *Taiga*, we had her trucked down to San Diego, where we got to sail her just once before the start of the Ha-Ha.

Since then, until last November — 10 years — we kept *Taiga* in the Sea of Cortez and commuter cruised. We owned a wilderness lodge in Alaska, and during the off-season of each year, meaning October through February, we'd sail the islands between La Paz and Bahia Concepcion. We based our Morgan out of La Paz the first year, but Puerto Escondido after that. She survived three hurricanes afloat while at Escondido, but we'd taken

***The colorful skies were just one of the reasons that Jack and Sherri kept their boat in the Sea of Cortez for 10 years.***

great pains to check out the mooring and the pennant.

We really loved our times in the Sea of Cortez, made a lot of good friends, and learned how and when to sail with the blue, fin, and humpback whales that come to the islands each January/February. On one occasion we had a fin whale calf rest in the shade of our boat, close enough for us to touch while his mom went deep.

Last November we sold the Morgan to a longtime sailing friend in Puerto Escondido and bought a used Catana 44 in Norfolk, Virginia. We were able to head south aboard our new *Taiga* on December 10, at which time the East Coast was under a prolonged cold snap that also featured strong winds and high seas at Cape Hatteras. So we were grateful to be able to take advantage of the Intracoastal Waterway that starts at Mile '0' in downtown Norfolk right after you pass America's biggest naval base.

We thought the ICW was totally cool! The northernmost section, which had been surveyed by George Washington, passes through the Great Dismal Swamp into North Carolina. There wasn't much traffic at that time of year, so we were able to find anchorages in places that normally would be crowded.

Much of the waterway passes through really wild country, and we enjoyed the lovely small towns. But it was COLD! We stopped at several marinas that had no water at the docks because the pipes had frozen. We spent Christmas in Hilton Head, South Carolina, where the dock water was frozen. In fact, it snowed on us on Christmas Day. Our daughter Katie, who had flown down from Fairbanks, Alaska, thought it was hilarious.

*Taiga's* mast is 64 feet tall, so several times we had to wait for the tide to drop in order to slip beneath some of the bridges on the ICW. Even so, we tickled the VHF antenna on the bottom of some of the girders of the bridges.

We didn't get our first warm day until we made it all the way down to St. Augustine, Florida, which is mile 776 on the Waterway. But what a fabulous town — the oldest in North America, with the oldest fort! — that is for sailors. We took a city mooring for \$10/night, and dinked in to celebrate Katie's 21st. The town is tourist-friendly, and has lots of great restaurants and bars with live music in buildings dating from



the 1700s and 1800s. We loved St. Augustine so much that we made a point to stop off there on our way back north.

Crossing the river bars into and out of the Atlantic can be a challenge. In fact, we made two different entrances riding breaking waves. But with a cat, they proved to be a piece of cake.

Our trip to the Exumas kicked off from Ft. Lauderdale, after we had waited a week for fair wind to cross the Gulf Stream. We departed for Bimini, the closest island to the Florida coast, on a dying north wind that was forecast to go west, then southwest, something that would have been contrary to the normal clocking pattern. Sure enough, that didn't happen. By the time we entered the main current of the Gulf Stream about 10 miles offshore, conditions were ugly with the wind against the current, resulting in a sea state similar to when a Norther blows in the Sea of Cortez. We'd never sailed on a cat before we bought *Taiga*,

BALENA



***That 'making land-fall' look.***

LATTITUDE/RICHARD







ALL PHOTOS LATITUDE/NICK

**When it comes to the shallow waters of the Bahamas, cats such as the Catana 44 'Taiga', which only draw 42 inches with the boards up, are far less prone to being lost on reefs than are large ships. The Catana 42/44/48/55 series is from the '90s, but they were well-built and are capable.**

so we were surprised by the lively ride that resulted when six-foot beam seas hit the hulls in succession. The wave period was perfect to put one hull on the crest of a wave just as the other was in the trough. We had to really hang on!

The wind finally backed about two hours out, so the waves abated considerably. We made the 44-mile crossing in about 6 hours, which isn't a great VMG, but we had a 5-knot current to cross, so boat speed was about 8 knots.

The Exuma Cays are the part of the Bahamas that are south of the Abacos and Nassau. From Bimini, we sailed 78 miles ESE dead downwind under spinnaker across the Great Bahama Bank. What a gas that was on a cat, as it's so easy to set and douse a chute on the expansive foredeck with our 'Otto' driving the boat. Before we set the chute, we

put two reefs in the main to support the mast from aft — then let her rip!

We left Bimini about noon, and sailed on into the dark, then directly into a rising full moon. The wind varied by maybe a couple of knots at around 16 to 18 knots, during which time we made 10 to 12 knots with the boards up. Around midnight the wind dropped off, so we sailed off the rhumbline a bit, and dropped the hook in 12 feet of water — which is the average depth all the way across the bank. After years of sailing in deep water, it felt pretty creepy to be skimming over the bottom hour after hour. But it didn't take us long to discover the joys of lying face down on the tramp, looking for conch and seeing the rays and fish

flash by.

The next morning, we headed directly across the northeast Tongue of the Ocean, which is very deep, to the Exumas Bank, and anchored at West Bay, New Providence Island, our first stop in the Exumas. It's not recommended by the cruising guides, but we found a great anchorage surrounded by lovely beachfront homes. While there, we connected to an unencrypted WiFi link, and thus got the news of the birth of our first grandson in Saipan. He'd been born during the previous night's spinnaker run!



TAIGA

From there, we motorsailed upwind into the prevailing easterlies to Highbourne Cay, where we snorkeled with Caribbean reef sharks, barracuda and lots of colorful reef fish. Nearby Alan's Cay is home to pink-skinned iguanas that are pretty aggressive about wanting a handout — because cruise ships bring passengers ashore with heads of lettuce to feed them.

From Highbourne Cay, we slowly worked our way southeast down the cays, taking advantage of favorable winds and skipping the more crowded anchorages for solitude. With the boards up, our Catana draws 42 inches at the rudders, so we were able to work our way into some great spots that other boats had to bypass. And as you can observe anywhere, the majority of mariners congregate in the marinas or in nearby protected anchorages, so in spite of the considerable number of boats in the Bahamas in the winter, we still had lots of opportunities to visit uncrowded places.

Jack, wearing his '99 Ha-Ha t-shirt, and Sherri, on the beach in the Exumas, which couldn't be more different than the Sea.

**Jack, wearing his '99 Ha-Ha t-shirt, and Sherri, on the beach in the Exumas, which couldn't be more different than the Sea.**



TAIGA

# CHANGES

And it's at the out-of-the-way places that you meet the more adventuresome sailors, isn't it? And they love to share their own secret places with like-minded sailors.

Because of time constraints, we turned back for Florida from just north of Georgetown. Next winter we plan to head down quickly to where we left off, and gunkhole our way further south to Long Island, then up the eastern side of Exuma Sound to Cat Island, Eleuthera, and the smaller islands, before jumping off from Spanish Wells for the return to Florida next March.

All the GPS charting programs have waypoints for safe passages in these shallow waters, and many sailors follow the straight lines so religiously that they will pass each other by mere feet rather than veer off course even a little. It can lead to some interesting VHF exchanges. We used the waypoints as turning points, but usually sailed off the rhumbline to get better wind angles. We also saw four sailboats go aground together coming into Bimini because they ignored the floating channel markers. Even though their GPS course took them through three-foot breaking waves onto a sandbar that had drifted from its previous position, they weren't going to change course. They were eventually pulled off by locals in runabouts, who were happy for the business. So much for blindly following the electronic wizard.

***In the shallow waters of the Bahamas, it's not at all uncommon to see boats — particularly deeper draft boats — aground.***



***It turns out that the Exumas have pretty good sunsets, too.***

LATITUDE / NICK

We'll report on our return trip to Florida in the next issue.

— jack & sherri 08/04/11

## **Kailani — Deerfoot 63 Harley, Jennifer and Sophia Earl The 10,000-mile Delivery (Sausalito)**

Just before noon on June 30, after nine months and 9,974 miles enroute from Marmaris, Turkey, our new-to-us *Kailani* sailed through the Golden Gate to her new home at Paradise Cay in Tiburon. There were five legs to the delivery: Turkey to Palma de Mallorca; Mallorca to St. Lucia in the Eastern Caribbean, a trip that because of extremely light winds saw us nearly run out of provisions on the 26th day; St. Lucia to Panama. Panama to Cabo; and Cabo to San Francisco.

The last leg of the delivery was halted at Half Moon Bay so that many of the 13 crew who had helped bring *Kailani* to her new home could enjoy the last few miles to the Gate and into the Bay. As had been the case for the bash up from Cabo to San Diego, and the leg north from San Diego, the weather was benign to the last. In fact, we saw no breeze on that last day until it freshened just a quarter of a mile west of the bridge, at which point we reached into the Bay under plain sail on the last of the flood.

Why buy a boat that was 10,000 miles away? We knew we wanted a Dashew design, and there just weren't that many of the older — and therefore less expensive — Deerfoots around. The one in Turkey happened to have the three-cabin layout that was important to us. We also liked the fact that she'd been built by Salt-house Boatbuilders in New Zealand of fiberglass rather than aluminum. If we had to do it over again, there's a good chance we might compromise on some of the things we wanted, buy a boat closer to home, and maybe have a yard do a few modifications.

People ask us how the Deerfoot compares with the Hans Christian 41 *Manu Kai* on which my wife Jennifer and I did a circumnavigation from '03-'06. My analogy is that it's like comparing a Porsche SUV with a Volkswagen SUV. *Kailani* is quite a bit longer, of course, and because her original Great Lakes owner wanted her to be faster than her sisterships, she has several more feet on the



keel and seven more feet on the mast. Naturally, she's bigger inside, but probably not as much as most people think, as Dashew boats always have a lot of storage space forward and aft.

Jennifer and I, along with our three-year-old Sophia, have subsequently been converting *Kailani* from a vessel being delivered to our new home. This has involved lots of cleaning, sorting and re-stowing, and sprucing up below.

In May of next year, I'll be sailing *Kailani* off to the South Pacific under charter to Manu Kai Ocean Adventures. Once I'm there, Jennifer and Sophia will join me for some South Pacific family cruising before chartering again to MKOA for the leg to New Zealand in November. Our charter guests will be gap year students, people looking for offshore miles, and other adventurers. After waiting out the cyclone season, *Kailani* will make her way back up to the Bay Area in time for the America's Cup on San Francisco Bay in the summer of '13.

TOM EDWARDS



# IN LATITUDES



PHOTOS COURTESY KAILANI & LATITUDE

**Spread; 'Kailani' in the Caribbean. Inset left; As seen from 'the top'. Inset right; The Earls are almost swallowed up in the spacious interior.**

After '13, our cruising will be all about the education of our daughter. The kids Jennifer and I met while we were circumnavigating were so clear-eyed, bright, and mature, and each one of them could contribute to a conversation with adults around a table. That so impressed us, as well as how well they placed when they re-entered their respective school systems, that we're going to cruise our boat according to Sophia's education.

— harley 08/10/11

## **Scarlett O'Hara - Serendipity 43 John and Renee Prentice Down to One Option (San Diego)**

Everything has changed for potential circumnavigators who are here in Southeast Asia following the murders of Scott and Jean Adam of the Marina del Rey-based Davidson 58 *Quest* and their

Seattle crew Robert Riggle and Phyllis Macay earlier this year by Somali pirates. The pirate situation remains very bad in the Arabian Sea, so *no* boats plan on going up the Red Sea to the Med at this time. That leaves only one route west, which is around South Africa.

This means that the next leg of our trip will be huge. Right now we're at Rebak Marina in Malaysia, but plan to sail a couple of hundred miles back up to Thailand for the fall and winter season. After returning to Langkawi in February to provision for the big trip across the Indian Ocean, we'll set sail for South Africa via Sumatra, Sri Lanka, the Maldives, the Chagos Archipelago, Mauritius, and Reunion, hopefully arriving at Richard's Bay, South Africa, in October. The plan is to round the Cape of Good Hope by January of '13, and head to the Caribbean.

Rebak Marina has turned out to be a good place to complete repairs before heading

off again. The rigging is now fixed, with new stainless steel turnbuckles. The deck is better after our having drilled 25 holes in it, filling the holes with epoxy and fiberglass, then repainting it. We've also chased down the inside leak, and have repainted the ceiling panels and varnished the interior trim.

In the middle of all this work, we made a 'visa run' to Singapore, as we must leave Malaysia every 90 days to get new visas. We needed to get our EPIRB fitted with a new 5-year battery, so we had to travel by land, as you are not allowed to fly with EPIRBs. It was quite the adventure, as we took a ferry from Rebak to Langkawi, a cab to the ferry terminal in Kuah town, then a ferry across the channel to mainland Malaysia. After eating at Kentucky Fried Chicken, we boarded an overnight bus from Kuala Perlis to Johor Bahru, the second largest city in Malaysia. Fortunately, it was a very nice bus with large reclining seats, and only six of the 24 seats were occupied.

Johor is home to Danga Bay Marina, so we stopped in for a few days to see our good friends and vets of the '04 Ha-Ha, Jerry and Kathy McGraw of the Newport Beach-based Peterson 44 *Po'oino* Roa. Then it was off to Singapore, which is only about a mile across the causeway from Johor. The process of checking out of Malaysia, getting onto a bus to the Singapore side, then checking into Singapore, and getting back on the bus to the MRT subway that took us 20 miles to town, took only 90 minutes. We luckily

***For cruisers who have been kicking around the Third World countries of Southeast Asia and want a change, Singapore is total First World.***



***It's wise to replace turnbuckles in a timely fashion.***

SCARLETT O'HARA



SINGAPORE SLIM

# CHANGES

found the company to do our EPIRB battery fairly easily, despite the weird way buildings are numbered in Singapore.

We then spent two days in Singapore. Having been there once before, we made reservations at a new hotel near the shops we hoped to visit. The

hotel was located on the MRT line, so travel around Singapore was exceptionally easy for us. We can't say enough good things about the MRT and Singapore, which is the cleanest big city we've ever visited, and which seems incredibly safe. They do have strict laws governing everything

## The sparkling MRT.

from spitting on the sidewalk to drugs. You really don't want to do these things in Singapore.

We visited the tourist area of Clark Quay the first evening, and had some wonderful Mexican food while sitting at a fantastic riverside table. It was a marvelous setting. We spent the next day wandering the city searching for hard-to-find items such as DVD cables, batteries, good crackers and such. Then we took the monorail to Sentosa Island, where Universal Studios is located, along with some good restaurants, shops and beaches. We were so wiped out that we didn't make it to the night zoo, so we reversed our path back to Rebak — and back to boat projects.

— renee and john

## Profligate — Surfin' 63 The Wanderer And De Mallorca

*Rebak Resort Marina is both well run and well-protected, making it one of the most popular marinas in Southeast Asia.*



SINGAPORE SAM

## The Baja Bash (Tiburón)

We're not gentlemen — and we can prove it. For the second time in three years, we've just completed a 1,000-mile Baja Bash — because we started in Puerto Vallarta. And as everybody knows, gentlemen don't bash to weather.

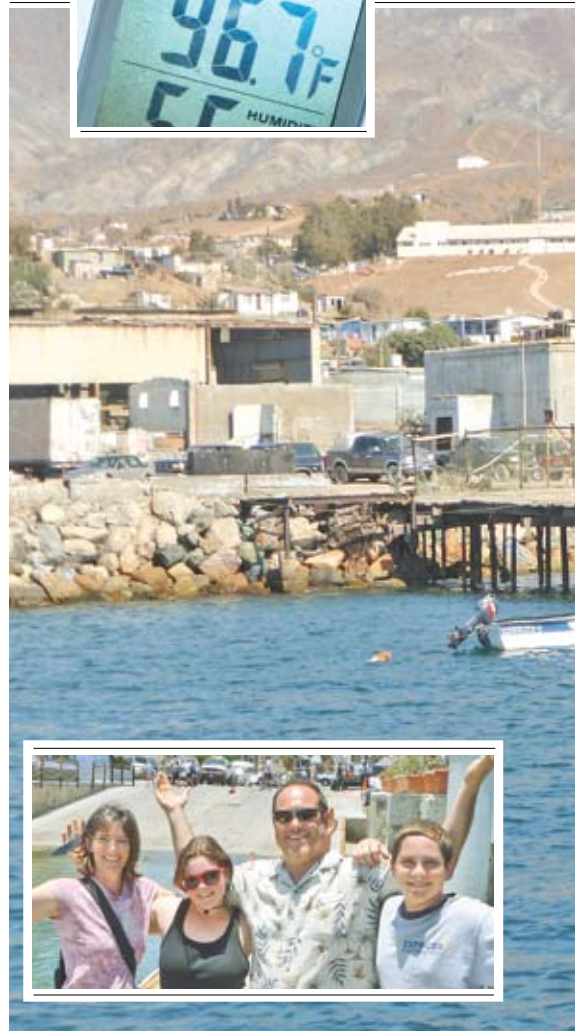
It being so late in the season, we figured that all we had to do was avoid the hurricanes — *Dora* and *Eugene* were never serious threats — and we'd be able to finish the Bash in six days of mellow weather. Ha!

Based on GRIB files, it looked as though we'd start with an easy 275-mile putt up to Cabo San Lucas. Unfortunately, GRIB files don't forecast the flu. Less than 12 hours into the crossing, we got the dry heaves, and for the next 18 hours tried to puke out stuff that just wasn't there.

We recovered about 40 miles southeast of Cabo, just in time to get walloped by winds to 35 knots which the forecasts had somehow missed. Commander's Weather later told us that it had been due to massive thunderstorms moving up the Sea of Cortez to Arizona, creating a greater than normal pressure disparity between the Pacific and the Sea. All we can say is that if you're going to get 'fire hosed' with spray every 30 seconds in the middle of the night, it's nice when that spray is 80 degrees.

When we finally dropped the hook off Mango's, it was 3 a.m., quiet as a mouse, and calm so close to shore. The quiet was broken shortly after dawn — and until late in the afternoon — by fishing boats, an astonishing onslaught of recklessly operated Jet Skis, and the DJs at the various beach bars hollering "Who wants to win a free round of shots?" When we first sailed to Cabo in '77, there was just a bus stop and a tent on the main beach. It's not like that anymore.

Licking our wounds for the next 36 hours, we were surprised to find ourselves actually liking Cabo a bit. We walked to the TelCel office and got a new data card to go with our new Mac Pro. We checked how significantly lower the price of Delo 300 oil is the farther you get from the marina chandlery. Then, on the 'wrong' side of Camino Lazaro Cardenas, we found a friendly place that served delicious food at local prices. We also bumped into the Boren family of the Port San



Luis-based Hudson 51 ketch *Third Day*. Parents Rich and Laurie had previously thought that after three years in Mexico, they'd finally return to the States this summer with son Jason and daughter Amy. But the more they thought about it, the less attractive the idea sounded. So they had driven down from their boat in La Paz to get their visas renewed in Cabo.

What we enjoyed most of all was just sitting on the boat and enjoying — after all the Jet Ski people had gone back to their rooms — the beautiful setting in Bahia Cabo San Lucas. It's a little harder to appreciate these days, with all the development, but Cabo still has a little natural magic. The wonder of it all was the tremendous variety to be found in the 30+ fleet of sunset cruise boats that took to the water each night.

We take that back. The real wonder of it all was the bit of ersatz Americana we saw when we swam to shore to enjoy a sundowner. Mango's just happened to be having a wet t-shirt contest when we

# IN LATITUDES



ALL PHOTOS LATITUDE/RICHARD



**Spread; The Cedros Village harbor. Insets from lower right; Friends Joe and Christie of 'Nordica'. Booze, boobs and Jet Skis — Mexico knows what Americans love. The Borens — who had the good sense to stay in Mexico for another year. Cabo was 96° — a respectable summer temperature.**

arrived. We need not have worried that they wouldn't be able to find any willing contestants on a Tuesday afternoon, because driven by either a powerful need for attention or the \$100 first prize, there wasn't a shortage.

Indeed, two of the entrants were vivacious, sophisticated, tat-free sisters in their early 20s from Southern California. Although both the girls were rather flat-chested for such a competition, they were both very attractive and in terrific shape. They knew they were hot, but they were very good-natured about it. Weirdly, their titillating the horn-dog crowd was enthusiastically cheered on by dad and mom — the latter thankfully turning down the daughters' request that she join them in the competition — and a perplexed looking 10-year-old brother. The 18-year-old brother didn't have time to cheer, because his sisters had demanded that he be drafted for the job

of wetting their boobs and those of the other contestants.

It was a spirited competition, as the younger sis tried to outdo her older sibling by prancing all about, flashing the crowd, and repeatedly engaging in lesbo kissing bouts with a fellow competitor from Calgary. As bewitching as the younger sister was, she started her 30-second act by running across the stage and executing a perfect handstand flip right onto the lap of the judge! Eat your heart out Mary Lou Retton. But nobody was swayed, and the more sophisticated — but still very naughty — older sis was awarded the \$100. The entire family seemed delighted with the outcome.

That was about all we could take of American-style family togetherness in Cabo, so we took off at dawn

the next morning. We got hammered by winds close to 30 knots rounding Falso, but as often happens, conditions melted 10 miles up the coast.

Not caring what the GRIB files had forecast, that night the wind and seas decided to act up near Tosca. We briefly thought about anchoring under the Tosca Light, but it was a black night, and neither the Tosca Light nor our depthsounder was working. Then, too, we remembered being anchored in



**At least it was calm while motoring past Turtle Bay.**

Cabo years ago when the Kiwi delivery crew on the C&C 61 *Triumph* anchored at Tosca one night — and ended up on the beach the next morning. Our solution was to just put the donks in neutral and drift. We drifted to leeward at an alarming four knots until we put the helm hard over, reducing the speed of the drift by 50%. After we'd power napped for about two hours, the wind and seas backed off, and we motored into Bahia Santa Maria at about noon the next day.

We spent 36 hours at BSM, which seemed oddly vacant without the 150 or so Ha-Ha boats we normally see there. During our stay, Joe and Christie Hague of the Ventura-based Aleutian 51 *Nordica*, also sitting out weather, came over for an afternoon of socializing. What great folks! They told about leaving their boat unattended on the hook in Zihua, then renting cars to drive down to Huatulco and inland to Patzcuaro — and loving it. They'd had the boat hauled in Puerto Escondido, Baja, and originally intended to leave her there for the summer. After a change in plans, they called Elvin at PEMS, got him to shuffle a few boats in

**Friendly Cedros Village Port Captain Isaac Lopez, here on the dock with Dona de Mallorca, encourages cruisers to stop at his port.**



LATITUDE/RICHARD

# CHANGES

the crowded yard, prep the bottom, and launch *Nordica* on short notice.

It turns out that Christie was being a bit of a naughty nurse. She'd just had neck surgery and wasn't supposed to subject her neck to any banging around. Not that there would be any of that on a Baja Bash. We enjoyed meeting Joe and Christie, and looked forward to



**The very helpful Hilda Moreno of Marina Coral.**

having dinner with them up at Turtle Bay. Alas, we were doing nine knots past Turtle Bay at sunrise a couple of days later, so there was no way we were going to stop.

Knowing that Cedros Village on Cedros Island was a port of entry, we figured it could be

— despite what the cruising guides said — a port of exit too. So we pulled in and hailed the port captain on the radio. A short time later, the Isaac Lopez, the friendly port captain, pulled up in a truck. De Mallorca leaped off the bow of the cat onto the cement dock, and away they went.

As the clearing out process continued in his office, Lopez told de Mallorca that he is disappointed that some cruisers feel they aren't welcome at Cedros Village, and that some are under the impression that Cedros is somehow dangerous. Lopez said neither of those things is true, and that he hopes that many cruisers will stop at Cedros Village. In fact, he said that if he were given two week's notice, he could have plenty of clean diesel available. The little harbor at Cedros offers great protection.

Rather than anchoring, we motored '*Profligate*' at the Marina Coral fuel dock. Too bad it hadn't been this calm 30 miles south the night before.



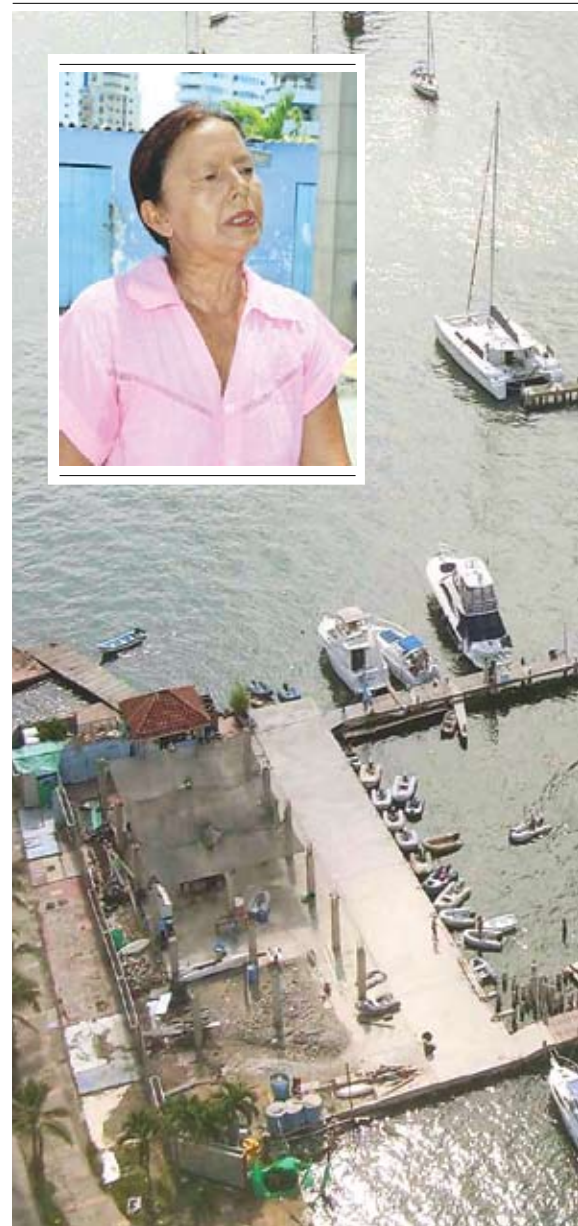
in circles for about half an hour as Capt Mallorca took care of the paperwork. Before long, a family of about six appeared on the dock waving their arms. They'd come down because it appeared as though we might need help, and they wanted to do what they could. How very Mexican of them! It turns out they were from the San Fernando Valley, and were down at Cedros on a two-week vacation. "We love it here," said Carlos, "as the people and fishing are great. We just catch the plane from Ensenada."

With the weather looking good, and the port captain confirming that it was a propitious time to go north, we pushed on. Nonetheless, that night we got the slam-bams again, and had to go way out of our way to give Sacramento Reef a wide berth in the dark. A little beat up by the time the sun had come up and the winds eased, we and de Mallorca discussed which of the several upcoming anchorages we'd stop at. But every time we came to an anchorage, we'd just keep going. It's hard to stop the 'mo'.

The last anchorage was Colnett, and skipping it too turned out not to be the best idea, because six hours later we were getting lambasted by strong winds and some of the sloppiest seas we've seen this side of the Potato Patch. It was a frothy cauldron. Ironically, *Profligate* seemed aloof to the conditions, handling them with much more aplomb than she does the smaller but more rhythmic stuff. Oddly enough, after the wind increased from about 25 to 30 knots or more, the seas became flatter. It must of had something to do with the current and then the lack of it. Once again the autopilot couldn't keep the boat on course with both daggerboards up, so we had to drive from outside again. Fortunately, it wasn't a cold night.

In the wee hours we pulled into Ensenada's Marina Coral, where Marina Manager Hilda Moreno had her night guard ready with a flashing light to guide us in to the fuel dock. Ms. Moreno runs a very friendly and efficient operation, and the diesel was only \$3.40 a gallon. We can see ourselves stopping there again.

The following afternoon we checked in at the Police Dock in San Diego, then proceeded to our summer base at Driscoll's Boatyard on Shelter Island, where we have many good friends and the action never stops.



De Mallorca seemed embarrassed by the fact that we'd taken 10 days to complete the 1,000-mile Bash from P.V. What's more, she seemed to think the Wanderer, of all people, was to blame. "I've done about 12 of these Bashes with *Profligate*, and this one was the slowest yet," she grouched. "If I'd had my regular crew, we never would have stopped."

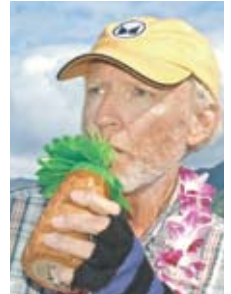
Well, bully for her. If it had been up to us, and we hadn't had deadlines, we would have gladly taken a month to do the Bash. So much nature, so few people — who could ask for more?

After just a couple of days of the hub-bub of the States, and getting to visit with our kids, we started missing Mexico. Badly. Fortunately, we had something to console us — it was less than three

# IN LATITUDES



BOTH PHOTOS COURTESY CLUB NAUTICO



**Burns, after last year's Singlehanded TransPac.**

the 30 or so boats that are still docked there. Longtime Dockmaster John Halley has moved on, leaving Candelaria's son to run what's left of the operation. The street view of the future of the club is that both the township and Candelaria have lawyered up, and therefore 'justice' will be served after the standard five-year delay in the courts. Make that 'Creole-style justice', the main tenet of which is "them that got are them that get."

"The 'smart money' view," continues Burns, "is that since the Club never owned property or right-of-way to the bay, it was essentially a squatter operation subject to whatever concession the township was willing to grant. And I know for a fact that Cartagena is cracking down on squatters. Two other nearby sites for competing 'yacht clubs' are in planning stages, undoubtedly with a vested interest in eliminating budget-cruiser competition such as Club Nautico. In other news, Cartagena is expanding prodigiously, with exploding private vehicle ownership, which has resulted in jammed roads. Nonetheless, the historic city retains its charm, friendly and engaging natives, great beer, and terrific restaurants galore."

"As for ourselves, after a long time without a boat, we purchased the Catalina 309 *Southernaire*, which took me to Hanalei Bay in the '10 Singlehanded TransPac."

So for all intents and purposes, no more Club Nautico. No more **Panama Canal YC**. No more **Pedro Miguel Boat Club**. And no more **Balboa YC** — at least

**Andrea, Sam and Alicia Burns' daughter, plays with some relatives on the beach in Cartagena, Colombia, once home to Club Nautico.**

**Spread; Club Nautico in Cartagena, with former clubhouse site in the lower left. Inset; Candelaria Trucco — owner or squatter?**

months to the start of Ha-Ha XVIII. We can't wait to be heading back south, and hope that you'll be joining us at the starting line of the 'Barely Legal' Ha-Ha.

— latitude/rs 09/07/11

## Cruise Notes:

"The famous **Club Nautico de Manga** of Cartagena, Colombia, is no more," reports Sam Burns of San Jose-based Catalina 380 **Southernaire**, who was recently there for three weeks with his Colombian wife Alicia and their daughter Andrea. Burns first arrived in Cartagena in '93 aboard his Irwin 30 **Grasshopper**. He met Alicia while there, and the two

of them went into the baby products — Snuggli-type carriers, baby gates, Lego-type toys — business in Colombia and Venezuela. After Andrea was born in '99, they moved to the Bay Area and went boatless.

"After the Club Nautico clubhouse was leveled, only the docks and the Capitania office remain," continues Burns. "That means the few anchor-outs who remain have no restrooms, shower, laundry, or other facilities, so they are uniformly unhappy. Despite the lack of facilities, Club Nautico owner Candelaria Trucco still collects dock fees — typically \$40/week — from



SOUTHERNAIRE

# CHANGES

such as it was in its glory days. Things sure have changed in that part of the cruising world, and in our opinion, not for the better.

Greg and Debbie Dorland have been cruising the East Coast of the United States aboard their Tahoe-based Catana 52 **Escapade**, and have found the Northeast to be more to their liking than the Chesapeake. "Newport has been a gas!" Greg says. "We arrived just in time to see the start of the TransAtlantic Race, and can't believe the number of spectacular boats that pass by, or the number of bars on the more-than-250-year-old Bannister's Wharf. But we're now here at Martha's Vineyard, where President Obama is expected to arrive at any minute. We haven't yet received our invitation to join him and his family at their vacation compound, but it should come any time."

The Northeast, of course, doesn't have reliably fine weather. While at Provincetown, for example, the Dorlands rode out 30- to 35-knot winds on the hook. "It was so rough that we had to stay on the boat and watch a movie and the dog



SECRET SERVICE

**"Yo!" the casually dressed President called out to Greg and Debbie at the Vineyard. "Swing by if you get some time, we're here all week."**

had to pee on the last transom step. In addition to periodic rain, we gave up on going to Maine because everyone said it was too cold. As much as we like the Northeast, we'd rather be back in the

Caribbean and warm — which is where we're headed next."

There's sad news out of Palmerston Atoll in the Cook Islands, as American's Frank and Gail — last name unknown — lost their 42-ft sloop **Riri** — type of boat and hailing port unknown — on a reef after the loop on the mooring she'd been secured to apparently failed. The locals, who were said to have just checked all the moorings, are reported to be almost as devastated as Frank and Gail. We hope to get more factual information on this unfortunate incident for the next issue of *Latitude*.

We're not talking about the fact that **Lady Gaga** just spent a couple of days surfing at Punta Mita, the same place where Kim Kardashian and her new hubby Kris Humphries famously frolicked on the beach, or where surfing legend Gerry Lopez periodically gives yoga and surfing instruction. No, we're talking about the sailing and sailing-related excitement that's brewing on Banderas Bay. For instance, the sailing portion of the 28-nation **Pan American Games** will

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be based out of the Vallarta YC at **Paradise Beach Resort & Marina** in Nuevo Vallarta October 10-24. You can't have games such as these without a torch, and late on the afternoon of October 7, two of the people who will be bearing the torch will be Graziano, the brilliant developer and hands-on manager of the Resort, and Harbormaster Dick Markie. Oufitted in a Pan American Games track shirt and shorts, Graziano will run with the torch from the resort's amphitheater, through the lobby of the hotel, and out to the pyramid at the entrance. The torch will then be passed on to Markie, who will take it from there to the bridge near the entrance to the oceanfront peninsula, where he will pass it along to someone else. If you're in the area, you won't want to miss it.

After passing the torch, workaholic Graziano will no doubt rush back to work, as one of his newest buildings will soon become home to *both* the **San Javier Centro Medico Turistico**, which is a branch of one of the most prestigious teaching hospitals in Mex-

ico, and a **casino**. The hospital will specialize in tourist medicine — meaning things like hip and knee replacements, and various nips and tucks — while the 22,000-sq.-ft. casino will specialize in fun and games. Markie categorically denies rumors that some slot machines will pay off in various medical procedures, such as three cherries winning a boob job. In addition to the hospital and casino, Graziano is opening up another large housing development, digging six new wells, and building a state-of-the-art sewage treatment plant. He's also bought Markie a big dredge with a 10-inch suction pipe, all the better to keep the channel into Nuevo Vallarta deeper and clearer than ever.

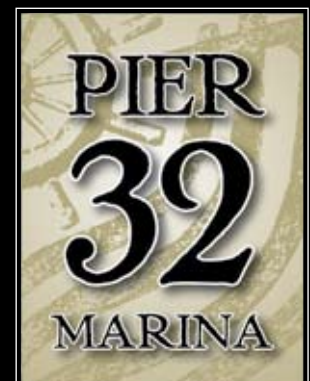


PARADISE BEACH RESTORT

*The main part of the marina at Paradise Marina. The channel to the bay is in the lower left, and the beach is only 200 yards away. Sweet.*

Speaking of hospitals, Laurie Ailworth of the Vallarta YC and others were recently given a tour of the new **Mari-Med Hospital** that's opened up near Marina Vallarta. Ailworth and others say they were blown away by the state-of-the-art equipment at the new facility, and the fact that patients can reserve the spec-

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# CHANGES

tacular Presidential Suite for little more than what it would cost them to sit on a broken chair for several hours waiting to see a doctor in the emergency room at S.F. General.

Given the state of the world economy, it's hard to believe that more resorts and condos are still being built on the north shore of Banderas Bay, and that more Americans and Mexicans — including many professionals from Guadalajara — are moving full-time to the still relatively small village of **La Cruz de Huanacastle**. But it's true. Indeed, ground has just been broken on a new four-lane road from La Cruz to Punta Mita, all the better for the Lady Gagas and Kims to get to their places at the tip of the bay. As for La Cruz, home to the **Marina Riviera Nayarit**, it will no doubt be repainted again just before March's **Copa de Mexico** sailing regatta, as that is slated to be the last big bash of the six-year term of Mexican President Felipe Calderon — who loves sailing. The Copa will coincide with the finish of the San Diego to Puerto Vallarta Race, the MEXORC, and the Banderas Bay Regatta. Big money will be spent, so if you're in the area, you might want to



LATITUDE / NICK

'Rotkat', Arjan Bok's self-built San Francisco-based Lidgard 43, thrives on Banderas Bay, home to Mexico's finest sailing conditions.

be part of the fun.

In addition, Pedro Fernandez de Valle, one of the owners of the Marina Riviera Nayarit, has promised not only a pool by the ocean before the start of the cruising

season in November, but a big 'Cruise to La Cruz' event to attract this year's cruisers to Banderas Bay in time for late November's **Banderas Bay Blast, Pirates for Pupils Spinnaker Run for Charity**, and the Vallarta YC's big **Chili Cook-Off for Charity**. All these events take place between November 29 and December 3. It's after the water has usually cooled in the Sea, so we hope to see you all there.

Ha-Ha and Mexico-bound folks take note! Up until August 1, mariners had been able to tie boats up at the **San Diego Police Dock** for \$10.50/night for the first five days, then \$21/night for the second five days. Electricity, water and a basic bathroom/shower facility were included, so it was a good deal. But now it's now 75 cents/ft/night. For those of you who weren't math majors, that would be \$37.50 for a 50-ft boat, \$30 for a 40-ft boat, and \$22.50 for a 30-ft boat. Boats can now stay for 15 days at the same rate in any 40-day period. The bad news is that these rates are only in effect until February 1 of next year, at which time they will go up to \$1/ft/night. Does

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anyone else wonder if the dramatic berth rate increases are a reflection of San Diego public employee pensions being way underfunded? There is still a free anchorage — up to three months — in San Diego Bay for boats not registered in San Diego County. Make sure you get a permit from the Harbor Police first.

A little way up the coast at **Newport Beach**, berthing and mooring rates have gone up, too. Whereas it used to cost \$5/night for a mooring, it's now now \$25/night during the May 1 to November 1 summer season, and \$15/night during the winter. There are some basic restroom facilities if you get a mooring near the Coast Guard Station, but other mooring areas only have public restrooms — if any facilities at all. And you have to dinghy ashore — unless you take one of the 10 or so \$40/night slips next to the pump-out station. Fortunately, mariners can now stay up to five nights for free — no permit required — at the anchorage in the middle of Newport Harbor.

When we anchored at **Cabo San Lucas** for a few nights before starting our Baja Bash last month, API officials came

by and hit us up for \$13/night. Ouch! To the best of our knowledge, that's much more than what is charged at other 'developed' Mexican ports. Lest anyone get the wrong idea, there are countless great places to anchor in Mexico, which, for mariners anyway, is the true 'land of the free'.

We don't imagine that Ed and Sue Kelly of the Des Moines, Iowa-based Catalac 12 Meter **Angel Louise** were very happy with us when they had to set their 300-ft long Jordan Series Drogue with 150 cones, hang on it for 25 hours in a gale between the Azores and England, then retrieve the whole shebang after the weather moderated. After all, the couple say that it was only because of *Latitude's* "thoughts and comments years ago" that they retired on *Angel Louise* and are now "cruising



AZURE II

**'Angel Louise' in the Dart River at the same spot where the Pilgrims anchored before taking off for the New World on the 'Mayflower'.**

her from ATM to ATM to pick up our Social Security checks each month." Fortunately, Ed says the gale was like childbirth in that now, several weeks later, they can hardly remember it."

By pure chance, the modest *Angel Louise* was assigned a space at the dock right next to the one reserved for the christening ceremony of a glorious

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# CHANGES

"mystery vessel". She turned out to be the gigantic catamaran **Hemisphere**, the newest and — at 145 feet in length — the largest sailing cat ever built. Construction on the 500-ton monster had begun at the Derektor Yard in Connecticut as *Project Gemini*, but as a result of financial issues, she was shipped to the Pendennis Yard in England for completion. Built for the ultra-luxury tropical charter market, *Hemisphere* accommodates but 12 guests, who will be pampered by a crew of eight. She was slated to go out for \$150,000 — a weekend! — but that price estimate was before she had to be brought to England for completion, so it's likely gone up. The Kelleys, who are proud that their cat at least made it across the Atlantic on her own bottom, plan to live aboard at St. Katherine's Dock in London over the winter. Bloody fine idea — as it's usually too cold to riot in London town during the winter.

As for *Hemisphere*, cat mains are tough to reef in the first place, so we can't imagine what it's going to be like reefing the main on a 174-ft mast.

We haven't heard too much from Liz



*After Liz Clark grilled this kingfish, it exacted its revenge by giving the Santa Barbara-based singlehander a nasty dose of ciguatera.*

Clark of the Santa Barbara-based Cal 40 **Swell** lately, but she reports she's now in the Tuamotus, "having set off on a series of upwind hops eastbound through the

various atolls in search of more remote surf, sandy anchorages, friendly faces, fish, fruit, falling stars, fresh coconuts, and new adventures."

The start of her search for new adventures was delayed after she got ciguatera poisoning, which laid her low in the boatyard — "with no-see-ums and mosquitoes" — for several weeks. But she's feeling great again, and has already had some great adventures — and surf — with her friend Crystal.

Meanwhile, down in the tiny island nation of **Niue**, the government is planning to mint coins based on *Star Wars* characters, coins that can be used as legal currency in a country that otherwise does business in Kiwi dollars. May the funds be with you!

"We're at Port Vila, Efate Island, Vanuatu — which is the land of sky divers (the original bungee jumpers), dugongs, Big Nambas and Little Nambas (check them out), active volcanos (the world's most accessible), and John Frum Cultists (check this out, too!)," report Gordon and Sherry Cornett of the Ventura and Mam-

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moth Mountain-based Tayana 52DS **Serenity**. "It took three days and two hours to cross from Fiji, during which we had rough seas/calm seas, rain squalls/sunny skies, and full moon/overcast. You name it, we had it. It does feel good not to be rocking any more, as we had a consistent southerly swell of 6-9 feet on the beam all the way. It was oddly chilly, too, so we had to pull out long pants and sweatshirts. As for Port Vila, it's had an interesting past, as at one time it was British, another time French, and later on sort of half-British and half-French. The islanders are friendly and way laid-back — which makes them very different from the Indo-Fijians, who are real go-getters. Yet Port Vila is a bit cosmopolitan. For example, yesterday we had lunch at a Vietnamese restaurant. Very different. We're now on a long walk through town, and will soon be shopping at the *super marche* — which is always an adventure!"

There is outstanding news coming out of **Cabo Pulmo**, which is on the south-east coast of Baja, and the only coral reef

on the Pacific Coast of Mexico. Scientists from the Scripps Institute in La Jolla report that 14 years after local families made it a "no take zone," and it became the 71-square kilometer Cabo Pulmo National Park, the reef has made a spectacular comeback. "The fish biomass at the park had increased 463% percent," says the report, "and the biomass of top predators and carnivores increased by 11 and 4 times, respectively." Researchers found thousands of large fishes, such as snappers, groupers, trevally, manta rays, and even sharks. Let's hope that similar policies can be instituted — and enforced — in many other parts of the Sea, to restore it to its previous glory for the benefit of locals and visitors alike.

The Pimentel family's two-year cruise



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from the Caribbean to Turkey aboard their Leopard 47 catamaran **Azure II** is coming to a close. In fact, Jane and sons RJ and Leo are back home in Alameda getting ready for school, while dad Rodney and some friends are making the first of four legs in a delivery of the cat back to the Caribbean where she'll be put up for sale.

It wasn't until almost the end of their

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The Cruiser's Home in Mexico

# CHANGES

family adventure that they had their first significant injury. Having set up a zip line over some very sharp rocks and into the water — as they had done many times before — at an anchorage in Turkey, there was a problem. RJ took off, but as he got over the rocks, the zip line snagged on one of the rocks.

"In what seemed to be slow motion, RJ fell like a skydiver, arms outstretched, directly onto the rocks," remembers Jane. "He bounced and then lay there. I dove in the water to get to him. RJ said some bad words — meaning at least he could talk! Two doctors from a nearby boat rushed over. Gingerly we loaded RJ into the dinghy and went to their boat. They examined him for internal injuries and broken bones. RJ was unable to stand, had a big gash on one leg, and had many other scrapes. After motoring for four hours to Marmaris, a taxi driver told us we could take him to the 'English Hospital' or the public hospital. He recommended the latter, saying it cost less and had more doctors. After wavering, I decided we'd start at the public hospital



COURTESY FLEETWOOD

**The remarkable Jack van Ommen of Gig Harbor, Washington, has restarted his cruise to the Black Sea. More next month.**

and see how it went.

"There was no fancy entrance, not really even a waiting room, just a few semi-injured Turkish people standing in a hallway around a desk," Jane continues.

"Nobody spoke English, but a few could communicate a little. All were kind. RJ was seen within 10 minutes, and X-rays were taken and analyzed by the doctor in less than 30 minutes. They said he had no broken bones, and wrote a prescription that we couldn't read, presumably for pain meds. The whole visit cost about \$100. Four days later, RJ was finally able to put weight on his injured leg and his scrapes were healing well. Whew!"

Cruisers love **Fiji**, and they love their fellow cruisers. But if cruisers don't follow Fijian policy, it could cost them over \$1,300 U.S. The Ministry of Health has been making it perfectly clear to everyone that if crewmembers of an arriving boat have any physical contact — as in, "We haven't seen you in soooo long, give us a big hug!" — with anyone already in the country before being cleared in by health authorities, they will be subject to the big fine. Fiji wants to make sure no cruisers bring The Plague to their islands. Before, officials just got unhappy with cruisers who violated the rule. Now they are going to fine them.



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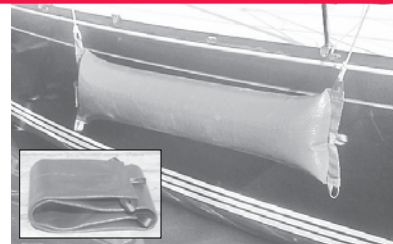
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## DINGHIES, LIFERAFTS AND ROWBOATS

**10-FT ACHILLES, 1992.** San Francisco. \$1,200. 10' Achilles inflatable with 8hp Evinrude. Both in very good condition, used in fresh water only. (415) 564-5209 or [bswanso1@sbcglobal.net](mailto:bswanso1@sbcglobal.net).

**13-FT ZODIAC MARK II, 2007.** Dublin. \$2,500. Like new Zodiac Classic Mark II, with bow bag fuel tank, ramp wheels, and center seat with custom hatch. Barely used, with all bags. 9.8 Mercury 2-stroke electric start. (925) 216-5507 or [dabaker49@gmail.com](mailto:dabaker49@gmail.com).



**21-FT ZODIAC HURRICANE** rigid hull, 1995. Portland, OR. \$35,900/obo. 21'6" long. Comes with an EZ-Load trailer. Has a 4-cyl Yanmar diesel engine which powers a Hamilton Jet. This craft has been well cared for and handles great! Has 775 hours. Ready to GO. Well equipped. Call Erinn or Matt. Delivery possible. Contact (888) 891-9110 or (503) 668-5511 or [jaksich@gmail.com](mailto:jaksich@gmail.com).

**12-FT BYTE CII, 2006.** Santa Cruz. \$4,500. Byte sailboat - includes trailer, top cover, spar bag, sail bag, accessory bag. Excellent condition, stored inside and rarely used. Contact (408) 592-7273 or [2barbc@sbcglobal.net](mailto:2barbc@sbcglobal.net).

## 24 FEET & UNDER

**22-FT CATALINA, 1988.** Clipper in Sausalito. \$4,200. Lots upgrades! New roller jib and main, reinforced boom, bright new cockpit cushions, 100% new standing/running rigging by professional, self-tailing winches, Garmin GPSMap, VHF. Transferable sidetie Sausalito. Outboard available. <http://gallery.me.com/kathrynhelvi#100049>. (415) 722-2443 or [kathrynhelvi@me.com](mailto:kathrynhelvi@me.com).

**23-FT AQUARIUS, 1973.** Concord. \$3,000. Centerboard, trailer, VHF, re-done interior, new bottom paint, stereo, Porta-Potti, fish finder, 2 anchors. Great family boat. Contact (510) 529-1950 or [rblaisdell@earthlink.net](mailto:rblaisdell@earthlink.net).



**19-FT RHODES, 1962.** Dinuba, CA. \$6,000. Number 777: Hull and top have new paint. Boat comes with main, jib and spinnaker sails. Sails and sheets in fair condition. Has trailer and new tires. All wood is in good condition. (559) 393-9118 or (559) 589-5183 or [j-schaffer@att.net](mailto:j-schaffer@att.net).

**24-FT ISLANDER BAHAMA, 1968.** Pittsburg Marina. \$3,000/obo. Excellent Bay and Delta cruiser. 4hp outboard, 2 mains, 2 jibs, and a genny. Sleeps 4, galley and Porta-Potti. Lots of gear. Recent bottom paint. Compass, VHF, fishfinder. (707) 964-1898 or [knxtime@comcast.net](mailto:knxtime@comcast.net).

**J/24, 1978.** Fort Bragg, CA. \$3,500. Classic racing sloop w/trailer in good condition. Needs some minor cosmetic work on deck and bottom paint. Good rigging and halyards. Needs new sheets. Two usable mains, 100%, 120, 130, spinnakers. (707) 813-7644 or [jnm@mcn.org](mailto:jnm@mcn.org).



**24-FT C&C, 1978.** Sausalito. \$8,300. Includes Johnson 6hp, new Harken furling, self-tailing winches, bottom job 1/09, new standing rigging, VHF, and spinnaker. New Pineapple jib and new running rigging. Contact (415) 331-8250 or [nathan@modernsailing.com](mailto:nathan@modernsailing.com).



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**24-FT RHODES TEMPEST, 1972.** Petaluma. \$3,000. Good condition, with trailer. (707) 338-6492 or clarketonyc@aol.com.

**18-FT MARSHALL, 1966.** Trinity Center. \$11,000. Marshall Catboat, Grandpa's 1966, 18' Sanderling. New hinged mast, centerboard and EZ Loader galv trailer. Newish sail, lines, jackstays, Evinrude 4hp. Clean, not Bristol. Trailer sailed at Trinity Lake last 25 years. For more info: alpsail@gmail.com.

## 25 TO 28 FEET



**COLUMBIA 26 MK II, 1972.** Petaluma Marina. \$2,800/obo. Yamaha 4-stroke. 9.9 electric start outboard, roller furling jib, oars (yes, it can be rowed). (707) 986-7286 or (707) 223-2811 (cell).



**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 Selden carbon sprit, Lewmar 30 primary and secondary winches. Custom matching canvas including full boat cover, cockpit cushions, additional teak exterior trim, cockpit grate, more. A fully maintained and varnished yacht. Seeing is believing. www.lizbeth359.com. (415) 608-6919 or mland2@ix.netcom.com.

**25-FT PACIFIC SEACRAFT, 1976.** \$10,000. Swing keel, outboard, Porta-Potti. 8-ft sailing dinghy included. Trailer available (needs work). (909) 790-1288 or (760) 722-4940.



**CAL 2-25 / CAL 25 MK II, 1979.** Alameda, CA. \$11,950 w/trailer. Make us an offer. Fiberglass sloop w/Yanmar diesel. Exceptionally well maintained one-family boat in fresh water until 2003. New sails / rigging 2004. Equipped with systems found on much larger boats. You'll be hard pressed to find better kept cleaner boat. All systems work! Fixed lead fin keel, raised cabin top. Beautiful varnished teak handrails, companionway rails, tiller, hatch boards. Details available upon request. (408) 756-0370 or martythamm@aol.com.

**MACGREGOR 26D, 1989.** Mission Bay, San Diego. \$7,400. Dagger board, water ballast, 8hp 2-stroke OB, RF 150 Genoa, depth, stereo, good cushions, GPS, new portable toilet, gas grill, electric bilge pump, trailer with new surge brakes, spare. Contact (858) 382-3801 or jfrench07@gmail.com.

**VANCOUVER 25 OFFSHORE, 1983.** Marina Del Rey, CA. \$18,900/obo. Hull #1, bluewater cruiser, full keel, cutaway forefoot, cruise-away condition. Fully equipped. Radar, furling, etc. Boat and gear in excellent condition. Too much to list. Email for specs, pics. (323) 450-5433 or lazystar@aol.com.



**26-FT RANGER, 1971.** Berkeley Marina, CA. \$7,000/obo. Gary Mull design. Hauled and refurbished in 4/11. 4-stroke, 9.9 Honda motor, low hours, serviced in 4/11. Boat well maintained. In very good condition. Jiffy reefing, mainsail, working jib and class lapper, depth sounder, VHF and CB radios, miscellaneous accessories. Well balanced, and well suited to S.F. Bay. One-of-a-kind. Ready for immediate use. Won't last. (510) 334-5200 or harmattan8@gmail.com.

**26-FT MACGREGOR, 1994.** Penngrove. \$7,900. Water ballast swing keel trailerable sailboat. Motor: 1994 8hp Evinrude long shaft two-stroke outboard. Mainsail, jib, Genoa and multicolored spinnaker (used only a few times). See Craigslist ad: <http://sfbay.craigslist.org/nby/boa/2521930561.html>. (707) 792-1059 or bperkins1@msn.com.



**27-FT NEWPORT, 1971.** Pier 39. \$Best Offer. Good running Yanmar diesel with 300 hrs. Mainsail and 2 headsails all in good condition. Boat is clean and dry inside. Sailed regularly. Great weekend cruiser. Contact (916) 716-1416 or ccoones@gmail.com.

**26-FT RANGER, 1978.** Vallejo Municipal Marina. \$4,000/obo. Tall mast rig, new Nissan 9.8 engine. Many examples, recent maintenance. (707) 448-2040 or rs1186@aol.com.

## 29 TO 31 FEET

**30-FT BRUCE ROBERTS, 1984.** Berkeley, CA. \$8,500. Heavy-built, hand-laid-up fiberglass cutter with flush decks. Beam 11ft., draft 4ft., 16hp Volvo diesel runs great. New Jabsco head, shower, hot/cold pressure water, propane stove with oven. 12-volt winch, 150ft chain, 2 anchors, 5 sails. Great liveboard sea boat. (276) 733-4358 or patriciakar1934@yahoo.com.

**30-FT COLUMBIA, 1972.** Stockton. \$15,000. New Pineapple self-tacking jib. Fully-battened main. 130 Genoa. Spinnaker. Rigid vang. Bottom painted 2010. Upgraded Atomic 4. Gimballed stove, icebox, stainless sink. Full cockpit cushions. Bimini. Enclosed head with sink. Comfortable and fun! (209) 598-6201 or dvhanson@verizon.net.



**30-FT S-29.2C, 1982.** Alameda. \$27,500. Built in Holland, Michigan by Slicker Yachts, 1982, bought new 1983. 29'10" long (9.2 meters); 11-ft beam, 10,000 lb. displacement. 4-ft draft (shoal keel). 6'2" headroom. Center cockpit, aft cabin. Forward double berth, aft queen berth. Head with sit-down shower. Galley: 2-burner CNG stove with oven. Original owner. In SF Bay since purchase. All purchase and repair and maintenance records. (925) 837-9408 or (510) 521-6477 or esterdotter@inbox.com.

**30-FT PEARSON, 1973.** East Bay. \$7,500. Fresh water berth. New bottom paint, new anti-slip, zincs, 3-blade propeller, vented cabin heater, re-powered with 2000 series diesel Volvo twin (@ 100 hours) optional roller furling. Ready for Mexico, Caribbean or South Pacific. (916) 217-6908 or chardonnaymoon@att.net.

**31-FT BOMBAY CLIPPER, 1978.** Alameda. \$13,000. Great Bay day/weekend full-keel cruiser. Pineapple sails, Yanmar diesel, VHF, stereo, Raymarine instruments, galley, full head with shower, roomy forward cabin. Brand new mainsail cover; lots of new lines and extras. More at <http://virtualameda.com/dreamcatcher>. Email dave@virtualameda.com.



**30-FT HUNTER 306, 2002.** Ballena Bay, Alameda. \$58,000 or reasonable offer. Owner relocating, but heartbroken - boat is fast, "fully loaded", well-maintained, in beautiful condition, and ready to go. Easy to sail, too, all lines lead aft. Please email frances@netbox.com for more details.



**30-FT CATALINA, 1984.** Emeryville. \$18,900. Very clean, new cushions, dodger, interior refinished, excellent Universal diesel, autopilot, wheel, bottom paint 2010, new depth/speed, tabernacle mast, BBQ, autocharging, handheld radio, new stereo, hidden flatscreen, dripless packing, fridge, sleeps 6+! (206) 755-5280 or ryan\_n\_morrison@hotmail.com.

**CAL 2-29, 1975.** Richmond, CA. \$12,500. Great cruiser for SF Bay, Delta, coast and club racing. Maintained, updated, equipped. Easy singlehanded. Dry, roomy, comfortable interior, new stove, 3 new batteries, wheel, Autohelm, dodger, swim ladder, VHF, GPS, spin. pole, sun shade, solar panel, Yanmar 18 diesel, folding prop, 2 anchors, buoy hook, windlass and more. Full battened main, lazy jacks, roller furling, 155 genoa, new 110 jib, 125 jib, replaced standing rigging. Contact (925) 932-3679 or haleymason@earthlink.net.

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**30-FT CATALINA, 1977.** Berkeley. \$19,500. Excellent condition, cruiser/racer. Wheel steering. Universal diesel engine, M3-20B, 2004, 3-cylinder, regularly serviced. Gimballed stove/oven. Running rigging, regularly replaced and upgraded. New Spectra jib sheets 2010, Dacron main, 3 headsails, 2 spinnakers, new pole. Bariat #27 primary winches, 2-speed, self-tailing, rebuilt in 2008. Harken secondary winches, 40.2 folding prop, Brooks & Gatehouse network speed/depth. Bottom job Nov 2010 - Pettit Trinidad. Pictures on this website: [www.alliancetradingdesk.com](http://www.alliancetradingdesk.com). Email [laurie@alliancetradingdesk.com](mailto:laurie@alliancetradingdesk.com).

**ISLANDER 30 MK II, 1974.** Owl Harbor, Isleton. \$6,000. 4-cyl Palmer P-60. Teak trim, fiberglass hull. Propane stove, fridge, ice box, VHF, stereo. Extra sails, inverter. Very nice interior. (209) 293-1293.

**30-FT CATALINA, 1982.** Lake Tahoe. \$23,000. Std rig, Std keel. 3-axle trailer, diesel, new fuel tank. Clean bottom, propane system. Security alarm, solar panels, new cabin cushions, stern seating, wheel, autopilot, depth, speed, and wind instruments. Asymmetrical, bow sprit, rigid vang, upgraded winches, traveler, lazy jacks, Harken furling. Fully battened main, 150% and 155% genoas. Dry bilge, Flexofold propeller, 2 time Trans Tahoe winner, pristine Tahoe boat. (832) 247-9034 or [chitwoodfarm@yahoo.com](mailto:chitwoodfarm@yahoo.com).



**30-FT CHERUBINI HUNTER, 1978.** Alameda, CA. \$10,500, price reduced!. MUST SELL! Ample cabin room w/ flawless interior. Reliable YSB12 12hp diesel. Wheel. Three headsails. New standing rigging '09. Sails like a dream. Originally priced at \$13,000. <http://picasaweb.google.com/Loughzs/1978CherubiniHunter30Sailboat?authkey=Gv1sRgCJ6B7f6XprX5wE&fea>. (206) 618-6291 or [LoughZS@Gmail.com](mailto:LoughZS@Gmail.com).

**30-FT CATALINA, 1989.** Moss Landing. \$34,500. Excellent condition. Universal diesel, 970 hours radar, roller furling, Dutchman flaking system, dodger, davits, chartplotter, autopilot 5000, propane stove/oven, refrigerator. Hot/cold pressure and shower, stereo, VHF, cockpit cushions. Pictures available. Contact (831) 753-2001 or (831) 320-8021 or [skipper030@sbcglobal.net](mailto:skipper030@sbcglobal.net).

**30-FT CATALINA, 1976.** Fortman, Alameda \$16,900. Universal diesel 25 rebuilt 04/11, dodger, roller furling, spinnaker pole, VHF radio, two battery banks, H/C press. water, 2-burner stove/oven, microwave, refrigerator/12v and 120v, custom stern pulpit seats built-in, wheel steering, asymmetric spinnaker (Pineapple Sails), 130 XtraJib backup, dinghy w/9hp outboard. Boat has sailed to San Diego, in multiple Windjammer events, and up the Delta. Much more and a great value. Contact [steve@hulawyers.com](mailto:steve@hulawyers.com) or (408) 219-4920.



**30-FT NONSUCH, 1979.** Newport Beach. \$29,950. Possible Newport slip. Electric halyard winch, GPS, autopilot, VHF, LPG cabin heater, LPG water heater. Solar panel, solar vent, Volvo diesel and saildrive. Extra sail and sailcover. New fixed propeller, dodger. Lots of gear and spares. Best priced Nonsuch in the country. (949) 675-1134 or [jeansliechty@gmail.com](mailto:jeansliechty@gmail.com).

### 32 TO 35 FEET



**33-FT NAUTICAT MOTORSAILER.** \$88,000. Two steering stations, separate head/shower, 90hp Lehman diesel. World cruiser, very spacious. Serious inquiries. (415) 203-5131.

**35-FT YOUNG SUN CUTTER, 1981.** San Carlos, Mexico. \$64,800. Similar to Tayana 37, but a lot less \$. Robert Perry design, located in San Carlos, Mexico, ready to sail the world, full cruise equipped. More information on our website. Note our lower price. <http://youngsun.squarespace.com/specs>. Email or call (970) 259-5102 or [mohrmonte@gmail.com](mailto:mohrmonte@gmail.com).

**CAL 34 III, 1978.** Brisbane. \$20,000. 2 boat owner. New Beta Marine diesel. New standing rigging with Schaefer 2100 roller furling 2005. Refrigeration, propane stove and heater, electric windlass, radar, autopilot, and much more. <http://loltech.com>. (650) 224-4211 or [stan.loll@gmail.com](mailto:stan.loll@gmail.com).



**34-FT TIFFANY JAYNE, 1983.** Richmond YC. \$29,000 firm. Beautiful, fast (PHRF132) and responsive. Delightful to sail. In the spirit of the Alerion for 1/3 the price. One owner. Superb condition. <http://sites.google.com/site/tiffanyjaneforsale/>. (510) 525-0279 or [rpakard@berkeley.edu](mailto:rpakard@berkeley.edu).

**ERICSON 35 MK II, 1977.** Pt. Richmond. \$59,900. Well maintained, equipped for cruising. Refrigerated ice box, Lewmar ports, replaced water heater, holding tank, fuel tank, rigging. New main, roller furling, diesel, upgraded electronics. Much more. Contact (925) 935-4413 or [sqsailors@hotmail.com](mailto:sqsailors@hotmail.com).

**32-FT WESTSAIL, 1975.** Berkeley. \$38,000. Beta Marine 1505 diesel, <200hrs., SSB, Viking raft, Monitor windvane, GPS/radar. <http://xenotropic.net/sinamara.html>. Contact (510) 517-9217 or [joe@xenotropic.net](mailto:joe@xenotropic.net).



**35-FT CHEOY LEE ALDEN 32, 1971.** Pelican Harbor, Sausalito, CA. \$30,000. Pilothouse ketch. Long range coastal cruiser. Heated wheelhouse. Heavy Lloyds A-1 glass hull. Lovely husky lines. Sound and cared for, but needs some interior repair. Great boat for San Francisco Bay and anchorages. Pelican Harbor slip 67, Sausalito. See details and video at website, click on sailboats, then *Exune*. <http://boatvideosales.com>. (415) 465-1656.

**32-FT WESTSAIL.** Pillar Point Harbor. \$40,000. Hull #417. Teak/mahogany interior: center table/fwd locker layout. 3 headsails, 1 staysail, 1 drifter. Perkins 4-108. Needs new mainsail and boom. (650) 303-3901.

**35-FT ERICSON 35+, 1983.** Emeryville, CA. Reduced to \$35,500 or offer. Excellent performer, good shape. Fairly new sails and electronics, new hatches, traveler. Has furler, spinnaker, dodger, Autohelm ST6000, diesel and more. Email for info, photos link. (925) 754-4560 or (925) 642-7600 or [pmchin47@hotmail.com](mailto:pmchin47@hotmail.com).



**34-FT HUNTER, 1983.** Antioch City Marina. \$34,000. Great family cruising boat w/6' headroom and spacious tri-cabin layout that sleeps 7. Westerbeke 21hp diesel, AGM batteries, 2 mains, 80/100/150 jibs, spinnaker, 3-blade prop, GPS chartplotter, H/C pressurized water/shower, 11 gal. water heater. New propane 2-burner stove/oven, Norcal 3.6cf AC/DC refrigerator/freezer, all new interior and much more. Very clean and well maintained boat! (925) 754-7599 or (925) 787-4037 or [dwpfeiffer@hotmail.com](mailto:dwpfeiffer@hotmail.com).



**34-FT ERICSON, 1971.** Bruno's Island, Isleton. \$18,000. Great cruising and Bay boat. Well maintained, restored deck and interior, recent bottom paint. Three headsails, spinnaker, lines led back, self-tailing winches, Yanmar 3GF diesel, LectraSan sanitation, depth sounder. (510) 207-0111 or [don@dondommer.com](mailto:don@dondommer.com).

**32-FT ERICSON, 1971.** Bruno's Island, Isleton. \$18,000. Great cruising and Bay boat. Well maintained, restored deck and interior, recent bottom paint. Three headsails, spinnaker, lines led back, self-tailing winches, Yanmar 3GF diesel, LectraSan sanitation, depth sounder. (510) 207-0111 or [don@dondommer.com](mailto:don@dondommer.com).



**35-FT J/109, 2004.** Coronado Cays. \$198,500. Winner, comfortable cruiser; best-equipped and maintained J/109 available in the West with every available option. Royal blue Uultrasuede interior, hot shower, dual GPS systems, Tackticks, removable radar, five sails, lazy jacks, Yanmar diesel. Contact (858) 232-7500 or [extixeno@aol.com](mailto:extixeno@aol.com).



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**32-FT RANGER, 1974.** Alameda. \$14,500/obo. May 2011 New topside/bottom paint/batteries. Atomic four. Many sails, hot water, internal halyards. Full race gear. Sleeps 5. Moving, must sell. Cash or trade. (813) 966-1334 or holorrar@comcast.net. Contact for 2nd email: edhomer@hotmail.com.



**COLUMBIA 34 MKII, 1973.** SF Bay. \$42,000/land trades viable. \$10,000 off for cash/gold coins. 2+ decades at sea, meticulously outfitted. Yanmar diesel runs great. Roomy, 7' headroom. Great cruiser, great liveaboard. Pictures, details, and info at website <http://thepinkpanty.net>. Contact boat4sale@sapphfire.net or (415) 692-1330.

**32-FT JEANNEAU ATTALIA, 1984.** MDR. \$18,500. Racer/cruiser, all lines lead aft. Yanmar FWC, folding prop, hydraulic backstay, new batteries, new RWC pump, racing sails, new spinnaker, Tuff Luff. New anchor and rode. Tiller/pilot. Original Dacron sails. [www.flickr.com/photos/windhorze/sets/72157626168401808](http://www.flickr.com/photos/windhorze/sets/72157626168401808). Call (310) 592-5701.



**35-FT FAST CRUISER.** Santa Cruz, California. Best offer or partnership. This boat has never been launched and begs to be finished! Hull sandwich of marine-ply, Divinycell foam and S-glass, epoxied. See website for more details. [www.gilcarnal.com/boat/index.html](http://www.gilcarnal.com/boat/index.html). (408) 515-7051 or gil@gilcarnal.com.

**35-FT GRAND BANKS (MAGELLAN)** sailing yacht, 1964. \$11,500. Strip-planked mahogany with teak cabin sides, aft cabin, 80hp Ford Lehman diesel. New deck. SRYH covered berth-good liveaboard. Bronze fastened, lead keel. 18,000 lbs. 6'4" headroom. (562) 899-0774 (eve).

## 36 TO 39 FEET



**ISLANDER I-36, 1974.** Berkeley, CA. \$27,500. Survey Jan. 2011. Bottom paint, zincs, cutlass bearing - May 2011. New full cockpit enclosure. New bronze tint windows, UV protection added to 2 headsails, 2 Harken #46 2-speed winches set to rear position for easy, singlehanded sailing. Farymann R30 engine. Radar and GPS. Contact (503) 481-9769 or cahhiway@aol.com.

**37-FT RAFIKI, 1975.** Brickyard Cove Marina. \$25,000. In need of some TLC. Equipped with radar, depth sounder, refrigerator, Volvo diesel. New aluminum mast, standing rigging and Stay-Lock fittings in 2000. Financial situation forces sale. Contact (415) 328-4273 or baysailor@sbcglobal.net.



**38-FT AERODYNE.** Cruising version, 2003. Tiburon. \$199,500. Bruce Martin high performance cruising boat. Anchor platform, electric windlass, retractable sprit, Leisure Furl boom with electric winch, seven stainless Anderson winches, radar, SSB with Pactor modem, full instrumentation with two large displays, autopilot, inverter, watermaker, diesel fired heater, refrigeration, dodger, BBQ, flat screen TV, new paint on topsides and bottom. Life raft. Yanmar with Gori prop. Set up to single hand. Totally ready to go to Mexico this fall. (415) 889-5225 or hspotter@aol.com.

**39-FT BENETEAU 393, 2007.** South Beach. \$155,000. Loaded, 3-cabin/2-head, big Yanmar 54 horse, 2 jibs, gennaker, dodger, auto and radar, deep draft, dinghy and outboard. Just hauled bottom and diesel serviced. Contact (408) 335-3566 or (408) 483-6699 or cilaandcharlie@sbcglobal.net.

**CATALINA 36 MK II, 1995.** Alameda, CA. \$81,000. Excellent condition, includes windlass, hot/cold pressurized water, inverter, VHF, electronics, low engine hours, 15hp Johnson motor and Zodiac inflatable. Contact (510) 523-4081 or roystark@aol.com.

**HANS CHRISTIAN 38T, 1977.** Morro Bay, CA. \$69,000. Beautiful black-hulled Hans Christian 38T, new engine/transmission, bottom paint 5/11, new dodger, solar panels, structurally sound, very "stock". (805) 595-7896 or (805) 544-5779 or tombaxterdc@yahoo.com.



**36-FT CATALINA, 1983.** Benicia. \$39,900. This 1983 Catalina is special. She is an immaculate, fully loaded, upgraded coastal cruiser. It is the perfect family cruiser and/or liveaboard boat for a couple or single person wanting to experience the joys and freedom that sailing can provide - at a reasonable price! Also a respectable competitor around the buoys. We have had a ball on this boat. She is ready for cruising TODAY! She also makes a great home away from home even if you never leave the harbor. Fully set up for single-handing. Come see for yourself. Price is reduced. She's worth more, but we have to sell. Email us for complete description and more pictures. (775) 450-6229 or fshallenberger@gmail.com.



**38-FT COLIN ARCHER, 1950.** San Diego. \$35,000. *Marion D.* Norwegian built, pitch pine planking on pitch pine frames, white oak backbone, trunnel fastened, Ford Lehman diesel. For history, specifications, more information and contact: <http://mariond.squarespace.com>.



**36-FT HUNTER, 2004.** South Beach, San Francisco. \$110,000. Dark blue hull which I believe is the only one on the Bay. Furling jib and main, dodger, nice interior, well maintained. She is a real beauty. (408) 375-4120 or stan.wilkison@yahoo.com.



**37-FT PACIFIC SEACRAFT** Crealock design, 1980. Moss Landing, CA. \$99,000. World class blue water performance cruiser. 6-foot plus headroom. This boat is cruise ready with GPS, radar, solar panel, wind generator, liferaft, cruising spinnaker, Raymarine wind instruments and more. Very well maintained. Recent haulout included LPU on spars, new standing rigging, bottom paint and thru-hulls. Also new external canvas and internal cushions throughout. Sailboat Hall of Fame inductee for outstanding design, comfort, performance and seaworthiness. (831) 588-8502 or kspirit90@yahoo.com.



**37-FT YORKTOWN, 1969.** Ventura Yacht Club. \$18,000. Cutter rigged sailboat, all roller furling, boomless, 24hp Universal diesel/new gearbox, radar, SSB/ham, VHF, Autohelm, windlass, spinnaker, custom swimsteps, dinghy. Good liveaboard/island cruiser. (208) 989-4991 or hipjim@aol.com.



**36-FT NAUTICAT, 1984.** Portland, Oregon. \$75,000. Automobile accident ends my sailing days. Was planning on sailing the world. Most equipment needed is on board, new and used very little - including sailing dinghy. Sea kindly with a cutaway full keel - a blue water boat. A 50/50 boat perfect for foul weather, it can sail or motor all day. Excellent visibility from a large pilothouse. Easy to sail and has been fun for our entire family. An ideal liveaboard with 6' clearance throughout. Sleeps 4 easily and a snug 7. More at <http://sites.google.com/site/pdxcelebration>. Email [pdxcelebration.kniffin@gmail.com](mailto:pdxcelebration.kniffin@gmail.com).

**39-FT CAL, 1980.** Morro Bay. \$60,000. Cruise equipped. Autopilot, Monitor, radar, SSB, roller furling, extra sails, galley update, 3 anchors, etc. (805) 674-1944.



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**42-FT CATALINA, 1990.** South Beach Harbor, San Francisco. \$94,000. Great condition. Extensive upgrades. Full specs at: <http://leluya.blogspot.com>. Contact [leluya123@gmail.com](mailto:leluya123@gmail.com) or (650) 241-1440.



**HANS CHRISTIAN 38 MKII, 1979.** Emeryville. \$97,500. Beautiful world cruiser! New 65hp diesel 2003, standing rigging 2007, barrier coat 2009, electric windlass 2010. GPS, AIS, radar, wind-vane, autopilot, cabin heater, HF/ham radio, hard dodger, and much, much more. <http://sailsugata.com/forsale>. Email [hc38@gabrito.com](mailto:hc38@gabrito.com).

**40-FT ISLANDER PETERSON, 1979.**

Pt. Richmond. \$54,500. Peterson design, PHRF 72. Performance cruiser w/ comfortable mahogany interior, 6'5" headroom and tons of storage. Constantly maintained and upgraded. Rebuilt engine in 2010, Harken winches, new standing rigging, new lifelines, new stanchions, new thruhulls, Raymarine radar/GPS on aft mast, new instruments AP, inverter, golf cart batteries, new Balmar alternator and smart regulator, new foam and Ultrasuede upholstery, new working jib, '08 survey. Contact (510) 912-5800 or [allison@webbnet.com](mailto:allison@webbnet.com).



**36-FT CAL, 1965.** Monterey. \$25,000. Fast classic. Veteran of many Mexico cruises. Nicely restored. Everything but the hull is under 10 years old. Recent rig, engine, sails, electronics. Extra tankage. Optional full cruising gear available. Monterey slip rights. Request brochure. Email [daaddle@gmail.com](mailto:daaddle@gmail.com).



**VALIANT 40-112, 1975.** Long Beach, CA. \$134,900. Cruise ready. A pre-blister V40 with fully battened mainsail, roller furling jib and staysail, navigation computer and all you need to go cruising. Major upgrades to all systems, high output alternator, refrigerator, 3-burner propane stove, AIS, autopilot, anchor windlass. See website for more info and pictures. Contact Gary Schneider. [www.yachtworld.com/boats/1975/Valiant--2384074/Long-Beach/CA/United-States](http://www.yachtworld.com/boats/1975/Valiant--2384074/Long-Beach/CA/United-States). (562) 212-3783 or [captaingary1@hotmail.com](mailto:captaingary1@hotmail.com).



**37-FT CF, 1978.** Mission Bay. \$26,500. Designed by Shad Turner, built by Choate, PHRF 108, excellent family cruiser, sleeps 8, newer electronics, CNG range, autopilot, wheel steering, dodger, tabernacled, located in Mission Bay. More pictures and information available upon request. (619) 961-8333.

**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. For current photos, complete equipment list, see our website: <http://sailboatvagari.blogspot.com>. (520) 825-7551 or [stanstreb@gmail.com](mailto:stanstreb@gmail.com).



**36-FT CATALINA, 1993.** Berkeley. \$63,000. Excellently maintained, equipped cruiser. Radar, GPS, Autohelm. New roller furling, anchor, safety lines, stainless steel bow pulpit and stern rails. Bottom paint 2011. Three racing headsails, two spinnakers. Low engine hours. Contact (408) 476-8080 or (925) 417-7321 or [kelnaphillips@yahoo.com](mailto:kelnaphillips@yahoo.com).



**45-FT HUNTER LEGEND, 1987.** Monterey, California. \$125,000. She is safe, strong, comfortable, and fast. Offshore cruise ready with new sails, electronics, refrigeration, and computer controlled steering. All systems are in perfect working order including the 55hp Yanmar diesel. Monterey slip available. (305) 394-5174 or [jimkomo@gmail.com](mailto:jimkomo@gmail.com).





**41-FT BARNETT CUSTOM SLOOP.** \$149,500. 1986-2011. Around world vet. Singlehanded, glass composite, fast cruiser, 2 cabins, light and strong. Keel up refit. New: rod rigging, sails, rudder, engine, vac panel refrig, pilot, electrical, etc. For complete specs contact R. Humphrey or go to website and search #1291703. <http://yachtsoffered.com>. (510) 834-3261 or [rthumphrey@sbcglobal.net](mailto:rthumphrey@sbcglobal.net).



**42-FT PETERSON, 1981.** Long Beach, CA. \$42,000. Recent bottom paint 1/11. Rebuilt Perkins and drive, PSS 2007 electric head. Some instruments, GPS, VHF, older B/G. 3 Transpacs, numerous Ensenada races. (619) 985-5676 or (619) 287-4436 or [nednight3@yahoo.com](mailto:nednight3@yahoo.com).



**40-FT RIO HONDO, 2008.** Phoenix. \$89,000. Custom trailerable cruiser/racer includes aluminum gooseneck trailer. 40' X 8.5' - 7' draft, 9600-lb disp, 4000-lb ballast. Legal towing width, patented mast system; rig and ramp-launch in 25 minutes, with drop keel and rudder. Racing: ORR .961, IRC 1.116, So Cal PHRF 36. North main, jib, MHG, A-spin. 6-man liferaft. 6-ft headroom, sleeps 6, inboard saildrive. See details on website: [www.rhyachts.com/design1.html](http://www.rhyachts.com/design1.html). (480) 231-0959 or [sgmclintock@aol.com](mailto:sgmclintock@aol.com).

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



**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).



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



**HOLLMAN 50 CUTTER, 1989.** Richmond. \$149,900. Fast, cruising cutter rig, all sails furl from cockpit, all self-tail winches. Large galley, reefer/freezer, radar, nav station, autopilot, SSB, full width master, guest stateroom, 2 heads, stern scoop, strong FRP cored hull and deck. 280gal water/100 diesel. Major refit 2003, including new LPU and barrier coat. Possible liveaboard slip. Arizona owner aboard for most of summer. Call for more info. (520) 906-4351 or [franke2u@aol.com](mailto:franke2u@aol.com).

**40-FT CATALINA 400, 1998.** Brisbane Marina. \$140,000. or 1/5 partnership \$300/month, \$9,400-equity. Radar, chart plotter, gennaker, full batten main, wind generator, liferaft, dodger, tons of gear and parts. Full keel SF Bay or offshore, mint condition. [www.sailboatlistings.com/view/24514](http://www.sailboatlistings.com/view/24514). Contact (650) 464-6493 or [bruce.paris@cbre.com](mailto:bruce.paris@cbre.com).



**43-FT TASWELL, 1995.** Bainbridge Island, WA. \$299,000. 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).



**46-FT MORGAN 462, 1981.** Vallejo Marina. \$153,000/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>. Contact (707) 334-3670 or [baryb@aol.com](mailto:baryb@aol.com).



**45-FT GARDEN YAWL.** One off, double end, 3 years in restoration, 98% completed, cold-molded over original strip planked, new electric motor. \$60K as is, or \$? to finish. Contact (916) 847-9064 or [stevebarber046@mac.com](mailto:stevebarber046@mac.com).



**41-FT NEWPORT, 1984.** Bruno's Island Marina. \$55,000. Mexico vet, radar, GPS, autopilot, 40hp Universal diesel, solid rod rigging, 38 gal. fuel, 60 gal. water, sleeps 6, 8-ft dinghy with 9.9hp Nissan. Contact (707) 688-0814 or (707) 290-9535 or [raaddink@yahoo.com](mailto:raaddink@yahoo.com). 1200 Brannan Island Rd.

**41-FT MORGAN OUT ISLAND, 1972.** Marina del Rey. \$59,500. Aft cabin, sloop rig, center cockpit, 50hp Yanmar diesel, radar, autopilot, SSB, VHF(2), freezer, fridge, watermaker, anchor winch, dinghy davits, solar panel, Tohatsu OB. See website, then listing 1291754. <http://YachtsOffered.com>. (661) 548-6603 or (661) 577-7059 or [hwothuis@juno.com](mailto:hwothuis@juno.com).



**47-FT CATALINA 470, 2005.** Stockton, CA. \$319,000. 75hp Yanmar turbo diesel, electric primary winches, boom furling main, extra fuel capacity, Autohelm, chartplotter, GPS, radar, 2 staterooms w/full baths, gen set, heat and air conditioning, Flexofold prop, leather interior, stereo, flat screen TV, 3,000 watt inverter, electric windlass. Go anywhere in style and comfort. Contact (209) 985-6111 or [garrysail@aol.com](mailto:garrysail@aol.com).



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**46-FT JEANNEAU 45.2, 1999.** Pier 39. Boat; \$165,000 - slip; \$30,000 - sale or lease option. Email only please to: [sailorgirl1954@gmail.com](mailto:sailorgirl1954@gmail.com).



**42-FT COMANCHE, S&S DESIGNED.** \$39,750/obo. F/G liveaboard ocean-cruising sloop. Modern underbody, fast, responsive, doublehander. Major refit-mast, sails, rigging, wiring, interior, dodger and anchor gear. Excellent Perkins diesel, new Doyle sails. Call for details. (415) 713-6876.

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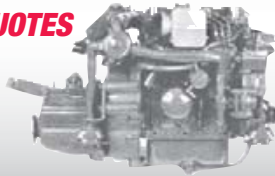
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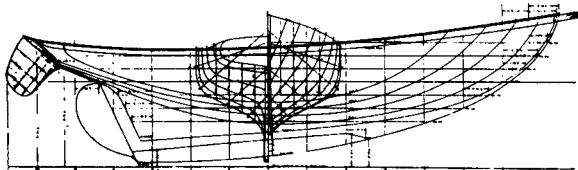
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**83-FT TOPSAIL SCHOONER, 1991.** San Diego. \$695,000. *Amazing Grace* is one of the most beautiful, best sailing and well maintained classic vessels on the West Coast, turning heads at tall ship festivals and everywhere she goes. Her stunning interior features a great aft cabin, spacious main saloon and remarkable wood work. Certified to carry 35 passengers and crew, she presents a rare opportunity for charter, liveboard and cruising. Completely ready to go, in great condition, with new equipment and electronics. Contact [info@amazinggracetalship.com](mailto:info@amazinggracetalship.com).



**48-FT SO PACIFIC CRUISING KETCH.** 1963. Central America. \$15,000. Tonga real estate clients and I purchasing fully-equipped sailing yacht for South Pacific pleasure and charter income. 2 of 4 \$15,000. Shares available - price of used car. PPJ 2012. See website for details, [www.TongalslandProperties.com](http://www.TongalslandProperties.com). Email [jg@TongalslandProperties.com](mailto:jg@TongalslandProperties.com).



**32-FT FAR EAST MOD H-28 KETCH.** 1965. Richmond. \$12,000 Negotiable. Classic wood family sailboat, everything works, sails comfortably and is beautiful. All equipment included. Was a great project for Dad and sons. (510) 708-9731 or (707) 339-0855 or [efgerhardt@gmail.com](mailto:efgerhardt@gmail.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. Email [alden309n@gmail.com](mailto:alden309n@gmail.com).



**36-FT DANISH DOUBLE ENDER.** 1926. Sausalito. \$25,000. Custom-built in Nakskov, Denmark in 1926, *Tehani* is a classic example of a Danish double ender. 36' on deck, 9.5' beam, 5.5 draft. Full iron keel. Cutter rigged. 4-yr-old 29hp Yanmar with low hours, new main, gennaker, and staysail. Rebuilt bronze Baby Blake head and refinished interior. 4-yr-old standing rigging. Full boat cover and bronze lifelines. Garmin chartplotter with integrated AIS receiver. Boat is ready to go. <http://picasaweb.google.com/pgaetani/Tehani?authkey=Gv1sRgCJ3btuK3k7LhEg&feat=directlink>. Contact (415) 246-7712 or [pgaetani@gmail.com](mailto:pgaetani@gmail.com).

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**44-FT CATANA 44S, 1993.** West Coast. \$285,000. Fast, comfortable catamaran just finished 7-year circumnavigation. Well equipped, maintained, offshore ready. 3 cabins, 3 heads, 5 solar panels, wind generator, Volvo 40hp engines, watermaker, etc. Currently in Canada heading for California. More at [www.mysticrhythmsadventure.com](http://www.mysticrhythmsadventure.com). Contact [richard.mysticrhythms@gmail.com](mailto:richard.mysticrhythms@gmail.com).

**34-FT GEMINI 105MC, 2005.** Redwood City, California. \$149,500. Great family or race boat. Perfect for San Francisco Bay, coast, Mexico, and beyond. Fast; easy to sail without heeling. Spacious deck and interior. Elegant and comfortable. See website details. <http://loonasea.gibbons.web.stanford.edu>. Contact (650) 380-3343 or [brian.j.gibbons@gmail.com](mailto:brian.j.gibbons@gmail.com).



**38-FT OFFSHORE TRIMARAN, 1980.** Walter Greene's, Maine. \$77,700. Pro-built foam/epoxy Harris. Free delivery to the Bahamas. Diesel tired, new sails, paint, large double 2 sets of bunkbeds. Delivery possible. Will partner with buy-out/East Coast. Trade trailerable multihull. Pictures on eBay. [www.ebay.com](http://www.ebay.com). (775) 745-2184.



**29-FT CONSER WARRIOR, 1980.** Long Beach. \$21,000. Beautiful and very fast. 9.8 Tohatsu-electric start/remote. Autopilot, LED nav. lights. New EP main, 4 jibs, spinnaker. Awlgrip LP paint. Marine head. See us on YouTube at <http://youtu.be/S2niyD3P49A>. Photos at <http://s602.photobucket.com/albums/tt108/Warrior29>. Contact (213) 840-2521 or [soulsul@verizon.net](mailto:soulsul@verizon.net).

**46-FT PIVER VICTRESS, 1967.** Moss Landing. \$9,800. 40hp diesel, good sails, Furuno electronics, new aluminum masts and rigging. Rebuilt all 3 hulls. Boat in good condition, preparing for long voyage. Plans changed must sell. Contact John after 5PM. (831) 236-0527 [potroast4me@aol.com](mailto:potroast4me@aol.com).

## POWER & HOUSEBOATS



**37-FT HERSHINE, 1979.** Emeryville. \$79,900. This is not a project/fixer upper boat. She's ready now to cruise to Mexico or Alaska, or live aboard. Roomy, tri-cabin with too many recent upgrades and extras to list. Hauled and bottom painted, Jan 2011. Full electronics include radar, GPS/plotter, autopilot w/remote, wind, depth, and VHF w/MMSI. Electric windlass. Complete CG safety package. Galley, hot water, 2 heads with showers, cabin heater, holding tank monitor, lots of storage, exterior canvas covers and bug screens. Single 120hp Lehman diesel. Cruise at 6-8 kts at 2-3 GPH. Stern thruster. 200 gallons water; 350 gallons fuel. Transferable slip. Contact [jhbueto@surewest.net](mailto:jhbueto@surewest.net) for picture album, recent upgrades, and complete spec sheet.

**43.5-FT LABELLE TRAWLER, 1983.** 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.

**45-FT BAYLINER & SLIP, 1987.** Pier 39. \$259,950. Think outside the box. 2 bedroom, 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).



**20-FT SEACRAFT, 2002.** Sausalito, CA. \$14,995. Aster Angler Lefty Kreh edition. Sale includes 150 Merc Optimax OB, Tidewater braked dual axle trailer, Garmin GPS, VHF radio and all gear. Selling to buy a sailboat! All serious offers considered. Contact (415) 847-9088 or [christopherlacey@gmail.com](mailto:christopherlacey@gmail.com).

**35-FT CHRIS CRAFT CATALINA.** Sundeck, 1981. Sausalito berth. \$24,000/asking. Totally remodeled, clean, large salon and master w/large closet, separate shower in head. Great for home, floating office, cruiser. Good Chevy V-8's. Secure Sausalito berth, close to parking and tiled showers. May finance, lease option, or trade. (415) 999-5626.

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**SOUTH BEACH HARBOR.** San Francisco. 30-ft Newport. 60K improvements, 12K 2/3 long-term partnership. Prime 32-ft leeward slip (chosen for City view and privacy) with large Pier 40 storage shed. Spending increasing time overseas. I will reply when in USA. (415) 308-1231 or [gildelara@yahoo.com](mailto:gildelara@yahoo.com).



**NEW BOAT PARTNERSHIP.** I am constructing a 4-member partnership for a new cruising yacht in the 40-45-ft range. Serious equity partners/potential sailing friends welcome to respond. The general specs are \$60k +/- in equity and a 1/4 share of monthly expenses, for time split equally among 4 co-owners. This is a straightforward equity share for a new boat. If interested email me at [ajcascardi@berkeley.edu](mailto:ajcascardi@berkeley.edu) or call (510) 282-5395.

**CATALINA 42 MKII PARTNERSHIP.** 3-cabin fully equipped for cruising, full electronics, SSB, watermaker, bimini, heater, liferaft, many more extras. Excellent condition and well maintained, Baja ready. 1/4 ownership for \$32,500 or offer. (925) 708-9547 or [jlpioe@gmail.com](mailto:jlpioe@gmail.com).

**BENETEAU 393 PARTNERSHIP.** Sausalito. \$300 - \$525. 2002. Very clean, 39-ft fast cruiser. Sausalito main harbor. Full electronics, good sails, jib furler. Diesel, windlass. Roomy, well-appointed interior. Owners model. Sails great. 1/8 or 1/4 timeshare. Contact (415) 332-4401 or [393@marigotgroup.com](mailto:393@marigotgroup.com).

**SAGA 409 PARTNERSHIP.** SFYC. Equity ownership in new Saga 409. Semi-custom Tony Castro design built by Westerly Marine. Vacuflush, flat screen TV, microwave, wine cellar. Electric halyard/main sheet winch. Fast, easy to sail. Call or email for pics and specs. (415) 298-2080 or [george@kiwi-properties.com](mailto:george@kiwi-properties.com).



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**FAMILY BOAT SHARE.** Berkeley or Pt. Richmond. \$10,000. Looking to form a 3-family partnership to purchase and share a quality used 30-35' boat (sail or trawler). Boat will be equipped for Bay and Delta family use (dinghy, safety gear, Dora DVDs, 2 gallon box of Goldfish...). Boat prices are at all-time lows, now is a great time to give your family the gift of boating! Our kids are 7 and 4. Buy-in around \$10k, monthly around \$250/family. Please call Robert at (415) 640-2416.



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**HRO SEAFARI ESCAPE 200.** DC water-maker. Redwood City. \$2,900. 8GPH, low electrical draw. Automatic flush, cruiser tested in Mexico/South Pacific. Fresh seals, full set of spares, extra feedpump, filters and cleaning/storage chemicals. Installed and ready for demo. (650) 575-9194 or [fyfm2008@gmail.com](mailto:fyfm2008@gmail.com).

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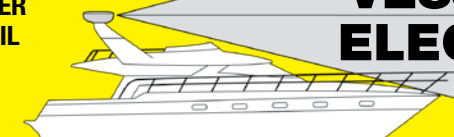
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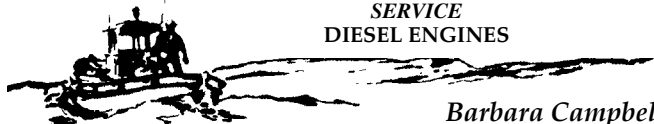


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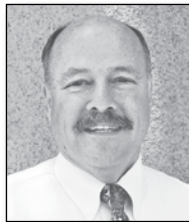


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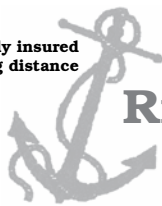


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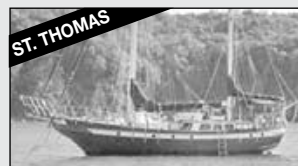
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A great racer/cruiser in nice shape, with lots of goodies and a galvanized trailer. See our website at www.norpacyachts.com for vast equipment list and many more photos. Now asking **\$13,950**



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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! LIVE-BOARD. A GEM! REDUCED: Asking **\$199,950**



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**65' Wm GARDEN LONG RANGE TRWLR YACHT** Steel construction, F/B & lrg pilothouse, sun deck, lrg salon area, aft canopy, twin dsl., genset, watermaker, much more. Fully operational. Interior/trim not fully finished. A browny cruiser robustly built. Asking **\$245,000**



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**30' HUNTER** Sloop. She is in wonderful condition; super clean and super nice. Just a really great boat that is equipped and has been cared for correctly. Yanmar diesel, wheel, roller furling, plotting GPS and MORE! Harmony is a GREAT VALUE at... Asking **\$14,000**



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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**



BARGAIN

**36' STEEL KETCH** by Hartog. Great builder/great designer! Strong 1985 bluewater cruiser loaded with diesel, radar, genset, watermaker, air/heat, RIB & O/B, O/S raft, windvane, wheel & LOTS MORE! Go anywhere cruiser. Needs some exterior maintenance updating. SUPER BOAT! Try **\$24,950**



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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  
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33+ ROYAL HUISMAN ALUMINUM Cutter by Alan Gurney; World class builder and designer. Yanmar diesel, new standing rig, nav station, liferaft & MORE! This is way too cheap for this vessel! ..... Asking 19,250  
32' NANTUCKET Clipper Mk III Yawl. Diesel, fiberglass ..... 14,950/obo  
32' WESTSAIL Cutter. Diesel, fixer upper. STRONG BOAT! ..... Asking 29,500  
30' GARY MULL Sloop THE SHADOW, by Easom 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' 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. Solid & reliable Pacific Northwest cruiser with decades of fun & adventure ahead of her. REDUCED! ..... 14,950/obo  
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101' STEEL TUG with beautiful SAUSALITO BERTH. Great YTB, operational, fantastic opportunity. Loads of potential. Fabulous value! ..... \$44,950/obo  
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28' BAYLINER 2850 FLYBRIDGE SEDAN. New VOLVO/GM 300hp 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



**36' ALLIED PRINCESS** Sloop. Dsl, wheel, inverter, full keel w/cutaway, famously seaworthy & dependable design, fast & easy handling on & off the wind, exceptionally strong solid glass construction. An excellent cruising boat w/a very comfortable layout. Outstanding value! Asking **\$29,950**



**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**



**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 **\$174,900**



**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 **\$99,950**

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