

Latitude 38

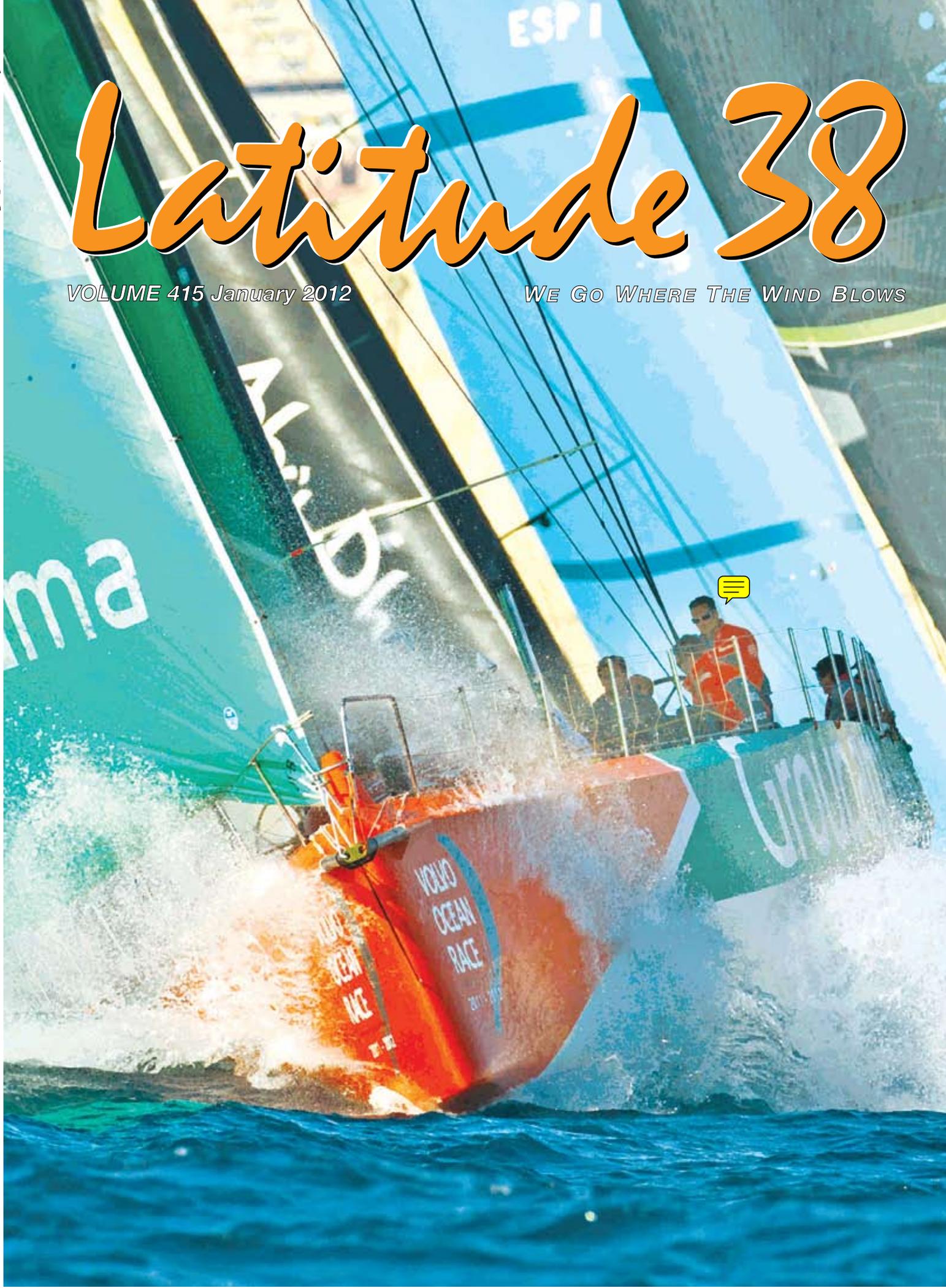
VOLUME 415 January 2012

WE GO WHERE THE WIND BLOWS

Latitude 38

JANUARY 2012

VOLUME 415



THE LATITUDE 38 INTERVIEW

EMMA CREIGHTON

After 4,200 miles of sailing alone in a 21-ft Mini 6.50, Emma Creighton became the first American woman to finish the Charente-Maritime/Bahia Transat 6.50 in 10 years. On November 3, Creighton's Simon Rogers-designed Pocket Rocket was the 23rd proto to arrive in Salvador de Bahia, Brazil. She became only the third American woman to finish the race in its 34-year history. Along the way, the Bay Area sailor, who came to us from her native Maine, sacrificed places to render assistance to a stricken competitor, earning plaudits from organizers and the rest of the fleet. We caught up with her to find out why she thought doing her work-up in the Bay Area was so important, what it was like to have very little communication with the outside world for 21 days, why a doublehanded Pac Cup was the perfect training run, and whether she'd do the whole rodeo one more time. You think you could sail a Mini Transat? Read on and when you're done, ask yourself again.

Lat 38: What about the business and program side of it were you not prepared for?

Emma: I thought I could do it all by myself, but I should have hired someone from the very beginning to do the publicity, press and website side of it. There aren't enough hours in the day to do boatwork, go sailing, update your blog and actually eat dinner and go to bed, let alone go for a run. I was so out of shape by the start of the race because I was dealing with all the other stuff there was no time for any kind of fitness, which is stupid. One of the big lessons I learned is that I won't do another project like this without a sponsor, being able to hire the right people to take care of all those other bits and pieces. But, I'm happy that I know how to do it all now, and can appreciate how big it is, even for a Mini.

Lat 38: What aspects of it do you wish you could have really put more time into?

Emma: Training. I got over to Europe late and had a lot of issues with my new [standing] rigging and sails not being right which meant

that it was almost another two months before I could get the rig in the boat. Aside from deliveries to and from races, I trained with a coach for just three days.

Lat 38: In hindsight, do you think you would have been better served to just be in France the whole time?

Emma: Yes, and No. Ideally doing a full season beforehand would have been fantastic, but I think that by training out here with friends, and then doing Pac Cup, I got a lot more out of it. In France I would have just been another Mini sailor. There are tons of broke Mini sailors in France! There are definitely a lot of people here in America who love the Mini, and have been paying attention and supporting me, which is great. It's been pretty amazing how much feedback I got from people during the campaign, people who I'd never even met before.

Lat 38: If you were to do it again, would you do it in a proto, or would you take a series boat?

Emma: The Pogo 2 or Nacira [the two top production minis] are so appealing, because that way you have no excuses and there's a large body of knowledge about how to sail them. Especially coming from my boat, which was only as fast as a Pogo 2 in the best of circumstances, the Pogo 2 is really appealing. If I had the money and the time to do it, getting a good prototype that was capable of a top-ten finish, then training really hard with a two-boat, two-sailor program where you had two of the exact same boats and were able to do sail testing and training for two years, is very appealing. Protos are definitely more fun to sail, they're lighter and they pick up and go. The Pogo 2 is still quicker than your average boat, but they're heavier than a Proto. However, it is easier to maintain decent average speeds on a Pogo 2, for sure. The modes are well known. A Pogo 2 sailor can look and say,

"there's a one-ft chop and 15 knots of breeze, so, I put up the big kite and set all the numbers on the NKE [autopilot]."

Lat 38: So there's a crossover chart for not only your sails but for the settings on the autopilot as well?

Emma: Mini sailors are changing all the values on their autopilot all the time.

Lat 38: So basically, you had none of this info because you weren't able to do your work-up that way?

Emma: Exactly. And my autopilot never worked that well. It had been cobbled together by the previous owner from a bunch of older donated parts. I had a B&G pilot, and I was the only boat in the race that didn't have an NKE pilot. But you're not even allowed to have the new B&G pilot on a Mini. Rather than say that you're not allowed to have a processor that "learns," like the new B&G, the organizers have said that you just can't have one — it gets better and better with the polar input. I believe there's an NKE processor that also does that, and it's not allowed either.

Lat 38: What kind of rams were you using?

Emma: I had a Raymarine linear electric ram down below with a clutch, and then I had a Raymarine ST4000 which is the equivalent of an X-5 above deck. Most of the time I just used that one. I had electrical issues; my fuel cell stopped working and I couldn't figure out why. The tiller pilot uses a lot less battery.

Lat 38: Did you ever figure out your fuel cell?

Emma: Yeah, ultimately I did. I changed every fuse, and it started working again. The error messages it gives you says to "take it into the service center . . ." The other one I was getting was to check my battery voltage, that my voltage was too low, but I knew it was not that my batteries were too low, so I was checking all the wiring to make sure nothing was loose. Eventually I decided to change all the fuses because, "why not?" and all of a sudden it started working again.

Lat 38: So this all sounds like something you would have had more dialed with more time?



ALL PHOTOS COURTESY POCKET ROCKET

Emma: Actually, everyone was having issues with their fuel cells. They're great until they don't work, and when they don't work, there's really not much you can do to fix them out there. And the error messages are definitely cryptic. I had a 900-watt one, but I also had an 80-watt solar panel. I would turn off the fuel cell during the day and turn it back on at night and let it run all night long. I only used two of the jugs of methanol on the whole race, and I carried six. It didn't work for five days, so I would have used a little bit more, but still they're pretty efficient. The exhaust is just steam, which I had going into a bottle, and used for washing. That was awesome, because I didn't have enough water.

Lat 38: Did you have enough per the race regulations?

Emma: Yeah, but I broke a 10-liter jug inside the boat by accident. And then I ended up drinking more than I thought I was going to because I didn't keep track of it as well as I should have. I was rationing pretty hard the last few days of the race. I had been going off what my consumption had been during other races and my qualifier, and then it just got away from me a little. I was drinking a lot more than normal when it was 120° inside the boat! I split the one jug open while stacking.

Lat 38: What was your sleep pattern like? Was there one?

Emma: I made a point of sleeping at night, because I sleep better at night, so I would get more out of it. So I was doing 20 or 40 minutes at a time between midnight and three, or four a.m. I'd set an alarm, get up, poke my head out, look around and make sure everything was good, then repeat. Then I'd have a nap in the morning and stay awake most of the day. But that all changed right about a day before I reached the Cape Verde Islands, because I broke my wind instruments, and then I could only use my pilot in compass mode [with functional wind instruments the pilot can steer to the apparent wind]. It turned into VMG running from there all the way through the doldrums until I got into the Southeast Trades. The breeze was really shift, like 30° all through that zone and so the boat was always wiping out, or the kite was wrapping around the headstay. I slept in the cockpit for 5 or 10 min. at a time.

Lat 38: Did you experience decreased cognition?

Emma: Oh yeah. And the boatspeed decreased too! I didn't realize how bad it would be at the time. One of the cups on the anemometer broke off and sometimes it would just get stuck head to wind. It worked again when we were going upwind, after the equator. A lot of people broke their wind instruments; it's common in a Mini, because the kites are so big and they have such a big shoulder that if you have a good knockdown, they'll reach over the top of the rig. So unless you have a ridiculously long wand the kite is going to smash against the wand if the sail flogs at all. A lot of people have an extra wand, but that's another \$1,500 bucks you have just sitting around doing nothing. In fact, I think all the people I talked to who had an extra one had no problem with their original.

Lat 38: You have a crazy amount of knockdowns?

Emma: No, the rudders on my boat are ridiculously big, which allows you to save a lot that you wouldn't be able to otherwise. But because my boat has a keel that not only cants, but slides fore and aft, there were times when I'd be sailing along in seven knots of breeze, deep-VMG running with the big kite, everything stacked in the bow and the keel all the way forward. Then a squall comes through, and all of a sudden you have to choose: switch to a smaller kite, move the stack, or slide the keel back. It boils down to, "what can I get done in the next three minutes?"

Lat 38: So having sailed quite a bit with the fore-and-aft sliding keel, is it something you really can't take advantage of if you're singlehanded?



Emma: No, it's really cool when you have the prep time and the conditions are changing slowly. The problem is that the keel has to be centered with slack in the lines to move it fore and aft, because the tackles that cant it side-to-side don't move longitudinally also. So you have to be going dead downwind and totally flat, otherwise you'll break the blocks in the tackles. When you're singlehanded, there are always going to be compromises. You're always going to wish you had more time, or someone else to move the heavy stuff in the stack.

Lat 38: Looking back, are you still happy with choosing to do the Pacific Cup doublehanded in '10, or do you wish you would have done the Singlehanded TransPac?

Emma: I think the Singlehanded TransPac is really cool, but there isn't the same level of competition for that sort of boat. Having Skip and Jody McCormack [Farr 30 *Trunk Monkey*] to compete against was awesome. There weren't any boats like that doing the Singlehanded TransPac. Knowing I could push the boat as hard as we did on that trip, and doing well against them gave me a lot of confidence in the boat. I hadn't done any ocean races before that.

Lat 38: But you'd racked up some big passages right?

Emma: Yeah, lots of offshore miles but no real distance races. At some point I could definitely see myself doing a Singlehanded TransPac. There are definitely enough Minis out here to get six or eight boats to do it. The problem is that people don't really understand what they're getting into. It's a wide, flat-bottomed boat that carries very little momentum. Going out to the Farallones in an ebb slop and seven knots of breeze is not fun in a Mini, especially while you watch all the Express 27s just sail right by!

Lat 38: It doesn't seem like the Mini is that well-suited to North America. It doesn't seem as if many places in the country have enough wind and runway to really light one up. True or not?

Emma: Most of the races I did in Europe weren't downwind. In fact, most of them were upwind the whole way around! But you do have a lot of people to race against. But even on the races out here when the conditions weren't perfect, I could still correct out to third or so in PHRF. It's doable, and when the conditions are right, it's awesome! Sailing home from the Farallones when it's blowing 20-25, that's perfect, and you should be able to smash past everyone. The French guys would ask me what the racing was like here, and I'd tell them, "All the races are downwind, because no one wants to go upwind." They'd say, "I want to go to this California!" On a short course it's a little harder, because the jibing is trickier, but you're also not going to be stacking. After the Transat, I don't want to ever sail on another boat that requires it

THE LATITUDE 38 INTERVIEW:

[laughs]. I had 90 liters of water plus a survival kit, all my food, spares, tools, charts, books. I would basically just chuck it down to leeward, then jibe, and then go back down below to tidy it up. It was kind of like a tennis match! My boat has such a spider web of lines down below, which made it hard especially when stacking from the bow to the stern and back again. I learned a lot when I was sailing near the top Pogo 2 sailors. The hardest thing for me as far as boatspeed was when I wasn't around anyone.

Lat 38: *But you're getting skeds during the Transat right?*

Emma: If you can receive the SSB report. Sometimes the tuning is really hard; the reception is usually bad. The race director would do everything in French, and then for some reason, they would switch to what was always a different woman to read the English stuff, so you'd have to re-tune the receiver because the voice is so different. Of course you'd miss the first minute of what they were talking about, and then they'd switch back to the director to read off the ranking! All the ranking consists of is your position in the fleet based on your distance to the finish. You don't get any lat/lon or where anyone is on the course. It was weird, even when they'd read off that someone had set off their distress beacon, they still wouldn't tell you where they were. When you can't see anyone, and you can't talk to anyone on the VHF, you're instantly convinced you're in last!

Lat 38: *So what was the weather you were getting like?*

Emma: It was either wrong, or "variable" every day. You'd get a "roadbook" from any of the weather guys that broke the race into sections saying, "This is what it does here, and this is what it does here." Every day I was thinking, "Alright, well, let's rip that page out and throw it overboard."

Lat 38: *Other than learning what to delegate, what's the biggest takeaway from the experience?*

Emma: Ugh . . . I'm really surprised that I got through it as well as I did emotionally [laughing]. I learned a lot about myself in that way, that I'm able to push myself to do something that is so unpleasant for so long, and come out smiling at the end of it.

Lat 38: *Was the solitude hard to deal with?*

Emma: The solitude was hard to deal with, the frustration of not being able to make any routing decisions, the lack of information, not being able to talk to anyone, the lack of sleep. It's not comfortable living on a Mini for 21 days. There would be times where I'd be like, "this bean bag is the best thing ever!" Or when you wash your clothes and bathe and are enjoying the 30 seconds before you're doused by a wave and realize you forgot to close your pit-zips. I've been trying to watch my videos of it, and I can't. I end up crying. I was so unhappy for so much of it. It's easy to talk about it now, because I'm proud that I did it and having done it feels really good. But the doing it was not much fun.

Lat 38: *Did you find yourself breaking down emotionally?*

Emma: No, I mostly held it together, but I threw one major temper tantrum right at the end.

Lat 38: *Break anything?*

Emma: My camera. There's a "final video" [laughing]

Lat 38: *So, would you do it again?*

Emma: Yeah, but only if it goes to the Caribbean, which looks likely. It's up for bid on both the start and finish the next time. Not dealing with the doldrums would be great. It's worth it at the finish!

— latitude/rg



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San Francisco, CA..... Feb 25	▶ Trim Webinar (eves)..... Mar 27, 29
*Seattle, WA..... Mar 31	▶ Weather Webinar (morn)..... Mar 10, 17
Seattle, WA..... Apr 1	▶ Weather Webinar (eves)..... Mar 13, 20
Coo's Bay, OR..... Apr 21	▶ Racing Software Webinar (eves).... Apr 23, 26
San Diego, CA..... TBA	Newport Bermuda Strategy (eve)..... June 11
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Entry Form
next page!



Welcome to YRA Racing, the best racing value on the bay!

Thank you for participating in the YRA! We offer a choice for racing both on the Bay and on the local ocean!

SERIES INFORMATION

The YRA Party Circuit

- Includes the 3 marquee YRA Weekend Regattas plus the 1 day Summer Sailstice Regatta. Weekend regattas are The Great Vallejo Race, the YRA 2nd Half Opener, and the YRA Season Closer. The three weekend regattas features 2 days of racing and a party at the host club Saturday night.
- Each race is a stand-alone regatta.
- There are 6 Divisions available for each Regatta: PHRF, Sportboat, One-Design, Double/Singlehanded, Non-Spinnaker & Multihull. Divisions may be split into multiple fleets to ensure competitive racing.

The YRA Series

- In the Bay racing for boats with a current NCPHRF rating certificate (HDA) or for One-Design classes (ODCA).
- The series consists of 6 races- YRA 1 (1 race) YRA 2 (2 races) YRA 3 (one race) YRA 4 (2 races).
- HDA Divisions are determined by grouping similarly rated boats.
- YRA Series Racers are invited to race in the Crewed Lightship 1 race for an additional \$5.00. Additional OYRA equipment requirements must be met. See http://www.yra.org/OYRA/ocean_safety.html.
- One-Design starts are available for any fleet that signs up for the ODCA season, or, gets at least 5 boats to sign up for a single race day. If you are not sure if your One-Design fleet is a current ODCA fleet, or would like to sign your fleet up for ODCA, please contact the YRA office at (415) 771-9500 or info@yra.org.

OYRA (Offshore Yacht Racing Association)

- In 2012, there are 9 ocean races ranging from 25 to 60+ nautical.
- OYRA racers are invited to race in the Vallejo race for an additional \$5.00
- Racers will divided into divisions determined by the OYRA board. Racers can also choose to race in the Short Handed division:

WBRA (Wooden Boat Racing Association)

- The WBRA participates in the US Sailing Golden Anchor program which makes WBRA racers eligible for a discounted US Sailing Membership. US Sailing memberships through the WBRA Golden Anchor program must be purchased online here: <http://www1.ussailing.org/membership/MPP/Default.aspx?ycid=112274N>
- Bay racing for one of the following 5 fleets:
 - Bird Boats
 - Bear Boats
 - Folkboats
 - IODs
 - Knarrs

GENERAL INFORMATION

- **YRA Sailing Instructions are available on the YRA website at www.yra.org.** Sailing instructions are normally posted approximately 2 weeks prior to each race. If you do not have access to the internet and need to have your race instructions mailed to you, please contact the YRA office at (415) 771-9500 or info@yra.org
- Entries for a series, or individual regatta, must be received by 5 pm the Monday before the race or a \$35 late fee will be applied. No entries will be accepted after 5 pm the Wednesday before a race.
- **A YRA sailing membership and a membership in a YRA member yacht club is required to register a boat for any YRA series.** A YRA membership is required to race in any individual YRA Race, but one time racers do not need to belong to a member club.
- The YRA Offers a discount on all race fees to US Sailing Members. YRA Racers are eligible for a discount on US Sailing Memberships through the Golden Anchor Program. US Sailing Memberships can be purchased online at <http://www1.ussailing.org/membership/MPP/Default.aspx?ycid=101132Z>.
- Sailors entering the OYRA Season, or any individual OYRA Race, must submit a signed OYRA Boat/Crew Information and Statement of Compliance Sheet before each ocean Race. See http://www.yra.org/OYRA/ocean_safety.html for more information. **Please note that to race in an OYRA Race a 406 EPIRB or 406 PLB is required.**
- Please fill out your entry form completely, sign, date and return it to the YRA office along with your payment. If you need additional assistance completing this form, please contact the YRA office.
- You can save time and postage by signing up online! Visit www.yra.org for more information!



Yacht Racing Association of San Francisco Bay - 2012 Entry Form

1070 Marina Vaillage Pkwy., Suite 202-G
Alameda, CA 94501
Phone: 415.771.9500
Fax: 415.276.2378
email: info@yra.org

Name: _____	Boat Name: _____	Sail Number: _____
Street: _____	Boat Model: _____	
City,State,Zip: _____	Manufacturer: _____	Yr Built: _____
Evening Phone: _____ Daytime Phone: _____	Designer: _____	Yr. Designed: _____
Email Address: _____	U.S. Sailing #: _____	YRA Member #: _____
Yacht Club Affiliation: _____	Marina: _____	Berth/Slip #: _____

Membership Fees:	YRA Membership:	Required for YRA Racing	\$45	\$ _____
NCPHRF Fees:	Renewal of 2011 Certificate:		\$30 for YRA Members/\$40 for NON-YRA Members	\$ _____
	New Certificate/Renewal of 2010 or prior Cert.:		\$45 for YRA Members/\$55 for NON YRA Members	\$ _____

Season Racing Fees:	US Sailing Members	Non US Sailing Members	Fleet
YRA Party Circuit (Vallejo, 2nd Half Opener, Season Closer, Summer Sailstice)	\$150	\$165	\$ _____
YRA Series + Party Circuit (HDA/ODCA, Includes Party Circuit)	\$180	\$195	\$ _____
YRA Series only (HDA/ODCA, no Party Circuit)	\$150	\$165	\$ _____
Offshore Yacht Racing Association (OYRA) Full Season *	\$195	\$210	\$ _____
Wooden Boat Racing Association (WBRA) Season	\$150	\$165	\$ _____

Single Race Fees:	US Sailing Members	Non US Sailing Members	Fleet
YRA Spring/Summer Series racers entering Lightship *	\$5	\$10	\$ _____
OYRA season racers entering Vallejo	\$5	\$10	\$ _____
Vallejo Race Only	\$75	\$80	\$ _____
2nd Half Opener Only	\$75	\$80	\$ _____
Season Closer Only	\$75	\$80	\$ _____
All other YRA Races (write in race name):	\$50	\$55	\$ _____

Late Fee: **No entries are accepted after 5pm the Wednesday before the race**
Any entry Rec'd after 5pm the Mon before the race \$35 \$ _____

*** Participants in an ocean race or ocean series must submit a signed OYRA Boat/Crew Information and Statement of Compliance Sheet before each ocean Race. See http://www.yra.org/OYRA/ocean_safety.html** **TOTAL** _____

In consideration of being admitted to sailing membership in the Yacht Racing Association of San Francisco Bay (YRA), I agree to abide by "The Racing Rules of Sailing" and the Sailing Instructions of the YRA and the regatta sponsors. I warrant that I will maintain compliance with the YRA Minimum Equipment requirements. To the fullest extent permitted by law, I hereby waive any rights I may have to sue the YRA with respect to personal injury or property damage suffered by myself or my crew as a result of our participation in the YRA and hereby release the YRA and it's race organizers from any liability for such injury or damage.. I further warrant that I have not relied upon any of the above entities or individuals in preparing my yacht for racing.

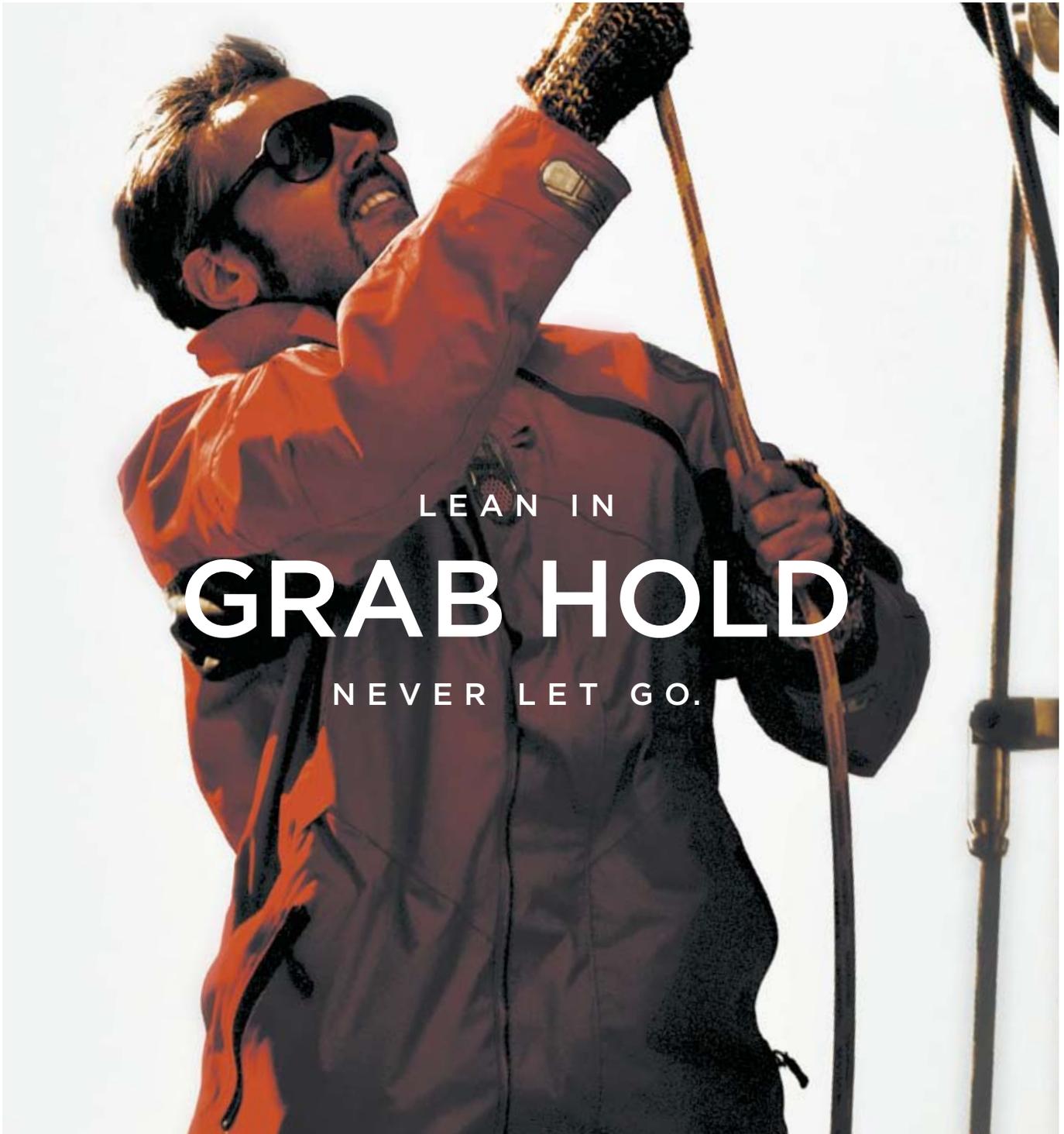
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WHY WAIT? —

If you're like most sailors, you'd love to own a half-million-dollar yacht with all the latest electronic gadgetry and more creature comforts than a penthouse condo. But as you'll read here, until the day comes when you can afford such a showpiece, there's no reason not to fast-track your sailing career aboard whatever vessel meets your current budget — no matter how small it might be.

The combination of a spontaneous idea, the need for a new adventure, and a quick search on *craigslist* resulted in me buying my first sailboat. I showed up at the dock and a cute 24-year-old guy named Matt had the engine running on

We'd often anchor next to beautiful, expensive-looking sailboats, but somehow I felt we always had more fun. We would jump into the icy-cold water for a swim, and barbecue at sunset. The bow of my boat often served as a perfect dance platform. I'm sure we were good entertainment for the geezers next to us, as they sipped their chardonnay. It wasn't long before I fell in love with my new life as a sailor.

After six months, it was time to upgrade to a budget blue-water cruiser and start living the cruiser lifestyle. I wanted a boat that could safely take me beyond the Channel Islands.

After a short search I noticed that a 1963 Pearson Vanguard 32 was available in *Latitude 38's Classy Classifieds*. I scraped together \$7,000 and bought what, for me, was the perfect boat. She came equipped with almost everything I needed to leave the dock and even a few extras: a GPS; radar; solar panels; a 25-hp diesel; an oven; refrigeration; and the main selling feature, a flopper stopper! Actually, I didn't even know what that was. She's not the prettiest boat on the dock but who wants that in Mexico anyway? *Que Suerte* is the perfect cruiser in 'camo'.

The first time we left the dock was for a sail out to Santa Cruz Island. What better way to learn about your new boat than out on the ocean? We had so much fun figuring out all of the systems along the way. Anchor gear? We'll see if it works when we get there. Radar? What does that button do? Why was the bottom of the boom vang attached to a stanchion? Oh, so it doesn't shade the solar panel while at anchor. Tillermaster? Yes, this thing really does work! The previous owner had her dialed in with big plans to sail to Mexico, but gave up and walked away. I planned to pick up where he'd left off and continue sailing her.

The lesson I'd like to convey to *Latitude* readers is that it really doesn't take much money to buy a boat that will allow you to go sailing whenever you want and/or get you into the cruising lifestyle.

You'd be surprised how easy it is to find someone who has worked for years preparing a boat, but for one reason or another has given up the dream. Or

someone who had never actually sailed farther than Catalina, and on the first trip offshore realized his or her spouse gets seasick. These boats are out there, and that is where I found mine. You can spend the rest of your life preparing a boat, or you can buy one and just start

"Looking back toward land from two miles offshore was the most life-changing moment of my life."

sailing. Although big, comfortable boats are great, the people on the Cal 25 are having just as much fun as the people on the Beneteau 42. The only difference is how long it took them to get off the dock, and how much it costs when something breaks!

I'm only 30 and I haven't sailed long, but my advice to both young and old would-be sailors is: Buy any decent boat you can so you can get out there and



Heidy demonstrates her salty nature by kissing the day's catch. Her get-out-and-do-it spirit seems rare among young would-be sailors.

his little Cal 25 named *Night and Day*. He told me that six months earlier, when he bought the boat, he had never sailed before. But over the summer he made several surf trips to Santa Cruz Island and taught himself to sail. If he could do it, I thought, so could I!

"Toss the lines, she's ready to go," Matt said as soon as I arrived. We motored out of Santa Barbara Harbor and hoisted the sails. When he handed me a Heineken I was hooked! All I could think was, where do I sign? Looking back toward land from two miles offshore was the most life-changing moment of my life. Thoughts of island adventures began to run through my head.

Throughout the winter I sailed that little old Cal 25 out to the islands every chance I got. Her sails were worn and her paint was faded, but her crew was enthusiastic. Her little 5-hp outboard started every time — after about 106 pulls. Nonetheless, she sailed like a champ as 20 knots of wind pushed us into the unknown. The more wind we had the more excited I got, although I can't say the same for my crew.



GO SMALLER & GO SOONER

sail, sail, sail! If you know the basics, you can be your own captain and teach yourself. One of my favorite sayings is, everything you prepare for won't happen, and everything that happens you'll deal with. The sooner you buy a boat and take your first sail the sooner the adventures begin.

— heidy gross
santa barbara

After receiving Heidy's upbeat essay, we put out a request for other bargain boat stories, and a variety of sailors chimed in about their experiences.

I am now cruising my Pearson Triton Answer (#374), a 1962 Sausalito-built boat. My folks bought her new and she has always been owned by us.

I am currently in Gibraltar and will set out for Funchal, Madeira this week.

Below: Heidy and her buddies couldn't be happier with her budget cruiser, now renamed 'Que Suerte'. Left: Heidy and her sister Tammy strike a pose; Being a true do-it-yourselfer, Heidy even cleans 'Que Suerte's' bottom.

weather permitting. This year I trucked her from California to Annapolis, then relaunched and rigged there. I did a transatlantic crossing, then picked up my girlfriend Jan in Valencia. Together we sailed to the Balearics, Sardinia, Corsica and up to the south of France. We watched the classic regattas in Cannes and St. Tropez. It's been an amazing once-in-a-lifetime adventure on a very capable, yet small-budget boat.

I am 57, so I decided to go now as I felt I would not want to do it if I were much older. I'm working my way home now.

— dave wilson
alameda

My wife and I purchased our first boat, a 1986 Catalina 27 named *Walkabout*, from my former boss, who thought he would love to go sailing! He didn't. And neither did his wife. The boat was basically sound, but cosmetically a bit on the worn-out side. It had mold



GREG & LYNN vANDALEN

The vanDalen family spends many happy days together exploring San Francisco Bay aboard their \$5,000 27-footer.

on one side (where the sun didn't shine) and dirt on the other side (where the road was). We offered him \$5,000, put in some elbow grease, upgraded to a new main and a couple of new halyards, and now we try to go out as often as we can. Of course, we'd love to go out the Gate and turn left, but until the kids are out on their own we are going to learn everything we can about repairing boats and we'll slowly progress toward something large enough to follow our dreams.

— greg & lynn vANDALEN
berkeley

We also heard from New Zealanders Jennie and Bob Crum, whom we hadn't seen since the '96 Baja Ha-Ha rally, when they were sailing with their kids, Malcolm, 10, and Naomi, 8, aboard their CF 37 Gumbot. They'd picked up this old IOR warhorse cheap in California, and eventually sailed her all the way home to New Zealand.

Now, 15 years later, Jennie explains that her kids are still sharing their parents' passion for adventures under sail:

Our kids have grown up now, and apparently the trip wasn't too bad on them. Daughter Naomi (now 23) followed up an interest in the Spanish that she was exposed to in those fun Mexican days as an 8-year-old, and is now pretty fluent. Having also grown up with her dad's stories about trailering an Alacrity 18 (bilge-keeler) from L.A. to San Felipe in 1980, and sailing it down the Sea of Cortez then on to Costa

ALL PHOTOS QUE SUERTE



WHY WAIT? —

Rica, she thought that sounded like a good way to get in some surfing. So she figured she'd do something similar herself.

— jennie crum
new zealand

Naomi elaborates: In March I bought a Columbia T-23 on a trailer in Alameda for \$2,000 and spent the summer with my parents working furiously on it. The work was fun, but the bookkeeping was not, so I can only estimate how much I poured into *Medusa*, but I'm guessing it was about \$3,000. Talk about a hole in the water! A few tubes of 5200, some new fittings, an extra anchor, a dinghy. . . who would have thought it would all add up so fast!

Before I started giving my paychecks to West Marine, I had fantasies of autopilots, roller-furling, and maybe a new engine. However, I soon figured out that I'd much rather travel for longer with a couple of bungees as an autopilot and a lot of sail changes, than trick out my little trailer sailer with all those fancy-pants add-ons.



A passing cruiser snapped this shot last month of Naomi and the boys breezin' across the Sea of Cortez aboard 'Medusa'.

So, after a year and a half of living at my auntie and uncle's in Santa Barbara, working three jobs as a barista, babysitter and brown-noser, I got my retirement fund back from CalPERS (five hundred bucks, whooh!) and drove the boat down to San Felipe,

at the northern end of the Sea of Cortez. Dad cruised with me for the first three weeks, revisiting some of the adventures of his youth. I then had a few weeks of solo sailing until I met up with a couple of new crew. They are strapping young lads that barely fit in my boat, but I gotta say it's a lot easier pulling up the anchor with them around!

Medusa doesn't have much: a handheld GPS and VHF; a Rubbermaid cooler; a 30-year-old 6-hp outboard; a plastic Sportyak dinghy with oars; a solar panel for the battery so I can play music on my iPod; and my favorite item, a brand-new gennaker I got for a song in Santa Barbara.

My two crew members have next to no sailing experience, but they are keen, helpful, and are loving it — in fact they're both now inspired to do their own sailing adventures. They'll help me make the crossing from Baja to Mazatlan, then I'll swap them for my brother, who'll cruise with me over his Christmas break. After that I'll hopefully be able to find more crew to help me out

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GO SMALLER & GO SOONER

as I venture farther south.

I'm hoping to make it as far as Costa Rica — as long as I survive the Gulf of Tehuantepec and don't bump into anything or run out of money.

When people I meet along the way ask me about my trip, some are shocked, to say the least, by how far I'm planning to go on such a tiny boat — a few have even tried to persuade me to sell the boat and go home. Maybe they are just surprised because they think I have the

"My Dad kept asking me if I thought I'd be able to get used to life on the ocean. I'm wondering how I could ever stop!"

wrong genitalia for this kind of thing.

However, most people are stoked about it and have plied us with bags of fresh produce, carafes of water, offers of fresh showers and the use of washing machines. When we were in San Juanico, a lovely Canadian couple even

gave us a goodie bag full of canned goods and — *gasp!* — a cold beer each! This was after watching us comb the waters for hours, looking for any and all types of shellfish to go with our cabbage tacos.

I'm only two months in and already this has been the most amazing, life-changing, educational experience I've ever had, and the most fun! In a couple of weeks we'll be somewhere near Isla Isabella for my 24th birthday, which is where I spent my 9th birthday after the 1996 Baja Ha-Ha on our CF 37, *Gumboot*. I couldn't be happier! I just heard from my uncle that he sold the trailer in Santa Barbara for \$600, which means all up I spent around \$4,400 on the boat.

As I said before, I'm not too enthusiastic about bookkeeping, but with the boys and their large appetites (and manly beer-thirsts) we're spending around 500 pesos a week (roughly \$36 USD). My Dad kept asking me if I thought I'd be able to get used to life on



Naomi and crewman Mike marvel at their catch. It wasn't the biggest mahi in the Sea of Cortez, but it was their first.

the ocean. I'm wondering how I could ever stop!

— *naomi crum
medusa
somewhere in mexico*

In 1995, when I was 31, I bought a '73 Irwin 28 in Burlington, Vermont.

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WHY WAIT?

I named her *Hokahey* after the Native American expression about living life fully — or more literally translated: "It is a good day to die." She had a Navik windvane, which was essential for my vision of a single-handed trip from Vermont to the Virgin Islands and back.

I paid \$6,000 for her plus another \$1,000 to add GPS, a stereo, and a few other improvements. She had an original Atomic 4 inboard, which worked most of the time. I was able to borrow many charts, a liferaft, and an old EPIRB.

In October 1996, *Hokahey* and I left Burlington, and sailed down Lake Champlain through the locks into the Hudson River, to New York, and then along the coast and on the ICW (Intracoastal Waterway) as far as Beaufort, North Carolina, where I took 20 days to sail her to St. John, USVI. I spent three months in the Caribbean, (mostly in Culebra, in the Spanish Virgins), and then took two months to sail her back.

I spent a considerable amount of time in varying degrees of fear because most experienced sailors I met thought

I was crazy to attempt a single-handed trip on such a vessel, especially without any blue-water experience under my belt. But I'm glad I made the trip.

My one main regret is that by the

"Now is a great time to find seaworthy boats at accessible prices!"

time I arrived I was so emotionally spent from the journey, that I was too timid to explore the Caribbean very much, even during a rare four day stretch with westerly winds. (It was an El Niño year with weird winds.) At any rate, I made it there and back, matured by the experience, and happy that I set such a goal, and managed to make it happen without any major incidents. I did have a community of support which was great. And while in Culebra, I worked at a dive shop in exchange for all the diving I wanted.

Since then I have chartered boats in several locations around the world,

and have co-owned an Ericson 32 in Sausalito, and just recently I finally managed to join the 2011 Baja Ha-Ha.

Now that I am older and with a bit more financial solidity, I look forward to another adventure ocean crossing. Perhaps the Pacific Puddle Jump sometime down the road, although it doesn't have to be singlehanded this time.

Now is a *great* time to find seaworthy boats at accessible prices! I completely encourage anyone — especially those younger and/or without a surplus of cash — to follow their dreams. Water makers, refrigerators, pressure water, hot water, chartplotters, radar, SSB — all of these are optional!

—jan passion

Just so we're clear, neither we nor any of these writers advocate shunning big, comfortable boats if you can afford them. But as you can see, it doesn't take deep pockets to get started with a bargain boat. So if that's all you can afford, we say, "Why wait? Go sailing."

— latitude/andy



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2011 — THE YEAR



Though nothing compared to the devastation in Japan, the Tohoku tsunami gave the West Coast a taste of Mother Nature's ways.



ERIC WILLBUR

Emmy Newbould of 'Nataraja' enjoys a bubble bath and champagne on Palmyra.



COURTESY NEREIDA

'Nereida's broken boom ended Jeanne Socrates' nonstop circumnavigation.

With the news that San Francisco Bay would host the America's Cup in 2013, we introduced a new 'AC 34' feature in the magazine.



JERRY BORUCKI

Jerry Borucki bashed his way out of an ice-packed bay in the Gulf of Alaska.

If you weren't paying attention, you might have blinked and missed 2011 entirely. If that sounds like you, here's a recap of the year's top sailing stories. **January** started with triumph and tragedy. On the same day we reported the loss of Julie Newton and Paul Smulders' 43-ft Laurent Giles-designed woody *Mia II*, we also spread the good news that San Francisco Bay would host the next America's Cup. German foreign exchange student Viviane Farke paved the way for the placement of several students in sailing host homes. Laura Dekker made St. Martin. Catherine Baker sailed 12,000 miles thanks to the *Latitude Crew List*. And BAADS' Team Alpha headed to Florida for the US Disabled Sailing Championship and America's Disabled/Open Regatta.

February was no less dramatic with the news that revered Sausalito legend Harold Sommer had passed away at 85, Jeanne Socrates' nonstop circumnavigation attempt aboard *Nereida* ended at Cape Horn after a knockdown broke her boom, and yet another sailor drowned when he fell into the drink after imbibing too much drink. We introduced a new section in the magazine dedicated to all things America's Cup, covered the always-popular Corinthian Midwinters, took a tour aboard Cita Litt's fabulous yacht *Sea Diamond*, shared Olivier Peyre's dream to travel around the world without using fossil fuels, and congratulated Stan Honey on becoming the 2010 U.S. Rolex Yachtsman of the Year for his record-breaking jaunt around the world aboard *Groupama 3*. Jerry Borucki shared the chilling tale of his icy trip north — from which he was in danger of not returning.



LATITUDE / RICHARD

Cita Litt's popsicle toes wiggled away aboard her 55-year-old, 90-ft yacht 'Sea Diamond'.



JULIE NEWTON

'Mia II' ended her illustrious career as a world cruiser on a Baja beach.



LATITUDE / ANDY

Acrobat fever spread along the West Coast in the wake of 'La Loupoite'.



COURTESY AMERICA'S CUP



LATITUDE / RICHARD

Banderas Bay Blast participant Karen used her softest parts in the water balloon catch.



COURTESY QUEST

Scott and Jean Adam were killed by pirates.



STEVE HOLLOWAY/RUNEMEDIA

Chris Sears' crew provided righting moment on the Express 37 'Exy' during the Big Daddy Regatta.

Things settled down a little in the **March** issue, but not completely. Tragically, four sailors on the Marina del Rey-based Davidson 58 *Quest* were kidnapped and murdered by Somali pirates. We also honored yet another Sausalito icon, sailmaker Jim Leech, when he passed on. On a lighter note, we introduced readers to Delphine Lechiffart and Franck Rabilier, French cruisers who are financing their cruising lifestyle by performing acrobatics in the rigging of their boat *La Loupoite*. Later in the year, they showed off their skills in the Bay Area. The Three Bridge Fiasco drew 318 boats, which battled light conditions that eventually sent half the fleet back to the barn. We began introducing this year's class of Pacific Puddle Jumpers, showed off the modeling skills of a sea-loving convict, and recounted the restoration of the 103-ton, 85-ft wooden double-ender *Cloudia*.

The drama quotient struck a new high in **April** when we reported on the Tohoku tsunami that devastated Japan and wreaked havoc on West Coast harbors. Sailors throughout the Pacific shared how the tsunami affected them. We profiled dozens of programs dedicated to getting today's kids out sailing, and we recapped the Big Daddy Regatta, which was big fun as usual. Our 'Boat-In Dining Guide' was wildly popular (and is available on our website). Orange Coast College School of Sailing and Seamanship's 65-ft S&S-designed *Alaska Eagle* explored nippy South Georgia Island while Liz Clark got down and dirty in the South Pacific by diving into the bilge of her Cal 40 *Swell* to subdue a stubborn sanitation hose.

2011 — THE YEAR

COURTESY X



David Addleman dove with the rays in Palau.

LATITUDE / RICHARD



Mike Harker of 'Wanderlust III' died of a massive stroke.

LATITUDE / ANDY



The vahines put on unforgettable shows at the Tahiti-Moorea Sailing Rendezvous.

COURTESY LIGHTSPEED



Kathy Kane demonstrates how to make 'naked fish' while naked aboard 'Lightspeed'.

LATITUDE / RICHARD



'Hanuman' creamed to weather in the St. Barth Bucket.

HENK DE VELDE



Six-time circumnavigator Henk de Velde made San Francisco Bay a stop on his last trip around.



In May we celebrated a group of local heroes. Erik and Brian Jones were awarded US Sailing's Hanson Rescue Medal for helping two capsized sailors, and Merle Hall and his family saved a teenager's life after she jumped from the Golden Gate Bridge. Brad Van Liew won the Velux 5 Oceans aboard his Eco 60 *Le Pingouin*. The big news on the Cityfront was that the renovation on San Francisco Marina had finally begun, after 10 years of planning. Two more German foreign exchange students displayed their sailing prowess on the Bay. The St. Barth's Bucket and Voiles made us all drool over 'sailing porn'. We took our annual boatyard tour, and detailed the restoration of Carl Schumacher's original Quarter Tonner *Summertime Dream*. Finally, we grieved the loss of our friend, circumnavigator Mike Harker, who died of a massive stroke while aboard his Hunter 49 *Wanderlust III*.

June saw Jeanne Socrates become an official circumnavigator when she sailed into Cape Town to effect repairs on *Nereida*. Washington State banned copper-based bottom paint and California seemed close on its heels to do the same. Noted yacht designer Bill Garden passed on at the age of 92. The Bumfuzzles returned to the sailing scene with new crew — one just 17 months old, the other threatening imminent arrival. *Dancing With the Stars* pro Louis Van Amstel was the guest of honor at Sequoia YC's Hannig Cup, and the Great Vallejo Race was a bit of a bust when the wind died, leading all but 42 of the 240 starters to drop out. Henk de Velde visited the Bay on his sixth solo circumnavigation and had plenty of stories to tell. Zen sailing happened everywhere from the Delta to Alameda (aboard *La Gamelle*) to charter boats at Catalina.



LATITUDE / ROB

'Dauntless' showed her true colors during the Master Mariners Regatta.



LATITUDE / RICHARD

Doña de Mallorca got bloated during a Zen sail when her PFD inflated.



AINHOA SANCHEZ / VELUX 5 OCEANS

Brad Van Liew sailed to victory aboard his Eco 60 'Le Pingouin' in the Velux 5 Oceans.

Chip Megeath's R/P 45 'Criminal Mischief' streaked across the TransPac finish line.



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COURTESY SAILORS' RUN

Jennifer of 'Cocokai' diving in the Solomons.

'Dancing With the Stars' pro Louis Van Amstel was the guest of honor at the Hannig Cup.



COURTESY TED HANNIG



CARL CARLSON

Aw, rats! Every sailor's nightmare.

The **July** issue saw some hot AC45 action when the boats — and Russell Coutts, after a spectacular pitchpole — hit the Bay. Well-loved Alameda sailmaker Rui Luis was mourned after his untimely passing. California's legislation to ban copper bottom paint became a lame duck after extreme manipulation. Kathy Kane memorably demonstrated how to make the best possible sushi aboard your boat (in the tropics!). The Master Mariners put on an unforgettable show, as usual. Brian Coggan and Alana Carara shared their six-month Sea of Cortez adventure aboard *Lost Boy*, while Coggan's parents sent in a report of their own from the South Pacific. Readers paid homage to their unsung heroes — remarkable sailors who have changed the lives of others in the sailing world with no expectation of acknowledgment. And we told you exactly how much it costs to go cruising: "It costs what you have."

August saw reports of *Amore Kai's* ingenious jury-rigged bamboo mast; the loss of *Ka-Em-Te* and the rescue of her entire crew as they sailed the clipper route to the Pacific Northwest from Mexico; the arrival of the 370-ft Chilean sail-training brigantine *Esmeralda* to the Bay; John Silverwood's return to long-distance sailing after losing a leg in the 2005 accident that was documented in his book *Black Wave*; Nicole and Gar Duke's 'closing of the loop' aboard their Pacific Seacraft 40 *DreamKeeper*; David Addleman's adventures in Palau aboard *X*; Christine Neville's selection as the US Sailing Women's Singlehanded Champ; and Carl Carlson's midnight toilet surprise of a rat trying to scramble up his junk! Stunning reports on the TransPac and Tahiti-Moorea Sailing Rendezvous rounded out the issue and were feasts for the eyes as well as the imagination.

2011 — THE YEAR

NEIL WEINBERG



Bob Klein's old 'Leading Lady' took a final bow.

ROYANNE FAIRBARN



'Solar Wind' showed off their support of the Bay's newest charity race, the Pink Boat Regatta.

Some waterfront buildings in Barra de Navidad suffered when Hurricane Jova hit.



MITZI CARTER



Aya is the poster child for the Delta Doo Dah.

COURTESY NEW MORNING



Neptune slays a mermaid on 'New Morning' during the Puddle Jump.

COURTESY SWELL



Liz is head over heels.

AC45s spent months practicing on the Bay.



JEREMY, RACHEL'S BOYFRIEND



In September, we recapped the 3,000-mile Pacific Puddle Jump, which included 193 boats from dozens of countries, as well as the Delta Doo Dah 3D, a 50-boat run from the Bay to the Delta that gets better every year. Six *vaka moanas*, traditional Polynesian catamarans, made San Francisco Bay a stop on their tour to raise awareness of the dismal state of our oceans. *Rambler 100* turned turtle during the Fastnet Race but all her crew were successfully rescued. Owl Harbor's new management made dramatic — and welcome — changes to the marina. Mike and Diane Robinson rescued an overturned Hobie sailor on their way home from the Doo Dah. More Zen sailing was had, this time in Richmond, aboard *La Gamelle*. Joel Kellogg recapped his solo trip to the Marquesas aboard his Westsail 32 *Balena*, and John Thompson gave advice on how to successfully hitchhike around the world on other people's boats.

We first broached the subject of a Southern California version of the Baja Ha-Ha — the SoCal Ha-Ha — in the October issue and the response was very positive. *Profligate* was caught leaving Oceanside in some huge swells that made for great photos. We profiled three young Bay Area sailors who were selected for the Oakcliff All-American Offshore Team to sail in the Transat and Fastnet, as well as some of the inspirational sailors who make up Challenged America. The Great San Francisco Schooner Race gave onlookers a show, as did a particularly epic Rolex Big Boat Series. Mike Johnson shared stories of his many varied voyages, the 'eye-deen footahs' showed off, cruisers dropped by the Bay on their way south, and Alameda got a boat-in grocery store.

IN REVIEW



SHARON GREEN / WWW.ULTIMATESAILING.COM

The Farr 30s showed how it's done in the Big Boat Series.

Mike Johnson explored Greenland aboard his Westsail 32 'Aissa'.



COURTESY AISSA



ANDREW VIK

Andrew Vik had another wonderful summer cruising Europe aboard 'Geja'.



Partyin' at Bahia Santa Maria during the Ha-Ha.



ANDY TURPIN

The vaka moanas raised awareness on the Bay.



LATITUDE / ANDY

Bob 'Big Daddy' Klein's old IOR warhorse *Leading Lady* stepped off the stage when a salvage company hauled her off for scrap, but she was fondly remembered by many who'd been touched by Klein's generosity. Who knew water could be a fire hazard, but such is the case when bottled water is left out in the sun. We once again brokered a bond exemption for Puddle Jumpers, much to their delight. The Leukemia Cup upped the ante again by bringing in \$1,020,000 in donations, and a new charity event, the Pink Boat Regatta, attracted a large fleet to raise funds for breast cancer research. We interviewed Tom Corogan, 84, on the eve of his departure for Cape Horn aboard his Westsail 32 *TLC*, profiled the first batch of season champs, and got an update from Andrew Vik about his summer cruising Croatia aboard *Geja*.

December's issue featured a recap of the happily uneventful Baja Ha-Ha 18, otherwise known as the 'Barely Legal Edition'. Leg One of the Volvo Ocean Race started and ended almost as quickly for half of the six-boat fleet. Former Bay Area resident Jan Anderson died when she was swept off her boat *Triple Stars* during the North American Rally to the Caribbean. We reviewed the Rules of the Road as they pertain to kayaks and paddleboards, and introduced a soon-to-be-produced documentary called *Sailing the Bay*. Kame Richards created a land sailer to teach kids to sail, *Quantum Leap* landed in Maui after being abandoned, and Emma Creighton was the first American woman to finish the Charente-Maritime/Bahia Transat on her 21-ft Mini. Of course there was much, much more, so if you missed any of these stories, you can download entire issues from www.latitude38.com.

A SHORTSIGHTED RESCUE?

On November 5, four days after leaving San Diego on what was to be a two-year circumnavigation, singlehander Dennis Howard was taken off his San Diego-based Flicka 20 *Avalo* in Mexican waters by the crew of the 378-ft Coast Guard cutter *Mellon*, and his boat was left to drift. Howard has now filed a claim against the Coast Guard for \$150,000 in damages, part of it being the loss

been a sailor for 30 years. A number of other legally blind people have made remarkable passages. For example, Hank Dekker, who is almost completely blind, soloed to Hawaii in '83 on a small boat, then made the crossing again three years later with the '86 Singlehanded TransPac aboard his Laser 28 *Outta Sight*. More recently, Scott Duncan and Pam Habek,

both of whom are legally blind, did the Baja Ha-Ha rally on their Valiant 32 *Tournesol*, then continued on all the way to Australia.

Howard was aboard a Flicka 20, a little brick shithouse of a boat as opposed to some lightly built daysailer. The fact that the boat no longer had a motor or a usable mainsail should have been irrelevant,

because there was plenty of sea room, and eventually Howard would have been able to sail downwind. Once the storm passed, he would no doubt have been able to jury rig his main. Howard had also prepared for the upcoming storm, having deployed a storm anchor. Lastly, although he had an EPIRB, he didn't set it off. Those are a lot of arguments for his contention that he should have been allowed to stay with his boat.

As we said, it was a difficult situation.

"Going to sea is one of the few things you can do in this world to gain absolute responsibility for yourself."

The Executive Officer probably didn't know the difference between a Flicka 20 and a lightly-built Clipper Marine 20, and likely had no idea whether the little boat was suitable for such weather. Then, too, he was in no position to evaluate Howard's ability to see. But can you imagine the uproar — and lawsuit — that would have followed if Howard had been allowed to stay with his boat and was never seen again? Or how such a decision might have haunted the Executive Officer for the rest of his life?

We also understand Howard's point of view. This voyage had undoubtedly given purpose to his life. An apparently experienced sailor with a seaworthy boat, he hadn't declared a mayday or set off

his EPIRB. And there was no reason to expect that once the next storm had passed, he couldn't easily continue on to a Baja anchorage under jib and/or jury-rigged main.

Howard's complaint is that he never got to talk to the decision-maker, and that he didn't even know why they were on his boat until they started shouting at him to get off the boat.

As we went to press all the details of the rescue and *Avalo's* condition had not been released. But given the story as we reported it, we asked readers of our online report in *Lectonic Latitude* to chime in on the controversy: Was the Coast Guard's decision correct or not, we asked. Why? And who did they think will win the lawsuit? This whole issue obviously struck a chord with many readers, as we received a wealth of varied opinions. Below is a sampling of excerpted reader comments:

The Coast Guard was correct, I think, in their concern for the captain and his vessel, and within their rights to try to protect him from harm. However, I think they lost sight of the title I just used: captain. As the master of his vessel, no matter how small or seemingly frail, I would argue that he had a right to make his own assessment of the situation, and to refuse rescue. . . . Going to sea is one of the few things you can do in this world to gain absolute responsibility for yourself, your boat, and your crew. I think that's a principle we should uphold.

— bob schilling



Offshore in Mexican waters the 20-ft Flicka 'Avalo' bobs on the swell as Guardsmen approach. The 'rescue' quickly became controversial.

of his boat — and most of his earthly possessions — which haven't been seen since.

It is a complicated situation. The decision to force Howard, a former health care executive, to leave his boat rested on the shoulders of the Executive Officer of the *Mellon*. The Coast Guard says that in such a situation, it's the responsibility of the commanding officer of the cutter to assess the overall situation — from the sea state to what he knew about the boat — to determine if it is a life-threatening situation. If it is, he is obligated to declare it a "manifestly unsafe voyage" and have the crew taken off the boat.

In this case, one of the things that might have swayed the Executive Officer's decision is that Howard, 62, is legally blind as a result of an illness. Significantly, the Coast Guard was there with a 378-footer from San Diego because some of Howard's friends had called them after receiving a phone message from Howard in which he apparently described his situation as an emergency. In addition, Howard was on a mere 20-ft boat, the boom's gooseneck had broken in a storm the night before, he'd lost the use of his small outboard, and there was another strong storm approaching.

Before anyone jumps to the conclusion that the Coast Guard made the correct decision, they should consider the other side of the story. Howard claims that he's

US COAST GUARD



The USCG will win. Declaring Dennis Howard to be engaged in a "manifestly unsafe voyage" is a reasonable interpretation of the facts, especially with another storm brewing. And there may be details here of which we are not yet aware. The power of the USCG is way above that of most other government agencies.

However, it raises the question as to what would have been a better response by the USCG. They initially responded to a query from concerned friends, but after finding him alive and well, they should have given him the option to continue his

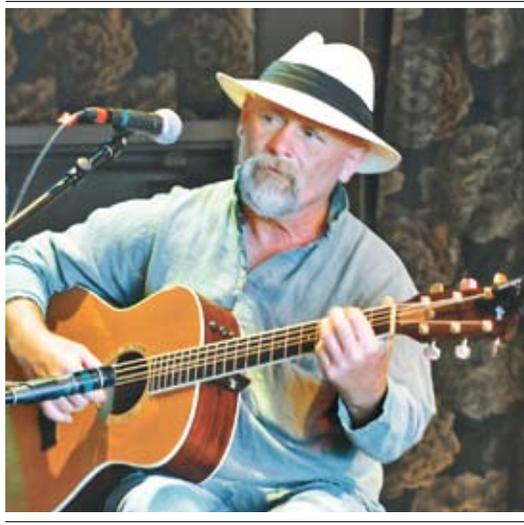
"If the guy was willing to die quietly without putting anyone else at risk I say let him."

voyage if that's what he wanted (perhaps after he signed a waiver to that effect).

Climbing Mount Everest is "manifestly unsafe" but can some government agency stop you from doing that? Nope! We allow folks the option to put themselves in danger all the time and Dennis Howard ought to have been given the same right. . .

Given the size of the USCG vessel, and the size of the Flicka, a tow

Dennis is an accomplished musician who planned to give performances along his route (below).



or a lift aboard would have been a better USCG option than casting the vessel adrift.

— tom dalglish

"I admit to a bit of bias. My son is an officer in the Coast Guard. I still think that this guy should have been left alone. Maybe he would have died. In fact, I think that's likely. I'd still rather he were left to it. On the other hand, in today's world where folks feel as though they have a right to be rescued from doing stupid things it's not hard to see the Coast Guard's point of view. It wouldn't be my son put at risk trying to rescue this knucklehead, but it would have been someone he knows. As long as we rely on being rescued, we should at least let those put at risk during rescues set some ground rules.

Going offshore in a potter (Flicka) is incredibly stupid. Yes, I've been offshore, in *real* weather. If the guy was willing to die quietly without putting anyone else at risk, I say let him. Of course, he wouldn't. He'd yell for help when the conditions were much worse and put a flight crew at

risk. Lawsuit? The government will settle it and he'll get money. Much more money than a rescue swimmer's family would get



US COAST GUARD

No doubt officers aboard Coast Guard vessels like the 378-ft cutter 'Mellon' often have to make difficult judgment calls.

when he died trying to rescue a foolish "yachtsman" later. And that's what bugs me.

— robert burns

I'm all for letting people do stupid stuff. Problem is with our media. If they had let a legally blind man continue on course with a broken boat, can you imagine the outrage should he perish? I guess we think that the Coasties have nothing to do but follow and keep watch on everyone who wants to risk their lives.

Things have certainly changed over the last 30 years. When doing long trips across oceans, boats were generally assessed for structural integrity, all systems were checked and repaired if necessary, extra parts bought just in case.

Of course back then, it might take several days to get help if something happened. Today, some will take boats not designed for extended ocean voyages on long ocean races (ID 35s, Farr 36s), relying on the Coast Guard or commercial shipping to save them. That is not only not very smart, it is selfish.

I'm not a complete curmudgeon, I have nothing against folks sailing Moore 24s, SC-27s and Olson 30s to Hawaii. Most pay incredible attention to preparation. Although maybe a little small for my tastes, these boats have been proven in more extreme conditions.

— pam martin

Dennis lost control of his situation when he shared his predicament with his friends. Then they made the decisions for him. This case is similar to that of the skipper of the Westsail 32 in *The Perfect Storm* in 1991. He did not maintain control of his crew who radioed for unnecessary assistance. The skipper must make people understand, whether they are aboard or ashore, that he is the one

A SHORTSIGHTED RESCUE?

who calls the shots. I sympathize with Dennis, but he will lose all around.

— *john kudulis*

I'm a retired US Navy diving and salvage officer, and commanded *USS Grapple* (ARS 53). I also owned and cruised a Vancouver 27, so am well acquainted with the Flicka. My opinion is based only on the photo and any assumptions are based on only that photo, but seeing the condition of the Flicka in the picture where conditions appear benign, I'll side with XO of the *Mellon*.

The story says that only the gooseneck was broken and that a sea anchor was deployed. Why had Howard not secured his mainsail after losing the gooseneck, and why are there multiple lines adrift in the water (starboard bow and starboard quarter)? Are the sea anchor and its tending lines and attachment points stout enough, and the condition of gear on deck (loose oar) and below (unseen) secure? All imply a lack of readiness to face worsening weather.

The time to take action in this case is prior to *extremis*. Would the CO of the *Mellon* have been better off waiting for the EPIRB to activate at the height of the storm, thus endangering not only Howard but also the rescuers? Howard did a poor job of convincing the USCG that he was safe and secure, and (again based only on the photo) it appears that they were justified in their actions.

— *d. e. davis*

Tough decision, whether to take the safe route (which the XO did), or let someone continue on in a vessel that was not seaworthy. I think the XO made



Pocket cruiser advocates would argue that a Flicka 20 is a very capable cruising boat. This sistership lies in a French Polynesian lagoon.

the correct decision, unlike the Alameda firemen and police watching that man drown.

The Coast Guard is not a babysitting

organization. They're strictly guided to make life or death decisions. We'll never know if Howard could have made it, and I feel his pain at being stopped by a third party. I'm curious: If he does sue, is he going to list his friends for directing the Coast Guard to him in the first place?

— *steve denney*

He's the one that called his friends and got them all worried, so if he wants to sue someone he should sue his friends. But he really needs to look in the mirror! Personally, I'd never leave my boat no matter what the Coast Guard said unless she were sinking out from underneath me!

— *craig shaw*

The Coast Guard Executive Officer made the decision without knowing the Flicka's fine capabilities or the skipper's extensive sailing experience. He just listened to Howard's friends' panic and the fact that Howard is blind and his boat is little. Why didn't he gather more information instead of officiously separating the man from his dream?

— *ginger clark*

Another example of the nanny state. No one should be forced off his (or her) own vessel unless he (or she) requests that such an action be taken. The friends who called the Coast Guard because they thought Howard needed to be rescued can almost be forgiven for their misunderstanding of the situation, but the EO of the *Mellon* should have talked personally with Howard to assess the situation before sending in the troops.

— *rich johnson*

I don't know the laws governing such situations but I think what could be a "win-win" solution is to give the captain an option to sign a waiver to provide the CG legal coverage. I am sure some



"To see as I do," Dennis wrote on his website, "cover your right eye entirely and peek through a drinking straw with the other."

clever lawyers will still find a way to sue the CG, but having a waiver would at least make it more difficult for suers to win.

— *ray chang*

I think what the Coast Guard did was plainly wrong. The least they could have done was put a light and radio beacon on the boat, so there was some chance of recovery. Aaarrrghh. The CG should pay for his loss, without a doubt.

— *gerald sobel*

I think the CG made an incorrect but understandable decision. There is insufficient small-boat training for most officers in the CG for them to make a reasonably informed decision in a case like this (based only on what has been published). I think Mr. Howard will win some kind of settlement in his lawsuit.

In full disclosure I am a former CG officer with extensive small-boat experience before, during, and after my service. But the vast majority of officers have limited small-boat experience, particularly sailing.

— *al hughes*

I think the correct decision would have been to allow Howard to stay with his boat and just monitor him — the CG can do that — but evidently this commander was not going to give him the benefit of the doubt, and save the CG time and energy should they have to ultimately rescue him. . .

Also, as you know, the CG is not a fan of singlehanders because quite literally a singlehander cannot avoid violating Navigation Rule 5 which requires everyone to ". . . maintain a proper lookout at all times. . ."

— *linda newland*

As the organizer of the safety at sea seminar for people in the Pacific Northwest doing the TransPac and Vic-Maui races, we spend considerable time discussing stuff like this. I tell my students that whenever the Coast Guard gets involved, a legal process has begun and this is proof of that.

I do not believe that the commanding officer of the *Mellon* should have terminated the voyage. There was no clear

and present danger. Unfortunately the picture seems to imply otherwise as it looks as if the boat is sinking.

— bob schoonmaker

I have one question. Was *Avalo* scuttled so as to remove her as a hazard to navigation? If not, why not? And if the boat was simply abandoned, why was there no attempt to batten down *Avalo's* hatches and set off the EPIRB, which would help with any kind of salvage effort that might be undertaken?

Bottom line, methinks the USCG performed its duty reasonably, and well within the guidelines it is expected to follow. Dennis will not prevail if he sues.

— rich jones

The basic lesson is that if you or someone else invites the USCG to come to your aid, you are no longer the captain of your vessel. The USCG is. Therefore you should never request the assistance of the USCG unless you are prepared to abandon your vessel. . .

The final point is to never provide problem information to friends and family ashore, even those who are experienced sailors. When communicating with family and friends never give them

"I'd never leave my boat no matter what the Coast Guard said unless she were sinking out from underneath me!"

information of a problem until you are ready for a rescue. Just tell them, "All is well" until you are ready to abandon ship.

— john stevenson

The Coastie was way out of line. Dennis Howard should win his suit. From what *Latitude* printed, the *Melton's* Executive Officer (where was the CO?) failed to respect the Constitution he swore to uphold. Instead, he thought like a kindergarden teacher. He should

have wished Howard *bon voyage*. He could have respected the tradition of the sea; he could have lent a hand to fix the gooseneck.

Should Howard have sailed on and perished, the Ex O could look for comfort in the fact he lives in and works for a country that claims to grant individuals freedom to control their own destiny as long as they're not endangering others. From what you wrote, endangering others was not at issue. . .

Denying citizens their freedom is a crime in this country, isn't it? Or are we becoming Somalia?

— brooks townes

Although the legal process has already begun, it's likely to be many months, if not years, before the courts make their ultimate rulings on the legal aspects of this case. We'll keep you posted as the process evolves.

In the meantime, there are obviously valuable lessons we can all learn from this hotly controversial affair.

— latitude

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SEASON CHAMPIONS, PART III

It's time for part three of our annual look at the Season Champions from the Bay's various racing arenas. You may notice that this month's segment carries on the changes made for last month's. This month we look at winners of four of the Bay's more popular one design classes, before giving you a snapshot of some of the other winners we unfortunately couldn't include in this year's profiles. While we'd like to include winners from every single class on the Bay, we simply don't have the space, which we take as a sign that the Bay's sailing scene is still as diverse as ever.

Melges 24 *American Girl* Kristian Notto

The name of his boat may be *American Girl*, but fortunately for anyone competing for next season's honors in the Bay's Melges 24 class, Kristian Notto's boat will soon be on its way to Notto's native Norway.

"That was always the plan," said Notto, who came to the U.S. when he was recruited for rowing at Cal.

After injuries forced him to retire from that sport, Notto picked up racing just 2.5 years ago. Other than some casual cruising regattas and daysailing, he spent more time with a sweep in his hand than a tiller.

"I fell in love with the boat," he said. "This one was a really good deal."

Sailing with him was a consistent cast that included Karine Rostad, Steven Bos, and Jake Carr.

"Before the season we meet up and agree on what regattas we're going to sail," Notto said, "that way we don't have people dropping out. The consistency is key."

Another key was the presence of North Sails' Seadon Wijsen, who joined the team as tactician for many of the events.

"We did really well at the SF Melges Race Week because of him," Notto said. "He's just an amazing sailor and tactician."

Notto plans to continue campaigning



ERIK SIMONSON/WWW.H2OSHOTS.COM

American Girl once the boat arrives in Norway, but said he'll miss sailing on the Bay, and hopes to come back for the North Americans in '12 and the Worlds in '13 on the Bay.

"San Francisco Bay is definitely one of the best spots in the world to sail," he said.

Etchells *Magic* Hank Easom

After a solid season that included multiple regatta wins and no finishes off the podium, it was no surprise for Hank Easom's *Magic* to take the Etchells season title. But what was surprising is that Easom did it just a few years shy of his 80th birthday, after a prolonged break from the class.

Easom also garnered the rookie of the year trophy, but the latter was very much tongue in cheek, because Easom is the person responsible for bringing the Etchells to the Bay in the early '70s. A Marin sailor from way back, Easom teamed up with Larry Pulgram and



COURTESY AMERICAN GIRL

Kristian Notto

— ONE DESIGN AND THE BEST OF THE REST

The Legend of Imp author Bill Barton and put up an impressive scoreline to win the title — just another feather in a cap among the countless many he's accumulated over the years.

Having been a boatbuilder since he was in his teens, Easom's history on the Bay goes back to the days of Clipper Yacht Company. But he hung his own shingle in 1955 and opened Easom Boatworks, where he built Clippers and Dashers among other endemic boats, as well as doing repairs. During this time, Easom campaigned for the '72 Olympics in the Dragon class, finishing as runner-up to the eventual bronze medal winner.

Winning the Etchells season is impressive enough, but Easom also took home plenty of other honors with his 8-Meter *Yucca*, perennially one of the prettiest and fastest boats on the Bay. And we'd be surprised if he didn't sail more races on the Bay than anyone this year. Due to timing issues, we didn't get to speak with Easom for this article, but we hope to do a more in-depth interview with him in a coming issue.

Knarr Lykken Joel Fong

The San Francisco Bay Knarr fleet turned 50 this year and to celebrate, Joel

Fong went out and sailed Bob Fisher's *Lykken* to a season championship — 21 years after first doing so. Remarkably, Fong accomplished the feat in a season where over half of the 19 boats that participated scored bullets, and nearly every boat got on the podium at least once. Over the 30-race series, which Fong won on both "raw" score and with throwouts, he scored only 10 races out of the top 10. Four of those came after he and his crew had already clinched the season win.

The San Francisco YC member told the class's newsletter *Knarr Knews* that despite winning the season, it was a Wednesday night woody race that sticks out in his mind.

"Obviously, it was a great year on the water for me, racing big boats, little boats, multihulls, you name it," he's quoted as saying. "But far and away one of my favorite moments of the year was the most gorgeous night of the year — the Wednesday Night Race right before Woodies. I missed the Wednesday Night Races and enjoy those evenings with my friends so much. That was not only a stunning night, but a great week of racing including the Woodies."

Fong picked from a big pool of sailors for the event, including Peter Hertzstein, Dave Wilhite, Rick Fisher, Hans Williams, Tim Wadleigh, Chad Haber, Katie McCabe and Mark Malcoun.

Folkboat Windansea

Don and Dave Wilson

Don and Dave Wilson's Folkboat *Windansea* has been in the Wilson family for close to 30 years. In that time, the two St. Francis YC members have managed to establish an impressive record in the class, and this year was no different.

Windansea went out and won its fourth season championship, and its first since '09. That year, son Dave took over sailing the boat after dad Don had rattled off two consecutive season championships. Dave battled all year with Eric Kaiser's *Josephine*, and this year was no different. Both boats were on the podium nearly every time, but the Wilsons scored ten bullets over the course of the 23-race series, which propelled them to an eight-point lead.

Hull #106, *Windansea* came over from Scandinavia in a container for the class's Internationals back in '81, when Don Wilson purchased her.

You may notice a category in the following couple of pages that you didn't know existed previously, and that's be-



Sometimes you have to be able to hang in a tough spot, here Hank Easom (1960) is doing just that; inset, so is 'American Girl'.

SEASON CHAMPIONS, PART III

cause, well, it didn't! Namely, it is the **OYRA Daylight Series** events, a series of races that can be finished — theoretically — without a need for running lights. The daylight series gave you an opportunity to try ocean racing without the after-dark work. It didn't appear to be a huge draw this year, and therefore has been discontinued for '12 OYRA season.

You also may have noticed that one category was conspicuously absent — the **Party Circuit** winners. In order to simplify the division breakdowns, and reduce the number of divisions while improving the rating distributions, the YRA elected to stop maintaining the same division breakdowns through all three of the Party Circuit weekends: The Great Vallejo Race and YRA Season Opener, the YRA Second Half Opener and the YRA Season Closer.

This is a great development for each weekend on the water, but unfortunately it makes life a little challenging for us. Without a "season," it's hard to have a season winner. But the Party Circuit is easily the most popular of all the Bay's



Hank Easom.

big boat events, and it draws *extremely* competitive fleets for some of the most fun races —and parties — around. So in lieu of a season champion, we're just going to remind you of the winners from the

individual events throughout the year. Before we get to that, although we were unable to include profiles of all this season's winners, we want to make sure as many as possible are recognized. So here they are in no particular order:

- El Toro Seniors:** Art Lange, RYC
- El Toro Juniors:** David Halman, RYC
- Mercury:** Randy Smith, SFYC
- Vanguard 15:** Ken Turnbull/Shannon Ryan, TISC

- YRA-HDA**
- HDA G:** Ahi, Santana 35, Andy Newell, BYC
- HDA Sportboats:** JetStream, JS9000, Dan Alvarez, SSS
- HDA D, SF 30:** Shameless, Schumacher 30, George Ellison, BYC
- HDA K:** Surprise, Islander Bahama, Frederick Kamp, OYC

- YRA-ODCA**
- Alerion Express 28:** Ditzzy, Ralf Morgan, RYC

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— ONE DESIGN AND THE BEST OF THE REST

Express 37: *Golden Moon*, Express 37, Bill Bridges & Kame Richards, EYC

Islander 36: *Windwalker*, Greg Giliom & Richard Schoenhair, SSS

Santana 22: *Santa Maria*, Chris Giovacchini, CYC

YRA-WBRA

Bear: *Kodiak*, Peter Miller, MMBA

Bird: *Robin*, Cissy Kirrane, SYC

IOD: *La Paloma*, James Hennefer, StFYC

YRA-OYRA

OYRA PHRO1A Daylight Series: *Criminal Mishief*, Reichel Pugh 45, Chip Megeath, CYC

OYRA PHRO1 Daylight Series: *Always Friday*, Antrim 27, John Liebenberg, RYC

OYRA PHRO2 Daylight Series: *Split Water*, Beneteau 10R, David Britt, RYC

OYRA PHRO3 Daylight Series: *Magie*, C&C 37, Dave Douglas, BYC

OYRA SHS - Shorthanded: *No Ka Oi*, Gibsea 42, Phil Mummah, SSS

OYRA SHS Daylight Series: *Culebra*,

Olson 34, Paul Nielsen, SSS

PARTY CIRCUIT RESULTS:

THE GREAT VALLEJO RACE SATURDAY

MULTIHULL: **Gaijin**, Peter Adams

PHRF \leq 18: **War Pony**, Farr 36, Mark Howe

PHRF 21-63: **Wildcard**, SC 37, Mark Thomas

PHRF 66-78: **Jarlen**, J/35, Dr. Robert Bloom

SPORTBOAT: **JetStream**, JS9000, Dan Alvarez

EXPRESS 37: **Snowy Owl**, Jens Jensen

SPORTBOAT: **Head Rush**, Antrim 27, Charlie Watt

PHRF 93-108: **Hot Betty**, Olson 30, John Scarborough

SF 30: **Audacious**, J/29, Scott Christensen

SANTANA 35: **Ahi**, Andy Newell

PHRF 111-138: **E-Ticket**, Moorings 38, Noble Gris-



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'Lykken' punches uphill

wold

EXPRESS 27: **Great White**, Rachel Fogel

PHRF 141-159: **Chorus**, K-38, Bradley Asztalos

J/24: **TMC Racing**, Michael Whitfield



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SEASON CHAMPIONS, PART III

PHRF 165-198: **Twilight Zone**, Paul Kamen

THE GREAT VALLEJO RACE SUNDAY

MULTIHULL: **Bobanja**, Bob Hyde
 PHRF ≤ 18: **High 5**, Farr IMS 40, Joseph Andresen
 PHRF 21-63: **Encore**, Sydney 36 CR, Wayne Koide
 PHRF 66-78: **Jarlen**, J/35, Dr. Robert Bloom
 SPORTBOAT ≤ 72: **Family Hour TNG**, Henderson 30, Bilafer family
 EXPRESS 37: **Stewball**, Bob Harford
 J/105: **Whisper**, Marc Vayn
 SPORTBOAT 75+: **For Pete's Sake**, Ultimate 24, Peter Cook
 PHRF 81-90: **Ay Caliente!**, Beneteau First 36.7Aaron Kennedy
 PHRF 93-108: **Baleineau**, Olson 34, Charles Brochard
 SF 30: **Shameless**, Schumacher 30, George Ellison
 SANTANA 35: **Ahi**
 PHRF 111-138: **Uno**, Wyliecat 30, Steve Wonner
 SHORTHANDED — 1) **Stink Eye**, Laser 28, Jonathan Gutoff/Christine Weaver
 EXPRESS 27: **Discotheque**, Echeyde Cubillo
 PHRF 141-159: **Vitesse**, SC 27, Barton Goodell
 ISLANDER 36: **Diana**, Steve Zevanove
 NON-SPINNAKER: **Ulmer Spatz**, Pearson 26 OB, Kristy Lugert
 J/24: **TMC Racing**
 SF 180: **Lelo Too**, Tartan 30, Emile Carles
 PHRF 165-198: **Siento El Viento**, C&C 29, Ian Matthew



COURTESY KNARR NEWS

Joel Fong.

PHRF 201+: **Star Ranger**, Ranger 26-1, Simon James

YRA SECOND HALF OPENER SATURDAY

MULTIHULLS: **Adrenaline**, Mod. D Class Cat, Bill Erkelens Sr.
 PHRF 1 (≤ 54): **Wildcard**
 PHRF 2 (57-78): **Mirthmaker**, Archambault 35,

Douglas Holm
 PHRF 3 (81-96): **Red Cloud**, Farr 36, Don Ahrens
 PHRF 4 (99-111): **Hoot**, Olson 30, Andrew Macfie
 PHRF 5 (114-135): **Uno**
 PHRF 6 (138-186): **Gypsy Lady**, Cal 34, Val Clayton
 PHRF 7 (≥ 189): **Can O' Whoopass**, Cal 20, Richard vonEhrenkrook
 SPORTBOAT 1 (≤ 69): **JetStream**
 SPORTBOAT 2 (≥ 72): **For Pete's Sake**
 NON-SPINNAKER: **Kind of Blue**, Hanse 370, Michael Gregg
 SHORTHANDED: **Dazzler** Wyliecat 30, Thomas Patterson
 ALERION EXPRESS 28: **Ditzy**, Ralf Morgan
 EXPRESS 27: **Peaches**, John Rivlin
 EXPRESS 37: **Golden Moon**, Bill Bridge/Kame Richards
 ISLANDER 36: **Luna Sea**, Daniel Knox
 SF 30: **Shameless**, Schumacher 30, George Ellison
 SF 180: **Adventure**, Catalina 30, Jack McDermott
 SANTANA 22: **Oreo**, Bobby Renz
 SANTANA 35: **Ahi**

YRA SECOND HALF OPENER SUNDAY

MULTIHULLS: **Adrenaline**
 PHRF 1 (≤ 54): **Encore**
 PHRF 2 (57-78): **Jeannette**, Frers 40, Henry King
 PHRF 3 (81-96): **Mintaka 4**, Farr 38, Gerry Brown
 PHRF 4 (99-111): **Sheeba**, C&C 99, Michael Quinn
 PHRF 5 (114-135): **Chimera**, Little Harbor 47, C.

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Two of my three crew for the my Baja Bash were from the *Latitude 38* Crew List. And I used 10 crew from the *Latitude* Crew List during my eight months in Mexico. The outstanding crew in the photo were recruited from the your Crew List after countless hours of emailing and screening for excellence. I recruited seven additional crew from the list during my eight months in Mexico — all superb! They are what made our journey safe and enjoyable. You can take that to the bank!



Brad found excellent crew on our online Crew List. L to r, Eric Orill, Brad, Will Prescott, and Paul Zasada.

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— ONE DESIGN AND THE BEST OF THE REST

Grant Miller
 PHRF 6 (138-186): **Gypsy Lady**
 PHRF 7 (≥ 189): **Can O' Whoopass**
 SPORTBOAT 1 (≤ 69): **JetStream**
 SPORTBOAT 2 (≥ 72): **For Pete's Sake**
 NON-SPINNAKER: **Kind of Blue**
 SHORTHANDED: **Dazzler**
 EXPRESS 27: **Libra**, Marcia Schnapp/Sergey Lubar-sky
 ISLANDER 36: **Windwalker**, Richard Shoenhair/
 Greg Gilliom
 SF 30: **Shameless**
 SF 180: **Adventure**, Catalina 30, Jack McDermott
 SANTANA 35: **Ahi**

YRA SEASON CLOSER SATURDAY

PHRF 1 (≤ 69): **Encore**
 PHRF 2 (72-96): **Split Water**
 PHRF 3 (99-114): **Sheeba**, C&C 99, Michael Quinn
 SPORTBOAT 1 (≤ 69): **JetStream**
 SPORTBOAT 2 (72+): **Vitesse Too**, Hobie 33, Grant Hayes
 EXPRESS 37: **Bullet**, Michael Maloney
 PHRF 4 (117-135): **Life Is Good**, Wyliecat 30, Andy Hall
 PHRF 5 (138+): **Gypsy Lady**
 SF 30s: **Shameless**
 SANTANA 35: **Ahi**
 SHORTHANDED: **Dazzler**
 EXPRESS 27: **Libra**
 NON-SPINNAKER: **Q**, Schumacher 40, Glenn

Isaacson
 SF 180: **Lelo Too**
 SANTANA 22: **Aquila**, Derek Meyer
 ALERION EXPRESS 28: **Maeve II**, Nancy Pettengill

YRA SEA-
 SON CLOSER
 CRAZY EIGHTS
 PURSUIT RACE:
 Minataka 4

We hope you've enjoyed meeting these ardent racers. We'll leave you with a parting thought: The folks you'll see here sail in a wide range of boats, in a wide variety of venues both inside and outside the Bay; they hail from a variety of clubs all connected to the Bay, whether their



Don and Dave Wilson.

clubhouses are physical or digital. To our way of thinking, it shows that *anyone* can do it with a little dedication of the most enjoyable kind. If you're not already doing it, what are you waiting for?

— **latitude**/rg

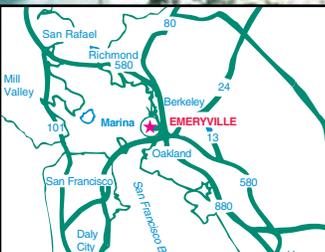


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MAX EBB

"Sorry, Max, did I wake you up?"
"No, of course not," I lied into the telephone.

But the person on the other end of the line could tell I'd been fast asleep. In fact I probably would have been out for the whole night if the phone hadn't rung at eleven o'clock.

I'd been catching up on the America's Cup World Series races in San Diego, and was watching the last day of time trials on YouTube, having missed the live show. Now that my TV connects to the internet, I can watch anything on the net on my big screen home theater from the comfort of my favorite reclining chair. It started out fairly interesting, but after about the sixth carbon-copy time trial run, with times not varying by more than a few tenths of a second either way and every run looking exactly like the previous one, I must have dozed off. This despite the commentators shouting at the top of their lungs as if they had to be heard over NASCAR engines and pretending to be awe-struck by the 25-knot speeds. Even worse for a time trial event, the on-screen time display was running a second or two late compared to the visuals, so whatever excitement could have been evoked by watching the clock run out as the boats approached the finish line was not available to us home viewers.

"I'm awful sorry about that," the caller apologized. "But as long as you're awake, can I ask you a question?"

I recognized the voice as belonging to one of my newer race crew, one who had more or less invited himself aboard for the last couple of midwinter races.

"You just did," I thought to myself, but better manners prevailed.

In the world of sailing, yacht clubs and race crew, we all have to deal with all kinds of people. Most of them are great, but some are problematic. Now, I'm firmly on the more tolerant end of the scale — some of my favorite skippers and crew are known for personalities that have made others jump overboard. It's the boring ones I have trouble with. Especially the ones who keep coming back with simple questions that they should be able to figure out for themselves.

Not that I have anything against novice sailors. For beer can races, I have a boatload of brand-new recruits more often than not.

"Go ahead," I managed to say through a deep yawn. "I'm open for business."

"I was racing on a catamaran in a race last weekend," he began, "and we were overtaking a boat in front of us, we were overtaking, and our bow went between the two sterns of the boat in front, one on each side, port and starboard, with one of our bows in the middle, between the two sterns. My skipper said we were overlapped and the boat in front had to keep clear. I can't find anything in the rules about that situation. Are we overlapped, and do we have to keep clear or can we luff?"

"So were your port and starboard bows to windward or to leeward of the other boat's corresponding sterns?" I asked patiently.

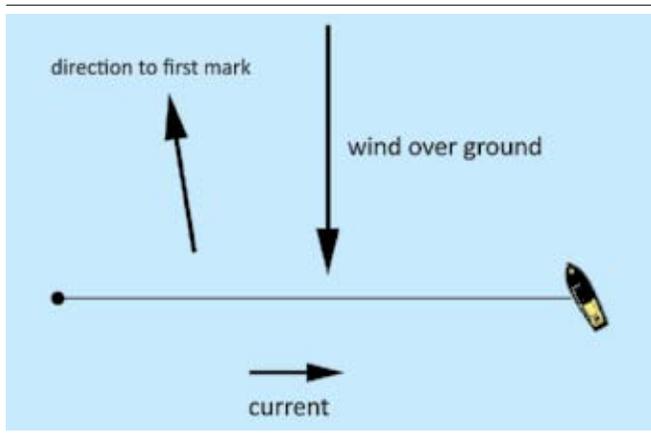
"I'm not sure what you mean," he answered. "But we were not clear astern so we must have been overlapped, because we were not clear astern."

"I don't think I can help you with that one," I said through another yawn. "But I think I know someone who can. Why don't you give Lee Helm a call? she's usually up late."

I started to hang up, but I was a split-second too slow.

"Stay on the line, Max. I'll conference her in right now, so stay on the line."

That was the worst possible outcome. Rather than my getting rid of him, now he was going to annoy two of us at the same time. Surely I could come up with



A basic homework assignment for new crew: Assume that the starting line is exactly perpendicular to the wind direction as measured by the anchored committee boat, and that the mark cannot be fetched without tacking. Which end of the line is favored?

a pretext to get off the line. On the other hand, Lee's answer might be interesting.

"It's not covered by the *Racing Rules of Sailing*," Lee pronounced after



my friend had laboriously described the situation to her. "But the RRSAC deals with it explicitly."

"The RRSAC?" he asked. "What's the RRSAC?"

"The Racing Rules of Sailing for the America's Cup. They, like, wrote special racing rules, and they're easy to find on the web. And this is a really good thing, cuz it means that special rules for Olympic sailing will follow, and then they can fix the rules used by us mortals who don't have on-the-water umpires calling fouls or video footage from the blimp."

"You really think the rules need to be fixed?" I asked.

"Totally," said Lee. "Look what they did to the default method of signaling a start, for example, optimizing it for Olympic-format racing. It was and still is a terrible

way to run big-boat starts with a large number of divisions starting in sequence. And, like, note that the standard for good RC work now includes backing up all signals with optional VHF hails to explain what the heck is happening and what's likely to happen next. This is only necessary because the visual and sound signals called for by the RRS don't give the racers nearly enough notice in multi-division starting sequences, especially considering that starts can be re-ordered



GILLES MARTIN-RAGET / ACEA

Could the Racing Rules of Sailing for the America's Cup trickle down to eventually benefit the 99%?

on the fly, and you could easily be way too far from the RC boat to see which flag they put up."

"True, but RCs have the option of writing in a different and more sensible protocol if they so choose," I argued. "For example my club writes in a system that looks pretty much like the system we all used pre-'92, with a pre-announced order and a start every five minutes that's also the prep signal for the next start."

"Most race organizers stick with the default, for some reason," Lee continued. "The good ones make up for the stupid rules with extracurricular VHF hails."

"Let me bring in a rules expert who can clear this up," said my friend as he dialed another phone number. "I know a US Sailing judge who is a rules expert, and I think he can clear this up. He's a real expert about the rules."

This was getting embarrassing. The judge picked up the phone, but he, too, sounded as if he was more asleep than awake. Fortunately it was an issue he had some interest in.

"I'm with Lee," he said after we had all been introduced and our positions summarized. "Never mind the starting sequence; there were changes in the right-of-way rules back in the '90s as Olympic TV money took control of ISAF. Changes that made it more difficult for competitors to enforce the rules on the

water without umpires, especially the loss of 'onus of proof', which was a great thing to have in close tacking situations. Back then, we knew who would win the protest when it was close, and I saw very little abuse of this advantage. Also the relief from RRS 16, or the old Rule 35, I think it was, in luffing situations was a good feature that we lost."

"What's Rule 16 and what does it say?" asked my crew on the phone.

"When a right-of-way boat changes course, she shall give the other boat room to keep clear," quoted the judge from memory. "After the change to the new rules," he explained, "a leeward boat that made contact during an allowed luff might still be found to have infringed

"I just yell at them to shut the eff up."

RRS 16, so leeward boats became more reluctant to make defensive luffs and especially more reluctant to file protests. Windward boats that should have been tapped out became more reluctant to take a penalty because the outcome of the protest became much less certain. Leeward boats that could have luffed as

they pleased under the old rules started getting DSQ'd. The end result seems to be a set of rules much more suited to top-end competition, especially umpired events, at the expense of the rest of us who have to rely on ourselves and other competitors to enforce the rules."

"But now there's hope!" exclaimed Lee. "Now that the A-Cup has decided to split up the RRS into two versions, it's an easy step to three versions: Look for the RRSO, Racing Rules of Sailing for the Olympics. Then we'll get a much better revision, even if some of it is a little regressive. Good news for the 99% who race without umps."

"Nice thought," said the judge, "but I'm going to bed. Bye bye."

"What about the question about overlap?" asked my crew. "I still don't know what we should have done with our bow inside the catamaran's sterns. Can you answer my question?"

It was too late to get the judge's opinion, but it was an easy one for Lee.

"It's right here," said Lee. "RRSAC definition of clear ahead and clear astern: 'A yacht with either bow between the other yachts' hulls is clear astern.' It's not binding or anything for a non-A-Cup race, but might be useful guidance, and suggests that yes, you still have to keep clear if you stick your bowsprit between the sterns of a cat. They also made an interesting change to mark room. The zone is still three lengths at a windward mark, but they upped it to six lengths for leeward marks. And, like, protests and penalties are really weird, with imaginary moving lines they have to fall back to."

"Thanks for the analysis, Lee. I guess we were wrong to luff. Thank you, I'll call my skipper for that race right away. I guess we were wrong."

"Oh, no problem," I said. "Call with rules questions any time, day or night." I had a feeling the sarcasm was lost on him.

"Lee, he's off the line," I said after I was sure he had hung up.

"You'd think he'd have totally figured out how to use the internet by now," sighed Lee. "How did that guy ever end up on your crew?"

"You know my policy, Lee," I explained. "For the beer can races, everyone who can walk down the gangway can crew on my boat. Sometimes it feels more like a sailing school than a racing yacht, but you've seen the upside of that too, when I uncover great talent in a beginner."

"For sure," she agreed. "And you get a lot of loyalty from those newbies after they're trained up, too."

MAX EBB

"But there are also some tough cases, and they just keep coming back. I can't bring myself to turn them away."

"Here's what you do," advised Lee after a short pause. "Assign them homework. And tell them they can't sail with you again till they turn it in."

"What kind of homework?"

"You know, if they ask a dumb question about the start right when you're trying to calculate when to turn back for the line with 45 seconds to go . . ."

"I just yell at them to shut the eff up."

"Okay, but after the race you should give them an assignment for next time. Like, for example, 'write a 250-word essay explaining how to calculate when it's time to turn back to the starting line,' or 'describe how to determine which end of the line is favored,' and if they are actually smart enough, ask them to explain how a current running parallel to the starting line affects which end is the favored end based on wind over the bottom, as seen by the anchored RC boat, or by the wind over the water surface, as seen by the boats drifting with the current?"

"But Lee, I want to get rid of the guy, not become his personal sailing tutor."

"Simple, Max. Just don't let him back on the boat till he turns in his assignment. It's fair and it's open, and it's, like, for his own good. The new crew that you want to keep will happily do their assignments and ask for more. The annoying bores and the slow-learners who need to be spoon fed will find another boat rather than be subjected to that kind of abuse."

"I'll try it," I promised. "But as an annoying crew filter, I'm not sure this is going to be 100% effective."

Then I mentioned to Lee that I had dozed off while watching the AC45 time trials, and that it was the annoying crew who had awakened me.

"You tried to watch that?" said Lee. "I don't see what's interesting about watching a straight-line time trial after you've seen the first two or three. But the fleet races have been worth following. If only they'd use the available bandwidth, it could be a really great show in any viewing venue that could set up multiple

screens."

"You mean for group viewing, so everyone can get close to a big screen? I agree, the best place to watch the America's Cup races will be in front of a big screen in a yacht club bar with a bunch of drunk racing sailors."

"No, I mean multiple video feeds on multiple screens. The boats are all wired for onboard video and sound — the cable hook-up to the yacht club has the bandwidth, the internet can manage the traffic, and the big screens are cheap. So, like, how come we only get one view? And how come they never stay with one camera long enough for us to actually follow the tactical action?"

"Maybe it's because there's no ball to follow," I suggested. "Or maybe they want to make sure we can't route around the commercials."

"At the very least, they should give us a second channel with a plain top-down animation showing the boat positions."

"You mean show the race on two screens showing two different views?"

"More like five or six screens and five

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or six different views. All user-selectable, so in the unlikely event that the race organizers are successful in making these sailors into pop cult heroes, we could choose our guy and put his voice on the audio, and also choose the camera view on board his boat. That in addition to the regular main TV feed, plus the top-down tactical view, and maybe the views from one or two other boats by the time all our screens are used up."

"That would be a great way to watch the race," I agreed. "But following it all might turn out to be just as much mental effort as actually sailing a race."

"Sensory overload would be very good in this context," she conjectured. "And it would totally add a lot of value to yacht club access during the races, so the clubs could finally find a way to benefit from this circus."

"Actually, Lee, my club is already working out the details of an 'America's



GILLES MARTIN-RAGET / ACEA

AC45s sailing round and round on a time trial course is Max's perfect insomnia cure.

Cup Membership,' good only for July, August and September of '13. But you add an interesting new element — I wonder if we can attract enough new members to buy all those additional big screens"

"We're talking 18 months from now," Lee reminded me. "Screens will be bigger and cheaper."

"Anyway," I yawned, "I'm going to bed. See you at the next midwinter race."

Lee said goodnight and I thought I was done for the evening, but the phone rang again a minute later.

"One more question," said the annoying crew. "I have one more question: How much are yacht club dues these days? I'm thinking I might join, and I need to know how much the dues are. And the initiation fee too, because I might join the yacht club."

I had no choice but to quote the club's dues and initiation fee. And I added "You also have to write a 250-word essay, titled 'Why I Want to Join the Yacht Club.'"

The next time I have trouble falling asleep, I'm going to imagine sheep sailing AC45s on a time trial course. And I'll turn off the phone.

— max ebb

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THE RACING

With 2011 in the books, we take a look at some of December's racing action before diving into the new year. We've got **Midwinters reports** and an update on the **Volvo Ocean Race** for you. Enjoy!

Midwinters Notebook

Golden Gate YC Manuel Fagundes Seaweed Soup Series — Racers got summer-like breeze from a winter-like direction on December 3. With a northerly in the high teens, 62 boats blitzed their way off the line on reaching starts near the club under sunny skies. They sailed three different courses that resembled Rolex Big Boat Series bay tours more than the typical windward/leewards. Add in a ripping ebb that threw more than one tactician for a loop, and it was a crazy day on the Bay.

In the eight-boat PHRF 1 Division, Brad Copper's Tripp 43 *TNT* put up an impressive result, taking both elapsed and corrected time honors, the latter by four minutes. Scott Easom's Farr 30 *Eight Ball* was tops in the 11-boat PHRF 2 Division, and Scott's uncle Hank Easom, and the latter's venerable 8 Meter *Yucca*, took PHRF 3 by over three minutes. The 13-boat PHRF 4 division was won by Steve Waterloo's Cal 40 *Shaman*.

There were four one design divisions, and the IODs took the runner-up prize for most entries with five. James Hennefer's *La Paloma* emerged victorious over her fellow IODs. Nine Catalina 34s showed up and Chris Owen's *Mottley* ended up on top, winning by 39 seconds. The Knarrs only drew two boats and Chris

When power reaching on a Volvo 70, the only person looking forward is the driver and the "firehose" analogy is very appropriate.

Kelly's *Flyer* beat Mark Malcoun's smart-looking *Gossip*. In the Folkboats, Chris Herrmann's *Thea* beat two other boats for the win.

MANUEL FAGUNDES SEAWEEED SOUP SERIES GOLDEN GATE YC (12/3)

PHRF 1 — 1) *TNT*, Tripp 43, Brad Copper; 2) **California Condor**, Class 40, Buzz Blackett; 3) **Tiburón**, SC 37, Steve Stroub. (8 boats)

PHRF 3 — 1) *Yucca*, 8 Meter, Hank Easom; 2) **Ohana**, Beneteau 45f5, Steve Hocking; 3) **Hawkeye**, IMX 38, Frank Morrow. (4 boats)

PHRF 4 — 1) *Shaman*, Cal 40, Steve Waterloo; 2) **Arcadia**, Santana 27, Gordie Nash; 3) **Uno**, Wyliecat 30, Steve Wonne. (13 boats)

IOD — 1) *La Paloma*, James Hennefer; 2) **Xarifa**, Paul Manning; 3) **Hecate**, Gregory Meagher. (5 boats)

CATALINA 34 — 1) **Mottley**, Chris Owen; 2) **Queimada**, David Sanner; 3) **Crew's Nest**, Ray Irvine. (9 boats)

KNARR — 1) *Flyer*, Chris Kelly; 2) **Gossip**, Mark Malcoun. (2 boats)

FOLKBOAT FLEET — 1) *Thea*, Chris Herrmann; 2) **Emma**, George Cathey; 3) **Nordic Star**, Richard Keldsen. (3 boats)

Complete results at: www.ggyc.com

Sausalito YC Mids — It was a banner day on December 4, and 26 boats in five divisions showed up to enjoy it.

In Spinnaker A, Ron Anderson's J/105 *Streaker* took the honors, while Spinnaker C went to Jeff Hutter's Tartan 10 *Gammon*. Magnus LeVicki's Hanse 370 *Min Flicka* was tops in Spinnaker D. The sport boat division went to Daniel Thielman's Melges 20 *Kuai*, and Frank Lawler's Santana 22 *Tackful* carried the Non-Spinnaker Division.

Although it was a beautiful day for a sailboat race, it wasn't without a little drama, at least



IAN ROMAN/VOLVO OCEAN RACE

for Michael Campbell's Lancer 30 *Geronimo*.

"*Geronimo* lost her steering on the upwind leg," said Race Chair Dave Borton. "But her crew still managed to finish the race with the emergency tiller, and that even included under spinnaker from Blackaller to Knox."

SAUSALITO YC MIDWINTER SERIES (12/4)

PHRF A — 1) **Streaker**, J/105, Ron Anderson; 2) **Willow**, Centurion 40s, Bob Braid. (7 boats)

PHRF C — 1) **Gammon**, Tartan 10, Jeff Hutter; 2) **Grey Ghost**, Hanse 342, Doug Grant; 3) **Serendipity**, Cal 29, Phil Hyndman. (9 boats)

PHRF D — 1) *Min Flicka*, Hanse 370, Magnus LeVicki; 2) **JR**, Moore 24, Richard Korman; 3) **Rigadoon**, Morris 36, Matthew Naythons. (5 boats)

PHRF E (NON-SPINNAKER) — 1) **Tackful**, Santana 22, Frank Lawler; 2) **Shockwave**, Santana 525, Mark Miglio; 3) **Willin'**, Catalina 30, Mark Tishler. (3 boats)

SPORTBOAT — 1) *Kuai*, Melges 20, Dan Thielman; 2) **Ragtime**, J/90, Trig Liljestrand. (2 boats)

Complete results at: www.syonline.org



YANN RIOU/VOLVO OCEAN RACE



The Volvo Ocean Race fleet blasts out of Cape Town in the shadow of Table Mountain. It's been a trying Leg Two for the six teams in the race, but nowhere near as bad as Leg One, so far.

Berkeley YC Mids — The Berkeley YC mids were up for their second installment December 10-11. Race Committee chair Bobbi Tosse checked in with this report:

"It was a super sailboat racing weekend! The water was flat and the winds were reasonably Goldilocksish— not too light and not too heavy.

"On Saturday, the 74 boats started on time and all finished an eight-mile double windward/leeward in 8 to 12 knots of breeze under sunny skies. The 18 Express 27s scared, er . . . delighted, the race committee with a tight start although no one was over early.

"On Sunday, the temperature had dropped a bit, the wind had backed to come from around 220 and large black and gray clouds appeared to threaten us with rain. However, the sun would make

occasional stabs through these clouds and light up the spinnakers. We were able again to start on time and all of the 27 entrants completed an 8-mile double windward/leeward race with the last boat finishing just a bit past 2 p.m.

"At the halfway mark of the Saturday series there are only a handful of contestants that appear to be getting set to run away with all the trophies. Andrew Macfie's Olson 30, *Hoot*, Falk Meissner's Olson 25 *Sharks on Bluegrass* and Richard vonEhrenkrook's Cal 20 *Can O' Whoopass* all have only bullets in their divisions. The remaining six divisions show some exciting podium possibilities for many of the contenders.

"At the halfway mark of the Sunday series, it seems like anyone could run away with the loot. There are ties for first place in all but one of the divisions, and that one has very close results on the leaderboard."

BERKELEY YC MIDWINTER SERIES SATURDAY (CUMULATIVE 2r. 0t)

DIVISION A — 1) **Sweet Okole**, Farr 36,

Dean Treadway, 4 points; 2) **Ragtime**, J/90, Trig Liljestrand, 7; 3) **Family Hour TNG**, Henderson 30, Bilafer Family, 8. (10 boats)

DIVISION B — 1) **Hoot**, Olson 30, Andrew Macfie, 2 points; 2) **Shameless**, Schumacher 30, George Ellison, 5; 3) **Flexi Flyer**, Soverel 33, Mitchell Wells, 6. (10 boats)

EXPRESS 27 — 1) **Motorcycle Irene**, Zach Anderson, 7 points; 2) **Peaches**, John Rivlin, 7; 3) **Wile E Coyote**, Dan Pruzan, 10. (17 boats)

MOORE 24 — 1) **Armored**, Pete Rowland, 6 points; 2) **Wet Spot**, Michael O'Callahan, 7; 3) **Twoirrational**, Anthony Chargin, 7. (7 boats)

OLSON 25 — 1) **Shark on Bluegrass**, Falk Meissner, 2 points; 2) **Synchronicity**, Steve Smith, 5; 3) **American Standard**, Bob Gunion, 6. (5 boats)

DIVISION C — 1) **Hard N Fast**, Merit 25, Tim Harden, 3 points; 2) **Pocket Rocket**, Mull 22, Brad Cameron; 3) **Twilight Zone**, Merit 25, Paul Kamen, 6. (10 boats)

DIVISION D — 1) **Crazy Horse**, Ranger 23, Nicholas Ancel, 4 points; 2) **No Cat Hare**, Catalina 22, Donald Hare, 8; 3) **Huck Finn**, Bear, Margie Siegal, 8. (6 boats)

CAL 20 — 1) **Can O' Whoopass**, Cal 20, Richard vonEhrenkrook, 2 points; 2) **Recluse**, Cal 20, Howard Martin, 4; 3) **Fjording**, Cal 20, Tina Lundh, 6. (4 boats)

J/24 — 1) **Phantom**, John Guilford, 5 points; 2) **Shut Up and Drive**, Valentyn Liulevych, 5; 3) **TMC Racing**, Michael Whitfield, 7. (6 boats)

BERKELEY YC MIDWINTER SERIES SUNDAY (CUMULATIVE 2r. 0t)

DIVISION 1 — 1) **Stewball**, Express 37, Bob Harford, 4 points; 2) **Hoot**, 7; 3) **Split Water**, Bene-teau First 10R, 8. (9 boats)

EXPRESS 27 — 1) **Luffing Outloud**, Ray Wilson, 5 points; 2) **Motorcycle Irene**, 6; 3) **Wetsu**, Phil Krasner, 7. (8 boats)

DIVISION 2 — 1) **Twoirrational**, 4 points; 2) **Nicole**, Orion 35, Mel Morrison, 4; 3) **American Standard**, Olson 25, Bob Gunion, 4. (4 boats)

DIVISION 3 — 1) **Froglips**, J/24, Richard Stockdale, 6 points; 2) **Twilight Zone**, Merit 25, Paul Kamen, 6; 3) **TMC Racing**, 9. (9 boats)

Complete results at: www.berkeleyyc.org

RegattaPRO/Sausalito YC Mids — Sailors had a champagne sailing day on December 10. Six J/120s, 17 J/105s, five Melges 24s, and four Antrim 27s made it out for flat water and breeze that range from 8 to 12 knots on the Southampton racing area. All four divisions sailed a pair of double windward/leewards that saw almost everyone back at the dock by 2 p.m.

Barry Lewis' *Chance* handily scored a pair of bullets to carry the day in the J/120 fleet, while Tom Kennelly's *Wonder* was the top J/105 on the day with a 2-1. Dan Hauserman's *Personal Puff* scored a pair of bullets to extend their series lead in the Melges division, while John Liebenberg's *Always Friday* did the same in the Antrim 27 division.

THE RACING



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

Clockwise from top-left — With three different courses, you'd think that the Golden Gate YC's Manuel Fagundes Seaweed Soup Series would have featured less hectic mark roundings; the big boats power reaching off the line; 'Double Trouble' crosses tacks with the competition; Alcatraz played a role in just about everyone's course given the northerly wind direction; the big boats stacked up with kites up; 'Spirit of Elvis' takes advantage of the postcard-perfect conditions; 'California Condor' leads 'Deception' into a mark rounding; the Catalina 34s drew the largest one design division, at nine boats!

REGATTAPRO/SAUSALITO YC WINTER ONE DESIGN SERIES (CUMULATIVE STANDINGS, 4r. 1t)

J/120 — 1) **Grace Dances**, Dick Swanson, 5 points; 2) **Desdemona**, John Wimer, 6; 3) **Mr. Goo**, Steve Madeira, 9. (6 boats)

J/105 — 1) **Wianno**, Ed Walker, 7 points; 2) **Walloping Swede**, Theresa Brandner, 8; 3) **Wonder**, Tom Kennelly, 9. (17 boats)

MELGES 24 — 1) **Personal Puff**, Dan Hauserman, 3 points; 2) **Wilco**, Douglas Wilhelm, 5; 3) **Smokin'**, Kevin Clark, 15. (5 boats)

ANTRIM 27 — 1) **Always Friday**, John Liebenberg, 3 points; 2) **Abracadabra**, Ian Chamberlin, 6; 3) **E.T.**, Tony English, 8. (4 boats)

Complete results at www.regattapro.com

Volvo Ocean Race Update

Since last month's *Latitude*, the Volvo Ocean Race has gone through some major evolutions. Leg One from Alicante, Spain, to Cape Town, South Africa, was decided after we went to press last month.

Iker Martínez' Spanish entry *Telefónica* grabbed the top spot, followed by Chris Nicholson's Kiwi entry *Camper* a little less than a day later, and Franck Cammas' French entry *Groupama 4*, which could never recover from their flier down the African Coast. But what was undoubtedly the bigger story was that the three boats which suffered leg-ending damage on the



long haul south were back in the game by the time the in-port race preceding Leg Two came around. Mike Sanderson's Chinese entry *Team Sanya* got busy repairing her damaged bow section, Ken Read's American entry *Puma Powered by Berg* got her spare rig up and — theoretically at least — tuned, and Ian Walker's *Abu Dhabi Racing* was also able to get her spare rig set up in time.

The in-port race turned out to be a good one, and *Telefónica* picked up right where they had left off, followed by

Camper and *Puma*, leaving the Spanish entry with a three-point lead over *Camper* going into Leg Two. The six-boat fleet got off to a fast start for Leg Two on Sunday. After an uncharacteristic stretch of light-air beating around the tip of the African continent, the fleet was met with some wild running through the wicked Agulhas Current, which flows against the prevailing wind direction. None of the boats reported serious damage as they traversed the Agulhas in breeze that topped out in the mid-30s and stirred up 20-ft waves.

But that was about to change. Some five days later, *Sanya* threw the fleet a

curveball, backtracking in order to get a favorable angle from a tropical depression that formed off the southern tip of Madagascar. The move looked to be paying big dividends for the only boat that sailed the last edition of the race, and has so far proven to be off the pace. But it required sailing into breeze that reached the 50s at times — in a boat that suffered Leg One-ending hull damage in similar conditions! But perhaps most surprising was that *Sanya* uses the same mast and standing rigging as Ian Walker's *Abu Dhabi Racing*, and the latter lost hers in the same conditions on Leg One. So it wasn't exactly

THE RACING

surprising to find that *Sanya* suffered rig damage — a broken D2 intermediate shroud — during their departure to the north. Although the crew has saved the rig and made landfall in Madagascar to effect a replacement, their leg is done.

After their disastrous first leg, when the skipper and navigator tried the coastal route down the North Atlantic and ended up hundreds of miles behind the leaders, one would have thought that Franck Cammas' *Groupama 4* would play this one a little more conservatively. But, no. Five days into Leg Two, Cammas and navigator Jean-Luc Nelias bailed south to try to get around a trough that had been plaguing the fleet for a couple of days. Instead of sailing the leg like a buoy race — at the time all six boats were practically within spitting distance — the French team elected to take their flyer, which ultimately saw them get farther away from the waypoint than they were at the start!

This bold stroke proved to be a big gain. Sailing all those extra miles turned up roses for *Groupama 4*, which used a favorable breeze angle to effect an

ANDRES S/VOLVO OCEAN RACE



'Team Sanya' fell victim to damage again. This time it was the port D2 shroud that let go. They saved the rig, but had to drop out of Leg Two.

end-around on the fleet. The crew had rocketed into an 80-mile lead by the time they reached the doldrums. At the same time, they consolidated their gains by positioning themselves in front of the

rest of the pack as they crossed over into the virtual blackout intended to protect the fleet from piracy. Coinciding with the doldrums is the "stealth zone," an area where the weather overlay will be removed from the tracker, and the field of view will not zoom out large enough to ascertain the fleet's whereabouts. In this zone lies the safe haven port which, judging by the boats' tracks, will likely be somewhere in India. At the safe haven port, the boats will be loaded onto an armed ship bound for the Persian Gulf and a restart about a day's sail from Abu Dhabi.

Puma was the next boat into the stealth zone, followed by *Telefónica* not far behind and *Camper* not far behind them, although the pack was spread out about 100-miles west to east at the point of entry. Ian Walker's *Abu Dhabi Racing* was just over 160 miles behind *Groupama* as of this writing. Due to the split nature of the leg, 80% of its points will count for the first segment, and 20% for the second, which means there should be some good opportunities for the teams who come up short on this leg. You can follow it all at www.volvoceanrace.com.

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We bring you a special report this month on chartering in the **Greater Puget Sound region**, including reader tips and suggestions.

Scenic, Serene, and So Close to Home

If the faraway tropical charter destinations that we often feature in these pages are beyond your reach — either financially or timewise — this month's subject should pique your interest. Just a few hours' flight to the north of us lay vast cruising grounds renowned for their unspoiled natural beauty, mellow sailing conditions, and friendly waterside towns.

It's no exaggeration to say that the Greater Puget Sound region offers the most expansive area of protected, navigable waterways on the West Coast. And within its 150-mile maze of inviting coastal contours and forested islands lies a great variety of destinations for boaters. As is often said, it's truly a gunkholer's dream.

Within this expanse, the American San Juan Islands are the most popular sailing area, offering both quiet, semi-secluded anchorages and bustling marinas with shopping, restaurants and nightlife ashore. Just to the north lay the Canadian Gulf Islands which are similarly verdant, but with fewer water-borne visitors and less shoreside infrastructure.

Farther north you'll find the dreamlike fiords of Desolation Sound, a **pristine** *Believe it or not, water temperatures in Desolation Sound are often 70 degrees or higher. And inland lakes can be even warmer.*

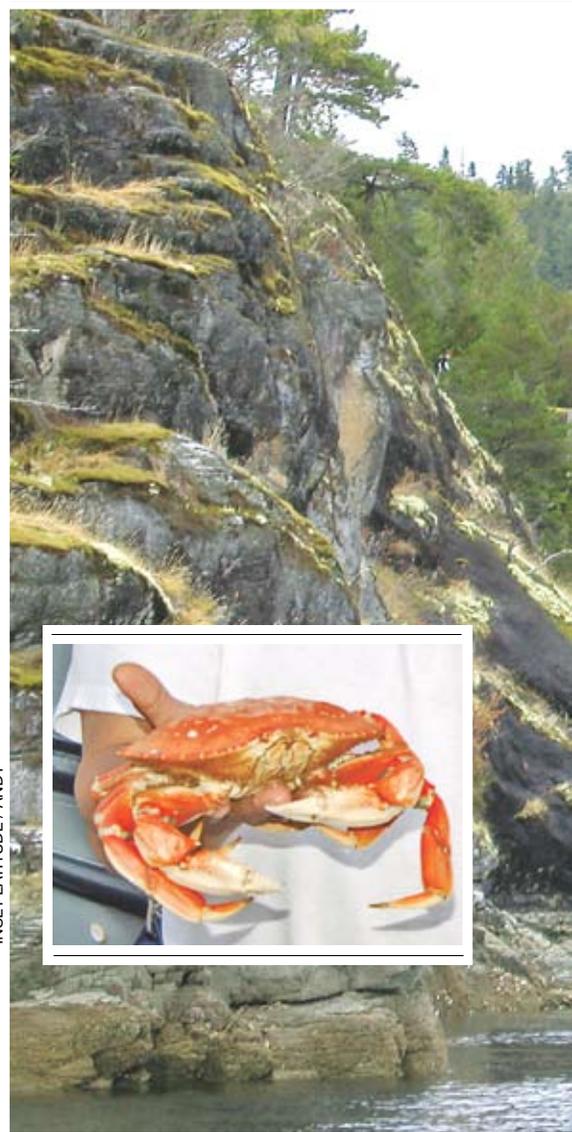
meval wonderland of steep-sided forest canyons, cascading waterfalls, and almost no shoreside development — an ideal place for weary workaday warriors to bask in the serenity of Mother Nature's handiwork. If you have two or three weeks to spare, there are other magical cruising grounds even farther north, such as the Broughton Islands Archipelago.

Roughly a dozen bareboat charter operations are sprinkled between Seattle, in the south, and Comox, about halfway up the inland shore of Vancouver Island. All offer a variety of monohulls for chartering, and several firms have also added a few multihulls in recent years. If you're wondering, we're plugging this summertime destination now — in the dead of winter — because the May-to-September summer sailing season is relatively short, and these fleets are not huge, so we strongly urge you to make plans now in order to have a good choice of vessels.

The fact that the sun doesn't set until 9 p.m. or later during the summer months means you'll have extraordinarily long days in which to enjoy outdoor activities. In addition to sailing, there are hiking trails everywhere — some leading to inland lakes and waterfalls — and picturesque towns and outposts where you can grab a meal, hear the local gossip, or buy some fresh-caught seafood right off the fishing boats. Speaking of which, this may be the only charter destination in the world where a crab trap comes as a standard piece of a bareboat's equipment.

We should mention also that bringing along a kayak or two is an option with some companies. Kayaks are a great means of exploring these relatively tranquil waters.

Wind conditions tend to be light, yet changeable, so you do tend to do a bit of motoring. But when the breeze does kick in over the region's protected waters, the sailing is glorious. And while air temperatures are not tropical, it's often



INSET LATITUDE / ANDY

sunny, and warm enough to work on your tan.

Channels and hazards are extremely well marked, and in our experience many bareboats now come equipped with chartplotters. So navigation is straightforward enough that most first-time charterers can handle it, although it's wise — if not *essential* — to plan your movements with the often-strong currents. And you need to pay close attention to the tide charts when anchoring.

Environmentally protected marine parks are found on both sides of the international border, most of which offer overnight mooring balls (in addition to anchoring) and well-maintained facilities ashore, such as barbecues, fire pits, and sometimes heads and showers.

We've sailed in various parts of the Northwest, and each time we had a wonderful experience. But we certainly don't consider ourselves to be experts on the



DAVID KORY

OF CHARTERING



DAVID KORY

Ever anchored at the base of a waterfall? This photo is evidence that in the Northwest you can easily do that.

region, so we enlisted the help of readers to share their tips and insights:

Carole and I did an 'off-season' charter a few years back out of Anacortes in late September. That is late in the season, but it paid off. We had the San Juans almost all to ourselves and the weather was better than San Francisco Bay in mid July. We did have to use the 'iron genny' a bit, but a front came through that gave us some great sailing, too.

Chartering at off-season rates is a good way to get more bang for the buck (like getting to try a larger boat that you might be thinking of buying).

— pat mcintosh

I live and work on Decatur, a small

island in the San Juans not serviced by the state ferry system. Friday Harbor on San Juan island is civilization for us: groceries, supplies and fuel are all readily available on the hoof, not to mention the very kind people.

Needless to say, it's easy to get distracted on the way there. Sucia is the favorite of many and I'm no different. Watmaugh Bay, on the SE corner of Lopez Island offers a breathtaking summer sunrise, and a kayak paddle around the corner will take you to another planet.

Stuart is also a must, with the brilliant hike to the lighthouse looking at Can-

ada and the groovy schoolhouse with postcards and T-shirts still sold on the honor system. The last time we were at Stuart, we rounded to the west and stitch-tacked across the border line all the way to Sucia; very rare indeed.

— steven phillippi

If you time it right, The Indian Summer up there is too good to describe. Daily clear skies, moderate temperatures, unbelievable sights can all be yours. It's not uncommon to have a pod of killer whales come and look you over, or see deer swimming between the islands.

I'd suggest you leave yourself some free time as there will be times — guaranteed — that you will want to linger and enjoy the scenery.

— steve denny

I'm a former Bay Area sailor who moved up to Vancouver, BC, back in 2004. Before then I'd heard of the Pacific Northwest as being a nice place to cruise, but always thought San Francisco Bay was already cold enough, so why make the trek north? After my first summer here, I realized I'd been missing out, big time.

For visiting boaters, there are gazillions of coves, anchorages, marinas and good weather, though there are hazards of the nautical and bureaucratic variety that are good to be wary of.

British Columbia's capital, Victoria, which is located at the southern end of Vancouver Island, is awesome and is best described as a British theme park with palm trees. It's a good place to get some

From Tenedos Bay you can take a great walk up to Unwin Lake. Along the way the adventurous can take a dip in a natural Jacuzzi.



MIKE KEW

WORLD

rest, visit some pubs, and spend some cash.

Friday Harbor on San Juan Island is one of the big draws in the American islands, with a huge boat basin and an actual town — it's more of a city than a remote getaway.

Across the border in Canadian waters, Pender Island — actually two islands — is my favorite. It's a little less developed, but has plenty of options for provisioning and entertainment ashore. The Port Washington Bar and Grill is a definite must-visit, as it's along one of the big anchorages on Pender.

Salt Spring Island is similar to San Juan, with lots of shoreside attractions, a big marina, and lots of arts and crafts to spend your cash on.

For more remote destinations, Gabriola Island is unspoiled and awesome. It is just offshore from the Vancouver Island city of Nanaimo.

The west coast of the British Columbia's mainland north of Vancouver is called the Sunshine Coast. Starting at



Bowen Island, which is a suburb for the *nouveau riche* of Vancouver, you have a small island town which is nice for an afternoon stop.

Heading north across the Haro Strait, you hit Gibsons which is the true start of the Sunshine Coast. There is a huge anchorage and a big marina (which is the new home of *Latitude's* former Ocean 71

Big O). It has plenty of restaurants, shopping, and services. Heading north from Gibsons is a haul along the coast to Pender Harbour and Secret Cove which is a fine place to hang out for a day or two. The spa at Secret Cove is a definite favorite of the more genteel crew who would appreciate a little pampering.

There is much more north of Secret Cove that I have yet to explore, but it will have to wait for another cruising season.

— ben jones

My recommendation is to get north. As nice as the San Juans are, they get a bit crowded for me, and I think the Gulf Islands, just to the north, are nicer and less crowded. Desolation Sound is a must if you have time to get that far.

If you have more than two weeks, I would say get as far north as you can. The Sawyer glaciers are fantastic, and bumping into icebergs and watching the glacier calve is simply stunning. The

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smaller towns and villages to the north are terribly hospitable, with great little cafes, lots of friendly folks, bears, eagles and wildlife, and fresh fish for a song. Up there the currents through some of the narrows are exciting and awesome if you like a well-planned adventure, but terrifying if you don't, as they can run to 12 knots in places!

— david kory

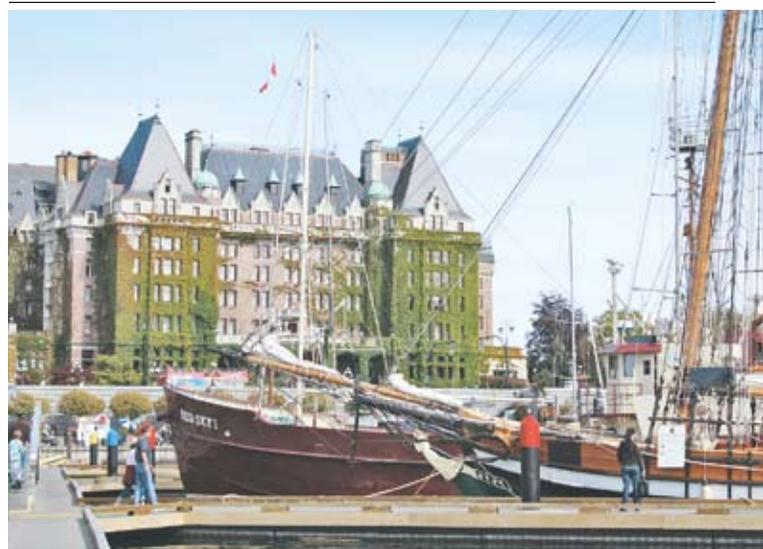
While I've sailed in the southern Gulf Islands, and even a little in the San Juans, the area I know well is Desolation Sound and the northern Gulf Islands. What follows is a description of just a few of the features of that area.

One of the most interesting things about Desolation Sound and the northern Gulf Islands is the summer ocean temperature. It is extremely warm and typically you can swim in the ocean from about June 1 to mid- or late September. This combines nicely with access to many small lakes a short hike from tide water that you can swim in when you want to get the salt out.

There are ample sheltered anchorages and I would encourage people to try some of the smaller coves — gunkholing. Typical anchoring is done with the stern tied to a tree or boulder on shore to make certain there is enough room for fellow boaters.

Some of my favorite spots are:

- Gorge Harbour on Cortes — look for the pictographs on the cliff that forms the west of the entrance;
- Tenedos Bay with its great walk up to Unwin Lake and the stream we call the Wild Jacuzzi;
- Homfray Channel — last time there we tacked in close to the north side and got to watch a huge blond grizzly hunting



LATITUDE / ANDY

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along the shoreline;

- Mittenatch Island — just at the north end of Georgia Strait/Salish Sea is home to many nesting seabirds and is a wildlife refuge.

Fishing isn't too bad in places. But I

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WORLD OF CHARTERING

have found the best way to get seafood is to pull into the oyster farms or find a prawn boat and pay for your catch. There are lots of fishermen around who are only too happy to cut out the middleman and sell direct.

— mike kew

Many northwest sailors motor for several long days to get to Desolation Sound and other Canadian inlets, where snow-covered mountains come down to the beach and the water is reasonably warm.

I have never understood why they overlook a similar beauty and warmth about eight hours sail from Seattle: the Hood Canal, which isn't really a canal.

In the summer, an afternoon northerly fills in whenever the weather is good (high pressure). We like to motor up Puget Sound to Foul Weather Bluff, where Hood Canal and Puget Sound meet, then catch the northerly for a 20-mile spinnaker run down the Canal to the Dabob Bay area. In the summer, it seems like there is often an afternoon



It's not always breezy in the Northwest, but when it is, the sailing is glorious. Everywhere you turn the landscapes are lush and green.

flood tide.

The east span of the Hood Canal Floating Bridge has 50-foot vertical clearance at the floating end and about 60 at the fixed (shore) end when the tide is low. Taller masts can call the bridge tender

two hours in advance to have the center span opened.

In summer, both the air and water temperatures in the Canal are noticeably warmer than Puget Sound. The best kept secret in Western Washington is the surface water temperature in Dabob Bay. It's over 70° from July to early September. The bay is famous for its oysters and there are plenty of State tidelands. (Last year, we saw Dabob Oysters selling in a Fillmore Street restaurant for \$3 each, but they're free on State tidelands.)

We like to mix nights on anchor along the western shore of Dabob, where we can watch sunsets over the Olympic Mountains, with nights in the Pleasant Harbor Marina where there are swimming pools, showers, a grocery store, and friendly local people.

— terry dolan

Thanks to one and all for the great tips. We'd love to check out each and every one of them ourselves this summer. Perhaps you should too.

— latitude/andy

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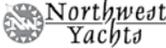
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CHANGES

With reports this month from **Drei** on getting an outboard replaced in Baja; from **Mystic** on adventures before, during and after Minerva Reef; from **Cadence** on Papua New Guinea; from **Nakia** on seven years of cruising after the Ha-Ha; from **ShantiAna** on — yep, another one — replacing an outboard and a dinghy in Baja; from **Beaudacious** on seeing really big yachts in the British Virgins; and **Cruise Notes**.

Drei — Corsair UC Gary Kahler Outboard Replacement Blues (San Diego)

My first experience with La Paz was a brief but nonetheless interesting one day. As Ha-Ha participants may recall, we three 'Buds' on the good ship *Drei* lost our outboard — brand new, by the way — in the waters of Bahia Santa Maria the night before the start of the last leg to Cabo. After several hours of free-diving to try to retrieve said motor, we decided we'd have to donate it to BSM as an artificial reef.

We figured we could buy a replacement outboard in Cabo. That was before we found out that small outboards just aren't available in Cabo. Everyone told us not to worry, because we'd have better luck in La Paz, which is home to a much larger cruiser community. We three Buds had to fly home from Cabo, so we gave the boat and the outboard-replacement task to Colorado friends Bo and Libby, who were about to start a pre-planned six-week cruise of the Sea of Cortez.

Alas, when the engineless Bo and Libby got to La Paz, they discovered that outboards were almost as scarce there as in Cabo. The best 'deal' they could find

'Drei' on the run. Corsair 31s have been popular Ha-Ha boats. Note the 'Thanks Patsy' on the chute — because she repaired a tear in it.

was a 2.5-hp for \$1,400 — and it was a two-cycle. No way was I going to spring for that.

Knowing Bo and Libby wanted to get going on their cruise, I visited my local outboard dealer in Oxnard and begged for sympathy. He's a friend of mine, so he sold me a 2.5-hp *four-stroke* for \$600. All I had to do was get it to La Paz quickly. I was smiling when FedEx told me they could ship it to La Paz on next-day air for \$200. I stopped smiling when they told me that Customs in Mexico could hold it for 30 days before releasing it. OMG!

That did it. I decided I'd fly to La Paz with the small outboard — wrapped in a sleeping bag and stuffed in a duffel — as check-in baggage and deliver it to Bo and Libby myself. I got a ride to LAX and had standby status on the 11 p.m. flight. Who knew so many people wanted to go to La Paz? I struck out, which afforded me the opportunity to spend the night on a wooden bench at LAX. Fortunately, I was able to catch a flight to La Paz the next morning. Unfortunately, it went by way of Mexico City and took, including four hours in the terminal in Mexico City, a total of nine hours. Fortunately, I had no trouble transporting the outboard on the plane — because it didn't have any gas or oil in it.

Customs officials in Mexico City wanted to charge me duty based on the value of the motor. I convinced them it was only worth \$300, which is the maximum value allowed before duty is charged. Ironically, they gave me more trouble about the little tool kit that comes with the outboard than the outboard itself! But they let me go.

It was 5 p.m. before I finally showed up at *Drei* in Marina de La Paz with the outboard. Bo and Libby had the outboard installed and running in less than an hour.

While hanging around the dock during that hour, I bumped into several Ha-Ha folks, and we decided to get dinner together. My having been back home in the States for all of 10 days, it was like Ha-Ha Part II for me. After drinking beer and eating tacos at a great outdoor stand, I spent the night on *Drei's* tramp sleeping under the stars. 'What a life!' I thought to myself.



Wanting to get an early start, Bo and Libby dropped me off at 5:30 a.m., 12 hours before my flight. With nowhere to go, I decided to walk the *malecon* — from where I got to watch my friends and boat sail off toward the islands.

— gary 'g-bud' 12/05/11

Readers — While it may not have worked in Gary's case, there are many more flights to Los Cabos than to La Paz, and once in Los Cabos, there is frequent luxury bus service to La Paz for \$16 U.S.

Mystic — Mariah 31 Jenny Haldiman, Randy Ramirez Samoa, Tonga and Minerva Reef (Stockton)

We arrived at Minerva Reef — hundreds of miles from any real land — on November 7 after a beautiful four-day sail from Tonga. Minerva Reef is the last possible stop before the 800-mile — and

LATTITUDE / RICHARD



Two Green Dreiman scan BSM for their outboard.

SOJOURN





PHOTOS COURTESY OF MYSTIC AND NASA

Spread; Beautiful South Pacific coral. Insets clockwise from above; Black tip reef sharks swim past 'Mystic's' keel. Shark populations have been decimated in the South Pacific, but there are still enough to thrill you. Minerva as seen from the air. Randy the hunter with a giant coconut crab.

sometimes difficult — passage the rest of the way to New Zealand. Most South Pacific cruisers make this migration in November to avoid the tropical cyclones of the South Pacific summer.

We thought Suwarrow was remote, but it was a reasonable size island with solid ground, lots of coconut palms, two rangers, and cruisers coming and going on a daily basis. Minevera, on the other hand, is just four miles across, and has no islands, no *motus*, no palm trees and no rangers. It's 99% ocean!

It's true that there were nine other boats taking shelter inside the reef when we arrived. But within an hour of our dropping the hook, they'd all left. It wasn't that we had body odor; they'd simply just gotten word that it was a good time to make a dash for New Zealand. That meant we were left

completely alone in a calm anchorage in the middle of the South Pacific. It was strange and beautiful at the same time. As we write this there are a total of four boats here.

We're told that tiger sharks, one of the most dangerous species of shark, are common at Minerva. So I'm really glad that Randy got the mahi and we don't have to spear fish for dinner. But the possibility of tiger sharks hasn't kept Randy from making night dives on the reef for lobster. Last night he came home with three. Yum!

Wait, I didn't tell you about 'the mahi'

yet, did I? During a night watch on our passage from Suwarrow to Samoa, my headlamp shone on a group of mahi trailing *Mystic*. Randy, who did the '06 Ha-Ha aboard his Flicka 20 *Dulcinea*, the smallest boat ever to do that event, had always wondered if he could spear a fish from a boat. After using a bright light to attract the fish, he managed to shoot one. Unfortunately, the powerful fish snapped the mono line, and took the spear with him to what we presumed would ultimately be Davy Jones' Locker.



Jenny checking out the sights.

So imagine our disbelief when we landed the monster mahi days later — and noticed that it had a wound in his head. A small circular wound about the size of a spear shaft! It had to be the same mahi, because how else could it have a spear-shaped wound that entered and exited his skeleton? So it appears that Capt Randy got his great white fish after all. Amazing!

To backtrack a bit, after Suwarrow we spent almost six weeks in Pago Pago, American Samoa. We didn't do any sailing there, and only dove a couple of times. We had read many negative reports about Pago Pago being dirty and such, but we found it to be surprisingly enjoyable. It just goes to show that cruising opinions and experiences can vary.

One of the things we really enjoyed about Pago Pago was how friendly and warm the Samoans were. Riding the buses, for example, was always an in-

These are the two rangers who supervise Suwarrow Atoll. They've got the ZZTop and ultra casual ranger uniforms nailed.



MYSTIC

MYSTIC

CHANGES

teresting community experience. The buses are custom built on the chassis of pickup trucks, brightly painted, and feature unusual — for the States — decorations. It was not uncommon to see



Rolling Samoan lap-dance machine.

buses festooned with fans, feathers and stuffed animals. And the powerful sound systems thumped out hip-hop and reggae music. Some even played videos, which included Samoan movies, music videos — and even drag queen shows! The buses are small and the Samoans are really big, so it was not uncommon for people to be stacked two or three high on each others' laps. If the person on the bottom of the stack needed off, everyone would pile off the bus, then reload.

Other things going for Pago Pago are the national park system (which maintains gorgeous hiking trails), inexpensive provisioning, and unbelievably inexpensive health care. Randy and I both decided to take advantage of the low prices. He had a hernia repaired and I got much-needed dental care.

After Samoa, we headed straight for Tonga, where we spent three seemingly short weeks in some of the most beautiful waters we've ever seen. We were in Vava'u, the northernmost island chain, where the sailing was idyllic. There were over 30 small islands with 100 different anchorages, all within a couple of hours' — or much less — sailing time of each other. Most of the sailing was in calm seas because the numerous islands practically eliminate the swell.

While in Tonga, Randy and Jenny enjoyed fine diving in some of the bluest water they've ever seen. The sailing was idyllic, too.

TONGA TOURISM



Tradewinds and flat water equal sailing fun!

The diving in Tonga was spectacular! The water was the most intense shades of blue, and the visibility was up to 80 feet. There were so many gorgeous corals and fishes, as well as giant clams and schools of squid. Although we didn't see any whales, we often heard their songs. But when it came to edible stuff, the pickings below the surface were slim. There were very few fish of any size, and the bugs had been well picked over. Our stay in Tonga was short but sweet, so we're hoping to make our way back up to spend all of next season between Tonga, Fiji, New Caledonia and Vanuatu.

We plan to stay another week here at spectacular Minerva waiting for a favorable weather window to New Zealand. Besides we have provisions that we need to consume before we arrive in New Zealand, which has strict biosecurity laws.

Once we get to New Zealand, we'll be taking a 30-day bike trip around the North Island with cruising friends James and Kim on *Doin'*. Then it's to work for us, as we have depleted our sailing kitty. Based on conversations with the numerous Kiwis we've met cruising, it sounds as though Randy — given his skills — will be a hot commodity. I'm optimistic that I'll find something fun and interesting.

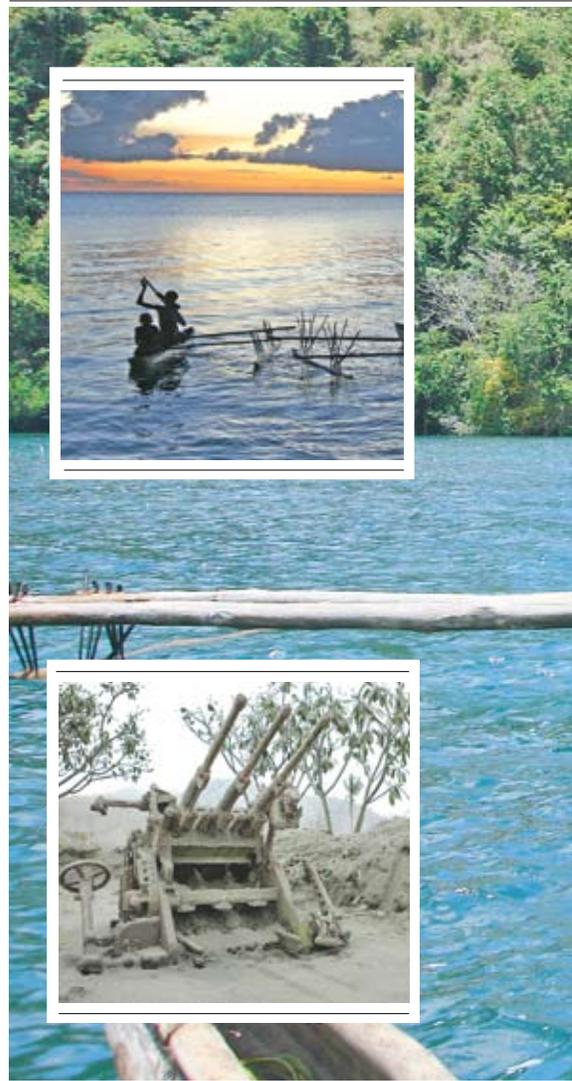
So far *Mystic* and our Fatty Knees *Salty Bean* have taken good care of us. We've done some amazing sailing and love having the Fatty Knees. But once we get to New Zealand, it will surely be time for some TLC for *Mystic*.

Although even pirates get a little homesick from time to time, it's still a pirates' life for me, as cruising has truly been liberating.

—jenny 11/25/11

**Cadence — Apache 40 Cat
Frank Ohlinger
Palau to Cairns, Australia**

(ex-Monterey/Koror, Palau)
Day 14 of our trip from the Republic of Palau to Cairns found us running out Steffen Strait and down the west coast of New Ireland, one of the larger islands of Papua New Guinea. We were bound for Rabaul, one of the more famous places in PNG. For one thing, it was the main base of Japanese military operations in the South Pacific during WWII. Second, the old provincial capital was reduced to insignificance when the



volcano on which it's located erupted in spectacular fashion in '94.

Toward evening we found a secure anchorage in a nondescript bay near 3°38'N, 152°20'E. We were off a small village where the children swam out to laugh and stare and wonder at the strangers in their midst. Mr. Po, the schoolmaster, came out in a dugout and joined us for sunset libations. We caught up on local issues and politics.

Apparently the village is in shock from a recent incident of cannibalism. Tragically, one older resident was "ordered by a voice" to eat a child. Another wider issue is seabed mining. Saint George's Strait will soon see the world's first deep sea dredging operation, a gold mining venture, and concerns about its impact on fishing and the environment are prominent. The arrogance and negligence of the logging operations in the area are still fresh in everyone's mind.

Underway at sunrise, we were an-

IN LATITUDES



ALL PHOTOS COURTESY PNG TOURISM

If you want wild, Papua New Guinea is for you. Spread; Two tribesmen and their dugout look to be from a cheap Hollywood set, but they are the real deal. Inset left: An old anti-aircraft gun remains from the war that ended 65 years ago. Inset top; A soothing South Pacific dusk.

chored by mid-afternoon in the open roadstead off Kokopo. We hiked up the beach to the main road, which is lined with well-stocked supermarkets. We bought dinner fixings and a WiFi card. I spent the evening answering email and downloading satellite images of the Louisiades Group, which has always been popular with cruisers. With poor charts and poor water clarity, I find that a properly geo-referenced JPG file of an island is the best navigation tool available.

Kokopo is about 20 miles down the coast from Rabaul, and is springing up to replace that damaged city as the provincial capital. We drove into Rabaul the following morning. Curiously, no one seems to notice the Japanese armored tank parked on the shoulder of the highway — where it was left in '45. The center

of the city is still digging out from the volcanic eruption of '94. When the sun is high, dust devils swirl down the empty streets. This is Pompeii, on a smaller scale perhaps, but just as devastating for the 5-by-10-mile metropolitan area downwind of the eruption. Yet the harbor area is largely unaffected.

Rabaul is still a working port, and the yacht club is still in operation — though three-foot tall ash piles surround the barren grounds. Even in the post-apocalyptic landscape, they serve the coldest beer in town, and from the bar you can see the wisps of steam coming off the volcano cone only a few miles away. The town was evacuated at the time of the eruption, and from across the straits it was said

to look like Hiroshima. The sky became dark at midday, with lightning flashes all around. Later pumice floated in and killed the reef fish

"PNG yesterday, PNG today, PNG tomorrow. Suppose you sellem what belong you, you sellem life belong your children (pikinini), before long you long for behind time." Or so the wise locals say.

The Greenpeace ship *Esperanza* was in port when we visited Rabaul, as were three Royal New Zealand naval vessels. Greenpeace is here to mediate a protest by the villagers of Pomio, who claim their land was stolen. According to the newspaper, government agents brokered 'Special Business and Agricultural Leases' between landowners and a foreign business group. The terms included clearing the land and building farms, factories, schools and roads on 300,000 hectares — in return for mineral and logging rights for 99 years. When the land was cleared and the trees loaded onto ships for China, everyone involved disappeared. The villagers got nothing except flash floods and sun-bleached fields.

As for the Kiwi navy ships, they are purportedly on a mission to clear the heaps of unexploded munitions in the area. However, it was no secret that their inport coincided with the Rugby World Cup final between the All Blacks and the *Les Bleus*. This was a passionate game both on the field and in the bar. The French team played well enough to redeem their tarnished reputation, but

Some who saw the volcano at Rabaul go off said it reminded them of what Hiroshima must have looked like. The colors were foreboding.



'Esperanza', the Greenpeace ship.

GREENPEACE



TOM EFRAM

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when they attempted a winning field goal, the Kiwi gent at the next table was literally on his knees pleading for divine intervention. The French choked. But forget the NFL and its shoulder pads, commercial breaks and lawyers. You just have to love a sport where the players just tape their ears back with electrical tape from a hardware store.

PNG is a nation where masks, feathers and bones-in-the-noses meet the internet and cell phones. The people are

in their own world, one that's developing so quickly it would make your head spin. In some ways they are Huck Finns and Tom Sawyers living on the frontier, and wondering what to make of this 'civilization' thing. They are a proud people, and they fully intend to continue wearing bones and feathers when they open their Facebook accounts.

PNG colors are vivid.

Much has written about the violence in New Guinea, both between tribes and on visitors. All I can report is that we felt no threat in Kokopo, either on land or at anchor. Nor did we feel in any danger at any of the towns we stopped at. We only visited Rabaul for a day by car, and heard nothing disconcerting while at the yacht club. I know there are horror stories out there, but I think they get too much schoolyard press. My advice? Hoist your dinghy at night and don't wear a Rolex into town. Besides, it seems to me the 'dangerous' places tend to be the most interesting and hospitable — with a few exceptions such as some big Third World cities and remote Micronesia.

Two 'pikinini.' When they grow up, they're likely to be a mix of the traditional and the new: the bones in the noses and the Facebook pages.

Two 'pikinini.' When they grow up, they're likely to be a mix of the traditional and the new: the bones in the noses and the Facebook pages.

Even though we had another week to traverse the Solomon Sea and the Louisiades Group before making the jump to Cairns, we did the departure formalities in Rabaul, the last town of any size we expected to see. Again, Customs and Immigration were polite and professional, and the service was *gratis*.

The rest of our trip — a quick but lumpy four-day reach into Cairns after anchoring off a few uninhabited islands in the Louisiades Group waiting out a storm system — was anticlimactic. It did occur to me, however, how amazing it is to reach into the Jaws of Death — a.k.a. the Great Barrier Reef — on GPS, when just a generation ago you'd have had to feel your way in with noon fixes, Decca, radio bearings and so forth. The pucker factor would've been considerable, and the probability of standing off in 20 knots of wind for daylight would have been very real. Now the approach is a no-brainer day or night, and there's cold beer and hot showers on the pier when you clear Aussie Customs. Wow, are we spoiled!

—frank 11/15/11

Nakia — Hans Christian 33 John Gratton and Linda Hill Seven Years In Eastern Pacific (Redwood City)

John and Linda are the ultimate in fast-responding pick-up crew. On our way to the start of the first of the three Banderas Bay Blast fun races with *Prof-ligate*, we passed their boat *Nakia* on the hook at Punta Mita. Having not seen them since the '04 Ha-Ha, we hollered for them to come along with us. It took them about two seconds to accept our offer, and just a few more minutes to gather what they needed for three days of fun racing. Given their considerable experience, they were terrific crew. Since we had them as a captive audience for three days, we pressed them for what they've been up to the last seven years.

"Well," replied John, "after the Ha-Ha we spent four winters and three summers in Mexico, all of the summers being up in the beautiful Sea of Cortez. In the spring of '09, we continued down to Ecuador, then sailed back up the Pacific Coast of Colombia to Panama. We next set sail for the Galapagos, and continued on to the Marquesas and Hawaii. We liked the



Marquesas, so we sailed back there from Hawaii, and continued on through much of French Polynesia. Late last year we sailed back up to Hawaii, then in December and mostly January, we made a 34-day passage from Hawaii to Manzanillo."

A lot of drugs come out of the sparsely populated Pacific Coast of Colombia, so we asked John if it seemed dangerous.

"Linda and I felt very safe," he replied, "in a large part because of the U.S.-funded drug interdiction efforts. For example, at every place we anchored between Tumaco and Bahia Salano, there would be five Boston Whalers with .50 caliber machine guns mounted on their bows. And there would be a battalion of Marines stationed ashore. The Marines were always friendly, and told us to call them if we ever had any trouble.

"Prior to going to Colombia," continued John, "we'd contacted some officials in the Colombian Navy and asked them how safe it was. We were advised to stay

VIVA!



PNG colors are vivid.

PNG PHOTO



IN LATITUDES



PHOTOS LATITUDE / RICHARD

Spread; Punta Mita Yacht & Surf Club Commodore Katrina points to the formerly salmon-colored Pusser's Rum hat that John Gattton received during the '04 Ha-Ha. John was despondent when he lost his equally old Ha-Ha hat two years ago. Inset left; Linda Hill, looking aft on 'Profligate'.

away from the very lightly populated 150-mile stretch of coast between Tumaco and Buenaventura, because there was lots of drug activity in the region. Tumaco is the place where several narco semi-submersibles have been found.

"We always felt very safe while ashore," adds Linda. "And I really liked Colombia because the people, culture and food were so different from that of Latin America."

"Apparently the Pacific Coast of Colombia used to be more dangerous," says John, "because much of the narco activity has moved north to the Darien jungle area of Panama. We're were told that many of the local people were relocated because it had become too dangerous."

We asked the couple about their Hawaii to Manzanillo passage, one of the longer and more unusual ones we've heard about.

"We have some friends who live in Santiago Bay, just around the corner from Manzanillo," said John, "so we decided we'd sail over and visit with them. But it did take 34 days."

"Spending 34 days at sea just to visit friends seems like a pretty stupid idea," laughed Linda good-naturedly.

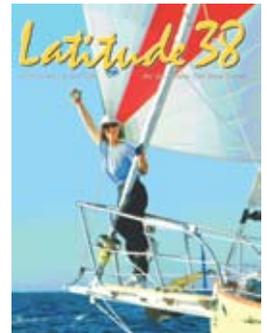
"We did most of our sailing in January," explained John, "so there were lots of fronts that came through, allowing us to sail east if not northeast until we got to the edge of the Pacific High. Once we reached the edge of the High, we could crack off."

The couple say they will be making yet another Pacific crossing in the spring as part of the Pacific Puddle Jump. "We really like the Marquesas," says John. "After that, we'll sail up to Hawaii and figure out what to do

next. We've had a hard time committing ourselves to going west from there."

We asked the couple about the possibility of sailing to Southeast Asia, an increasingly popular yet inexpensive cruising area.

"That had always been our plan, but we have a cat, and cats aren't allowed in New Zealand or Australia, which would have been our stepping stones to Southeast Asia," responded John. "But we've thought about going to Micronesia, Indonesia, Malaysia, Thailand and all that. In fact,



Linda in a 'Latitude' cover shot from '04.

we met some Kiwis who, prior to doing a circumnavigation had spent years sailing an Indian Ocean circuit that included Malaysia, Thailand, the Andaman Islands and the Chagos Archipelago. They said they loved it, so it's tempting. We've also heard good things about the Philippines. It's not only supposed to be beautiful, but we're told you can hire good woodworkers for \$3 a day."

Speaking of money, we asked the couple about their cruising budget. "We try to keep it down to \$2,000 a month, but we usually end up spending about \$2,500 a month," said John. He was one of those who got in early with a tech company and was able to walk away with a bit of a nest egg.

John and Linda have owned and lived aboard their Hans Christian 33 for 20 years. The 33 is heavier than most modern cruising boats, but John says she did just fine on the long, upwind sail from Hawaii to the Marquesas. "We stopped trying to make easting when we

John and Linda love the Marquesas, so they found the beat from Hawaii to be worth it. But John recommends making lots of easting.



TERRASOL

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got to 140°W because that's what Jimmy Cornell recommended. We should have held on all the way to 138°W or even 137°W, because we ended up having to tack a few times."

Would he and Linda do the same passage again? "If our friends were there and wanted to see us, that's what we would do."

— latitude 12/05/11

ShantiAna — Columbia 38 The Bartlett Clan The Stolen Dinghy (San Francisco)

We have quickly learned that nothing is black and white in the world of Mexico officialdom, but rather many pleasant shades of gray. Let me give you a couple of examples.



Small outboards are dear in Mexico.

After doing the Ha-Ha with my husband Bill, his son Keene, 20, my children Paddy, 13, and Chelsea, 11, and our cat Lily, we took a berth in the marina for a big boat and personal clean-up. For some reason, we thought the restrooms everyone used during the Ha-Ha Awards ceremony were the bathrooms and showers for the marina tenants. After I complained to Bill that the ladies' restroom was full of boxes and mops, and there was no door on the shower, he said he'd stand guard while I took a shower in the men's restroom, which at least had doors. So I got naked, turned on the hot water — and got drenched with rusty water. I really

"We're from San Francisco, but we're not gay," Shanti Ana and Bill told Cabo police. "Not that there's anything wrong with that."

needed a shower then! The water clarity eventually improved, but I was none too happy and got out of there quickly. Alas, we would soon find out that those *banos* were the locker rooms for the marina employees, not the marina tenants! There were other facilities for marina tenants, which were clean, had doors on the showers, and had plenty of hot water.

Then there was the matter of our dinghy disappearing on the night of November 7, after our son borrowed it with our permission. He pulled it up on the beach out in the bay, but when he returned 20 minutes later, it was gone. We assume that it was stolen.

I didn't care that it was midnight, I insisted that we go directly to the police station to report the theft. We were directed to the *Bomberos* — the fire fighters — which the locals told us was the same as the police department in the middle of the night. When we arrived at the fire department, a fireman responded to our ring by twirling down a classic fireman's pole from the second floor. He even had a spotted Dalmatian.

The *Bombero* took our report, but advised us to report the theft to the Navy also. The fact that it was now 2 a.m. wasn't going to stop me, so we took a taxi to Navy headquarters and banged on the iron gate. It was opened by a troop of sailors with machine guns. Using our best Spanglish, we reported our loss. They took the info and told us to return in the morning. Nonetheless, they immediately got on their Navy boats and started searching the bay. According to friends who were anchored out, they checked the stern of every anchored boat looking for our dinghy.

At 10 the next morning, I took the entire family to the Navy. They wrote a more thorough report, and promised that they would search from Cabo San Lucas to San Jose del Cabo to try to recover it for us. We were very impressed with the Navy. But then things got so strange that not even Hollywood could make it up.

That afternoon three plainclothes police officers — except for their machine guns and bulletproof vests — came down to our boat and asked for Bill. They had a two-page report, in Spanish, in their hands, titled *Billah-BarsllettShantiannsa*, with the name "Paola" near the top. They said that according



to the report, an individual named Paola had stolen \$70 dollars from us.

I understand some Spanish, so I told the officers that we hadn't had any money stolen, just our dinghy. They nonetheless took us to the police station to identify Paola. I didn't want to go, but Bill was worried sick that his son had somehow got himself in some kind of trouble. So they put Bill in the back of the police truck and me in front between the two police officers. Each of them apologized for having to lay their machine guns next to my legs.

While driving to the police station, I causally let them know my dad and stepmother were police in the States, hoping they would understand what side of the law we were on. I also asked to read the report using my Spanish dictionary, but got nowhere. The officers did, however, tell me that Paola was a gay man who had surgically been transformed into a female! Then they asked where we were from, and I answered truthfully, "San Francisco." They laughed and said some-



IN LATITUDES



PHOTOS COURTESY SHANTIANA & CHARISMA

thank the Grand Poobah and staff for the great adventure that was the Ha-Ha. I'm a pretty seasoned traveler, and I had never done or experienced anything quite like it. And we can appreciate all the thought and effort that had gone into it.

— shantiana
12/10/15

**Beaudacious —
Catalina 470
Paul and Lynne
Klein
Cruising the
British Virgins
(Carmichael)**



Paul, Lynn, and the mighty 'Hetairos' at the British Virgins.

It's been a busy couple of months for us, what with having done the Caribbean 1500, taking our crew on a week's cruise of the British Virgins, and having to do a quickie haulout to fix a blemish on the keel. It was only while enjoying a sundown by ourselves at glorious Virgin Gorda that we began to appreciate our accomplishment. We'd completed what had been a difficult 1,500-mile — rhumbline — trip from Virginia to the Virgin Islands, and done it in 11 days. Not bad. Just then, we suddenly saw not just a big yacht, but a *huge* yacht dropping her sails. We could hardly wait for morning to check her out.

It turned out that the first Superyacht TransAtlantic Regatta from the Canary Islands to the British Virgins was finishing right next to us at the brand new — and very exclusive — Yacht Club Costa Smeralda. Seven of the big boys — 150-ft and longer — had already arrived and more were coming. These were magnificent sailing vessels, each and every one

The great yachts can be seen at the Costa Smeralda YC, which is just a short dinghy ride from the Bitter End YC in Gorda Sound.

Spread; It was from the doghouse to the stage for Keene, who was on watch when 'ShantiAna's dinghy went missing in Cabo, but was live at The Shack, a popular cruiser BBQ destination, in La Paz a week later. Insets: Bob Johnson of 'Charisma' has a brisket while Ann Adams has a burger.

thing to the effect of wasn't everyone in San Francisco gay? They also asked if I liked women. I reassured them, using my wedding ring, that I was on the hetero team, and pointed out that I was married to the man in the back of the truck.

The police station was about 10 miles from the marina. Once inside, Bill and I were taken to separate back offices separated by a wall. Nonetheless, I could hear them ask if he understood Spanish. When he said he didn't, they pantomimed massage and inappropriate sexual hand gestures with regard to Paola. Hearing this, I got up and went into the office where they had Bill, and tried to explain for the third time that it was our dinghy. We hadn't had our money stolen by a transgender or anyone else. Further, we'd never seen or heard of anyone named Paola.

We finally got through to them, as one of the men finally wrote a three-page

report saying there had been some sort of confusion, and that we hadn't had any money stolen. We were told they were going to launch an investigation in to the loss of our dinghy. We had to sign the report, even though it was in Spanish and we didn't really understand it. After we signed it, the police walked away, leaving us sitting there in their office.

We finally asked a young man, the secretary, if he could take us back to the marina. He said he could — right after he added water to his car's battery and got someone to jump start the engine.

All this was a bit disturbing, to say the least. Despite this, we plan to continue cruising Mexico and do the Puddle Jump in the spring.

P.S. We would like to



SMERALDA YC

CHANGES

of them!

We subscribe to the notion that it's 'better to ask forgiveness than permission', so we barged ashore to have a look around and take some photos. We got a photo posing with the 219-ft *Hetairos*, the ultra-modern, semi-retro looking yacht that took line honors. Not only did we not get kicked out, Paul even got the



Busy Nanny Cay has all the parts and services a boatowner could need.

chance to chat with some of the crew and at least one owner! He found out that these multi-million-dollar sailing machines with professional crew had crossed the Atlantic in an average of about eight days! Twice our distance in less time. It seems that most of the boats were headed to St. Barth and the Caribbean Maxi Series.

We then headed back to Nanny Cay at Road Town. This is ground zero of bareboat chartering, so they have outstanding facilities and services. It was a good thing because we needed to have our Spectra watermaker and Raymarine autopilot looked at, and our starter battery replaced. Paul is getting grouchy about the 'boat units', but we've got friends arriving from California for 12 nights — including New Year's at Foxy's on Jost van Dyke. Next New Year's we plan to be at St. Barth.

— Lynn 11/29/11

Paul and Lynn— We used to do every New Year's at St. Barth, and they were epic — until the early '00s. Since then

This is the 219-ft 'Hetairos' sporting the new look in mega maxis. The previous 'Hetairos,' 135 feet, was the last big all-mahogany yacht.

much of the fun seems to have been displaced by money and 150 or so mostly soulless \$20- to \$500-million motoryachts. Given all the pretense and \$10,000 bottles of champagne, most of our sailing and riff-raff friends now give it a pass.

In our opinion, the best times to visit St. Barth are: 1) The St. Barth Bucket, March 24-27, where 40+ invited mega sailing yachts do a three-race series. It's the greatest sailing spectacle in the world. 2) The Voiles de St. Barth, a French version of Antigua Sailing Week, April 2-7, just a week later. If you're female or look the part of a sailor, there's a good chance you can get a ride on something like a Santa Cruz 70. Sail all day and party Barten-style on the quay all night. Ooh-la-la! 3) Carnival, which this year is Feb. 20-21. Don't forget to go all out on your costume! 4) Any other time from mid-February to June, when the weather is best and the island is mellow.

Cruise Notes:

Could we get a round of applause for Jenny Haldiman and Randy Ramirez of the Stockton-based *Mariah 31 Mystic*? The couple — who have the second *Changes* in this issue — burned just 12 gallons of diesel on their nine-month voyage from Mexico to New Zealand. Brilliant! To give you an idea of their cruising style, when they were just 10 miles from completing their 8.5-day voyage from Minerva Reef to Opua, New Zealand, the wind died. Instead of firing up the donk so close to landfall, they appreciated the fact that the sun had come out, they enjoyed watching new-to-them species of birds diving for fish, and took time to decompress and think about the new country they were about to visit. And despite the fact the wind was blowing a chilly and blustery 25 knots when they were released from Quarantine, they sailed off the dock and dropped the hook under sail in the anchorage.

"Sailing into anchorages and even up to docks has become something of a fad in these parts," reports Haldiman. "People have even told us they call it 'Doing the *Mystic*'. Sailing all the time instead of using the diesel is exciting and builds your confidence in being able to use your boat the way she was designed to be used. In addition to being good for the environment, it keeps you from relying on your noise-maker, which you can't always



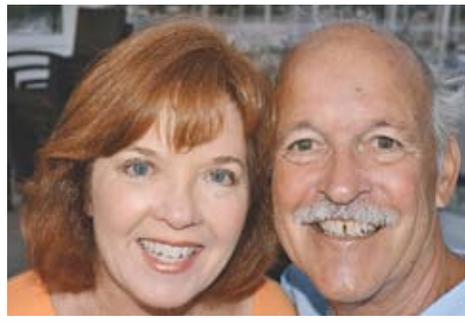
trust."

The next time we make some *Latitude 38* hats, we're going to make some green ones so we can present them to true 'Soul Sailors' such as Jenny and Randy. You two are the bomb! Any other genuinely 'green' cruisers out there?

There is good and bad news to report from December's **Banderas Bay Blast**. The good is that more than \$3,000 — \$1,000 of it in the name of last year's Ha-Ha fleet — was collected to support the primary schools in the Punta Mita area. The bad news is that only about 15 boats participated, a pathetic number given the fact that the event is free, is for a good cause, is held in such a great sailing venue, and included free berthing at the **Marina Riviera Nayarit** and **Paradise Marina**. The winners of the three divisions were proclaimed rather than calculated, yet there was no dissent when Race Committee Chairman Randy Hough declared the victors to be Dorr Anderson's Vallarta-based Jean-



IN LATITUDES



LATITUDE/RICHARD



Clockwise from top left: 'Red Witch II' sails between the Commodore's legs; the victorious 'RotKat'; Thirty-year sailor, first-time racer, Bob Seddig of the Hunter 376 'Hasta Luego' with his wife Andrea; an overloaded 'Red Witch II'; Robin and Stephanie of 'Red Witch II'; the J-160 'Blue' on the reef with the bowman in the water; Greg Williams and Cori Raffaelli of the Ventura-based Spencer 52 'Kia Ora'— who were naughty and crewed on 'Tabu' instead of racing their own boat. And center, the \$7.50 dorado dinner plate at the Punta Mita Yacht & Surf Club. Mmmmm, delicious.

neau 40 **Bright Star**. Arjan Bok's San Francisco-based Lidgard 43 **RotKat**, and Robin Kirkcaldie and Stephanie Mortensen's 60-year-old Santa Barbara-based Bounty II **Red Witch II**. If any boat deserved overall honors, it was *Red Witch II*. Robin, who comes from generations of sea captains who sailed cargo vessels from New Zealand to England, and Stephanie, a former surf champ who for years battled countless male surfers on a daily basis to get her share of waves at Malibu, sailed the daylights out of the old girl. They were deadly fast in light air, not only rhumblining with a now class-illegal J/105 spinnaker, but also upwind.

But if one lesson was learned in the Blast, it was that you can't hug the north shore of Banderas Bay anywhere

within the general the vicinity of the La Lancha surf break. With sailmaker Mike Danielson calling tactics on the J/160 **Blue**, they gybed out to deeper water just before a reef, but had to gybe back when a line got fouled on the bowsprit. As a result, they hit a reef head-on. We watched in semi disbelief as the bowman did what appeared to be a 10-ft imitation of Superman right off the bow. This was followed by the mandatory getting a line fouled in the the prop, 15 minutes of bouncing on the reef, and an unscheduled trip to the boatyard.

In a move to increase Blast participation, officials from the sponsoring **Punta Mita Yacht & Surf Club** and **Vallarta YC** will probably move the Blast dates

back to mid-December next year to give folks in chilly Baja time to get down to warm air and water for some 'nothing serious' racing.

The next major event on the Mexico cruising calendar is the **Zihua SailFest**, which traditionally has been the most successful cruiser fundraiser ever. The dates are Feb. 7-12, and every year a new class of cruisers is needed to keep the wonderfully worthy cause going. So don't miss it. And wait until you see the dramatic Zihua sunsets!



SCARLETT O'HARA

John and Renee in Thailand.

"We've been back in Thailand for almost a month now and have been enjoying it greatly," report John and Renee Prentice of the San Diego-based Serendipity 43 **Scarlett O'Hara**. "Despite this supposedly being the prime season with fine weather, we've had strong winds with rain, lightning and big seas. John braved the elements to help a woman, whose husband hadn't returned from Egypt yet, to re-anchor in 30 knots of wind. And the skipper of the boat he was to race on in the famous King's Cup Regatta got ill and backed out. It was just as well, as the night before the first race the fleet at Kata Beach was nailed by a nasty storm. Three boats ended up on the beach, many banged into each other, and a bunch of dinghies washed up on the beach. Some skippers were unable to get out to their boats, and had to stay in hotels while their boats fended for themselves. It was a real mess, and the second time in two years that it happened. We returned to more protected Chalong Harbor because of weather issues, and have been having a great time with friends. The beach is wonderful, an hour massage on the sand is \$10, and

The prostitutes are so eager in Thailand, the home of the 'Ten-Minute Girlfriend', that they are almost devoid of natural allure.



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dinner with lots of beers for John is \$15. We've also taken a taxi to Phuket Town to explore things such as Super Cheap, which is a huge building with hundreds of shops. They have everything under the sun, from total junk to real bargains. We'll be heading to Patong Beach for Christmas and New Year's, as it seems to be 'the place to be'. Patong Beach is probably the prostitute capital of the world, and the girls are not shy about what they offer! A sign at one massage parlor even advertised a 'Ball Massage'! We had lunch at a beach restaurant and watched the scene — it's crazy. We were surprised by the huge influx of Russians, but given Russian winters, we guess it makes sense. We plan to sail to South Africa, but may be dropping Sri Lanka from our route."

The 34-ft sloop **Waltzing Matilda** was lost on the rock at Punta Camarones in Matenchen Bay near San Blas on November 29, several cruisers reported. **Younger Girl**, Mark Sciarretta's San Diego-based Lagoon 380 was the first on the scene. "We found that it was an Aussie or Kiwi singlehander whose boat



KATIE HABEGGER / AVALON

An Aussie or Kiwi singlehander and his boat 'Waltzing Matilda' ended up on the rocks at San Blas in calm conditions.

had sailed onto the rocks while he slept. Although Camarones is sometimes the site of great surf, it was rather calm, yet the boat kept getting driven further onto the rocks. By the time we got there, *Waltzing Matilda* had lost steering and her drive shaft. I offered assistance with

my dinghy, but the skipper insisted on staying aboard as long as possible."

With Somali pirates having all but eliminated the **Red Sea to the Med** circumnavigation route, cruisers who still want to 'go around' are now left with having to cross the Indian Ocean, round the Cape of Good Hope, and make the long — but usually very pleasant passage — up to Brazil toward the Caribbean. And that means they've missed the Med. So what cruising options are left for folks looking to go beyond Mexico and Central America, the South Pacific Milk Run, as well as New Zealand and Australia, but who don't care about a circumnavigation? Ignoring the fact that there's at least a decade of great cruising in those already-mentioned areas alone, Henry Mellegers and Glenys Henry of the Oakland YC-based Cal 3-46 **Dreamcatcher**, vets of the '03 Ha-Ha, highly recommend **Southeast Asia**. In fact, next month we'll have a report on the cruising in the culture-rich countries of **Indonesia, Malaysia, Singapore, Thailand, Vietnam, Cambodia and Laos** — the latter three of

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which would need to be visited by land. One of the many great things about the area is the low cost of cruising.

"Our rough estimate for an annual cruising budget for a couple wanting to live a nice but not extravagant lifestyle aboard would be \$13,000 to \$15,000," reports Glenys. "This would include a week per month in a marina, food, booze, fuel and ground transport. We do not include expensive options such as a day at Universal Studios in Singapore or the cost of a haulout or major boat repairs." Sounds good to us. In fact, if we had a free year or two to kill, Southeast Asia would be our number one cruising destination.

During the Vallarta YC's early December Chili Cook-Off for Charity — their most successful ever — we got a chance to talk with Nicol Lyons about **homeschooling**. The Lyons family consists of Tom and Nicol, vets of a Ha-Ha aboard **Profligate** in '02, and son Max, 8, and daughter Mckenzie, 6. They have been cruising Mexico ever since right after Tom and Nicol completed the '09

Ha-Ha aboard their Hawaii-based Gulfstar Sailmaster 47 **Ohana**. They spent the last summer at a berth in Nuevo Vallarta's Paradise Marina. "It was hot and humid," says Nicol, "but not hot and humid like St. Louis in the summer." It helped that *Ohana* has air-conditioning and the family left Mexico for the month of September, the most unpleasant weather month of all.

"Home schooling is very challenging," Nicol admitted. "It's so difficult that I can see how it could force some families to give up cruising. I teach using the Calvert course, and school is in session on our boat from 8 a.m. to 2 p.m. — although that includes breaks, meals and recess. By 1:30 p.m., I've had about all I can take for a day. It's been my experience



Nicol with Mckenzie. 'Miss Lyons' takes care of the 'Three Rs' and more, while Dad provides instruction in the water arts.

that it's important to maintain a formal atmosphere, so when school is in session my kids must address me as 'Miss Lyons', and they have to hold their hand up and be called on before they can speak. Home schooling seems to go easier for Mckenzie, who is doing very well. Like most boys, Max is more restless, but he is keeping up with his level."



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After-school learning is much easier. "We lived in Hawaii for a couple of years before we started cruising, so the kids learned to swim when they were very young. And now one of the daily activities is for Tom to take the kids swimming. I just can't believe the size of some of the waves little Mckenzie dives under and through, but her dad is right there to supervise."

The Lyons family plans to continue cruising Mexico, perhaps going out to the Revillagigedo Islands. Tom has visited the islands a number of times before, taking some spectacular photos and videos of the giant manta rays.

Bill Yeargan and Jean Strain of the Honolulu-based Irwin 37 **Mitu Kuuluu** report that they've already received 60 entries for this year's **Cruisers' El Salvador Rally** from March 10 to April 29. The event is free, and they've put together an extensive guide covering just about everything that a cruiser headed that way might need to know. "The most common reaction we've gotten from past participants is that they had no idea how fantastic El Salvador is. And by the way, the civil war in El Salvador ended in '92,



LA PALAPA

We're sure Roger Hayward of 'La Palapa' had more fun crossing the Atlantic than transiting the Gulf of Aden.

so nobody needs to worry about that."

What a difference a year can make in the 2,700-mile **Atlantic Rally for Cruisers (ARC)**, the granddaddy of all cruising rallies. Last year only two of the 200+ entries managed to make the 2,800-mile crossing from the Canary Islands off Africa to St. Lucia in the Eastern Carib-

bean in less than a pedestrian 16 days — and one of them was a motoryacht, which had inexplicably been allowed to enter. This year the fastest of the 217 boats were blessed with mostly excellent tradewind sailing conditions, and even the boats that were a little off the pace had fine tradewind conditions until the last couple of days when the winds went soft. Excellent and fine tradewind conditions mean squalls at night, of course, with big windshifts and big increases in wind speed, so there was still plenty of excitement. But thanks to the generally good weather, the injuries and breakages were on the low side.

Although the ARC is supposed to be a cruising rally — and for the most part is — the headlines go to the biggest and the fastest boats in the racing divisions. Russian Vladimir Kulinichenko's 100-ft super-maxi **Med Spirit**, with 16 crew, nipped Alain Hulmeau and his four crew aboard the Pulsar 50 trimaran **Rayon Vert** by a couple of hours for line honors, but still fell short of the 11-day, 5-hour course record set by the Italian maxi **Capricorno** in '06. Not that any of

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the sailors on the 180 non-racing boats — most of which were in the 35 to 55-ft range — could have given a toot. These folks were sailing for personal achievement rather than glory, and so to our thinking were the real 'winners'.

Fifteen of the ARC entries were from the United States, which is a typical number. The only one we recognized as being from the West Coast was Roger Hayward's Long Beach-based Catalina-Morgan 440 **La Palapa**. Hayward, a vet of both the '07 Ha-Ha and a serious Somali pirate threat last spring in the Arabian Sea, finished a gentlemanly 133rd. But knowing Roger, we're confident that he finished near the top in having fun.

"Sailing into Cabo 20 years after our last visit was totally mind-blowing," report Ned and Carol Backus of the Seattle-based Outbound 44 **Frannie B**. "The place has gone from a sleepy beach town to a Las Vegas-ville. Still, it was worth a short stay for a quick city glitz fix. We reminisced about signing some book in '91 and getting a Baja Ha-Ha T-shirt. Fortunately, the Grand Poobah convinced us that we hadn't lost our

minds by explaining that *Latitude* had a 'sort-of Ha-Ha with shirts before the 'real Ha-Ha' started in '94. Whew! On our way to La Paz, the usual stops in Frailes and Muertos helped to turn Ha-Ha acquaintances into real friendships. By the way, we'd had mixed feelings about signing up for the Ha-Ha because we're not joiners, but found it a great way to get ourselves out of San Diego by a fixed date and move down the coast at a reasonable pace with great rest stops. In retrospect, we're glad to have done the Ha-Ha, and thank everyone involved for an event so well run we can hardly think of anything we'd change. Maybe a bit more wind and some smaller t-shirts. The Poobah, Assistant Poobah and Doña, Chief of Security, did a great job in stressing safety and friendship over too much booze and craziness. But



The old volcano crater anchorage at Caleta Partida, about 25 miles from La Paz, is one of the more popular in the Sea.

that doesn't mean it was boring. We recommend the Ha-Ha to everyone.

"La Paz was as lovely as ever," Ned and Carol continue, "maybe even better than in '91 as the sidewalks are less treacherous now. Maybe it's just that back then we were trying to negotiate the streets with a baby stroller and six-year-old in tow. Marina de la Paz is as good as ever, too, and Mary Shroyer, unlike the rest of us, seems to have not aged at

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all. The newly finished *malecon* makes cycling or jogging from Marina de la Paz to well past Marina Palmira a delight. The Saturday/Tuesday market across from the Post Office is very small, but the hydroponic lettuce is worth the trip, as good lettuce is hard to come by in Baja, and the heads we bought were still crisp and beautiful after two weeks. We know everybody raves about **Rancho Viejo** — five locations — but we think the best restaurant in La Paz is the **La Marmolera** on Cuauhtemoc and Serdan. They have wonderful coffee and breakfasts, and a 70 *peso* — about \$5.50 — lunch that is to die for. It was tough to leave La Paz, but the Poobah recommended getting up into the Sea while the water was still warm. So we've been on a quick lap. The water did cool off to about 72 degrees, but it was still all right, and the air temp was a lovely 70s during the day and 60s at night. Great temps for hiking and pleasant temps in the cabin. It seems as though we've been sailing in the Grand Canyon, with the sunrises and sunsets especially colorful. And there are too many great anchorages to mention. We're sorry to say that we think we were the

only Ha-Ha boat that made it to Puerto Escondido for the **Thanksgiving Pig Roast**. It was the easiest Thanksgiving meal we didn't cook!"

Correction: We previously forwarded word that the **Grand Marina in Barra de Navidad** had been sold. It turns out that marina — which is part of the complex that owns the big hotel, the golf course, and much of the nearby real estate — is merely under new management.

Here's a little story that illustrates how happily **service-oriented Mexicans** can be. We pulled into a Pemex station on our Honda 250 dual sport motorcycle, and as normal, the attendant pumped the gas and checked the oil. It turns out the oil was overflowing the crankcase. We found a straw and began to extract the oil a few drops at a time using the 'stopper method'. The attendant would have nothing of it. He found a quarter-inch diameter hose attached to a clear, open-ended container the size of an orange-juice can. He then proceeded to suck the extremely hot and toxic oil out

of the crankcase. Not all the way into his mouth, mind you, but until the clear plastic container was filled almost to his lips. He removed about a quart this way — without our having asked him. Yes, we gave him a tip.

Some of the things this year's cruising class seem to have in common is the realization that **life can be less complicated when cruising**, and you don't have to endure many of the stresses that are so common 'back home'. And, that it's great friends and experiences, not material goods, that bring **real pleasure and contentment**. And finally, that you can enjoy this often better quality of life **for much less money** than the 'old life' up north. Nobody is suggesting, of course, that cruising doesn't have its frustrations or that it's all cocktails and sunsets, because it's not that way at all. But on the whole, it's a much more natural life.

Personally speaking, we can't remember meeting such a great bunch of people, from all walks of life, on all kinds of boats, with so many different plans. If it ever comes your time to cruise, we think you'll love it!

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26-FT MACGREGOR, 1995. Redwood City. \$5,000/obo. Clean inside and out. Centerboard has been reworked for greater strength and less play when tacking. With Yamaha 4-stroke, 8hp outboard. Neil Pryde sails are in good condition. Main, 100%, and 120% (?). Taylor Made bimini (needs new fabric). Siemens PV battery charger. Alcohol stove, Magma BBQ. (650) 208-1916 or (650) 522-7229 or oddwahl@yahoo.com.

27-FT CATALINA 270, 1994. Richmond Marina Bay. \$24,000. 29-horsepower Perkins diesel, 465 hours, shoal draft wing keel, new Quantum 110% furling jib, asym spinnaker, jiffy reefing, two-blade feathering prop, depth, speed, wind speed, autopilot, boom brake, life-sling, Dutchman system, two anchors, hot and cold pressurized water, two-burner gimbaled stove, shower, new radio/CD, barbecue, companionway Plexiglass window, more. Clean boat, in very good condition. (530) 265-5146 or richacamp@aol.com.

29 TO 31 FEET



30-FT NEWPORT, 1979. Cabrillo Way, San Pedro. \$12,000. Clean boat, roller, lines led aft, good A4, tiller, dodger, bimini, additional cabinetry in salon makes boat much more livable, many upgrades. Email carlspacbellemail@gmail.com or leave message for quick reply, (818) 248-9646.



30-FT CAPE DORY CUTTER, 1984. Alameda. \$37,500. Well maintained. Recent E80 radar, VariProp, new upholstery, cushions and canvas. A sweet sailing boat and easy to singlehand. Lots of pictures and information at website. <http://cd-30.blogspot.com>. Contact (510) 910-2099 or mrbritt@eyedocs.com.

32 TO 35 FEET



35-FT YOUNG SUN CUTTER, 1981. San Carlos, Mexico. \$62,800. Ready to sail the world. Designed by Robert Perry, like a Tayana 37, but at a bargain price. More information on our website: <http://youngsun.squarespace.com/specs>. Contact mohrmonte@gmail.com or (970) 259-5102.

32-FT WESTSAIL. Pillar Point Harbor, Half Moon Bay. \$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. Contact (650) 303-3901 or pgclausen@gmail.com.



33-FT CS33, 1981. Richmond Yacht Club. \$29,900. AWESOME CS33. Ray Wall design, many upgrades. New full batten main with Dutchman, Vectran/Dacron jib on Harken furler, fuel tank system, Force 10 stove, chart plotter, VHF/wham, dodger, more. (530) 448-6167 or truckeesailor@hotmail.com.



33-FT RANGER, ALAMEDA. \$19,500. Universal diesel, Spectra H2O maker, large sail inventory, mostly Pineapple, 406 EPRIB, Force 10 propane stove and heater, windlass, wheel. This Mexico vet is ready to go again. www.latitude38.com/features/bomRanger33.htm. Email for photos: sailorkh@sbcglobal.net or call (510) 507-0200.

32-FT WESTSAIL, 1975. Berkeley. \$35,000. Beta Marine 1505 diesel, <200hrs., SSB, Viking raft, Monitor wind-vane, GPS/radar. <http://xenotropic.net/sinamara.html>. Contact (510) 517-9217 or joe@xenotropic.net. 1331 Haskell Street.



J/35C, 1993. Seattle, WA. \$99,000. Very clean, well maintained performance cruiser, North sails, Harken roller furler, Yanmar engine, Raymarine ST60 instruments, Garmin chartplotter, VHF, autopilot, heater, dodger, new AGM batteries and charger, new stereo, speakers, equipped for cruising. (206) 605-5330 or kstephen32@comcast.net.



34-FT ISLANDER, 1974. Santa Cruz, CA. \$25,000. Ready for cruising and live-aboard! She's in great shape with very recent haul out. Stout fiberglass hull with a classic teak trim inside and out with 5 year bristol finish. Bronze portholes, winches, chocks, and lazarette buckles. Nice set of sails - not new, but good shape. Tabernacled mast if you need it. She's not winning any races, but she'll get you there in comfort and style. Made the crossing from Hawaii once. Inside: lots of storage, propane heater and stove w/oven and broiler, fridge, freezer, great galley with deep sink and working pantry. Sleeps four. Low hours great shape Yanmar 2-cyl diesel. Contact (831) 239-6192 or waterworks3@yahoo.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 (sailing houseboat). (562) 899-0774 (eve).

36 TO 39 FEET

36-FT CATALINA, 1989. Emeryville. \$59,000. Well maintained, autopilot, asymmetrical spinnaker, low engine hours, flat screen TV, and heater. New water heater and FW pump. (925) 200-0083 or wcgabes@ca.astound.net.

37-FT ENDEAVOUR A-PLAN, 1979. Marina Mazatlan. \$44,500. Strong, safe cruiser, roomy liveaboard, Caribbean/Mexico vet. Extensive re-fit 2008, fully cruise equipped. Kyocera 125 solar panels, air marine wind generator, Avon 10'2" RIB, Yamaha 15, full cockpit enclosure, many extras. Contact (831) 600-7232 or nettlemont@hotmail.com.



36-FT PEARSON, 1985. Sausalito. \$56,800. I've owned her for 15 years and am the second owner. Have original purchase receipt, owner's manual, sail plans, etc. Hauled and painted Oct '10 along with new outlast bearing and new feathering prop (great upgrade should have done it sooner). Roller furling on jib and Dutchman system on main for easy sail handling. Original Yanmar diesel has only 386 hrs. A truly beautiful interior in near-new condition. Love this boat. Only reason I'm selling is I bought a classic woodie. Insurance survey in Feb '11 valued at \$70,000 and is insured for that. Great boat at a very fair price. Located at Schoonmaker Point Marina in Sausalito, she can be viewed there during daytime hours. Contact (925) 286-8738 or Bobgthomas@earthlink.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 roystark@aol.com or (510) 523-4081.

37-FT C&C, 1985. Emeryville. \$53,900. Excellent condition, lovingly maintained, pure sailing joy, major refit 2009, fully equipped, all modern electronics, solid rod rigging, hydraulic backstay, 2011 N-S main and self-furling N-S jib, lines to cockpit, Yanmar 840 hrs, owner. Contact cookcmm@aol.com or (925) 788-6776.

HANS CHRISTIAN 38 MK II, 1983. San Diego. \$45,000. Priced to sell. Email for full info: slowwind@mail.com.



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HANS CHRISTIAN 38 MK II, 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. Check out <http://sailsugata.com/forsale>. Email hc38@gabrito.com.



39-FT CONCORDIA YAWL, 1953. Port Townsend, Washington. \$105,000. Constructed by Abeking and Rasmussen in Germany. Well maintained, well equipped. Extensive sail inventory. Yanmar, full electronics. Ready for cruising or classic racing. Beautiful and capable. (360) 302-0547 or chrisgrace@olympus.net.



40-FT VALIANT 40-112, 1975. Long Beach, CA. \$119,500/asking. Ready for immediate cruising! Pre-blisters V-40 built in Bellingham, WA. Features include fully battened mainsail, roller furling jib and staysail and navigation computer. Major upgrades to all systems - high output alternator, refrigerator, 3-burner propane stove, AIS, autopilot and anchor windlass. Contact Gary Schneider. See website for more information. <http://bit.ly/vMLFzU>. Contact captaingary1@hotmail.com or (562) 212-3783.



48-FT ISLANDER, 1985. Sausalito. \$179,000. This is a classic Ted Brewer design built by Islander. Pristine condition, 3-year renovation just completed. Just about everything is new, sails, rigging, plumbing, pumps, etc. Call or email for all the information. (415) 846-6919 or (415) 331-6200 or sailonbaby@gmail.com.



38-FT HUGHES, 1970. Monterey, CA. \$19,000. S&S design, built in Canada. 74 hours on near new diesel engine, pressure hot/cold water, sound hull, no blisters. Great Bay sailer with slip available in Monterey or Moss Landing. (831) 915-4984.



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 kelvinahillips@yahoo.com.



TARTAN 4400, 2003. Channel Island Harbor. \$399,000, or trade?. Reduced price! Dark green hull, low hours, bow thruster, electric winches, VacuFlush heads, spinnaker, new batteries, recent bottom paint, numerous other options/upgrades. See test sail at www.YouTube.com, search Tartan 4400, our actual boat! (530) 318-0730 or amgjohn@sbcglobal.net.



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>. Contact tuesday1995@hotmail.com or (206) 295-1024.

CATALINA 36 MK II, 2001. Santa Cruz. \$109,000. Very clean. Autopilot, GPS chartplotter, windlass, dodger, roller furling jib, asymmetrical spinnaker. Universal 35hp diesel under 1450 hours. Inverter, 12v refrigerator, microwave, TV with DVD player, stereo with cockpit/cabin speakers. Many extras. Magma grill, dock box, Zarcor companionway doors. Excellent transferable slip location in Pacific Yachting charter fleet in Santa Cruz Harbor. Forget the 20+ -year waiting list. Enjoy it now! Email rfrankian@sbcglobal.net.

40 TO 50 FEET



50-FT NEWPORTER 40 KETCH, 1957. Berkeley Marina. \$57,000/obo. Isuzu inboard diesel engine, 13 sails, Dickinson heater, freshly painted, beamy cushioned salon, galley, dinette, head, ample supplies, equipment, storage. Full-cushioned cockpit, bright, warm pilothouse. Contact (415) 971-0361 or (508) 776-2440 or chris@newmariner.net.

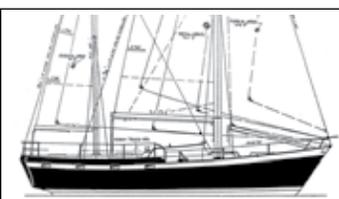
46-FT KELLY PETERSON, 1982. Morro Bay. \$174,000. Cruise ready with long list of equipment. 2 staterooms, 2 heads with new electric toilets, reefer and freezer, large center cockpit, etc. Comfortable and great sailing boat that's ready to go anywhere! www.facebook.com/pages/Kelly-Peterson-46-sailboat/172704439424234. Contact woodeney53@yahoo.com or (805) 459-1909.



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.



37-FT COOPER LIMITED EDITION. Pilothouse sloop, 1985. Alameda, California. \$80,000. Recently back from a cruise in the Caribbean and ready for her next passage. View our web page for specifications, equipment, and pictures: <http://web.mac.com/pecahill>. Contact (530) 305-7977 or pecahill@gmail.com.



42-FT TARTAN T.O.C.K., 1976. \$89,900. S&S design to world cruise (great live-aboard). 80hp diesel, 160 gal water, 130 gal fuel, 20 gal holding. Two companionways, 3 hatches, 17 S/S opening ports. Major upgrades. Sails, fuel system, refrig/freezer, etc. Go to Yachts Offered website, <http://yachtsoffered.com>, listing #1291773. Contact (510) 834-3261 or rhumphrey@sbcglobal.net.



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TARTAN 4100, 1996. Alameda, California. \$215,000. Beautiful blue hulled, professionally maintained performance cruiser. Micron 66 bottom, teak interior, two staterooms, large salon, nav-station and galley. Westerbeke diesel, dodger, bimini, awning, Doyle StackPack main/jib 2008, 135% North genoa, new paint mast/boom, standing rigging/lifelines 2008, Harken furler, ST winches, hydraulic backstay, LPG stove/oven, microwave, heat/air, autopilot, knot/log/depth/wind, GPS chartplotter, windlass, dinghy/OB. Liveaboard or cruise. Will consider smaller trade sail/power. Contact (510) 501-6414 or seaotter77@aol.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. 1200 Brannan Island Rd.



47-FT IRWIN, 1984. La Cruz, Mexico. \$265,000. Gorgeous Irwin 52 ketch. Love the boat and would rather have a 50% partner than sell outright. Tons of upgrades. See website for all the info. www.freya52.com. Contact (530) 342-1665 or freya52@live.com.



46-FT MORGAN 462, 1981. Vallejo Marina. \$146,000/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.



42-FT CATALINA, 1994. Richmond. \$119,000. Beautiful condition, wing keel, A/C, heat, generator, radar, depth, new canvas, new main, windlass, refrigerator, flat screen, surround sound, Pullman, separate shower. Email or call Bob for photos at rjacoby1@sbcglobal.net or (916) 849-0870.



44-FT ANTIGUA, 1985. Southeast Asia. \$172,000. Fully-equipped, well maintained cruising yacht. Conveniently located in a beautiful cruising ground. Loads of storage and head room, walk-in engine room, huge center cockpit. Ideal for cruising. See website for details. www.totalgood.com/australis. Contact (904) 297-3229 or larissa@totalgood.com.

51 FEET & OVER

52-FT IRWIN, 1984. La Cruz, Mexico. \$265,000. Gorgeous Irwin 52 ketch. Love the boat and would rather have a 50% partner than sell outright. Tons of upgrades. See website for all the info. www.freya52.com. Contact (530) 342-1665 or freya52@live.com.

CLASSIC BOATS



45-FT SPARKMAN & STEPHENS, 1960. Ballena Isle Marina. \$40,000. S&S design #708. Argentina built of local hardwood, copper riveted. 45' LOA; 31' LWL; 10' 8" beam; 6'4" draft. Recent decks and rigging. Aluminum spars. Tiller steering. Autohelm. Master Mariners and Jessica Cup competitor. New full boat covers. New spinnaker. New LPU topsides. 35hp BMW diesel; runs, needs work. <http://picasaweb.google.com/109279823363611668825/Valiant45SparkmanStephensSloop>. Contact (510) 846-4178 or jmcrnsh@earthlink.net.



53-FT ROSSBOROUGH, Gaff Rig Schooner, 1980. Emeryville Marina. \$50,000. Old world grand pirate ship! Amazing sailing vessel/home featuring: Detroit-diesel, 7 sails, teak/brass/bronze appointments, luxurious/spacious interiors, sleeps 8, galley/bath, new bottom. Call Chris at (510) 383-0175 or Claudia at (510) 967-2030 or email stylesurfing@gmail.com.



63-FT STAYSAIL SCHOONER, 1976. Coronado, CA. \$125,000, asking. Classic naval architect designed/professionally built 63' LOD. Samson "C-Witch" ferrocement staysail schooner. Magnificent interior, teak deck. Great blue water cruiser/charter yacht. Recently hauled, good surveys. Must see to appreciate the extensive quality design detail work. One owner since launched in 1976, licensed capt/professional yacht builder. Must sell due to age/health. More than \$450,000 in construction costs. Please see website for details/pictures. www.schooner4sale.com. Email captjmich@gmail.com.

MULTIHULLS



30-FT AUGNAUGHT, 1995. Moss Landing, CA. \$34,500. Monohull monotony got you down? Looking for something a little faster? Want to fly across the Bay with your hair on fire screaming yeeehaaaaah! Zoom just may be the medicine you need, and as a trailerable boat you will have access to many fresh water venues as well. The current owner needs to slow down for a while and wants it sold now! This boat is ready to go now. Priced from \$34,500. For more info, go to website www.yachtsoffered.com, then to listing #1291771. Call Captain Hawk (831) 247-7939 or hawknest1@prodigy.net.

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.



36-FT RICHARD WOODS SCYLLA, Cat, 2003. Clearwater, Florida. \$59,900. Epoxy-cedar-okkume, totally upgraded, new everything of high-quality! All bugs worked away. Great cruiser, has crossed Atlantic. 8000#, 20.5' beam. Daggerboards. Ready for islands. Quality for adventurous sailor. Huge open cockpit. Galley and 2 berths port hull, head and 1 berth starboard. Cutter, OB, Solar. T-top. 6 Lewmars. Achilles. No slamming! Email georgetheleo@hotmail.com.



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28-FT TRADEWINDS TRIMARAN, 1969. Half Moon Bay. \$6,500. Righteous sled! New 4hp Toshiba. A lovely handful in a fresh breeze, and that's with existing sails! (fair condition). Self-tacking storm jib. Spartan interior, portable head. Contact karlmanfredkuepper@yahoo.com or (925) 354-9601.

POWER & HOUSEBOATS



47-FT C&L SEA RANGER. Pilothouse Trawler, 1980. San Diego, Harbor Island. \$84,000. Fiberglass twin Ford Lehman just refit, new appliances, paint, fresh survey and bottom with thru-hulls. All specs and pictures view site. NICE boat! www.searanger47.com. Contact (480) 948-7053 or kstrecker50@gmail.com.

36-FT ISLAND GYPSY EUROPA, 1982. Long Beach, CA. \$90,000/offers. Trawler. Freshwater kept with over \$120K in updates/improvements. Single diesel w/ bow thruster. Contact (562) 201-2308 or surfertom42@gmail.com.

22-FT NOVURANIA MX 660 RIB, 2000. Tower Park Marina (Lodi). \$38,500. Well-equipped Novurania MX 660 rigid inflatable with twin Yamaha 100 4-stroke motors, stainless props, Furuno 1850 chartplotter/depth finder, new ICOM VHF, new Jensen stereo, rod holders, ground tackle and all safety gear. Also includes a Pacific galvanized trailer. Contact (209) 810-4089 or (209) 333-7879 or mark@valleywineworks.com.

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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/mainsheet winch. Fast, easy to sail. Call or email for pics and specs. (415) 298-2080 or george@kiwi-properties.com.

C&C LANCER 30. Non-equity partnership. Sausalito. Excellent condition. Wheel steering, self-furling jib, dodger, 15hp inboard. Autopilot, fathometer, GPS 9" display, wind indicator, VHF. Exquisite interior: galley, stove/oven, head, AM/FM/CD stereo. \$150/month, \$600 security deposit. Contact (415) 459-7417 or ed_curran2002@yahoo.com.

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74-FT MAST. Designed for catamaran. Best offer. (415) 269-5165.

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897 SQ FT GENOA. Berkeley Marina. \$2,000/obo. Genoa sail in good condition. Just serviced by North Sails. Has slightly worn leech and a few minor rusty colored areas near the tack. It's a Marathon 300 series made out of NL 70XW and is as follows I: 62.99ft, J:18.99ft, L/P: 150%. It's outfitted with bronze hanks. Contact loopy4sailing@yahoo.com or (207) 266-1149.

MISCELLANEOUS



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ROSSIGNOL 195CM SKIS. Tiburon or Mill Valley. \$20. Rossignol Progress Skis. 195 cm long. Very good condition. Contact chris@latitude38.com, (415) 383-8200 ext:103 or (415) 250-9334.

TRAILERS

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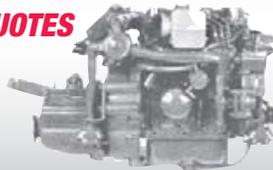


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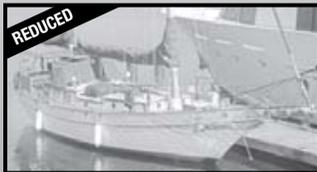
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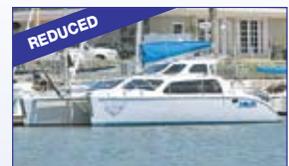
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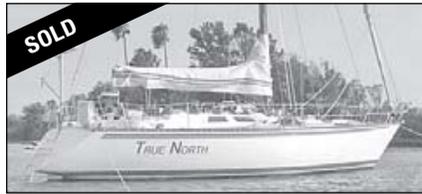
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46' HYLAS, 2002

Center cockpit cutter. Spectacular performance cruiser. Beautifully maintained, top-of-the-line gear.

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61' C&C, 1971

Beautifully laid out; reportedly more than \$250,000 spent on her over the past 10 years.

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41' SCEPTRE CUTTER, 1985

Updated throughout, professionally maintained, transferable Sausalito Yacht Harbor slip.

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48' ISLANDER SLOOP, 1985

Pacem has had two long-term owners since new; shows beautifully today. New sails.

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46' MORGAN 462, 1981

This robust center cockpit cruiser has been thoroughly updated and is ready for Mexico.

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C&C 41, 1987

Very clean example of one of the best racer/cruiser designs ever built. Promises speed and control.

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53' ISLANDER, 1979

Over \$100,000 spent over past several years on this vessel. Owner is motivated to sell IMMEDIATELY.

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43' BENETEAU 430, 1992

Three stateroom, very clean, never cruised or chartered. Transferable slip. Turn key package.

\$89,000

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38' CABO RICO CUTTER, 1977

Extensively updated, clipper-bowed, Crealock-designed beauty. New teak decks.

\$82,000

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34' SABRE, 1984

Fixed keel. Never cruised, freshwater boat with \$40,000+ in improvements, Sausalito Yacht Harbor slip.

\$67,000

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37' BENETEAU 370, 1991

Very popular model, never cruised or chartered, just detailed, shows very nicely, competitive price.

\$63,500

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45' STARRATT & JENKS, 1977

Nice aft cockpit sloop with new Yanmar diesel (\$30,000 project). Great value cruiser or liveaboard.

\$59,000

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30' BABA, 1982

Maintains crew for extended passages without sacrificing qualities of a great singlehander or weekender.

\$59,000

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41' TARTAN, 1975

S&S designed U.S.-built performance classic in fine shape, sails like a witch, very competitive price.

\$55,000

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32' ERICSON, 1989

Never cruised, and with \$18,000 spent on her in last 18 months, Heyoka shows much newer than her age.

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36' CATALINA, 1986

One of the most popular 36-ft sailboats ever built. Has had only two owners, shows nicely. Motivated owner.

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46' LAKE UNION CLASSIC CRUISER, 1930. Restored/rebuilt, excellent cond., new dsls, new genset, rewired/reframed/refastened, radar, MORE! She could cruise to Seattle tomorrow. Premium covered Marin berth. Dsl cabin heat. Great liveaboard/cruiser. Asking **\$69,995**



48' GRAND BANKS Trawler LRC. Aft master S/R, twin diesel, FB & PH helms, classic mahogany in BEAUTIFUL condition. Onan, fully loaded galley, 3 heads, shower & tub, inflatable dinghy w/ motor, swim platform, steadying sails, radar, MORE! Asking **\$124,950**



LIKE NEW

35' MERIDIAN 341 Barely used (less than 230 hrs), she's ready for all the pleasures the Bay, Delta and Coasts have to offer, while maintaining luxury and performance expected from Meridian. Meticulously maintained; she's an exceptional value. Asking **\$169,000**



REDUCED!

40' BRISTOL Sloop. *Kokua III* is loaded and in excellent condition. Thoroughbred Ted Hood design built by Bristol Yachts, RI. Exquisite interior, comfort and seaworthiness. Radar, plotter, AIS, etc. Wheel, full dodger & MORE! This is the one you've been waiting for. Asking **\$69,900**



BARGAIN!

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**



SCHOONER by J.G. ALDEN (design #309). 43' LOD. Oh she just seems perfect. Cold-molded (original by Goudy & Stevens, 1930). TOTAL RESTORATION reported, modern diesel. Gorgeous below, virtually everything to modern standards. Asking **\$84,950**



PERFORMANCE

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**



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24' BRISTOL CUTTER. These sturdy 'pocket cruisers' have earned themselves an admirable bluewater reputation. Equipped right: 3-axle HD trailer, 4-stroke engine, vane self-steering, F-10 heater, new dark green hull, new rigging, solar & MORE! Asking **\$13,950/offers**



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35' ERICSON MkII Sloop. Solid example of this great Bruce King design. Excellent cruiser, good Atomic 4, 13 Barent winches, wheel, RF, 2 spinnies, good inventory, refig, shower, double spreader rig & MORE! Asking **\$27,950**

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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

58' ALDEN Boothbay Ketch. Center PH cockpit, aft S/R, dsl, heavy glass, world cruiser. AWESOME! Asking 268,950

54' HERRESHOFF center cockpit ketch. F/G, dsl, loaded bluewater cruiser. Asking 199,500

41' CT-41. Exquisite example of this revered Garden design with many custom features. Fiberglass, big diesel, teak deck, cabin heat & fireplace, tiled shower & head, gorgeous interior, alum. spars, full galley, refrigeration and much MORE! MUST SEE. Asking 78,950

38' FARALLON CLIPPER #14 by Stephens Bros. Classic Master Mariners winner in outstanding condition Asking 45,000

36' ISLANDER Sloop. Diesel, wheel, furling, self-tailers ++.....REDUCED! 29,950

35' MAGELLAN Sloop by American Marine. Diesel, covered liveaboard berth in Marin. A BARGAIN! Asking 11,500

32' NANTUCKET Clipper Mk III Yawl. Diesel, fiberglass..... 14,950/obo

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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! 13,950/offers

30' RAWSON. Rare hard dodger model, diesel, furling, strong & more..... 24,850/obo

30' ARGONAUTA TRI: Folding/trailerable w/ trailer. Amazing fast offshore cruiser. Mexico today, up I-5 to Canada 2 days later or just sail anywhere. Health forces sale....29,450/obo

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101' STEEL TUG with beautiful Sausalito berth. Great YTB, operational, fantastic opportunity, loads of potential and value!..\$44,950/obo

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62' ELCO 1926 CLASSIC MOTOR YACHT. Twin dsl, gorgeous, elegant, comfortable. GREAT LIVEBOARD CRUISER. Must see! REDUCED! Offers encouraged!... 124,950

50' STEPHENS 1928 Classic. Twin dsl, F/B, part. restored & operational... Asking 80,000

48' DUTCH CANAL Barge. Beautiful & comfortable Sausalito liveaboard. Steel, diesel power. MUST BE SEEN! Asking 199,950

45' STEPHENS 1929 classic. Beautiful Gatsby-era motor yacht waiting to transport you back to the days of yachting in the grand style..... Try 75,000

45' S.F. BAY CHARTER BOAT w/established & unique business. Owner retiring. COI for 49 passengers. America's Cup is coming - here's your chance Asking 295,000

43' MATTHEWS, '65, diesel. A gem! Loaded and beautiful..... Asking 69,450

42' GRAND BANKS Tvl. Aft cabin, F/B, Onan, twin dsls, radar. Excellent. REDUCED!..79,500

40' STEEL Fast-Utility vessel. Twin 671-N diesels, sandblasted and epoxied in & out, ex-USCG, MUCH potential.... Asking 12,950

36' SEA RAY 360 aft cabin fly bridge express. Twins. Nice & a GREAT VALUE. Asking 34,950

35' ROUGHWATER, 1974. Fiberglass, single diesel, completely outfitted, excellent condition. Owner motivated! 39,500

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 V8's, fast and seaworthy. Just detailed and very nice. Asking 39,950

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42' BERTRAM F/B MOTOR YACHT Aft master strm, twin helms, twin dsl, Onan, PH, aft enclosure. Absolutely loaded w/gear & features incl radar, GPS, A/C & heat, washer/dryer & more! Beautiful & highly desirable vessel in good condition. Asking **\$99,500**



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